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in the Nation

RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX



Larger than Life

Chuck Fisher

Peggy and I were standing on the patio of the Brenham airport diner watching planes (of course) and I commented on a plane approaching the pattern. "Sounds like a bonanza, Continentals just sound different". As I watched the Bonanza turn final my mind rewound to when I first said that. It was a very long time ago – I'm talking vinyl records days – but the audio and video are still perfectly preserved.

The FBO at Oliver Springs airport consisted of a concrete block room, maybe 12x14 feet, with a chair, a desk, a usually operative base radio that no one monitored and a front porch with two metal chairs. The runway was a couple thousand feet of grass with a creek and trees on one end, and a mountain on the other. There were two blocks of hail-sheds but no hangars that I recall. Runway lighting for the adventurous was by smudge pots that we kept in a trailer. If you were going to be coming in a night you had to make sure someone would put out the pots for you. Of course you were responsible for picking them up after you landed which was a messy affair. There was no café, no amenities and I can't even remember if there was a toilet – but I think there must've been. It was a simple place and as airports go not exactly a place you'd stop at on the way to anywhere. But, for a nine year old kid it was as close to heaven as I'd ever been.

For some reason I never understood, my parents decided to learn to fly. And as they did so I spent untold luxurious, warm afternoons and evenings on that front porch watching the planes. Each had its own sound, and the big continental powered Bonanza (there was

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My Mom's Solo. Dick in the middle

May 2014

Volume 56 Issue 5

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Next Event

10 May 2014

Clean-Up and Maintenance Day

10-1200

Chapter 35 Clubhouse

Lunch Provided

Runway 35 is published monthly by
EAA chapter 35.
Ed Seurer: Publisher
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Next Event 10 MAY 10:00-12:00

Cleanup Day

Bring Gloves, Tools, Work Clothes and a Great Attitude!



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

www.35.eeachapter.org

PRESIDENTS COCKPIT



[For Swedish Click Here](#)

To the members of EAA Chapter 35 in San Antonio,

The Fly-In Pancake Breakfast was well attended by close to 70 participants, who were served very good pancakes and other good-

ies. However, due to the poor weather even this time as well as during the Hondo Fly-In in April with low clouds and drizzle in the morning only three aircraft landed at our airport, when the weather improved. However, after the pancakes Charlie Brame presented interesting information about fiberglass essentials in his hangar and John Kuhfahl gave a nice demonstration from the back of his truck of his Lycoming O-235 engine restoration after aging over the years when only lightly used. When the Fly-In was over, the weather improved more and more, so all three airplanes could fly home without problems.

During the following Board of Directors' meeting the newly nominated candidate for the Air Academy Award (Amanda Pavlich) presented herself to the Board. She appears to be a good representative for Chapter 35. The Board decided that she will be the Chapter's Air Academy attendee this year.

During the Board meeting Dave Baker led a discussion about the Chapter's hangar use and options for portioning off a work shop and renting the remaining hangar space for aircraft storage. It was decided to get bids for portioning the chapter hangar. The result of this will then go to the general membership for approval.

Ron O'Dea has created a new digital membership directory and it will be sent out to current members. The Chapter 35 Newsletter will also be sent out only to current members.

The 10th of May will be devoted to Chapter 35 Spring Cleaning, a Yard and Chapter Building Work Party. Since the Chapter is a voluntary organization, it depends upon its members help to keep the Club House and Hangar in good and safe conditions and the surrounding yard sufficiently maintained. Please, come out and help to do this work during the hours 10am – 12 noon. Bring gloves and tools! After that lunch will be served.

Very welcome to the Spring Cleaning and Lunch,

Ulf Ballwin

NEW MEMBERS

Ron O'Dea

Chapter 35 continues to grow! Please welcome

Ronald and Lynda Damrill of San Antonio. Ronald is retired from 34 years in the Infantry and is now interested in airplanes! You may contact Ron at damrill@comcast.net

YOUNG EAGLES

Chapter 35 Young Eagles Rally

- **Saturday, 31 May, 0900-1300 at San Geronimo.**
- Needed:
- **Pilots** - Refer to my March Newsletter article for requirements
- **Ground Support** - Administration, Marshalls, Ground School (walk around demo, Flight instrument and general flying instruction)
- **Kids 8-17 yrs old** with an interest in aviation

Please volunteer or provide me information on interested kids ASAP at pvaneau@gmail.com. Thanks for your support!

Gone West—Donald R. McCarley

Don McCarley was a local resident of San Geronimo (8T8) and a friend of Chapter 35 and aviation. Don passed away after a struggle with illness. Don served his country honorably in the U.S. Air Force, attended Spartan School of Aeronautics, and worked for Trans World Airlines (TWA) for 32 years.

You are invited to join Georgia, Ray Jr. and Diana in a celebration of the life of Donald Ray McCarley on Saturday, May 17th at 11:00 am, EAA Clubhouse, San Geronimo Airpark (8T8). There will be sandwiches, drinks, chips & dips and you are welcome to bring a side dish if you wish (call Gail Scheidt 210-862-4396). We will also have a fly-over with missing man formation and a single fly-by following that. Come and enjoy the pictures, stories and tribute to Don.

His family suggests charitable donations in Don's memory be made to a charity of your choice, the Christus Sister Mary Hospice, or the Experimental Aircraft Association (EAA) Chapter 35.

CHAPTER BULLETIN BOARD



May 10 is our club WORK-DAY!

The meal is FREE for workers. Bring your gloves, gardening and cleaning tools and lots of energy

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YOUR Articles Needed

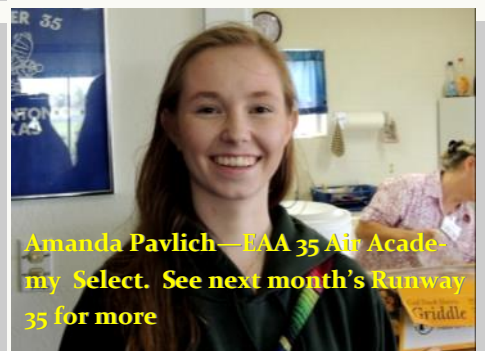
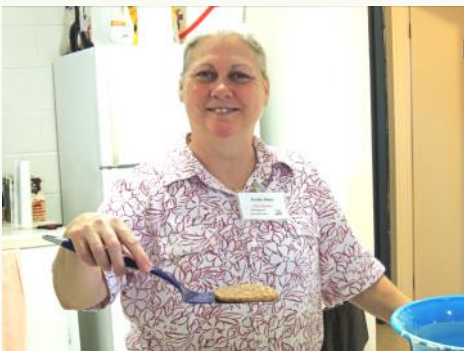
This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot 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

APRIL 2014 FLY-IN BREAKFAST

PHOTOS BY PEGGY FISHER—THANKS!

The April 2014 Fly-In Breakfast was well attended despite low ceilings and drizzle. Thanks to everyone who came. Next fly-in is in July and we are hoping for much better weather. We introduced our Air Academy selectee Amanda Pavlich to the group and to aviation. She'll be off to Oshkosh in July.

And finally thanks to John Kuhfahl for a very informative (if depressing) look at what happens inside the aging engine, and to Charlie Brame for inviting everyone over for a fiberglass demo after the fly-in.



Amanda Pavlich—EAA 35 Air Academy Select. See next month's Runway 35 for more

APRIL 2014 FLY-IN BREAKFAST



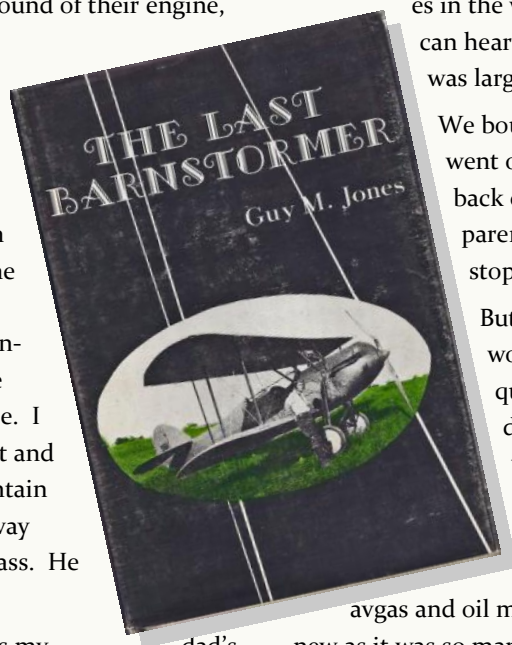
LARGER THAN LIFE (CONTINUED)

(Continued from page 1)

only one) sounded different. Before long I could identify every plane on the field miles out by the sound of their engine, and I was seldom wrong.

As I recall, Dick Hobson was my mom's aerobatics instructor. He gave me my first aerobatic flight. I was strapped into the back of a blue and white Citabria and off we went. In my nine year old mind we must've done every kind of aerobatics possible – of course I suspect he really gave me a gentle orientation flight. Nonetheless, the back of a Citabria as a kid was awesome. I remember he was a retired fighter pilot and could caress a plane through the mountain valleys and onto the cow-pasture-runway without spilling a drop of water in a glass. He was just supercool.

Then there was Guy M. Jones. Guy was my dad's flight instructor and I think he was an examiner too. He also became a family friend. Guy was old even back then but he had LIVED. When we knew him he was writing a book, "The Last Barnstormer". In it he describes his youth as a bootlegger, self-taught aviator who once discovered an airplane had appeared in his barn overnight, and a true barnstormer who spent the rest of his life in the air. Guy was a flight instructor for 57 years and a barnstormer for decades before that. I don't know how many 9 year olds rode in the back seat of a plane with him, but for decades he has been imprinted in my cranium. When my dad died, I frantically dug through boxes



of books to find it – the draft of "The Last Barnstormer" given to my dad to proofread, but coveted by a kid who had already been bitten by the altitude bug. The book has typos and pages in the wrong order, but it reeks of reality and I can hear the gravelly voice telling the stories. He was larger than life to this little kid.

We bought a plane, flew it all over the place, went on trips and I had a grand time in the back of that old 205. But, life intervened, my parents changed jobs, towns, lives, they stopped flying and for decades so did I.

But as I raised my own family, travelled the world, and immersed myself in work; in a quiet moment I'd still hear the drone of a distant engine. "That's a Continental" I'd think as I searched for the tiny spot on the horizon. Magically, I'd be back on that front porch again, hanging onto the rusted green enamel poles, the smell of avgas and oil mixed with fresh mown grass as fresh and new as it was so many decades ago.

They are gone now. I have my own Continental and it took me decades to get there. That journey started with a few folks who were bigger than a superhero to a little kid and probably never knew it. This Memorial Day take a few minutes to reflect back and say thanks to whomever it was – maybe a parent, friend, teacher, mentor or total stranger. Say a silent thanks to that person who, whether they knew it or not, started you on a life journey that forever binds us all – pilots.



MY BEST INSTRUCTOR

Dennis Scheidt

I have seen the good, the bad, and the ugly while earning 10 different FAA ratings and certificates. I flew with lots of instructors over the years but the first instructor I had when I took my first flying lesson (1968) turned out to be the best instructor I ever had. His name was Ed Wahrheit. Ed was very professional and I enjoyed flying with him very much. Throughout my private pilot training Ed seemed to sense how I was progressing and added new items to my skill-set as soon as I could accept them. He always took time to answer my questions but never wasted my time on stuff I did not need. We both knew what the objective was, stuck with it and



got the job done. I made good progress. Ed's system must have worked as I took and passed my Private Pilot Check Ride when I had 36 hours flying time (dual and solo total). That's right 36 hours. According to the FAR's, if you attend a FAA approved flight school, you can get the Private Pilot Certificate after only 35 hours.

After I got the private ticket I left the flight school for other flying and never saw Ed again.

Editors Note: With a name like his, there can't be too many. Ed Wahrheit is now a realtor in San Antonio and appears to be very much alive. He and Dennis have reconnected (thanks to Google) after 45 years!



REMEMBERING MY DAD

RB "Doc" Hecker

My Dad, Mel Hecker, received his Commercial Pilot License in 1938 on the Western border of Chicago, IL. He was a senior engineering student at the Armour Institute of Technology (now IIT) when the attack on Pearl Harbor occurred. He enlisted in the USAAC 4 days later and graduated from flight training at Ellington Field, TX in September, 1942 and transitioned into B-17 training. In January 1943 he was part of the cadre forming the 381st Bomb Group and was in England by May. He attended the USA C&GSC in late 1944 and was the Chief Pilot and Aide-de-Camp to the Commander, Western Training Command. He left the USAAF in 1946. He died prematurely in 1975 of stress induced cardiovascular disease.



Mel Hecker (Orlando, FL 1944) and RB "Doc" Hecker (San Antonio, TX 1988)

I was drafted out of college (University of Illinois) in 1971 and served in the US Army Medical Command as a NCO combat medic (1971-1974), Chief Warrant Officer Physician Assistant (1974-1981) and Medical Corps Officer from 1982-1997.

Mel taught me to fly at an early age. My 1st aircraft flown as a young boy (12) was a Cessna 195. My first logged flight was in a Citeabria departing from Meigs Field, Chicago. I trained in gliders at age 14 and received my PPL in 1970. As you can imagine, Mel Hecker was (and remains) my hero.

Editors Note: Doc Hecker was awarded his Airplane Single Engine CFI in March. and just completed my FAR 61.58 ride in the B-17G. How many folks can say that!



JON BOLLES—MY CHECK RIDE

Richard Reiley

I want to honor Jon Bolles. Jon served with the Army Air Force and flew everything capable of achieving powered flight. I have forgotten the number of type ratings he held, but it was in the dozens. After he retired from the service, he flew commercial and charter operations in Alaska. Jon was a no nonsense pilot's pilot and a bush pilot of great skill. Jon was also the FAA designated flight examiner for Fairbanks, Alaska. This is where I entered the picture as a student pilot with 40 hours in my logbook. It was with some anxiety that I drove to Phillips Field for my check ride. The weather was gusty with low overcast, but that was sort of typical and of no great concern. Jon Bolles was my concern. Jon had a reputation for being demanding, very demanding. I had flown with Jon a couple times before during my flight training at Fairbanks Air Service so I had a good idea of what to expect. Keith Wilhelm, who also held an ATR rating, was another

of my flight instructors. Keith told me Jon had just failed the last three students on their check rides. Was I about to be number four on Jon's list?



Flying in Alaska Using a Map
<http://www.gadling.com/2011/03/01/cockpit-chronicles-alaska-then-and->

After forty-six years of flying, I still remember my check ride with Mr. Bolles. After 15 minutes in the air, Jon indicated all was well. We then embarked on an hour of intensive flight training to improved my flying skills and improve my situational thinking. The hardest task was to divert by dead reckoning and then plot a new course to the alternate airport, on my lap, while flying in rough weather, ETA, fuel consumption, check points, etc. Those were the golden years of chart and compass cross-country flying. For many years, I flew a Super Cub all over Alaska with nothing more than a sectional chart and a well-swung compass. Thank you Jon Bolles.



ALL AMERICAN

Editors Note: I don't usually re-print uncited material like that seen in e-mails, but this story is a good one, and worthy of this Memorial Day as I am writing. The story is apparently fairly accurate and readers may wish to see more about the 97th Bomb group at http://www.reddog1944.com/414th_Squadron_Planes_and_Crews.htm#Bragg

A mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of World War II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named "All American", piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunners turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew - miraculously! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.



The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.

B-17 "All American" (414th Squadron, 97BG) Crew

Pilot- Ken Bragg Jr., Copilot- G. Boyd Jr., Navigator- Harry C. Nuessle, Bombardier- Ralph Burbridge, Engineer- Joe C. James, Radio Operator- Paul A. Galloway, Ball Turret Gunner- Elton Conda, Waist Gunner- Michael Zuk, Tail Gunner- Sam T. S arpolus, Ground Crew Chief- Hank Hyland



OLD PILOTS

Unknown

I have no idea who wrote this, but I suspect that even if you weren't lucky enough to be a fighter pilot this may still bring back some memories for many of our group.

As we get older and we experience the loss of old friends, we begin to realize that maybe we bullet proof Fighter Pilots won't live forever, not so bullet proof anymore. We ponder...if I was gone tomorrow did I say what I wanted to my Brothers. The answer was no! Hence, the following few random thoughts.

When people ask me if I miss flying, I always say something like – "Yes! I miss the flying because when you are flying, you are totally focused on the task at hand. It's like nothing else you will ever do (almost). But then I always say "However, I miss the Squadron and the guys even more than I miss the flying."

Why you might ask?"

They were a bunch of aggressive, wise ass, cocky, insulting, sarcastic bastards in smelly flight suits who thought a funny thing to do was to fart and see if they could clear a room. They drank too much, they chased women, they flew when they shouldn't, they laughed too loud and thought they owned the sky, the Bar, and generally thought they could do everything better than the next guy. Nothing was funnier than trying to screw with a buddy and see how pissed off they would get.

They flew planes and helos that leaked, that smoked, that broke, that couldn't turn, that burned fuel too fast, that never had auto pilots or radars, and with systems that were archaic next to today's new generation aircraft. All true!

But a little closer look might show that every guy in the room was sneaky smart and damn competent and brutally handsome! They hated to lose or fail to accomplish the mission and seldom did. They were the laziest guys on the planet until challenged and then they would do anything to win. They would fly with wing tips overlapped at night through the worst weather with only a little red light to hold on to, knowing that their Flight Lead would get them on the ground safely. They would fight in the air knowing the greatest risk and fear was that another fighter would arrive at the same six o'clock at the same time they did. They would fly in harm's way and act nonchalant as if to challenge the grim reaper.

When we went to another base we were the best Squadron on the base as soon as we landed. Often we were not welcomed back. When we went into an O club we owned the Bar. We were lucky to have the Best of the Best in the military. We knew it and

so did others. We found jobs, lost jobs, got married, got divorced, moved, went broke, got rich, broke something and the only thing you could really count on was if you really needed help, a fellow Pilot would have your back.

I miss the call signs, nick names, and the stories behind them. I miss the getting lit up in an O'Club full of my buddies and watching the incredible, unbelievable things that were happening. I miss the Crew Chiefs saluting as you taxied out the flight line. I miss the lighting of the Afterburners, if you had them, especially at night. I miss the going straight up and straight down. I miss the cross countries. I miss the dice games at the bar for drinks. I miss listening to bull shit stories while drinking and laughing till my eyes watered.

I miss three man lifts. I miss naps in the Squadron with a room full of pilots working up new tricks to torment the sleeper. I miss flying upside down in the Grand Canyon and hearing about flying so low boats were blown over. I miss coming into the break hot and looking over and seeing three wingmen tucked in tight ready to make the troops on the ground proud. I miss belches that could be heard in neighboring states. I miss putting on ad hoc Air Shows that might be over someone's home or farm in far away towns.

Finally I miss hearing DEAD BUG being called out at the bar and seeing and hearing a room of men hit the deck with drinks spilling and chairs being knocked over as they rolled in the beer and kicked their legs in the air, followed closely by a Not Politically Correct Tap Dancing and Singing spectacle that couldn't help but make you grin and order another round!

I am a lucky guy and have lived a great life! One thing I know is that I was part of a special, really talented bunch of guys doing something dangerous and doing it better than most. Flying the most beautiful, ugly, noisy, solid aircraft ever built. Supported by ground troops committed to making sure we came home again! Being prepared to fly and fight and die for America. Having a clear mission. Having fun.

We box out the bad memories from various operations most of the time but never the hallowed memories of our fallen comrades. We are often amazed at how good war stories never let the truth interfere and they get better with age. We are lucky bastards to be able to walk into a Squadron or a Bar and have men we respect and love shout out our names, our call signs, and know that this is truly where we belong. We are Fighter Pilots. We are Few and we are Proud.

I am Privileged and Proud to call you Brothers. Push It Up! & Check SIX!



THE BUILDER'S CORNER

WHEEL INSPECTIONS

Mark Julicher

Wheels

Airworthiness Directives can cover just about any item. Sometimes parts that we take for granted have known service problems and yet they might not always get the attention they need. Such is the case with Cleveland Model 6:00 DMB wheels – Assembly Number C-38500.

So what is the issue? I refer you to AD 48-08-02. This is quite possibly the shortest AD ever written. All it states is:

Compliance: required after initial 500 hours of operation and each 100 hours of operation thereafter. Remove the tires and inspect the wheel flanges for fatigue cracks. The wheel should be replaced if cracks are found.

And of course being the inquisitive person you are, you now ask, “Where do I find wheels such as these?” These wheels were original equipment on some (not all) Aeronca model 11 Chief, Aeronca model 7 Champ, and Silvaire (Luscombe) model 8. Ye Gads! Wheels that are over 65 years old have an active AD on them! And now we must ask, “How many home builders may have cannibalized a set of these wheels for their own Sky Chariot?” There is no telling the answer to this last question.

So suppose you own a low-time Luscombe with 3000 hours on the airframe. If it is equipped with 6:00 DMB wheels, then the tires should have been removed and the metal dye penetrant inspected 251 times.

Ponder that! Every fourth oil change you are supposed to pull the tires off. Yep, that is a PITA and we are not talking about pocket bread here.

Naturally your old Champ or Luscombe was never used for training and every landing in the last 60 years was feather light, so there would be no reason to suspect that your wheels ever took a beating. That is probably about as wrong a statement as I can write. Metal fatigue increases over time. Microscopic cracks grow and link up with other microscopic cracks and sooner or later

(Continued on page 11)



Here is a Cleveland 6:00 DMB. The left half in the photo has developer already on it. The right half is cleaned and ready for the dye penetrant process.



In this photo, the dye has been sprayed on, allowed to penetrate, cleaned off, and developer (white powder) is drying. A crack will show up as a red line.



This last photo shows the developer mostly dry. No cracks were found this time.

BUILDERS CORNER (CONTINUED)

(Continued from page 10)

you get macroscopic cracks and finally catastrophic failure. The object of the AD is to spot a macroscopic crack and prevent the catastrophe.

A dye penetrant test kit can be purchased for under \$100. That is not exactly cheap, but worth every nickel if it prevents an accident.

PMA Parts?

This month I leave you with one last thought. Most of us know that Owner Produced Parts are legal under certain circumstances. However, when a PMA part is available, an owner produced part is not legitimate. Last month I was somewhat surprised to find this owner produced exhaust extension on a Cessna 172. I think the muffler clamps are genuine Midas parts and the exhaust tubing is definitely heavy duty automotive. Innovative for certain, but not a good idea.



Safety Officers Notes—Emergencies and Paperwork

Ron O'Dea

The following article from AvWeb's Dick Durden could save your life and that of your passengers. He illuminates the fact that "Declaring an Emergency" does not automatically get you in trouble with the FAA. If you have a situation use all available tools to save the lives of you and your passengers. Remember, "Keep Your Head in the Game"

Rick Durden

rick.durden@hotmail.com

For reasons that seem to relate to old John Wayne movies, some pilots think that if they declare an emergency they'll have to deal with endless paperwork afterwards. That simply is not true—that OWT may well be responsible for fatal accidents because pilots shut up when they might have gotten help.

FAR Part 91.3 says that a pilot may deviate from any regulation in an emergency. It goes on to say that if the pilot does violate a regulation he or she will have to provide a report to the FAA if the FAA requests one. Think about what it says—there is the potential for having to file a report, but only if you have to violate a regulation in the process of dealing with an emergency. From what I've seen, that's rare. The FAA figured out some years ago that pilots are overly hesitant to admit they have an emergency, so the fact that you declare does not trigger any reporting requirement.

If there's something wrong, it's the pilot's obligation to use all of the available resources to deal with the problem—and those may include getting ATC on your side. I read of one situation where a pilot had to shut down an engine on a twin and couldn't hold altitude. He was talking to ATC but refused to declare an emergency so ATC had to route him around two restricted areas. He barely made the runway. That's foolish. Had he simply declared ATC could have cleared him straight to the airport.

Failing to declare an emergency when one exists may also increase the risk a pilot will be found negligent in a post-accident lawsuit. In most states, the law gives a person dealing with an emergency a lot of latitude; there's less second-guessing. However, if the pilot didn't declare, why is the jury going to believe there was an emergency? Also, if the pilot didn't declare, then she or he didn't use all available resources and could potentially be considered negligent.

Besides, if you've got a problem, it's better to have the Crash Fire Rescue (CFR) crews waiting for you and not need them than to have them cutting the grass when your airplane catches fire during rollout after the fuel odor that was puzzling you ignites.

Initially posted on AVWeb.com. Reprinted with permission of the Author



Sun & Fun 2014 in Photos— Doug Apsey

Doug Apsey

This year marked the 40th anniversary of the SUN 'n FUN Fly-in and Expo at Lakeland Florida's Linder Regional Airport. The airshow ran from 1 to 6 April and the weather cooperated nicely for the entire week. I was making my usual trip to Zephyrhills to close up my mother's winter home there which just happened to coincide with SUN 'n FUN again this year. Funny how that happens, almost like I planned it that way! Unfortunately, I only had time to make it over to Lakeland for one day this year. If you have been to SUN 'n FUN you know that there is really too much to see in a day, although that has not stopped me from trying in the past. I proved to myself a couple of years ago that I'm just getting too old to do that anymore. I didn't get to see everything I wanted to look at but did get a few pictures to share with you. Sorry if the quality isn't too good. I forgot my camera so took these with the iPhone.

As always, the folks who put together this event did an awesome job. While the airshow itself started around 2:00 pm each day, there was something in the air from the moment the gates opened to when they closed. It was great to see that the Blue Angels were back in action, they flew three shows this year. The Air Force brought in one of its F-22's that also put on an awesome demonstration that ended with a three ship fly-by comprised of the F-22, a P-51, and Rod Lewis' P-38 "Glacier Girl." Mixed in with the military hardware that flew each day were some of the top aerobatic pilots in the country.

The aircraft on display is always impressive at SUN 'n FUN and this year was no exception. There were many flawlessly restored antiques, some great homebuilts, and an impressive collection of warbirds. I recognized at least four warbirds from Rod Lewis' collection, the Gulf Coast Wing of the CAF had their B-17 "Texas Raiders" on display and the EAA brought in their Ford Trimotor. There was an impressive collection of WWII fighters, two or three C-47's, and examples of about any L-bird and trainer ever made (yes Mr. Newsletter Editor, even several L-17's!).

Most of the major certified and experimental aircraft manufacturers were present and in addition to their static displays, several flew demonstration flights each morning so you could see their products in action. Nothing like a three-ship formation of Legends Cubs screaming by at 85 knots to get your blood pumping in the morning! All of the big name parts and avionics companies



were there as well and as usual, I spent way too much time going through the four large barns and endless rows of tents looking at the neat stuff I would love to add to our Mooney – but never will. AOPA had their sweepstakes Debonair on display. Hopefully you will all get a chance to see that beautiful airplane early next year when they bring me the keys to it because I'm sure I'm going to win it.

As always, this event was worth the trip. SUN 'n FUN is proof to me that there is still a lot of interest in aviation out there and if you do it right, people will come out in large numbers to see the show.

Next year it's scheduled for a bit later than usual, 21 - 26 April, which once again just happens to coincide with when I was planning to go to Florida to close up my mother's winter home. Really, it's just a coincidence! Hope to see you there.



Homebuilders: We Need Your Input

April 17, 2014 - To complement a recent study by the National Transportation Safety Board, "The Safety of Experimental Amateur-Built Aircraft," EAA is conducting a new survey regarding first flight preparations and Phase I flight tests. Its two-fold purpose is to (1) collect data on actions that E-AB owners take prior to flight testing their aircraft and (2) determine the types of problems that E-AB aircraft experience during Phase I flight tests.

If you have built an experimental amateur-built (E-AB) aircraft at any time (even 50 years ago), we encourage you to take the survey.

The survey will examine problems that builders have encountered during testing that could have had an impact on safety, whether or not an incident or accident occurred. We will use the survey to determine trends in pre-flight test actions and problems typically encountered during testing to determine potential areas for improvement, such as pilot training, construction techniques, inspection procedures, or flight test techniques.

The survey will be open until April 30, 2014, and we expect to report results this summer at EAA AirVenture Oshkosh 2014.

Sun & Fun 2014 in Photos— Doug Apsey



APRIL MYSTERY PLANE REVEALED

Doug Apsey

OK, I get the message – you don't like clouds! Or maybe you just don't know your clouds since no one bothered to respond to last month's "name the cloud" article. I suppose I could just leave you all hanging and not tell you anything about these clouds, but I won't do that to you.



I spotted these while out at San Geronimo in January and the unusual formation did not



go unnoticed by others. In the February 16th issue of the San Antonio Express News, Forrest Mims III, the "Country Scientist," wrote an article about cloud watching during the winter months in Texas and included a picture of this same cloud phenomenon.

This particular cloud formation is known as wind row clouds, wave clouds or even cloud streets. They are not necessarily a specific type of cloud and can be found at different altitudes. Some are a type of mid-level or altostratus cloud known as "altostratus undulatus" while others are an altocumulus cloud formation. These clouds typically occur when there is an unstable lower layer of air capped by a stable upper layer (an inversion). The waves of air generated by the unstable lower layer push moist air up the crest of the wave to the stable upper air layer where the air spreads and cools forming the cloud layer. As the cooled air descends on the downward side of the crest, the clouds evaporate forming the alternating rows of clouds and clear zones.

So, back to the Name the Plane contest for May since you don't seem to like clouds. However, I thought I would leave you with one more awesome cloud formation. Many of you may recognize the building in this picture. My son sent this to me in 2005 and it was taken while he and the USAFA Class of 2008 were standing in formation taking their Oath of Office as new Air Force Academy Cadets.



These are an example of mamatocumulus clouds. Hmmmm! I wonder what they were thinking about when they named these clouds?



NAME THE PLANE

Doug Apsey

I made it to Sun n' Fun this year and was hoping to see some new material for our name the plane contest and although I saw some awesome airplanes, I really did not see too much that you aren't already familiar with. I did, however, spot one rather unique



bird that is the feature of this month's name the plane article. Who will be the first to tell me:

1. What company built it and where was that company located?
2. How many were built?
3. What is its designation or name? i.e. C-172, PA-24, Skyhawk, etc.
4. Within 5 years, what year did it first fly?



Country Store

Brian and June Goode

The Country Store has placed an order for some additional "Fishing Shirts" for inventory. This will bring our on-hand inventory to:

Men's:

Short sleeve Khaki - One Large & One Extra Large

Short sleeve Royal Blue - One large & one extra large

Long sleeve Sky Blue - One medium

Woman's short sleeve - One yellow

For those of you that have shirts on order, they should be ready before the next meeting. I will send you an email when I receive them.

NEW ADDITION COMING SOON

We are adding an additional item to the Country Store this month. They are called Executive Saddlebags, but they really are a great way to store your aircraft logbooks, pens & pencils, keys and things. They will be adorned with the Colorized Chapter 35 logo on the front flap. They are made of 600D 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. I have been using one of these bags for several years and they are very handy. They could also be used for a computer bag or just a regular tote bag.



We expect to be able to sell these bags for \$30.00. If you want to have the bag personalized with your name or aircraft registration number, this will have to be accomplished after delivery.

Here is the current list of available Chapter 35 merchandise: (prices include 8.25% sales tax)

"Fishing Shirts" with Chapter 35 Logo	Short sleeve	\$39.00
	Long sleeve	43.00
Aircraft Logbook Bag -17"x13"x4.5"	Chapter 35 Logo	30.00
Cloth Baseball Caps	Chapter 35 Logo	11.00
Mesh Top Logo Baseball Caps	Close out item	5.00
Chapter 35 Sew-On Logo Patches		3.00
Chapter 35 Bumper Stickers	Several styles	2.00
Wheel Chocks - Aluminum	Enough for 2 wheels	42.00
Wash Wax All: Cleaner	Pint -16 OZ	11.00
	Quart -32 Oz	16.00
	Gal. - 64 Oz	30.00
Degreaser	Priced same as above	
Mop Head With Pads	Without Pole	55.00
Aero Scrubber Pad Holder	With 3 Pads	6.50

2014 EAA Chapter 35 Leadership



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CHAPTER CALENDAR

MAY	10	SPRING CLEANING! Yard/Chapter Building Work Party <i>Bring gloves and tools!</i>	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
	31	Young Eagles Rally Volunteer Pilots and ground crew needed!	EAA Chapter 35 Clubhouse 9:00 am – 12:00 pm Mandatory Pilot Briefing 0800
JUNE 	14	ANNUAL CHAPTER 35 PICNIC Chef, Prep Cooks, Servers Needed	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	12	FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed BOD Meeting	EAA Chapter 35 Clubhouse 8:00-10:00 am 10:30 am
AUGUST	9	LUNCH MEETING Program: TBD	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	13	LUNCH MEETING Program: TBD	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	11	BOD Meeting LUNCH MEETING Program: TBD	10:30 am EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
NOVEMBER	8	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER	13	CHRISTMAS PARTY  <i>EAA 35 Holiday Luncheon</i>	EAA Chapter 35 Clubhouse Social Hour 12:00 pm Lunch 12:30 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Events (200 mi of 8T8)

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>

May 02, 2014 - May 04, 2014

Central Texas Airshow

Draughon-Miller Central Texas Regional Airport (TPL)

Website - <http://centraltexasairshow.com/>

May 3, 2014, 9AM – 4 PM

2nd Annual Fly-IN and Shrimp Boil

Mustang Beach Airport, Port Aransas, TX

Phone: 361-774-5550

May 3, 2014,

Spring Air Fair

Old Kingsbury Aerodrome

www.pioneerflightmuseum.org

May 10, 2014 - May 11, 2014 (8:00 AM. -- 4:00 PM.)

2nd Annual Return to Kerrville Fly-In Reunion

Kerrville-Kerr County Airport (KERV)

Contact - 830-792-3535

Saturday, May 17, 2014 (9:00 AM. -- 10:00 PM.)

4th Annual Armed Forces Weekend Celebration & Fly-In

Brady, Texas/Curtis Field (BBD)

Website - www.morganmilitaryaviationmuseum.com

Saturday May 17, 2014(9:00 AM)

Hondo Army Airfield Armed Forces Day Show

Hondo TX (KHDO)

www.texhillwing.org

WANTED AND FOR SALE

HANGAR SPACE FOR RENT (8T8): T-hangar (30A) available for rent. Contact. Doc Hecker. 210-391-1072. *(expires Jun 2014)*

FOR SALE: Hangar at Boerne Stage Airfield, 5C1. 30' x 40', elevated office and storage, shop, storeroom, and, toilet. Airport fee \$540 per year, includes water, trash disposal and runway access. See at HangarHunter.com Contact Bill Bartlett 210-865-4591 Email: bartlettsat@gmail.com *(expires Jun 2014)*



For Sale: 1951 Cessna 305A Bird Dog (TL-19/O-1) N88T, S/N23364, 440 hrs. since factory reman, fresh annual, US Army markings, Polished, Garmin 250XL GPS/COM, GTX 327 XPDR, Transcal SSD 120 encoder, Terra TX 760D COM, PM 4000 Audio panel, Jasco 24V 50 Amp Alt, Bomb shackles, Increased gross weight - 2300#, 1509# EW, 792# useful load, 440 hours since restoration in 1998 by Steve Stires, See photos in August 2013 Runway 35. Based 8T8., \$80,000.00. Contact: Jeanette Hunt—210-688-9264 --e-mail: JaNet3679@aol.com or Dave Whitney, 210-912-0000—e-mail: dljwhit@hotmail.com *(expires JUL 2014)*



For Sale: Lycoming 0-290 D2. 0-since major overhaul \$5000. 300 amp Linde Heliarc welder \$475., Bridgeport Mill \$1350. Cadillac Lathe 14x40 \$1350, Chrome Moly Tubing. (25% of catalog), Contact Jim Waterman. (210) 860-7840 *(expires JUL 2014)*

Hangar for rent, 32 x 40 with water and electricity. Green hangar on north side. \$300/mo. Contact Gary at (220) 722-2977 or gary@zwheelz.com

WANTED I need to buy a **McCauley propeller model 1B90CM74xx or 1A90CF74xx.** These propellers were used on many A-65 installations. If you have one of these propellers you are willing to sell or know of someone who does, please contact me. I'm getting closer to finishing up my L-4 project and this is the last big part still missing. Richard Reiley at reileyr@yahoo.com or 832 794 1664 *(expires JUL 2014)*

To post an ad—contact the editor at ea35news@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**

For Sale 1985 MOONEY 201. 3950TTAF, NDH, complete logs, hangared. 7/2013 Annual, 7/2013 IFR cert, 7/2013 CorrosionX. New Windshield 2012, New 406MHz ELT. New interior ~2000, Originally a 201 L/M upgraded to 201 and beyond. PM800 4-place stereo icom, CD/MP3 CD Player. KCS-55A with KI-525A HSI, KG-258 ADI, KAP-100 Auto-pilot. KT-76C Transponder, Dual KX-155, IFR approach certified KLN-89B w/ update jack. engine monitor, preheater. Garmin 396 and yoke mount. Hangared at 5C1. \$99,000 Chris Watson chrisf16@mac.com or 210-497-5863. *(expires JUL 2014)*



NEEDED: Air Academy Dream Classic is done but needs a prop. Looking for a prop for Rotax 227 with 6 bolt pattern Contact Lew Mason at lewnan@sbcglobal.net

For Sale 1968 Cessna 150H. TTAF 3400 TSMOH 1420. Narco MK 12D, Narco 150A Txpdr, ELT. New Paint, Wheel Pants, New Tires, New bearings, New interior, Refinished ctr console, New brake pads, New metal air filter, New tinted windshield, aftermarket wingtips make it hard to make a bad landing! \$21,500 Call Bob Drumm (210) 684-3331 or e-mail bigbbob-by@earthlink.net *(expires JUL 2014)*



For Sale Airpark Home 8T8 • \$325,000 • Located in one of the finest airpark communities in San Antonio, Texas. Home of EAA Chapter 35.---3000' x 40' asphalt runway. 1.5 ac lot w/ 2250 sf hm w/ 3 bdrs / 2.5 bths, all new plumb fixt, faucets, tile work, new light fixt, granite cntr tops in kit/mstr bth, Hunter ceiling fans all rms, lg fireplace and vault ceiling in liv rm, laminate wood floor mstr bdrm, new paint in/out, detached lg 2 car gar, circ dr,40' x 40' mtl hg w/ awning cvr 12' w x 40'-n. side, 8' x 12' strg bldg. Hm built 1991, recent ext. remodel "open liv space" Shown by appt only. • Contact Dave Baker 210-410-9235 *(expires JUL 2014)*





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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

*Chapter 35 meets
Each Second Saturday of the Month*

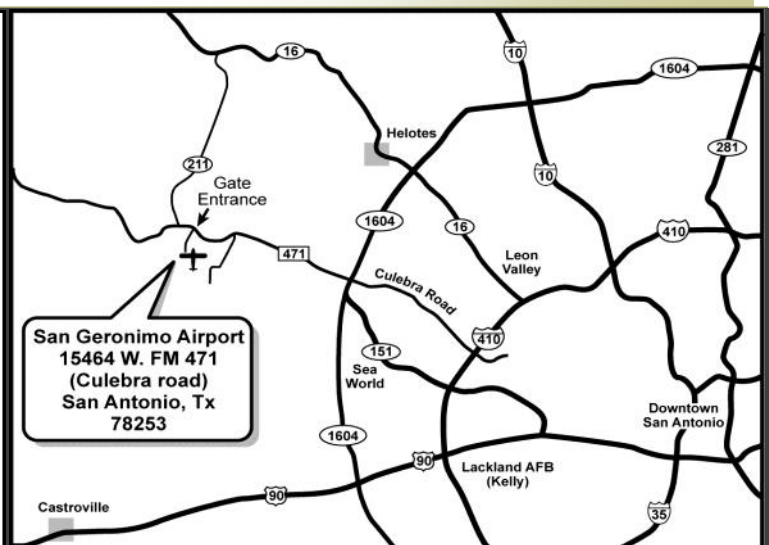
10 May 2014

Clean-Up and Maintenance Day

1000-1200

Chapter 35 Clubhouse

Lunch Provided



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

www.35.eeachapter.org

PRESIDENTER COCKPIT



[For English Click Here](#)

Till medlemmarna i EAA Kapitel 35in San Antonio ,

The Fly - In Pancake Frukost var välbesökt med närmare 70 deltagare , som var serveras mycket goda pannkakor och andra godsaker . Men på grund av det dåliga vädret och med denna tid samt under Hondo Fly -In i april med låga moln och duggregn på morgonen bara tre flygplan landade på vår flygplats , när vädret förbättras . Men efter pannkakor Charlie Brame presenterade intressant information om glasfiber väsentligheter i sin hangar och John Kuhfahl gav en fin demonstration från baksidan av sin lastbil för sin Lycoming o-235 motor restaurering efter åldring under åren då endast lätt användas . När Fly -In var över , vädret förbättrades mer och mer , så att alla tre flygplan kunde flyga hem utan problem .

Under följande styrelsens möte den nyligen nominerade kandidaten för Air Oscar (Amanda Pavlich) presenterade sig för styrelsen . Hon verkar vara en god representant för kapitel 35.The Styrelsen beslutade att hon kommer att vara det kapitel Air Academy deltagare i år .

Under styrelsemötet ledde Dave Baker en diskussion om kapitel hangar användning och alternativ för portionering av en verkstad och hyra resterande hangar för flygplan lagring . Det beslutades att få bud för portione kapitlet hangar . Resultatet av detta kommer sedan att gå till den allmänna medlemskap för godkännande.

Ron O'Dea har skapat en ny digital medlemsregister och det kommer att skickas ut till nuvarande medlemmar . I kapitel 35 Nyhetsbrev kommer även att skickas ut endast till nuvarande medlemmar .

Den 10 maj kommer att ägnas åt kapitel 35 Spring Cleaning , en gård och kapitel Building Work Party . Eftersom kapitel är en frivillig organisation , det beror på dess medlemmar hjälper till att hålla klubbhuset och Hangar i goda och trygga förhållanden och den omgivande gården tillräckligt underhållen . Snälla, kom ut och hjälpa till att göra detta arbete under timmar 10:00 - kl 12 . Ta med handskar och verktyg ! Efter att lunch kommer att serveras .

Mycket välkomna till Spring Cleaning och lunch,

Ulf Bassdin