



July 2015

Volume 57 Issue 7

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Next Event

FLY-IN!

11 JULY 2015

0800

Chapter 35 Clubhouse

Runway 35 is published monthly by
EAA chapter 35.
Chuck Fisher: Editor
ea35news@gmail.com

Texas Flyboys

Mark Pusateri

[Reprinted with permission of the author from TEXAS READER Curious Drams of Texas History and Culture. mark@copanobaypress.com]

It was Texas Independence Day, March 2, 1910, when military aviation came to Texas.

Lt. Benjamin Foulois of the Army Signal Corps had arrived at Fort Sam Houston two weeks earlier, along with the Army's first aeroplane, a 25 hp wood and cloth contraption purchased from the Wright brothers for \$30,000.

There was much to be done though, before that first flight, timed to celebrate the anniversary of Texas Independence. The plane was in crates. As the box says, "some assembly required," and Benny Foulois was obligated to do the assembling himself.



Benny Foulois at Fort Sam Houston

But there was a second minor issue to consider: Benny had never flown, except as Orville Wright's passenger. Wilbur Wright had just begun teaching him when the Army ordered Benny to take the plane to Texas and teach himself to fly it.

He had never soloed, taken off, or landed. Wilbur was kind enough to continue the flying lessons by mail.

Somehow, Benny managed to take off from the Arthur MacArthur parade field, circle the field and land safely. So he did it a second time. And a third.

Unfortunately on his fourth attempt, the feed pipe to the engine broke loose, sending

Benny and the aeroplane back to Earth from a height of forty feet.

The plane was hurt worse than the man,

(Continued on page 4)

Next Event 11 July 0800

Summer Fly-In Breakfast

Come hungry and Bring a Friend

Breakfast donated—All proceeds go to Air Academy Fund!



PRESIDENTS COCKPIT

[For Swedish Click Here](#)

MEMBER NEWS— RON O'DEA



The summer is here with hot temperatures, thunderstorms, tornadoes, and, especially in the afternoon, bumpy flights in the afternoon. San Geronimo is at least not a mountain airport, so the hot temperature does not have to be combined with high altitude, low density conditions. However, if you plan to take-off at a very short field with an airplane with a low power engine, you have to plan for that or get a Zenith STOL CH701 with 100 ft. take-off roll with 2 persons onboard or, maybe, 60 ft. with one person. Our test-flights of our CH701 have reached the stadium of fast taxi with airborne nose-wheel only so far, so we have not yet been able to verify the take-off distances during our upcoming 40 hrs. flight test program. However, I read in a CH701 flight manual not to bother with crosswind landings, if the crosswind component is over 28 MPH (stall speed). The recommendation is to land straight into the headwind direction with a landing straight down like a helicopter. Of course, only in very stable wind conditions, since sudden slowing of the wind with the airplane's airspeed just above stall speed, may make the landing very abrupt and expensive.

Because it was 2 years since my last aviation medical examination, I had to get a new one. I took the brave decision to get a Medical Certificate Class 3 (I don't need Class 2 anymore, since I will probably not get any new pilot job in the future, where I can use my Commercial Pilot License). The reason for calling it a brave decision is that if you don't pass your Medical Class 3, you may not be able to use your Driver License instead, if your aircraft qualifies as a Light Sport Aircraft. If you fail the requirements for a Medical Class 3, you have to have your medical condition cleared by an Aviation Medical Examiner and FAA, before you are allowed to fly. Of course, if you fly with a Driver License instead of a Medical Certificate, you always have to "conduct a self assessment, helping to identify potential warning signs of pending medical condition and demonstrate appropriate use of medications" before the flight, so you don't fly with any medical conditions or medications that may hinder you as a safe pilot.

Recently, I submitted three nominations (with the suggestions and help from EAA35 Officers and Board of Directors) for the EAA 2015 Awards. The nominations were for the EAA Major Achievement Award, EAA Young Eagle Award and the EAA Volunteer Award. We have during the last years been very lucky to receive several EAA awards in the highly competitive selections from the more than 1000 EAA Chapters in USA. Hopefully, we will succeed this year as well, but the competition is very hard.

The Annual Chapter 35 Picnic in June was very well attended with about 65 members and guests and we were fed very good food and as usual it was planned, prepared and accomplished excellently by Gail Scheidt and Freda Stevens with help in the Club house of some other members. The number of participants was somewhat higher than the 25 we had during the Spring Cleaning Yard/Building Work Party in May.

Please welcome our newest EAA Chapter 35 Member,

Dr. Jack Wright and his wife Chantana. In addition to being a doctor Jack is also a Private Pilot with Instrument and Seaplane ratings. He owns and flies a Comanche 260TC, has built/restored a Taylorcraft and a Stinson Voyager all while designing and building his own Seaplane! You can see more about his seaplane project on Facebook. Look up Salamander Seaplane. You may contact Jack at 210-381-8290 or planeguy3@hotmail.com.

Please welcome back **Terry and Dr. Kimberly Slawinski!** Terry and Kimberly are both Life Time Members of EAA National. Terry, a retired USAF Fighter Pilot, has flown T-37, T-38, F-4, and F-16. Additionally he and Kimberly own Yak-52TW, JanusC and C-150. They also fly a Grob 103. Terry, a ME, Comm, ATP is also a CFI, CFII and Glider pilot, who teaches formation flying, Soaring and Flight Safety. In his spare time he is building an AR-15. You may contact Terry at 540-729-3626 or yak-ski@earthlink.com

To avoid the extreme heat in the end of July and beginning of August I will escape from Texas to the somewhat cooler Sweden, where among other things I will sail with friends in the cold Baltic Sea from a Swedish island between Sweden and Russia and the Baltic countries. In the northern Sweden close to the Arctic Circle a military exercise with joint participation of NATO and the Swedish Air Force have recently taken place. A total of about 150 military aircraft from both NATO and Sweden (with Sweden's Gripen Fighter aircraft) were involved. Just a couple of days ago invasion exercises in southern Sweden, in cooperation with NATO forces, took place including a US Navy disembarkation vessel named SAN ANTONIO. Furthermore, this exercise also included two big USAF B-52 bombers each escorted with four Swedish AF Gripen fighter aircraft flying over the Swedish territory. This was shown in Swedish TV and has never been seen before in the Swedish history. However, everything is carefully watched by Russian Air Force planes and Naval vessels. During the last months Russian aircraft have done several provocative flights in very close proximity to the Swedish and other Baltic Sea countries international borders as well as in the English Channel. It reminds me about the old military activity during the Cold War era, and shows that the tension in the region currently is high.

Finally as a reminder, the next EAA Chapter 35 event will occur on Saturday July 11 at 08.00 to 10 am with a Fly-In Breakfast event in our Clubhouse. All members with guests and pilots with passengers from other EAA Chapters are very welcome. This event will be followed by a Board of Directors meeting at 10.30 am.

Ulf Balldin





July 4th Fly-In

It just so happens that our next fly-in falls on July 4th. We plan on having a large July 4th Lunch Fly-In with music, food, and refreshments. Let your friends and family know about the event and maybe we can make this one our largest yet. We will send out a reminder the week of the event. See you there!

PIREP: The Feed Store at KBMQ (Burnet) is closed. It is the BBQ place just off the airport. Better to know before you go! (Brian Goode)

Fly In Breakfast
We'll have breakfast tacos and fixins in good San Antonio tradition!

Hangar Space Available

Building a Project? Assembling a kit?

Chapter 35 has a First-Class building space NOW available for a nominal fee. There are no more hangars available at San Geronimo, and you are not likely to find a fully equipped wide access hangar anywhere in the San Antonio area. First to contact Lew Mason at 210-688-9072

lewnan@sbcglobal.net gets it—hurry!

YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but I need YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our members. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: ea35news@gmail.com

QUARTER BULLETIN

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Home Sweet Home!

Greetings from San Geronimo Airpark



ARIZONA (CONTINUED)

(Continued from page 1)

and both were soon back in the air. Benny flew it 62 times over the next few months.

Alas, the plane had to be retired from service the following year. It was in poor condition after being wrecked and rebuilt by Benny so many times. Benny was not retired until 1935, as Chief of the Air Corps and a Major General.

But back to the morning of that first flight...in the crowd was a ten year old boy who would leave his mark on aviation in Texas and beyond.

Carl J. Crane became an army flier and served several years as an instructor at Kelly, Brooks and Randolph fields here in Texas. In 1929 he teamed up with fellow Texan William C. Ocker to create a revolutionary flying system.

Their book, *Blind Flight in Theory and Practice*, was the world's first manual on instrument flying.



Carl Crane

Ocker, twenty years older than Crane, was a member of that first generation of Army fliers. Most of the earliest aviation instruments were his inventions and he gave all his patents to the government.



Bill Ocker

In 1930 he made the first cross-country flight in a completely covered cockpit. He flew from Brooks Field in San Antonio to Scott Field in Illinois, taking off, navigating and landing using only instruments.

Charles Lindbergh and Amelia Earhart were taught instrument flying by Bill Ocker personally.

Bill and Carl Crane began to put their ideas to use training army pilots in San Antonio. They even built one of the first flight simulators. But army brass thought instrument flying was too dangerous and constantly held them back. It was not until 1942 that Bill and Carl's ideas were fully adopted by the army.

The Soviets, on the other hand, saw the advantage of instru-

ment flight immediately. They pirated Bill and Carl's book as soon as it was published. *Blind Flight in Theory and Practice* became a standard text for all Soviet pilots.

And The Sequel ...

Chuck Fisher

Each of these events occurred or had their heritage in **San Antonio** and were the harbinger of decades of aviation and aviator training, research and development.

Benjamin Foulois flew from the parade ground of Fort Sam Houston off turf that you can walk today. As the flying became too dangerous and the base too crowded, Stinson field was created to train young aviators.

As the US Army learned of the value of aviation, they built another airfield near Stinson field that would be named Brooks field and across town Kelly field.

A poor barnstormer named Charles Lindbergh parked his raggedy Jenny in the hangar next to the Stinson terminal while he trained at Brooks and Kelly to earn his wings.

Brooks would become a center for aviation development. Early research into pilot selection, aerodynamics, instrument flight, and a futuristic concept called aeromedical evacuation was conducted at Brooks.

Later, Brooks would become dedicated solely to aviation and space research and training of pilots and astronauts. It was here that much of what we know today of space effects on humans and many of the tools that made manned spaceflight possible were developed. Technologies developed at Brooks included those that made possible Magnetic Resonance Imaging and Laser eye surgeries. When the medical research mission needed a bigger hospital, so the Air Force built Wilford Hall.

The flying training mission grew over the decades and outgrew Kelly and Brooks and the city began to grow around them. So City leaders acquired a huge parcel of land well outside the city and the Air Force built their first master-planned base. The crown jewel for decades—Randolph.

After 105 years, American military aviators still earn their wings in San Antonio. And training and research continue in private hands at Brooks. Much of the research and training in San Antonio today builds on the foundation laid by Carl Crane and Bill Ocker right here in San Antonio.

And that, as Paul Harvey used to say, "is the rest of the story"



OUR NEIGHBORHOOD

PILOT SHOPPE INSTALLS HIGH DEF SIM

Chuck Fisher

For nearly 30 years Janet Shires has served pilots, students and families of aviators. A lot has changed in those 30 years and the Pilot Shoppe has evolved with those changes. Now offering a

wide variety of supplies for the professional pilot, casual aviator and student, Janet has never lost her focus on helping to build our aviation community.

Many student pilots first learn of the Pilot Shoppe as they take their student pilot exam in her certified testing facility. Now, though, she has introduced an exciting new di-

mension to her services-- On-site, High fidelity simulator training.

Partnering with Novashare Aviation Corporation, the San Antonio Cirrus distributor and training facility, Janet has installed a very high fidelity, wrap-around, fully configurable FlyThisSim Touch Trainer Vis-X flight simulator that students and instructors can use for instrument or visual flight training. The simulator can be configured for most standard Cirrus, Cessna and Piper aircraft using either side controller or yoke, a wide variety of avionics arrangements, and all sorts of flight conditions. And, the resolution and realism is stunning! Approaching San Antonio international even the perpetual 281 traffic is realistic.

Use of high fidelity simulation is not new. Many of us have had some form of flight simulator on our computers for several years, and of course commercial and military pilots have used simulator time for much (and in some cases 100%) of their training for decades. However, creating an environment that has full-size, wrap-around real-world fidelity is difficult and

costly, and trying to do so for multiple possible cockpit configurations is really challenging. So, general aviation pilots have generally not had the opportunity to train in any method other than turning money into gas, and gas into noise.



The Pilot Shoppe facility, though, provides an opportunity for pilots, especially instrument pilots, to maintain currency or log training time with their instructors without having to schedule a training aircraft. Most importantly, though, instructors can set up a more challenging instrument environment for their students than

may be permitted at a busy commercial airport. Controllers are not necessarily thrilled with a slow GA aircraft asking for complex instrument procedures while they are trying to cycle high volume jets through the airspace. Using the sim, you can break of the approach as many times as you need, and never have to apologize!

Janet Shires will work with instructors and students to accommodate their schedules, and can help configure it to their aircraft. Some basic training on the system will be required before using it solo, so give her a call. As a general rule, instrument students can apply about 10 hours of sim training to certification and private pilots up to 2.5 hours towards their private, but everyone can benefit from no-risk refresher training. Oh, and if you've always wanted to "fly" a Cirrus; here's a chance to give it a try. Call Janet at The Pilot Shoppe at 210-524-9525 to take a tour.



YOUR HEALTH: SSRI ANTIDEPRESSANTS AND THE SPECIAL ISSUANCE PROCESS

Doc Hecker

The FAA is currently limiting consideration of Special Issuance Medical Certificates to only four (4) medications used as single therapy agents; not used in combination. These four medications are:

Fluoxetine (Prozac), Sertraline (Zoloft), Citalopram (Celexa), and Escitalopram (Lexapro).

As these medications are becoming increasingly accepted by the FAA and are commonly used within the medical community, these four antidepressants have been safely prescribed in appropriate aeromedical cases with proper oversight by specifically trained AMEs who act as Independent Medical Sponsors (IMS). These medications have fewer side effects than previously used generations of antidepressants. While the focus of the current policy statement is on individuals being treated for depression, the FAA realizes that these four medications may be used to treat conditions other than depression. It should be noted, therefore, that in all instances, the FAA will continue to consider pilot applicants and make determinations on a case-by-case basis under the special-issuance process just as it always has. In addition to treating psychiatrists, AMEs who have specialized training under a program called the Human Intervention and Motivation Study (HIMS) also will assist the FAA by making recommendations about certification cases to be considered under this present policy. The HIMS program is a safety-critical aviation program that was established nearly 40 years ago. The original program, developed specifically for commercial pilots, was designed as an alcohol and drug assistance program to coordinate the identification, assessment, treatment, and medical certification of pilots in need of help with their addiction or dependence problems.

Under HIMS, pilots who successfully meet rigorous FAA protocols for alcohol abuse, drug abuse, depression and other mental health disorders requiring single dose medication, may be returned to duty in accordance with 14 CFR § 67.401. The FAA will apply the basic HIMS evaluation and monitoring approach to this new policy and HIMS/IMS AMEs will participate in a specialized training program tailored to evaluating and monitoring applicants who wish to be considered for Special Issuance under this policy.

CONSIDERATION FOR PILOT APPLICANTS WHO DESIRE SPECIAL ISSUANCE OF A MEDICAL CERTIFICATE WITH RE-

GARD TO DEPRESSION TREATED WITH SINGLE AGENT MEDICATION

This protocol applies to considerations for Special Issuance medical certification for airmen requesting First, Second, or Third Class special issuance medical certificates, for the exercise of privilege under 14 CFR Parts § 121, § 135, or § 91, who are being treated with certain approved antidepressant medications.

CRITERIA TO BE CONSIDERED WITH APPLICATION FOR A SPECIAL ISSUANCE UNDER HIMS PROGRAM

Diagnoses:

- Mild to moderate depressive disorders, such as:
- Major Depressive Disorder (mild to moderate) either single episode or recurrent episode
- Dysthymic Disorder
- Adjustment disorder with depressed mood

Pharmacologic Agents Considered (single-agent use only):

- Fluoxetine (Prozac)
- Sertraline (Zoloft)
- Citalopram (Celexa)
- Escitalopram (Lexapro)

Specifically Unacceptable Diagnoses and or Symptoms:

- Psychosis
- Suicidal ideation (thoughts)
- History of electro convulsive therapy (ECT)
- Treatment with multiple concurrent antidepressant medications
- History of multi-agent drug protocol use (prior use of other psychiatric drugs in conjunction with antidepressant medications)

Psychiatric Status:

- All symptoms of the psychiatric condition for which treatment is indicated must be ameliorated by the single medication and the condition must be stable with no change in or exacerbation of symptoms for 12 months prior to certification
- Airman must be on a stable dosage of medication for a minimum of 12 months prior to certification
- Airman must have no aeromedical significant side effects of

(Continued on page 7)

YOUR HEALTH (CONTINUED)

prescribed medication.

Required Reports and Consultations for Initial Consideration:

- A consultation status report (and follow-up reports as required) from a treating psychiatrist attesting to and describing the applicant's diagnosis, length and course of treatment, dosage of the antidepressant medication taken, and presence of any side effects from the antidepressant the applicant takes or has taken in the past
- A written statement prepared by the applicant describing his or her history of antidepressant usage and mental health status
- A report of the results of neurocognitive psychological tests with provision of the raw test data: This includes, but is not limited to: COGSCREEN AE, Trails A/B; Stroop Test; CCPT, PASSAT, Wisconsin Card Sorting Test
- An evaluation and a written report from a HIMS-trained AME who has reviewed items 1, 2, and 3 above, and who makes a recommendation for a Special Issuance Medical Certificate
- Any additional information the Federal Air Surgeon may require to make a determination under the provisions of

this program

I currently provide Special Issuance services for pilots who are taking any of the four approved SSRI antidepressants, or who require HIMS evaluation and monitoring for drug or alcohol problems in order to remain in compliance with the current FAA standards. I am available for discrete consultation at: faexamdoc@yahoo.com.

RB "Doc" Hecker (SRA 5171) is a FAA Senior HIMS/IMS AME (20969) who retired from the US Army Medical Department in 1997 after 26 years of service. He holds certificates for CFI Single Engine Land & Sea, Commercial Pilot ASEL, ASES, AMEL, AMES, Glider, B-17 SIC and Instrument Airplane along with an A&P Mechanic Certificate. He has logged over 2,500 hours and prefers small, intimate airparks. He is currently refurbishing a, and assisting the restoration of a 1947 Aeronca 7BCM / L-16 (N119TX). His other projects include maintaining a 1942 Boeing A75-N1. He has previously owned a Cessna C-172 (N61785), a Grumman AA-5B (N74447) and a Mooney M20C (N10AD). In his free time, Doc practices medicine in San Antonio, TX



SAFETY NOTES & NOTAMS

Ron O'Dea

I recently read the below from Flying Magazine and it hit home. I have witnessed this particular event twice here at San Geronimo Airpark. Fortunately we were able to alert the pilot before any damage was done. This drives home the point that we need to pay attention during our preflight and remember "Keep Your Brain In The Game".

If you've been flying for a while, you probably know of at least one person in your circle of friends who has made a very expensive mistake — starting up the engine with the tow bar attached.

It is a simple error but one that could cost you a new propeller and an engine overhaul. There have even been images posted on social media of airplanes taking off with the tow bar still attached.

Imagine taking a stroll with your dog only to have a tow bar suddenly drop from the skies. The NIMBY's trying to shut down your precious local airport would have a heyday!



To prevent this embarrassing, expensive and potentially dangerous mistake, all you have to do is follow one rule: Keep the hand on the tow bar! Any time you are either parking the airplane or pulling it out of the hangar or parking spot, remove the tow bar as

soon as you have the airplane in its spot and put it in the luggage compartment. The procedure may add about 30 seconds to your preflight as you have to make a special trip to the back of the airplane. However, those seconds will be well worth it because if you stick to this simple rule you will never start up your airplane with the tow bar attached.



AD 2015-10-51 - Avidyne Corporation Integrated Flight Displays.

This AD requires incorporating an operational limitation into the Limitations section of the airplane flight manual (AFM) or airplane flight manual supplement (AFMS).

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July, Aug, Sept 2015



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June, July 2015



Country Store



Brian Goode

SHIRT NEWS

Goode News ---
"THE SHIRTS ARE
IN, THE SHIRTS
ARE IN"

The new supplies of Logoed Chapter 35 fishing shirts are here. They were available at the June Picnic, but so many folks were eating that they didn't notice that the new shirts had arrived.

If you forgot to place an order for a new shirt and want to reserve one, give us a shout. - Brian Goode 727-709-1159 - or ladybgoode@msn.com.

Here's what we have on hand: Short Sleeves - **Yellow - Men's, L and XL, Ladies' short sleeve - XL**; Khaki - Men's L; Royal Blue - Men's M and XL; Long Sleeve - **Sky Blue - One Men's M**

All of these shirts are now reasonably priced at \$43.00. If you don't see one you like, we are taking special orders for your exact size and color

NEW! Safety/Polo Shirts: As a result of some input from the pilots at the last Young Eagle event, we have explored and found a "Safety Yellow" short sleeve polo shirt, with a pocket. They would be a nice safety item for those who find themselves on the airplane side of the flight line during such events. The Country Store had one on a walking display during the Chapter picnic. They are made of 100% Polyester so they shouldn't shrink. They are easily cared for like any other wash and wear item. No pressing required.

We are able to offer these shirts at \$30.00 for Small to XL sizes.



Anything larger will cost you \$32.00, for the extra material. These will go fast, so if you are even thinking about one, please call or email Brian @ ladybgoode@msn.com, to reserve one, ASAP.

POCKET CO - CARBON MONOXIDE DETECTORS

Our second and final order of "POCKET CO - CARBON MONOXIDE ETECTORS" was received last month.



These units are being sold to our Chapter 35 members at cost + sales tax + shipping, which equals to \$109.00. We have one unsold detector.

LOG BOOK TOTE BAGS

We still have a couple of log book bags available. They are good for storing your aircraft log books, your laptop computer, iPad or personal "stuff" when traveling.

These Tote Bags are adorned with the Colorized Chapter 35 logo on the front flap. They are made of a heavy Polyester material and are 17" wide X 13" high x 4.5" deep.



They have an expansion zipper which lets the bag open up to about 6.5 inches deep. They also have a convenient adjustable shoulder strap. They are only \$29.00. The pilot shops sell these for \$60.00+.



JUNE CHAPTER MEMBER'S PICNIC AND ENGLISH WHEEL DEMO



JUNE CHAPTER MEMBER'S PICNIC AND ENGLISH WHEEL DEMO



THE BUILDER'S CORNER

UNPLEASANT SURPRISES

Mark Julicher

We all want to fly safely and most of us want to make our flying machines last as long as possible. Unfortunately, it is a hard fact that machinery wears out with use, and sooner or later something expensive breaks. We wish is that major repairs occur as planned events and not as unpleasant surprises. Alas! If wishes were horses beggars would ride. (*Current guidance in column writing requires one trite and moldy expression per article. vis. page 2642a writers guild handbook.*) This month I present unpleasant surprises that all happened to someone else.

Surprise #1

It is a continuing occurrence for wooden sparred wings to crack. No, the cracks do not just happen in the hangar. Certain events are known to cause cracks -- ground loop with a wing tip touching down, taxi into an object, and aerobatics to name a few. Photos one through three show is a severely damaged spar. The owner of this plane unknowingly bought it in this condition. The last inspector KNEW it was in this condition and kept his mouth shut. It is too bad that tarring and feathering is no longer an accepted practice. A pre-buy inspection should have caught this, but hindsight is 20-20.

If you do your own work, repairing these wings is a about \$2500 in parts and nearly 100 hours labor.

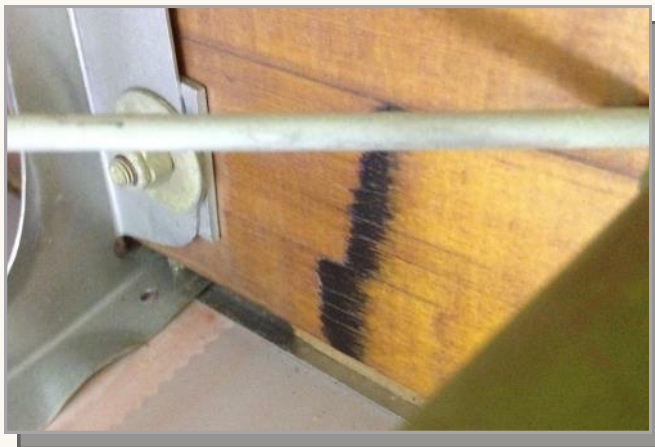


Photo One: Multiple grain-wise cracks. The dark band is clearly offset from its original position. Photo Credit, Doc Hecker



Photo 2: Large horizontal cracks. You can catch a finger-nail in these! Photo Credit, Doc Hecker



Photo 3: Upon removing the spar - vertical cracks under the plywood doubler. Photo Credit, Doc Hecker

Surprise #2

Many of us have added oil filter adapters to small Continental engines. One popular and elegantly simple oil filter adapter was produced by F&M in Borger, Texas and was installed under a Supplemental Type Certificate (STC). As the story goes,

(Continued on page 13)

BUILDERS CORNER (CONTINUED)

(Continued from page 12)

F&M made an agreement with El Reno Aviation to market their filter adapter. So far so good.

The F&M installation instructions call for removal of the Continental oil screen. That makes sense – probably no need to filter the oil twice. El Reno Aviation re-branded the instruction sheet and added some additional instructions. Someone typed-in words stating that the removal of the original oil screen is optional. Hmmm, two different ways to install the STC? Not likely. We are in possession of two sets of STC instructions, one with the El Reno addition and one without. Why did El Reno type in additional instructions? I don't know. El Reno and F&M are no longer around, but there is still NOS floating around on Barnstormers and there are many small Continental engines that have the F&M oil filter adapters.

How about you? If you have an F&M oil filter adapter do you still have the oil screen installed or not? If you still have the oil screen installed are you opening it every annual to clean it or are you assuming you don't have the oil screen anymore and don't worry about it?



Photo 4: Oil Screen from Continental O-200. Photo credit, Vic White

Better check again! And after you check out what is in your engine please make a logbook entry stating how it is configured. Better yet, take out the oil screen. Here is a fellow that did not know what was in his engine. Fortunately, Vic White found this before it became an engine failure.

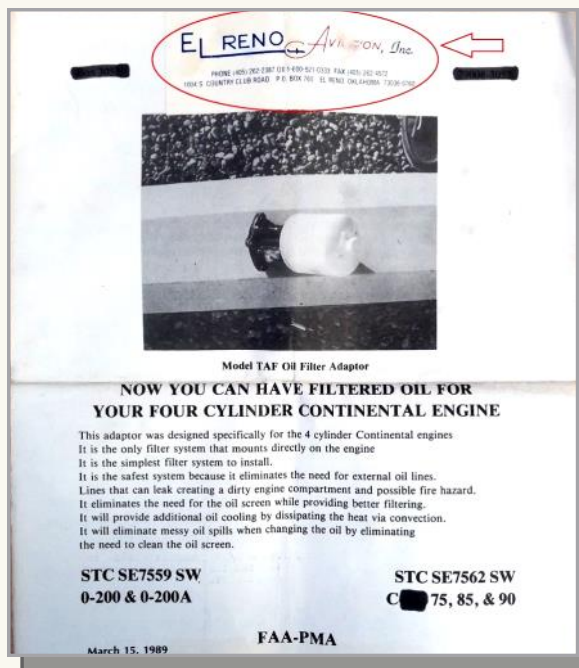


Photo 5: El Reno sticker placed over the original F&M logo. F&M address and phone number blacked out. Photo credit, Vic White

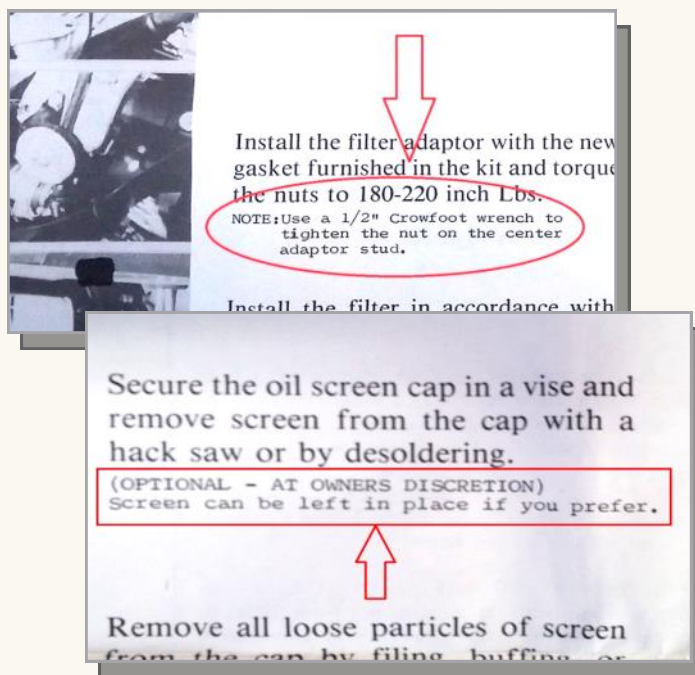


Photo 6: Information typed onto original STC instruction sheet. This option was not part of the original STC. Photo credit, Vic White

(Continued on page 14)

BUILDERS CORNER (CONTINUED)

(Continued from page 13)

Surprise #3

We had a Cessna 150 in the shop for an annual and the owner reported that turning on the position lights caused the fuse to blow, so off we go to troubleshoot. Now this particular C-150 had the turn needle, position lights, and instrument light on one 10-amp fuse. The position light wires checked out OK, the position light switch worked fine and the turn gyro was spinning nicely. That only left the instrument light, but that was not reported as bad.

Now by way of reminder, most Cessna 150s have the single overhead bulb that illuminates the instrument panel. One bulb shines on all the instruments.

We removed the glove box to get clear access to the fuse holder and then unsoldered the three wires on the fuse. One at a time we hooked



the wires back up. Gyro – fine, position lights – fine, instrument light – smell smoke. The rheostat got HOT. We put an ohmmeter on the rheostat and found it had an open circuit and a lot of current was bypassing through a thermistor mounted alongside the rheostat. OK Bad rheostat – how bad can that be?

Here is the surprise. Cessna wants 2 kilobucks for a 6-ohm resistor. Yup, it lists for \$2,000. It might be cheaper to get Night Vision Goggles than to replace the rheostat. For certain Cessna models the light rheostat has an AD against it and the replacement part is just painfully expensive. But there is a little bit of good news... there is an STC'd replacement dimmer for only \$200 – What a Deal!

That is it for this month. Come by Hangar 64 at 1T8 and say Hi...



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Chapter 35 Bumper Stickers		\$1.00
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For merchandise please call Brian or June @ 210-688-0420

Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS

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JUNE MYSTERY PLANE REVEALED

By Doug Apsey

Congratulations to EAA Chapter 35 member Nick Leonard for correctly identifying our June mystery airplane as the Curtiss-Wright CW-1 Junior. Nick also pointed out that the Aerosport Woody Pusher homebuilt is based on the CW-1 design.



The CW-1 Junior was originally designated the Curtiss-Robertson CR-1 Skeeter but by the time it went into production in 1931, Curtiss had

merged into Curtiss-Wright Aircraft and it was renamed the CW-1 Junior. In that year, 271 Juniors were delivered at a cost of \$1,490 each.¹ It's affordability, short field capability, sturdy construction, low handling speed and good visibility made it an easy and safe airplane to fly.² The Junior represented an effort by Curtiss-Wright Corp. to produce an affordable, personal aircraft that would appeal to the average citizen. It was the beginning of the industry wide attempt to produce an "airplane for every garage."³

The CW-1 was a two seat tandem pusher design with a wingspan of 36 ½ ft. The fuselage was steel tube and fabric construction while the wing was wood and fabric. Top speed was 80 mph while cruise is listed as 65 mph. Stall speed was 30 mph. Burning an average of 3.5 gallons per hour, the Junior had a range of about 200 miles with its 9 gallon fuel tank. Empty weight was 570 lbs. and gross weight was 975.^{1,2} Designed as a bare-bones airplane, it had minimal instrumentation even for that era. The airspeed indicator was a plate that was hooked to a spring and mounted in front of the windscreen. As the wind pushed the plate back, it moved a pointer along an indicator plate on the instrument panel that had a red upper and lower mark (never exceed speed and stall speed) and a white area in between the two red lines that indicated safe cruising speed. The fuel gauge came from a Model A Ford.³


The success of the Junior was short lived due to a couple of issues related to the CW-1's pusher design. First, the 45 hp three-cylinder Szekley SR-3 radial engine that powered the CW-1 had a nasty habit of throwing cylinders which would often go into the propeller. This problem was somewhat resolved by placing a cable over the cylinder to keep it in place. The second problem was also due to the CW-1's pusher design. There were several incidences where passengers walked into the propeller while

exiting the airplane. These issues combined with the onset of the great depression in the US led to a significant drop in sales by 1932 and the decision was made to stop production that year.¹



(http://airandspace.si.edu/collections/artifact.cfm?object=nasm_A19590100000)

One of the original designers of the Skeeter/Junior was a name many of you might recognize - Walter Beech. He is also credited with designing the unique airspeed indicator used on the CW-1 and of course went on to form a company that manufactured an airplane whose name a respectable Mooney owner would never be caught uttering!

Sources for this article include: Wikipedia, Smithsonian National Air and Space Museum, AOPA 1 June 2006 article by Barry Schiff (<http://www.aopa.org/News-and-Video/All-News/2006/June/1/Curtiss-Wright-CW-1-Junior>) From Skytamer Im-ages<http://oldrhinebeck.org/ORA/curtiss-wright-junior-cw-1/> 

NAME THE PLANE

Here's an unusual looking airplane for your July Mystery Plane. Who will be the first to email me at dapsey@satx.rr.com with the following information?



What company built it?

What was its designation? i.e. C-172, PA-24, etc.

What did the manufacturer call it? i.e. Skylane, Cherokee, etc.

What was its intended purpose?

Within 5 years, what year did it first fly?

2014-15 EAA Chapter 35 Leadership



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CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM FOR QUESTIONS

JULY	11	 FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed BOD Meeting	8:00-10:00 am 10:30 am
AUGUST	8	LUNCH MEETING Gary Stamper—San Antonio FSDO “Safety Notes from the Front Line”	Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	12	LUNCH MEETING John Mancuso Author: <i>San Antonio in the Great War</i>	Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	10	LUNCH MEETING Conrad Huffstutler Rebuilding the Wildcat! BOD Meeting	Lunch 11:30 am Meeting/Program 12:30 pm 10:30 am
NOVEMBER	14	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER	12	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$10 target for gifts but that's up to you!	Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Events (200 mi of 8T8) and Airshows

Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>
 EAA <http://www.eaa.org/calendar>
 Fly-ins <http://www.flyins.com>
 Fun Places <http://funplacestofly.com>
 International Council of Air Shows
<https://www.airshows.aero/Page/ASCalendar>

September 26-27

Red Bull Air Races
 Texas Motor Speedway



Oct 02-04

Ranger Old School Fly-In & Air
 show No.9
 Ranger Antique Airfield - Ranger, TX

October 17th - 18th

Wings Over Houston Air
 show

USAF Thunderbirds
 Commemorative Air Force
 Breitling Jet Team



July 4 Anderson Aviation BBQ Lunch
 Bulverde Airpark

July 18 Stephenville Fly-In and Car Show
 Stephenville (KSEP) 1000-1700

Oct. 23-25, 2015

30th. Annual Flying M
 Ranch Fly-In and Campout
 Flying M Ranch, Reklaw TX

July 20- Jul 26, OSHKOSH AirVenture
 Oshkosh, Wisconsin



Oct 30th - Nov 1st

Alamo Air Show & Open House
 San Antonio, TX
 US Army Parachute Golden
 Knights
 Ace Maker Airshows
 USAF Thunderbirds
 SHOCKWAVE & Flash Fire Jet
 Trucks



August 29th - 30th Commemorative Air
 Force AIRSHO 2015
 Midland, TX
 USAF Thunderbirds



September 12th - 13th Fort Worth Alliance Air
 Show
 Fort Worth, TX
 USN Blue Angels
 Breitling Jet Team
 SHOCKWAVE & Flash Fire Jet Trucks



Nov 7th

Warbirds over Hondo

Cozy MK4 for sale. After 14 years of enjoyable flying and 7 years of building before that , I am pleased to offer my Cozy for sale. It has over 700 hours since the maiden test flight supervised by Skip Barchfield at Hondo field. Many EAA Chapter 35 members gave advice, and inspections during the construction that I will always be thankful of. The Cozy is powered by Lycoming 360, 180 HP normally aspirated engine rebuilt in 2000, normal cruise is 175 MPH. I use a mounted I-Pad for navigation, and a wing leveler for long trips. The paint is still exceptional. Great flying , great looking. Call Jon Farr at 210-602-3351 *(expires JUL 2015)*



Hangar for Rent: A 30 X 40 hangar will be available at San Geronimo Airpark as of June 1st. Please contact Richard Gramling for details. Phone: 210-846-5134 *(expires Sept 2015)*

For Sale or Trade '57 PA22-150 Tripacerc. I need to acquire something in the 180 hp, 120 kts plus speed range and it must be certified, preferably high-wing nose dragger. Please let me know if you know of anybody that might be interested in buying, selling or trading. Bill Kendrick bill_kendrick@yahoo.com, 210-363-5693 *(expires AUG 2015)*



Home on 8T8 for Sale: Gerard and Beckley Amzallag are selling their house on San Geronimo. See <http://www.trade-a-plane.com/detail/Residential/Texas/2068602.html>

Hangar for Rent: Hangar 30B at 8T8 will be available effective July 15, 2015. Interested parties can contact me via email at tcflyingdoc@yahoo.com or via text msg at 210-391-1072 *(expires Oct 2015)*

For Sale or Trade my fathers 1946 Taylorcraft BC-12D. 65HP, 1932 TT, 805 SMOH, Replaced #4 Cylinder 2hrs Ago, Mags Rebuilt Since Fresh Annual 03/2015, Left Elevator Rebuilt and Recovered, Lift Strut Past Ultrasound 2013. It is flyable and runs, but has not flown since recent annual as there is no insurance on it. Located in Chattanooga, TN at airport 3m3. Contact Jack Wright at planeguy3@hotmail.com or John Wright 412-622-7030 *(expires Oct 2015)*



To post a classified—contact the editor at eea35news@gmail.com

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
- PLEASE Notify me when your item sells!!
- You must contact the editor by e-mail or phone to extend your ad beyond the expiration date



“Fear of flying? You know there’s an app for that, right?”

<https://aimevalentine.files.wordpress.com/2012/03/fear-of-flying.jpg>



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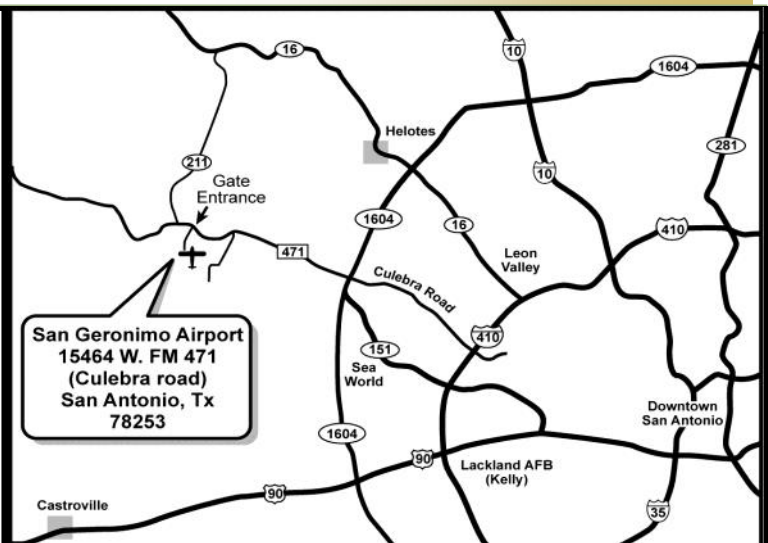
*Chapter 35 meets
Each Second Saturday of the Month*

FLY-IN Breakfast!

11 JULY 2015

0800

Chapter 35 Clubhouse



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For over 50 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

[Click Here for Link to 8T8 on AirNav.com](#)

Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS

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PRESIDENTER COCKPIT[For English Click Here](#)**Presidentens Cockpit**

Sommaren är här med varma temperaturer, åska, tornados, och särskilt på eftermiddagen, gropiga flyg på eftermiddagen. San Geronimo är åtminstone inte ett berg flygplats, så den varma temperaturen inte måste kombineras med hög höjd, låg förhållanden densitet. Men om du planerar att ta start på en mycket kort område med ett flygplan med en låg motoreffekt, måste du planera för det eller få en Zenith STOL CH701 med 100 fot. Take-off rulle med 2 personer ombord, eller kanske , 60 ft. med en person. Våra testflygningar av vår CH701 har nått arenan snabb taxi med flygburen näsa-hjul bara så långt, så vi har ännu inte kunnat kontrollera take-off avstånd under våra kommande 40 timmar. flygning testprogram. Men jag läste i en CH701 flyghandbok inte bry med sidvind landningar, om sidvinds komponenten är över 28 MPH (stallfart). Rekommendationen är att landa rakt in i motvind riktning med en landning rakt ner som en helikopter. Naturligtvis endast i mycket stabila vindförhållanden, eftersom plötslig inbromsning av vinden med flygplanets fart strax över stallfart, kan göra landningen väldigt abrupt och dyrt.

Eftersom det var 2 år sedan min sista flyget läkarundersökning, jag var tvungen att få en ny. Jag tog modiga beslutet att få ett medicinskt intyg klass 3 (jag behöver inte klass 2 längre, eftersom jag kommer förmodligen inte få någon ny pilot jobb i framtiden, där jag kan använda min CPL). Anledningen till att kalla det ett modigt beslut är att om du inte skicka din medicinska klass 3, kan du inte att kunna använda din Körkort istället, om flygplanet betraktas som ett Light Sport Aircraft. Om du inte kraven för en medicinsk klass 3, måste du ha ditt medicinska tillstånd godkändes av en flygläkare och FAA, innan du får flyga. Självklart, om du flyger med en Körkort istället för ett medicinskt intyg, har du alltid att "göra en självskattning, hjälpa till att identifiera potentiella tecken på pågående medicinskt tillstånd varning och demonstrera lämplig användning av läkemedel" före flygningen, så att du don 't flyga med några medicinska tillstånd eller mediciner som min hindra dig som en säker pilot.

Nyligen lade jag tre nomineringar (med förslag och hjälp från EAA35 tjänstemän och styrelse) för EAA 2015 Awards. Nomineringarna var för EAA Major Achievement Award, EAA Ung Eagle Award och EAA Volunteer Award. Vi har under de senaste åren varit mycket tur att få flera EAA utmärkelser i den starkt konkurrensutsatta val från mer än 1000 EAA kapitlen i USA. Förhoppningsvis kommer vi att lyckas även i år, men konkurrensen är mycket hård.

Ordinarie Kapitel 35 Picknick i juni var mycket välbesökt med cirka 65 medlemmar och gäster och vi matades mycket god mat och som vanligt det var planerat, beredda och åstadkommit utmärkt av Gail

Scheidt och Freda Stevens med hjälp i klubbhuset av någon annan medlemmar. Antalet deltagare var något högre än 25 vi hade under Spring Cleaning Yard / byggnadsarbeten Party i maj.

För att undvika den extrema värmen i slutet av juli och början av augusti kommer jag att fly från Texas till något svalare Sverige, där bland annat jag kommer att segla med vänner i kylan Östersjön ur ett svenskt ö mellan Sverige och Ryssland och de baltiska länder. I norra Sverige nära polcirkeln en militärövning med gemensamt deltagande i Nato och det svenska flygvapnet har nyligen ägt rum. Totalt cirka 150 militära flygplan från både Nato och Sverige (med Sveriges Gripen) var inblandade. Bara ett par dagar sedan invasionen övningar i södra Sverige, i samarbete med NATO-styrkor, ägde rum inklusive en US Navy avstigning fartyg som heter SAN ANTONIO. Dessutom, denna övning ingår också två stora USAF B-52 bombplan var eskorteras med fyra svenska AF Gripen flyger över svenskt territorium. Detta visades i svenska TV och har aldrig tidigare skådats i svenska historien. Men allt är noggrant bevakade av ryska flygvapnet flygplan och fartyg. Under de senaste månaderna ryska flygplan har gjort flera provocerande flygningar i mycket nära anslutning till de svenska och andra Östersjöländer internationella gränser samt i Engelska kanalen. Det påminner mig om den gamla militära aktivitet under det kalla kriget, och visar att spänningen i regionen för närvarande är hög.

Slutligen som en påminnelse, kommer nästa EAA Kapitel 35 händelse inträffa lördagen den 11 juli klockan 08.00 till 10:00 med en Fly-In frukost händelse i vårt klubbhus. Alla medlemmar med gäster och piloter med passagerare från andra EAA kapitel är mycket välkomna. Denna händelse kommer att följas av en styrelsemöte klockan 10.30.

Ulf Balldin