



THE SPIRIT OF AVIATION
2002, 2013 McKillop Award
Winner. #1 Chapter Newsletter
in the Nation

RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX



September 2014

Volume 56 Issue 9

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Next Event

13 Sept 2014

Lunch Meeting/
Program

1130

Chapter 35 Clubhouse

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

Dave Baker Reflects on Being Awarded TWO EAA National Awards

Dave Baker

I experienced the most moving experience of my EAA "life" at Air Venture 2014. It started back in May when the EAA e-gram had an article in it requesting nominees for the "Volunteer" award. I thought I should write up something about 39 years of involvement with Chapter 35, SWRFI, CAF and other EAA related events I have participated in and send it to (Chapter President) Ulf Balldin to submit to EAA Headquarters. I did this.

Ulf added some info and sent it to headquarters. In the meantime, the yearly "National Awards for Young Eagles, Newsletter Editor, Major Achievement and Web

Editor" nominees were solicited from the Chapter Presidents. Since Doc Fisher received the National Newsletter award last year our chapter was not eligible this year so Ulf submitted for the *Young Eagles, Major Achievement* and *Web Editor* awards.

A few weeks went by and we heard nothing so we felt we did not get chosen for any of the awards. Then, on June 30th, I received this e-mail:

*"Dave,
I know this is informal,
however with Air Venture*

(Continued on page 6)



Jack & Rose Pelton at Volunteer Park Awards



Dave receiving 2014 Web Editor Award



Next Event

Pioneer Flight Museum

What's Happening at Kingsbury!

PRESIDENTS COCKPIT[For Swedish Click Here](#)**NEW MEMBERS****Steve Jones, Chapter Vice President****(filling in for Ulf Baldin)**

Special thanks to Gary Stamper for coming out to brief us on recent aircraft incidents and accidents. I'd also like to especially thank Dave Baker for stepping up after we learned that I would not be available to lead the meeting. I look forward to meeting this obligation in the future.

As I strapped in this afternoon to my econotoy nee sports car, (we call it the Poser) the disc jockey proclaimed, "It's 102 degrees out there, with a heat index of 102!" Well, on the lighter side, carb heat isn't necessarily indicated, but there are plenty of precautions to take, whether driving or flying. Keep water handy. A bottle of 140-degree water isn't very appealing, but it IS water. If you're flying, there's a chance you'll cool that water off as you reach your cruising altitude. That is, provided you get there.

Early in our journey toward flight, Freda and I paid careful attention to the troubles people were finding themselves in, as their airplanes came to an unplanned and unpleasant stop. We didn't enjoy a morbid curiosity, but we did realize that in each case, it was VERY likely the pilot and passengers had no intention of ending the flight, or their lives that way. The questions were obvious: what went wrong, and how did they miss a critical opportunity to break the chain of events leading to catastrophe? More to the point, what could we do to avoid the same fate? One case hit home: Several years ago, at a residential airpark in California, a Beechcraft Bonanza A36 took off under high density altitude conditions. The pilot rotated 2/3rds down the runway and stalled into rising terrain. Of the four on board, two were killed. It was the second crash that day. A couple of hours earlier, another plane succumbed to the thin air at the same airport. This could have been avoided.

When was the last time you referred to your performance charts? Is your plane up to the task of hitting those numbers? Do you have a procedure you follow to determine when it's time to cut power and use the rest of the runway to end this attempt and rethink this bold move?

Fifty years of safe flying is a singularly distinctive accomplishment. One that few of us will likely attain. Norris Warner accomplished this and was presented the Wright Brothers Master Pilot Award at our last meeting. Gary Stamper of the San Antonio FSDO made the presentation.

Chuck and Peggy Fisher sponsored the chapter meal and pulled out all the stops. Chicken and beef fajitas, succulently sautéed and grilled with red and green peppers, onions...ranchero beans and rice; some say that Chuck may have missed his true calling. Thanks to all who pitched in with condiments and fixin's.

Don't do what I did: I missed a good meeting. I hope to see you at the next one. Coming in September: The Pioneer Flight Museum will be bringing us up to speed on their projects and upcoming events.

Ron O'Dea

Chapter 35 continues to grow! Please welcome

Frank and Chila Covington Frank is a Consulting Engineer with a private pilot that has a C-182 hangared at 8T8.

Scott McCartt and Kirsten Hawley Scott is relocating from Oklahoma City where is retiring from US Custom and Border Patrol. He is also retired from the US Air Force. His career has been in Aviation and he is qualified in a raft of airplanes and helicopters. Additionally he has his own aviation company AFS Training where he teaches Upset Recovery and Tailwheel flying. He already has relocated his 8KCAB Super Decathlon to 8T8! You may contact Scott at scott@afstraining.net

Ronald and Lynda Damrill You may contact Ronald at damrill@comcast.net

Stanley and Gayle Timmerman Stanley is a retired Engineer that deals with computers, airplanes, electronics and is a Beekeeper! You may contact Stanley at stimmerman@austin.rr.com

Allan and Kath Gratia Allan is a Chiropractor and is building an RV-6A. You may con tact Allan at dragnet12@sbcglobal.net

Larry Tschirhart Larry is self employed, is a private pilot, who owns a Piper Archer. You may contact Larry at larry.txholdem@gmail.com

Marie-Claire Gauduin Marie-Clare is an Associate Scientist at Texas Biomedical Research Institute. She also has a Piper Archer II. You may contact Marie at mcgauduin@txbiomed.org



You have to see their true-to-life Fokker DR.1 replica take flight to appreciate their commitment. And in October, our own Kay Morgan will be presenting her experiences as a lighter than air pilot. Weather permitting, she plans to tether her balloon at San Geronimo and provide a demonstration.

Public Service Announcement: Please read back all ATC instructions. Our awesome air traffic controllers get dinged when WE don't read back instructions.

CHAPTER BULLETIN BOARD



Texas Chapter
Antique Airplane Association
2417 Stonegate
Bedford, TX 76010

Friday, October 10:
Fly-in starts at 1 p.m.
Happy Hour and Hamburgers: 5 - 7

Saturday, October 11:
Fly-Mart: All day
Pancake breakfast: 8 - 10 a.m.
Lunch on field: 11 a.m. - 2 p.m.
Happy Hour: 5 - 6 p.m.
Banquet & Awards: 6 p.m.

For Updates go to:
www.texasantiqueairplane.org

Photo: 2013 Grand Champion, Howard DGA, N17000

**Texas Chapter Antique Airplane Association
52nd Annual Fly-in
Gainesville Municipal Airport, Texas
October 10-11, 2014**



KGLE Gainesville, Texas
CTAF 123.0 AWOS 118.375

**RANGER ANTIQUE FLY-IN & AIRSHOW
OCTOBER 3-5, 2014**



RANGER ANTIQUE AIRFIELD - RANGER, TX
www.rangerairfield.org



GPS: F23 Elevation: 1470 ft. CTAF: 122.9 Runway 1/19 3400 x 75 ft. Tel. 254.433.1267

Menu for September Meeting

**SLOPPY JOE SLIDERS
CORN ON COB
FRESH FRUIT
and homemade GRANOLA**

All food items you want to share always WELCOME!

THE Heart Of TEXAS AIRSHOW



**SATURDAY, SEPTEMBER 27, 2014
TSTC Campus Airport (KCNW)
Gates Open 10:00am through 6:00pm**

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

AUGUST 2014 MEETING



AUGUST 2014 MEETING



BAKER (CONTINUED)

(Continued from page 1)

approaching quickly I wanted to let you know that you have been selected as the 2014 Web Editor Award recipient. Congratulations! We hope you are able to attend the Chapter Leaders Breakfast on Saturday, August 2 here in Oshkosh. Please let me know via e-mail or telephone (listed below) if you are able to attend.

Again, congratulations!

Bret Steffen, EAA Lifetime #870589

*Director of Education-
EAA—The Spirit of
Aviation --Phone:
920.426.4877”*

Now, that is a great honor in that out of all the EAA Chapter websites (hundreds) our Chapter's website was chosen NUMBER ONE!! As mentioned, I was informed this award would be presented at the Chapter Leader's Breakfast on Saturday morning, August 2, 2014. Ok, that means that I have to be there, right? So I started deciding how many days should I spend there, at least three or four, huh? I could fly in on Wednesday, July 30th and leave on Sunday, August 3rd.

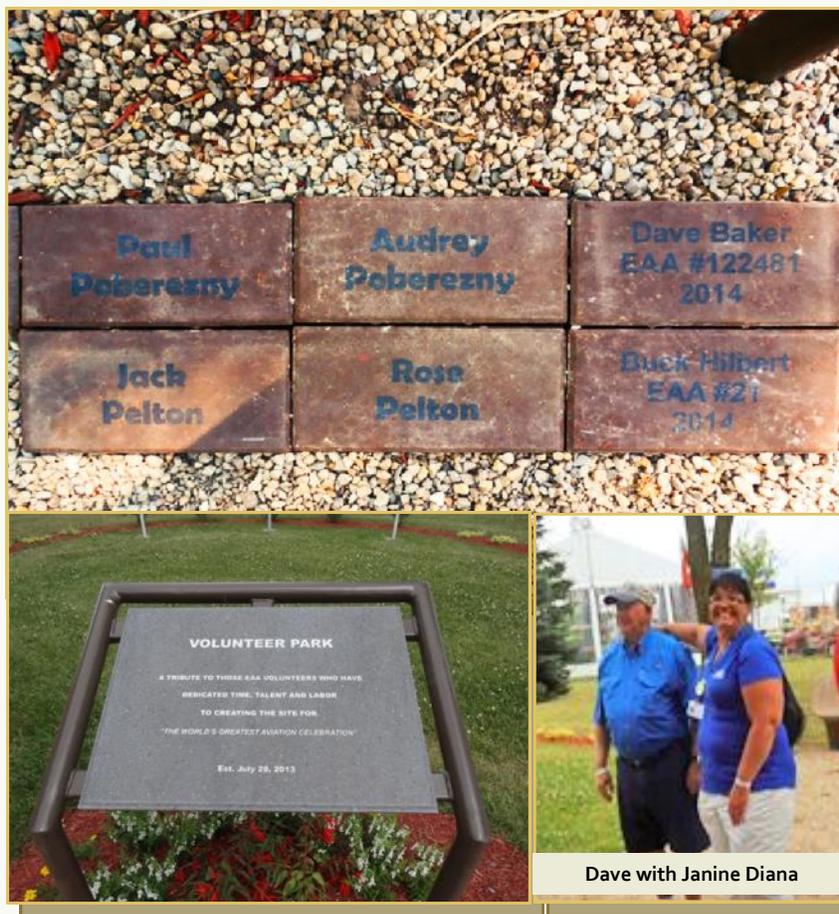
Lo and behold, I receive a phone call on July 3rd from Janine Diana, VP of People & Culture, EAA informing me that I had been chosen to receive one of the "Volunteer Awards" for 2014. Janine informed me that this award would be presented on Sunday, July 27th at 3:00 pm at the Volunteer Park at Wittman field. WOW, that means I HAVE to be there EIGHT nights and NINE days, at Air Venture!!! How am I gonna control myself??LOL

It took about four hours on the computer but I managed to get flights on United, Bus transportation from Milwaukee to

Oshkosh and return, Dorm reservations and a weekly pass to Air Venture. I'm ready to go and this time I will have time to see everything there, unlike the past seven or eight times I went.

I arrived in Oshkosh on Saturday afternoon (July 26th) and checked into the dorm. I received a "non-air conditioned" room on the 9th floor of the dorm. Went to dinner and then got some sleep.

Sunday morning I got up and went to Wittman field to locate the Volunteer Park. Once I arrived at the Park I was overcome with emotion when I realized the scope of my "Volunteer Award". This award was just instituted last year (2013) and the first four (bricks) that were laid have these names: Paul Poberezny, Audrey Poberezny, Jack Pelton, Rose Pelton, which is only appropriate since Paul and Audrey started this whole thing and Jack and Rose have been involved many years at Chapter levels and National levels and Jack is the current Chairman of EAA. The next three names placed for 2014 are Buck Hilbert EAA # 21, Dave Yeoman, EAA # 20972 and mine! (See picture). What an honor. I started questioning myself if I really deserved to have my brick next to Paul & Audrey's, two people who were the founders of this great, magnificent organization. Later on at the awards ceremony I met Alan White, Chairman of the selection committee and expressed my humble appreciation of this award and most significantly the placement of my brick. Alan said to me "You deserve it". Alan told me that when they originally decided to build the Volunteer Park it was to honor some of the



Dave with Janine Diana

to honor some of the

(Continued on page 7)

BAKER (CONTINUED)

(Continued from page 6)

thousands of people who volunteer year after year at the field to make the Air Venture event the biggest and best run in the world. Then in some of the meetings, Jack told the committee “we should not only honor the people who make the fly-in work but also people from the Chapter level as they are the ones who really built this organization to the level it is and participate in the local chapter events, fly-ins and all the other activities they do”. So the notice was put in the e-gram to solicit names. Alan told me hundreds of names and bios were submitted. He said he read some and then came across mine. He read it and put it aside in the “nominee” stack. Alan said every time he came across a submission that was high on the scale he would check it against mine and at the end of the process Alan stated “yours was by far the most achieved submission”! I choked up and could barely speak. Then the ceremony started and Jack, Rose, the selection committee, Janine Diana and other EAA Staff were present. Jack welcomed everyone and stated the concept and reason for this Park and these awards. Jack turned it over to Alan and he started by recognizing Dave Yeoman’s widow and read the bio on Dave’s many years of organizing the Forums at Oshkosh. Dave’s widow thanked EAA for the award on behalf of Dave and their family. Next Alan spoke about Buck’s achievements at Oshkosh. Unfortunately there was no one there representing Buck. Then Alan started talking about “this next winner” and read my bio and some other info Ulf had included and then said “Dave, come forward and be recognized” I could hardly walk! I THANKED Alan, Jack and the committee and then I choked up and it took me a minute to regain my composure I expressed what a humbling and awesome honor this award was to me. In all of my years involved with Chapter 35, and the other events through EAA, this was the most rewarding of all. To know that my name will be forever be stamped on that brick right next to Paul & Audrey’s is just mind boggling. My grandchildren and their children will be able to witness that for their lifetimes.

In closing I just want to say that EAA Chapter 35 has brought a lot of joyful experiences, friends and opportunities for me and my family over the past 39 years and I hope to continue for many more years to come. Thank you all for your support over the years.

Dave

Abbreviated Summary of the Nomination

WD (Dave) Baker joined EAA Chapter 35 in mid-1975. He and his wife Shirley created the typed chapter newsletter, folded it, stapled it and mailed the newsletter for the next three years. Dave and Shirley donated and installed cabinets for the chapter’s clubhouse at Westside airport. Dave was elected Vice President of the chapter in 1977 and subsequently President through 1981.

In June 1981 Dave, with four other Chapter 35 members and five members of Alamo Soaring developed San Geronimo Airpark (8T8). He was also elected as a VP of the SWRFI (Southwest Regional Fly in) and served for the next five years.

Dave was elected President of the chapter again in 1985. During that year the Westside airport was sold and Dave found a buyer and sold the chapter clubhouse building and led the chapter to accumulate enough money to combine with funds from sale of old clubhouse to build a new clubhouse.

When Dave could no longer fly Young Eagles, he donated his plane (Beech C-23 Sundowner, and gas) to fly the youth and in ground support. Dave orchestrated the disassembly and sale of a donated aircraft raising more than \$5K for the chapter.

In 2008 the Chapter building developed a water leak that heavily damaged the kitchen and bathrooms of the chapter clubhouse. Dave, with other chapter members, replaced the damaged sheetrock, built new cabinet shelves, painted everything, replaced the light fixtures and arranged for the carpeting to be replaced.

In 2009 agreed to take the Presidency once again. The chapter purchased a large hangar and Dave suggested creating fund raisers to pay-off the note and was able to guide the chapter to pay off the remaining debt. Dave volunteered to be the Hangar Manager and is working to make the hangar create better cash-flow for the chapter.

Dave was invited by the CAF to help with a fly-in they were starting up in Hondo, TX. He took the lead, as appointed to the BOD of the Tex Hill Wing and with Ron O’Dea guided chapter 35 and the Wing to a cooperative arrangement as a fund raiser for the chapter..

When EAA National offered the chapter’s free websites, Dave jumped at the chance to learn this skill. He developed the Chapter’s (now nationally recognized) EAA website.. Dave again led the chapter to accept, clean up and market a donated aircraft of superb quality. His efforts again raised thousands of dollars for chapter philanthropy. For 39 years Dave has set the standard for EAA Volunteering.

Norris Warner Earns Wright Brothers Master Pilot Award

Chuck Fisher

Before a well-deserved standing ovation from dozens of pilots and friends most of whom have benefitted in some way by his hard work, EAA Member Norris Warner (EAA 9701) was awarded the prestigious Wright Brothers' Master Pilot Award. FAA Safety Team lead, Gary Stamper, from the San Antonio FSDO presented the well-deserved award. Colonel (retired) Warner is the fifth EAA Chapter 35 pilot so honored.

Pilots are generally full of stories and Norris Warner is no exception. However, his stories not only paint a successful, extraordinary career in aviation, but seem to always end in his contributions benefitting others. He earned his wings in 1952, soloing after 6 hours and 15 minutes of training. There is a story there, but he swears the times are correct. As a young man, not only was he president of his university flying club but he also made a few pennies as a junior engineer with Luscombe aircraft. It's even possible he flew a few of them – a lot. In fact, he has owned three of these superb airplanes. Subsequently he flew T-34, T-28, T-37, T-38, C-47 B-52, KC-135 and C-130 for the US Air Force and served with great honor during Vietnam and after. One of his many memorable missions was recently featured by Lauren Payne in the July 2014 Sport Aviation.

His love of aviation was not just occupational, though, as he went on to co-design a very successful ultralight, build and fly 5 more aircraft on his own, and as an EAA technical advisor help dozens of others realize their dreams. He's been featured at least 3 times in aviation publications with his projects and adventures. A dedicated friend and colleague, though, he's devoted thousands of hours to complete the projects of fallen comrades that their dreams be realized for their surviving families.

Norris led this highly successful EAA Chapter as president, presided over a huge regional fly-in, guided his chapter to acquire the coveted 501c3 IRS designation that has helped his chapter to provide a large chapter hangar/building facility, scholarships for future aviators and to enhance a superb clubhouse that remains a key entertainment venue. As if that was not enough, he was also key to the improvement of a beautiful private airport community in the scenic hill-country of Texas, was a dedicated Boy



Scouts of America counsellor, served as a well-known community leader in his town and even served as an advisor to the school board.

Now, over 62 years and over 6000 hours since that first solo, he continues an active life near the manicured grass runways of his beloved airpark. He spends most of his time these days helping his wife, Joanne, also an active EAA member and former chapter officer, recover from a terrible car crash with the same passion and energy he has always applied to aviation.

But, on one hot August day before a packed house, Norris Warner was again unmistakably a mentor and role model for generations of aviators. Trying to be brief and humble, he provided glimpses of flying from days gone by and memoirs of missions worthy of hero-worship with the gentle ease of a polished mentor. EAA Chapter 35 very proudly salutes Colonel Norris Warner, one of our own and one of the greats, on earning the prestigious Wright Brothers Master Pilot Award.



Notice to All Members with Military Backgrounds:

I would like to assemble a dedicated veteran's day/month issue for November. To do so I need YOUR contributions. Please send :

- 1) **Photo of you in the military (in uniform)**
- 2) **A Current Photo of yourself if we don't already have one**
- 3) **A brief—one paragraph-blurb about your military career or connection.**
- 4) **This will only work if we have maximum participation—so please do so and encourage your friends.**

Send to eaaz35news@gmail.com

If you do not have e-mail capability, you may put these in an envelope and give them to me at the meeting or slide them under the door of my hangar (Green hangar, second from the southeast corner with red lock on the door)

How to Earn FAA Awards and Recognition

Ron O'Dea

EAA Chapter 35 now has 5 members with Master Pilot Awards. There is also an award for Mechanics, The Charles Taylor Master Mechanic Award. I know there are more of you out there that deserve these awards. We're very proud of our chapter members and want to be sure you are recognized for your accomplishments. If you soloed or started working on airplanes in 1964 or earlier you qualify for an award. Please see the following:

Wright Brothers Master Pilot Award



If you did or accomplished the following on or before 1964 you qualify for the "Wright Brothers Master Pilot Award"

A. To be eligible for the Wright Brothers MPA, candidates must:

- 1) Have 50 years of U.S. piloting experience. The effective start date for the award is the date of the applicant's first solo flight or military equivalent. A current flight review or medical certificate is not required at the time of nomination.
- 2) Have held a U.S. Civil Aviation Authority (CAA) or FAA pilot certificate with:
 - 50 or more years of civil flying experience, or
 - 50 or more years of civil and military flying experience, of which up to 20 years may be U.S. military experience.
- 3) Have been a U.S. citizen, or permanent resident, during the 50 years of US piloting experience; however, consideration for exceptions may be given on a case-by-case basis.

B. Revocation of any airman certificate will disqualify a nominee for this award.

C. Prior accident history will be reviewed and considered on a case-by-case basis.

D. Prior enforcement actions (excluding revocation) are not necessarily disqualifying, but will be reviewed on a case-by-case basis

Charles Taylor Master Mechanic Award

If you did or accomplished the following on or before 1964 you



qualify for the "Charles Taylor Master Mechanic Award"

The candidate must meet the following criteria to be eligible for the Charles Taylor "Master Mechanic" award:

Citizenship: Be a U.S. citizen

Employment: Worked for a period of 50 years in an aviation maintenance career. (The 50 years may be computed consecutively or nonconsecutively.)

The applicant must have been an FAA-certificated mechanic or repairman working on N-registered aircraft maintained under the Federal aviation regulations for a minimum of 30 of the 50 years required.

The remaining 20 years may be accepted if that individual served as an aircraft mechanic/repairman in the U.S. military; or worked as an uncertificated person in a U.S. aviation maintenance facility that maintained U.S.-registered aircraft, either domestic or overseas; or worked as an uncertificated person in the aircraft manufacturing industry in the United States, producing U.S. type-certificated or U.S. military aircraft.

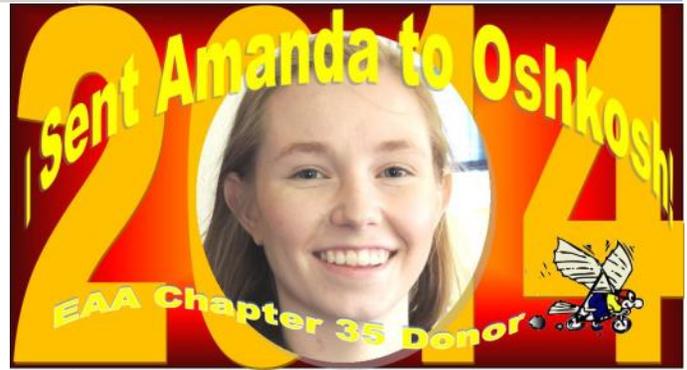
NOTE: Any individual who had his or her FAA mechanic certificate, FAA repairman certificate, FAA Designated Mechanic Examiner (DME), or FAA Inspection Authorization (IA) revoked by the FAA is ineligible for this award.

The applications are available from the FSDO, online, or from me. I'll be happy to help with the process and get your information to Gary Stamper at the San Antonio visit.



EAA Chapter 35, Inc.
Maarten Versteeg
5011 Timber Rise
San Antonio, TX 78250

August 19, 2014



Dear Members of EAA Chapter 35, Inc.,

On behalf of the EAA Air Academy we would like to say thank you from around the United States and the world attend the EAA Air Academy support of our camp program is truly appreciated. We were able to experience one of our EAA Air Academy camps because of your involvement in the Young Eagles program has been a blessing to many young say thank you for your involvement in the program.

Enclosed are thank you notes(s) from participants your chapter to have any questions about the EAA Air Academy camps, please airacademy@eaa.org.

Sincerely,
Experimental Aircraft Association, Inc.

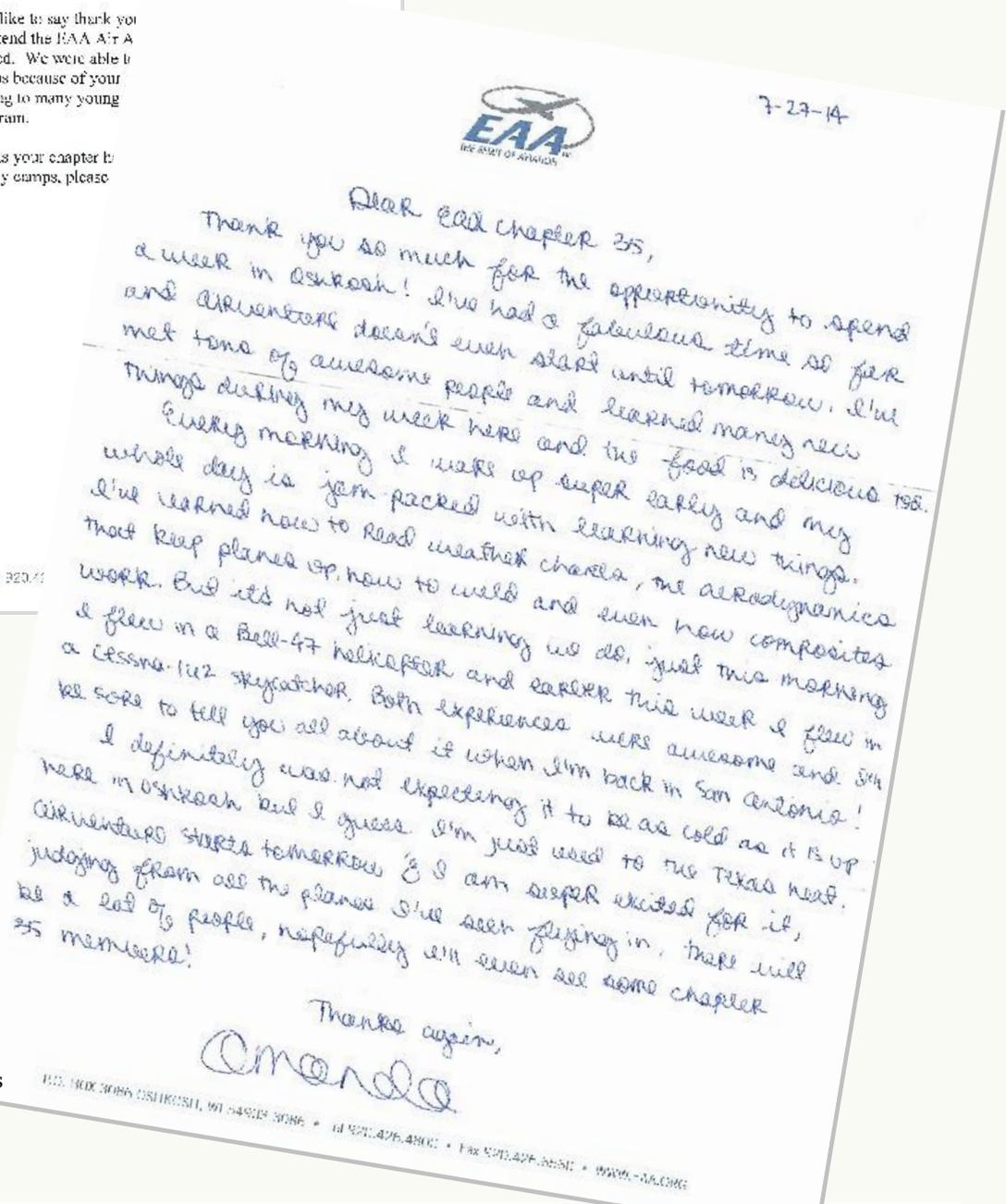
Bob Campbell
Director, Museum & Museum Education

PO BOX 3086 OSHKOSH WI 54903-3086 • TEL 320.47

Note: Several of you have asked about Carson Casey, our 2013 scholar. His work/academic schedule and our meeting schedule never worked out.

Carson is now a cadet at the US Air Force Academy. He had a great time and really cemented his desire to fly at Oshkosh.

EAA Chapter 35 members can be proud of launching the career of a soon to be Air Force officer. We will try to get Cadet Casey to the chapter to tell about his experiences in the future, but he regrets not being able to tell his story to the group.



Dear EAA chapter 35,
Thank you so much for the opportunity to spend a week in Oshkosh! I've had a fabulous time so far and adventures doesn't even start until tomorrow. I've met tons of awesome people and learned many new things during my week here and the food is delicious too. Every morning I wake up super early and my whole day is jam-packed with learning new things. I've learned how to read weather charts, aerodynamics most keep planes up, how to weld and even how composites work. But it's not just learning we do, just this morning I flew in a Bell-47 helicopter and earlier this week I flew in a Cessna-182 skydancer. Both experiences were awesome and I'm so sore to tell you all about it when I'm back in San Antonio! I definitely was not expecting it to be as cold as it is up here in Oshkosh but I guess I'm just used to the Texas heat. Adventures starts tomorrow & I am super excited for it, judging from all the planes I've seen flying in, there will be a lot of people, hopefully we'll even see some chapter 35 members!

Thanks again,
Amanda

PO BOX 3086 OSHKOSH WI 54903-3086 • TEL 320.476.4800 • FAX 320.426.3550 • WWW-EAA.ORG

THE BUILDER'S CORNER

STRANGE HAPPENINGS

Mark Julicher

Cessna Steering

So a Cessna 150 owner was unhappy that his nose wheel steering was poor to non-existent. The fix seemed obvious – replace the steering rods.

Cessna uses two spring-loaded rods pushing on – or perhaps more precisely “influencing” the nose wheel for steering. Cessna engineers chose this design so that when you land in a cross wind and the rudder is deflected, the nose wheel can still center itself when it touches down. This precludes a sudden turn off the runway when the nose wheel touches and allows a more gentle transition from cross wind controls during landing roll out.

Well friends, the new steering rods accomplished absolutely nothing. The owner was unhappy that at 2 x \$400 the situation was not improved. I am happy to report that increasing the tire pressure from 12 psi to 26 psi solved the problem. If anyone needs a set of gently used steering rods please let me know.

Piston Rings

One of our local planes had a valve seat go bad apparently due to a fault in the alloy. No problem, there was a spare cylinder available and it was a matter of half a day to install it whilst the removed cylinder went back for warranty replacement.



Black streaking is due to exhaust gas blowing past the rings.

Unfortunately, the piston rings that were installed with the spare cylinder were incorrect making the ring gap very large. Bad news. The cylinder had been installed only seven hours



Piston rings made an amazing pattern on the cylinder wall!

when it began to detonate. Ouch! Look at the photos below. The ring gap should have been about .020 inches, but it is closer to an eighth of an inch. The piston rings are scored and



Ring Gap! Should be .02 but here it is about .125 inch.

it is obvious that oil was bypassing from below the piston up

(Continued on page 12)

BUILDERS CORNER (CONTINUED)

(Continued from page 11)

into the combustion chamber and then combustion blow-by was violently returning to the lower crankcase. Oil mist lowers the octane of gasoline considerably, hence the detonation. Furthermore, the rings started chattering and in very short order they wore an amazing pattern into the cylinder wall.

Crush Gaskets

Do you know how to install a copper crush gasket? I'm talking about those asbestos-filled, AN 900 copper gaskets. It seems that a lot of folks just tighten them mercilessly and hope for no oil leaks, but this is incorrect. The proper tightening method is not easy to find, but one place you can find it is in the back of a Lycoming overhaul manual.



AN 900 gaskets. "Broken face" shown on right hand gasket.

The AN-900 is not set to a torque but instead it is turned a specific number of degrees after the two mating parts make contact. The number of degrees to turn the piece depends on its thread pitch. For example, suppose you have a flanged nut which has 18 threads per inch. You would place a new crush gasket in position with the broken face against the part that does not turn. Tighten the nut until the parts just touch. Now turn the flanged nut another 135 degrees. (That one is easy, its just 90 degrees plus another 45 degrees.)

And by the way, the AN 900 is filled with asbestos. If that fact bothers you then consider switching to the replacement part MS35769. These are still copper, but filled with something besides asbestos.

Fuel Pump Failures

Recently there have been a couple instances of partial fuel pump failure here at Bulverde Intergalactic Spaceport. In both instances, the symptom was an engine that started and ran just fine until it was up and away and getting warm. One

Thd. Pitch On Part To Be Tightened Threads Per Inch	ANGLE OF TURN	
	Aluminum Asbestos	Copper Asbestos
8	135°	67°
10	135°	67°
12	180°	90°
14	180°	90°
16	270°	135°
18	270°	135°
20	270°	135°
24	360°	180°
28	360°	180°

NOTE

Install all crush type gaskets except the self centering type, with the unbroken surface against the flange of the plug or part being tightened against the seal. Turn the part until the sealing surfaces are in contact and then tighten to the angle of turn listed for the appropriate thread size.

NOTE: Lubricate Threads Unless Otherwise Specified.

Table from back of a Lycoming Overhaul Manual.

plane experienced the difficulty during a long slow flight doing pipeline inspection. Another plane consistently flew just fine for about a half hour and then started bucking and missing.

Lets look inside a typical engine driven fuel pump for some insight. Was that a pun? Figure 1 is an AC (brand) fuel pump. It is a very corroded and tired pump. Surely you don't expect me to disassemble new, expensive parts? Planes and cars have been using this exact pump since... well a darn long time.



Figure 1: An AC engine driven fuel pump.

(Continued on page 13)

BUILDERS CORNER (CONTINUED)

(Continued from page 12)

Figure 2 shows the pump with the bottom removed. Notice how simple this device is! There is just a diaphragm and two check valves. The check valves are arranged so there is a gozinta valve and a gozouta valve.



Figure 2: The bottom of the fuel pump shown disassembled.

Figure 3 shows the top of the fuel pump. Again it is very simple. During pump operation, a cam in the engine pushes down the pump arm (the black lever in the photo) and the pump arm returns to its starting position by spring action. You can see the spring in the photo. The spring is attached to another diaphragm which produces the pumping pressure.

There are not many parts in these fuel pumps and that is why they last a long time, but occasionally they fail. If fuel pressure is consistently low then the most likely cause is a split or hole in a diaphragm. Turning on the electric boost pump should solve the problem and get you home.

What about the failures discussed at the beginning of this section-- the rough running engines with low fuel pressure after the engines get hot? In this case the most likely suspect is the

spring. After thousands of compression cycles and hundreds of heating and cooling cycles the metal in the spring can lose its temper. It may have decent springiness when it is cool, but it gets weak when hot. The pump arm won't return to its starting position quickly enough and the pump won't deliver rated pressure. Once again, activating the electric boost pump



Figure three: The top of the fuel pump is partially opened revealing a spring. The spring is connected to the upper diaphragm seen here as a pale orange rubber piece sandwiched in the pump body.

should improve the situation. Be careful though. On some engines the electric pump delivers so much fuel that the engine floods. It may take the electric boost pump plus leaning the mixture to make the engine run smoothly.



Recent AD's of Note:

In the past 60 days the FAA has issued 76 new AD's. Do you find that concerning? I do as I am always concerned I will miss something. This is a reminder that if you own a plane or just want to check on the maintenance of one you lease, you can sign up to have engine, propeller and airframe notices sent to you directly by going to <https://public.govdelivery.com/accounts/USFAARGL/subscriber/new?pop=> and signing up. It is really that simple.

The only AD of note for GA out of those 76 only a couple seem to apply to aircraft our members may own or fly:



2014-15-18 Mooney International Corporation: Amendment 39-17920; Docket No. FAA-2014-0513; Directorate Identifier 2014-CE-020-AD. *Inspection of Empennage Attach Bolts some M20C, E, M, R and TN*

2014-13-08 Diamond Aircraft Industries GmbH: Amendment 39-17884; Docket No. FAA-2014-0226; Directorate Identifier 2014-CE-009-AD.—*Requirement to Inspect and/or Modify Aft Main Spar DA-40*

JULY MYSTERY PLANE REVEALED

Doug Apsey

The August mystery airplane was the Goodyear GA-466 "Inflatoplane" that was developed by the Goodyear Tire Company for the US Navy and US Army in the mid 1950's. Steve Jones got this one almost immediately. The military designation was the XAO-2-GI and it was developed mainly as a rescue vehicle for downed pilots. The GA-466 was a two seat inflatable aircraft made of rubberized fabric that could be



parachute-dropped in a 44 cubic ft container, unfolded, inflated and ready to fly in about six

minutes. Other potential uses included airborne reconnaissance and support for ground operations.



The GA-466 had a wingspan of 28 feet, was 19 feet 2 inches in length and had a maximum gross weight of 740 lbs. It was powered by a two-stroke 60 hp McCulloch engine. Top speed was said to be around 70 mph, cruise speed was 55 mph and stall speed was 43 mph. Takeoff run was approximately 390 feet from a grass surface. The rate of climb was 500 feet/minute and service ceiling was 6500 feet. The GA-466 had a range of about 275 miles. Handling characteristics were said to be similar to a J-3 Cub.

Goodyear also produced two single seat versions of the Inflatoplane. The GA-447 was the initial prototype of the Inflatoplane and was powered by a 40 hp Nelson engine. The GA-486 was the second single seat version that incorporated some structural improvements over the GA-447 and GA-466. The GA-486 also had a combination wheel, hydro and ski landing gear allowing it to operate off land, water and snow with no landing gear changes or modifications needed.

Only 12 Goodyear Inflatoplanes were built, but development

and testing continued until the project was cancelled in 1973. Goodyear donated two Inflatoplanes after the project ended, one to the Franklin Institute in Philadelphia, and one to the Smithsonian Institution in Washington, D.C.

For videos of the Goodyear Inflatoplane, please check out the two links below.

<http://www.youtube.com/watch?v=ZjUxlfMbdhs>

<http://www.flixxy.com/goodyear-ga-468-inflatable-airplane.htm>

The sources for the information used in this article are from the following.

Wikipedia

<http://www.acmp.com/blog/goodyears-rubber-inflatoplane.html> article by Norm Goyer

<http://www.combatreform.org/inflatoplanes.htm>



NAME THE PLANE

Chuck Fisher

Some of you may have even flown one of these. Can you tell



me:

1. What Plane Is This? Extra Credit for the specific Model
2. What year was it first flown



Country Store

Brian and June Goode

Our inventory level is now down to three shirts:

- ◇ Men's short sleeve Royal Blue – One (XL) @ \$39.00
- ◇ Men's long sleeve Sky Blue – One (medium) @ \$43.00
- ◇ Woman's short sleeve – One (large) yellow @ \$39.00



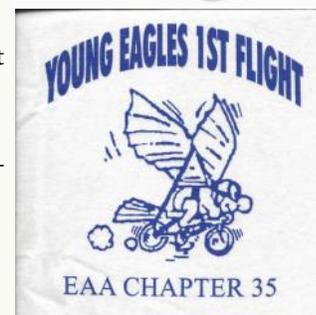
The shirt inventory has shrunk to an all-time low of the three shirts shown in the picture. We are holding advanced orders for 3 additional shirts. We must place an order for six shirts at a time, so if you don't see your size here, please let the Store know what size and color you want. You will not have to pay for it until it is delivered. The price on any new shirt will be \$44.00 for short sleeved ones and \$47.00 for the long sleeved version.

Our new log book tote bags sales have been going good with the membership. They are not only good for storing your aircraft log books, but for general toting around of your laptop computer, iPad or personal "stuff" when traveling. You can never have enough bags to carry "stuff" when traveling, just ask June. The back seat of our aircraft is reserved for her "stuff".

These tote bags are 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. They could also be used for a computer bag or just a regular tote bag.



The bags are priced at \$29.00, including sales tax, and are available at Chapter 35 meetings or by calling Brian Goode at (727)-709-1159, or by stopping by the Goode's Hangar, #53. If the door is open, come on in. Comparable bags through on-line pilot shops are selling for \$69.00. Support your local EAA Chapter 35 by buying at home. Save shipping and handling.



We also have a generous supply of donated Young Eagle Tee Shirts available at the Country Store. You might consider keeping a small supply of them on hand to give to your Young Eagle pilots when you give them rides. The proceeds received from the sales of these tee shirts will be directed towards the Young Eagle program.

"Fishing Shirts" – (from inventory)- 2 left	Short sleeve	\$39.00
1 left	Long sleeve	43.00
"Fishing Shirts" New Orders	Short Sleeve	\$43.00
	Long Sleeve	\$47.00
Cloth Baseball Caps	EAA or Old Chapter 35	11.00
Mesh Top Logo Baseball Caps	Close out item	5.00
Chapter 35 Sew-On Logo Patches		3.00
Chapter 35 Bumper Stickers		2.00
Wheel Chocks - Aluminum	Enough for 2 wheels	42.00
Wash Wax All: Cleaner or Degreaser	Pint -16 OZ	11.00
	Quart -32 Oz	16.00
Young Eagles Tee Shirts	Various Sizes	5.00

All prices include 8.25% sales tax

For merchandise please call Brian or June @ 210-688-0420

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

www.35.eeachapter.org

2014 EAA Chapter 35 Leadership



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Dave Baker 210-410-9235 iflyaerosport@sbcglobal.net	Chuck Fisher 210-878-5561 cfisher555@aol.com

Chairpersons

Facilities: 210-688-3210	Gail Scheidt gailps@att.net	Newsletter Editor: 210-878-5561	Chuck Fisher ea35news@gmail.com
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Public Relations: 830-612-2232	John Latour latourjohn@att.net	Country Store: 727-709-1159	Brian Goode ladybgoode@msn.com
Flying Start:	Vacant	727-439-1159	June Goode junegoode@msn.com

Flight Advisors

RB 'Doc' Hecker 210-391-1072 tcflvingdoc@yahoo.com	Mark Julicher 210-382-0840 mjulicher@earthlink.net
Ron O'Dea 210-488-5088 r2av8r@gmail.com	

Technical Counselors

RB 'Doc' Hecker 210-391-1072 tcflvingdoc@yahoo.com	Mark Julicher 210-382-0840 mjulicher@earthlink.net
	Lew Mason 210-688-9072 lewnan@sbcglobal.net
Safety Officer	Ron O'Dea 210-488-5088 r2av8r@gmail.com

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CHAPTER CALENDAR

SEPTEMBER	13	LUNCH MEETING Program: <i>Pioneer Flight Museum</i> <i>What's happening at Kingsbury!</i>	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	11	BOD Meeting LUNCH MEETING Program: <i>Kay Morgan</i> <i>Lighter than Air Demo</i>	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 	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>27 September Heart of Texas Airshow
TSTC Waco 10:00 AM - 6:00 PM10-11 October Texas Chapter Antique Airplane Assn
52d Annual Fly-In
Gainesville Municipal Airport
Www.texasantiqueairplane.org6-7 September Red Bull Air Races
Dallas Motor Speedway
http://www.redbullairrace.com/en_US/event/dallas-fort-worth3-5 October Ranger Fly-In Airshow Number 8
Www.rangerairfield.org

For Sale: Garmin 796, COMPLETE with all accessories, Brand New. \$1999.00 **Icom A24** Handheld Radio, complete with power adapter and headset adapter. Brand New. \$ 382.00 Two **Strong 26' canopy Seat Pack Parachutes**--Never Used! Re-packed April 2010. \$ 950.00 ea. **Teeter Hang-Ups Exercise equipment** ---Like New. \$ 400.00 Contact Jeanette Hunt at 210-688-9264 or e-mail at JaNet3679@aol.com. (expires SEP 2014)

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

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 Autopilot. 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. \$94,000 Chris Watson chrisf16@mac.com or 210-497-5863. (expires Oct 2014)

Chuck Fisher

I often find myself wondering what I am not doing with the freedom my airplane offers that I should be. I am, unfortunately, very much a homebody when it comes to flying. And as much as I love the Chocolate Malts at T8z I need a change.

So, as I have been perusing the internet for ideas, I ran across two that are similar but offer different content. They are both interesting places to look.

The first from *Adventure Pilot* (the iFly folks) at <http://www.adventurepilot.com/> gives a nice map and list by distance from your airport.



The second from **Fun Places to Fly** <http://www.funplacestofly.com/Fun-Places-To-Fly-In-Texas> is sorted by state.



Both are well worth checking out if you are looking for a new destination.

To post a classified—contact the editor at ea35news@gmail.com

- **You must be an EAA Chapter 35 member.**
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- **PLEASE Notify me when your item sells!!**
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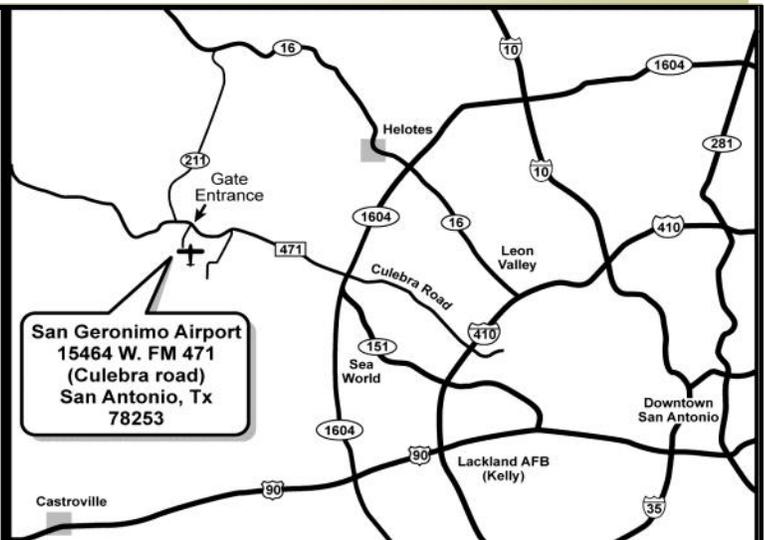
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

*Chapter 35 meets
Each Second Saturday of the Month*

13 September 2014
Lunch Meeting/Program
1130
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](#)



No Swedish this month—Ulf is off inwell
of course—Sweden