



THE SPIRIT OF AVIATION  
2002, 2013 McKillop Award  
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in the Nation

# RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX



April 2014

Volume 56 Issue 4

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## Next Event

12 APR 2014

Fly-In / Drive -in  
Breakfast

0800-1000

Chapter 35 Clubhouse

Bring a future member!

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## “It’s Not a Tool—It’s an Escape”

Chuck Fisher

Somebody’s hangar is always open at San Geronimo, and on a windy blustery Sunday it was Casey Fox’s. I found Casey deep into an oil change and repairing a loose alternator bracket. It was time for a break and it is always a good time to talk airplanes—especially one as striking as his Hatz Classic.



Casey Fox describes himself as “A Machine Guy” and his lovely red and cream biplane is his therapy. He purchased the plane as a total escape from a busy, all-consuming, high stress business. And, since owning it he has been a regular fixture at San Geronimo right at sunset or doing gentleman’s aerobatics in the crisp morning air. It looks quite therapeutic!

Dr. Casey Fox is a biomedical engineer. He invents and markets innovative medical devices. An Houston native, schooled at UT-Austin who escaped before it harmed him too much, Casey moved to San Antonio in the midst of a snowstorm in 1985. He began working on new medical monitoring devices, some in conjunction with NASA, that are now commonplace in intensive care units around the world. Over the next few years his



(Continued on page 8)

## Next Event

Fly-In/Drive-In Breakfast

Cooks and Servers always needed!



## PRESIDENTS COCKPIT



[For Swedish Click Here](#)

To all members of EAA Chapter 35,

The weather did not cooperate for our chapter's Hondo meeting Spirit of Hondo Restoration in March. The cloud ceiling and visibility were very low, which did not allow any of our members' aircraft to fly to Hondo, nor did it allow the very expected flying with the beautifully restored C-47 (or DC-3). We even don't know who the ten lucky members of our chapter were, who were supposed to get the winning flight tickets, since the lottery was cancelled with the cancelled flying. With reliable ground transportation, however, we were able to visit Hondo Airport and Jake White, who is the lead mechanic, for the restoration of the aircraft and his team. We were able to see the silver-shining well polished DC-3 in the hangar, visit the cockpit and talk to the restoration team. After a delicious lunch BBQ, we could then listen to a fascinating presentation of all the troubles and successes in the restoration of the aircraft. We were interested to hear about the oil consumption of the engines—about 1 Gallon/flying hour. Even if some of us, who were supposed to win the flight tickets, were not able to fly the DC-3, it was well worth for all of us Hondo visitors to see and hear about the Spirit of Hondo Restoration.

I hope the weather will be more cooperative for our next meeting, which will be a FLY-IN BREAKFAST EVENT at San Geronimo Airpark on the 12<sup>th</sup> of April. I hope that there will not be much wind left after several of these recently passed cold fronts with wind gusts up to about 40 knots and with the temperature falling more than 30F in 1-2 hours.

The recent requests for new candidates to be nominated for the Air Academy Award gave results. Thanks to one of our members' hard efforts, we were at the last moment able to get a nomination for a candidate for this award. Thanks Dee Brame! We have now succeeded to notify the organizers of the camp to be visited by the candidate. We'll be sending a young lady this year.

Philip Vaneau is the new chairman for the EAA35 Young Eagles activity after Brad Doppelt. At the last Board of Directors' meeting he gave a presentation of his plans. You can read more about this in the earlier March issue of our Newsletter. He has also placed a box in the Clubhouse with forms, brochures, logbooks and certificates.

I got an e-mail from David Smiles, EAA 889 at Burnet Municipal Airport, Kate Craddock Field, who is their Young Eagles Coordinator, inviting us to participate in a Young Eagles Rally on the 5<sup>th</sup>

of April at 10 am to 2 pm. They have 20 young people interested in aviation, who would like to be introduced to flight. The rally will take place in the Freedom Flyers Hangar, 3202 S Water, Burnet, TX 78611 and they will serve hamburgers, hot dogs, side dishes and beverages. If interested in supporting EAA Young Eagles, you may contact 972-639-2772.

The new light beige hangar building west of the runway with 12 separate hangar spaces has recently been available for moving in. Aircraft are now occupying most of these hangar spaces, and I am one of the lucky to share one of these. The hangar building is slightly taller than most other hangars on the field and has air outlets in the ridge of the roof. It might help to decrease the heat somewhat in hot summer days, but, on the other hand, decrease the inside temperature in cold winter days, if we may have any of these days. This new hangar will hopefully help to open up space for new experimental aircraft builders or owners.

Build and fly your aircraft smartly and safely and we will all be happy and prosperous,

*Ulf Balldin*

## NEW MEMBERS

### Ron ODea

Chapter 35 continues to grow! Please welcome

### Richard and Hilary Vinas

Richard and Hilary are from San Antonio, Tx. Richard will be retiring in August and is building an RV-7. The empennage is mostly done and the wings are about half way done.

Additionally, Richard plays pedal steel and is a licensed race car driver! You may contact Richard at: [vinas@sbcglobal.net](mailto:vinas@sbcglobal.net)

## CHAPTER HANGAR

## Gone West

### Mason "Bubba" Hunt



*Mason "Bubba" Hunt lost his battle with cancer this March. Bubba was recently honored by EAA chapter 35 as our most recent Wright Brothers Master Pilot Award winner. This culminated a remarkable career in aviation as a military and civilian instructor pilot, combat veteran and the foundation of aviation passion for untold numbers of pilots.*

*Bubba was a pioneer, a founder of our airport, an artist in stone, a hero in the air, and the bedrock of a loving family. He was in some ways bigger than life but the consummate gentleman. He was a man to be respected, but his door was always open and the barbecue never too far away.*

*Bubba was a pilot. He was one of us.*

*He was a friend.*

*Fly Safe Bubba Hunt.*

EAA CHAPTER 35  
SAN ANTONIO, TEXAS  
MARCH 24, 2014

An open letter to all Chapter 35 Members,

Your chapter owns our large hangar at 8T8. This hangar measures 50'w by 44'd. As most of you know it has a lot of machinery and tools that are there for your use---FREE! We, as a chapter, need to utilize this asset a lot more than it is currently being used. We have the "Merlin Gang" that have been the mainstay of tenants since we bought the hangar. They are soon approaching the end of construction and will soon be flying their aircraft. They have graciously paid their rent through July and will keep the plane in the hangar until then and then move it to another hangar. When that happens we need for someone (or more) to rent spaces in the hangar to help us pay the utilities and other costs of keeping this hangar. If anyone has interest in bringing their aircraft build project to the hangar, please call me and let me know. It is a FIRST come, FIRST serve situation.

If we cannot find someone to rent the hangar for construction, then the BOD will have to make a decision as to whether to rent to an aircraft owner to base their plane here in our hangar. If that happens we will have to rearrange the layout of the hangar and install partitions to separate the equipment & tools from the aircraft so that chapter members will still be able to use this equipment & tools. Again, please let me know if you would like to rent the hangar for construction of your project.

Dave Baker  
Hangar Manager  
210-410-9235



# CHAPTER BULLETIN BOARD

## Texas STOL ROUNDUP

APR 11 12 13 LLANO AIRPORT KAMM

CAMP ALONGSIDE THE RUNWAY, HOTELS IN TOWN, OR FLY IN ON SHORT TAKE OFF AND LANDING COMPETITION. LIGHT TOURING CLASS, HEAVY TOURING CLASS, ALTERNATE EXPERIMENTAL BUSH CLASS AND BUSH CLASS. FLOUR BOMBING CONTEST.



MORE INFO: 325-247-5635

For the April Fly-In Drive in we are going to be flippin' pancakes. Feel free to bring other stuff to share

We could use some help serving and cooking.

Wish for nice flying weather!

### You Are Cordially Invited!

**April 26<sup>th</sup> 2014**

## Alamo Liaison Squadron 2014 Fly-in

A family-friendly aviation event - open to the public

### Featuring:

- FOOD
- FLYING & STATIC VINTAGE AIRCRAFT
- AIRPLANE RIDES
- FLOUR BOMBING
- "L-BIRD THEATER"
- SILENT AUCTION / FUNDRAISER

### Location:

CANNON FIELD (53T)  
LOOP 1604 AND APPLEWHITE RD

### Time:

9:00 AM - 3:00 PM



### FREE ADMISSION!

General map of routes to Cannon Field (Map not to scale)



Visit [www.ALS-CannonField.com](http://www.ALS-CannonField.com) for more details!

# Armed Forces Day May 17

# Tora! Tora! Tora!

## HONDO ARMY AIR FIELD AIRSHOW

### HONDO, TEXAS • GATES OPEN 9 AM • [TEXHILLWING.ORG](http://TEXHILLWING.ORG)



### 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](mailto:ea35news@gmail.com)

# Safety Officers Notes—Aeronautical Decision Making

Ron O'Dea  
(reprint from FAASafety Brief)

More on Flying Safety, with the continuing emphasis of “Keeping Your Head in the Game”, here are some examples of poor “Decision Making”. Remember that the flight begins before you start the airplane. As you consider all aspects of your flight and before you start the engine, is when you have the best chance at preventing the accident.

## The Issue:

Pilots make decisions with such high frequency that most of them can be considered “routine” or “procedural.” However, when two or more choices present themselves and when the outcome of choosing either option cannot be fully predicted, the pilot is then faced with a risk. Ineffective risk management or poor aeronautical decision-making can be associated with almost every type of fatal general aviation accident.

## History Repeating

- In 2007 a Cessna 150 on cross-country crashed into a mountainside, killing the pilot. He had been told by a mechanic that the plane’s alternator needed replacing and a new part would arrive in two days but he didn’t want to wait. He had the mechanic reinstall the faulty alternator and took off into dark, mountainous terrain under IMC conditions.
- In 2011, a Eurocopter on an EMS mission crashed following a loss of engine power as a result of fuel exhaustion. The pilot, likely distracted by his phone, failed to properly initiate emergency procedures. All onboard were killed.
- In July 2011, a Mooney M-20F struck a parking lot and skidded into a building. The pilot, his wife, and two children were killed in the mishap. The pilot, having less than three months of flying experience and only rated VFR, flew into IMC conditions despite receiving several weather warnings advising otherwise.

What do these three mishaps have in common? In each, a series of poor or poorly executed decisions led to the destruction of property and the tragic loss of lives. Finding a Solution ADM provides a systematic approach to the mental processes used by pilots to consistently determine the best course of action in response to a given set of circumstances.



<http://contractpilot.files.wordpress.com/2010/10/nazca-crash-peru.jpg>

The three major categories of ADM are pre-flight, in-flight, and post-flight. Each has its unique set of concerns. Understand that effective risk management takes a great deal of introspection, patience and practice.

A few of the key factors to identify while working through the process are the ability to:

- note that a change has (or hasn’t) occurred;
- identify your own biases;
- be honest with yourself and your ability;
- set (and adhere to) personal minimums;
- resist external pressures (perceived saving time/money/face);
- prepare (and use) a plan B;
- And continuously evaluate the outcome.

**To learn more, visit “The Art of Aeronautical Decision-Making,” — A program offered on FAASafety.gov.**



<http://utu.org/wp-content/uploads/2011/02/cartoon-021611-300x251.jpg>



**MARCH 2014 MEETING AND PRESENTATION**

PHOTOS BY MIKE LANDIS—THANKS!



**MARCH 2014 MEETING AND PRESENTATION**



## CLASSIC (CONTINUED)

*(Continued from page 1)*

business grew and he concentrated on developing mechanical orthopedic devices. Today his products are now in operating rooms – and patients – by the tens of thousands. He has been a busy guy but then again, he always has been.

Casey grew up around airplanes. His dad was a combat hardened Marine who subsequently went on to learn to fly and own several planes. Casey, as a child, flew with his dad in their C210. But, he never got to fly in dad's PT-22 – a lifelong goal he still harbors. Casey, though, did not take up flying – instead racing motorcycles and bicycles. He was a big influence in creating Austin's bicycle friendly climate, and he invented and perfected racing equipment for bicycles.

After he moved here, he got busy, stopped racing and met Matt Van De Walle (USAF) as a young flight instructor and Lou McCasland (USMC), FOB at Castroville and began to work on his own license and renting planes. His flying, though, took a back seat to work and kids for several years. Then, he met folks at the Alamo Liaison Squadron at Cannon Field, again with Matt Van De Walle influence. He became comfortable in tail-draggers and was bitten by the plane bug.

Casey had met Billy Dawson as a motorcycle racer back in the 1970s. It just happened that Billy was also an expert aircraft builder and it also just happened that one of his magnificent creations was for sale. So in 2005 Casey became the proud owner of a 200 hour Hatz Classic built by Peter Glawe (USAF

Academy Class of 1972 – hence N72PG).

John Hatz designed a small biplane in the 1960's at a time when a number of small biplanes (great lakes, starduster,



Pitts, etc.) were being developed. The original CB-1 was designed to be simple to build and stable to fly. Although designed to be sort of a small Waco the CB-1 had slab sides and a typical 4 cylinder cowling making it look fairly contemporary. Local builder Billy Dawson modified the original design by adding fuselage stringers to

make it round, lengthening the fuselage, replacing control cables with torque rods and push tubes, enlarging the cockpits and adding aluminum ailerons. The result was the Hatz Classic (HC-1).

The "Classic" is described as a docile plane that feels heavier

than many small biplanes. Casey describes it as the piper cub of small biplanes, though watching him do aerobatics I'd say that it must be soooooome cub! It lands slowly, around 60 mph with excellent docile ground manners, but it climbs in excess of 1000 ft. per minute and is capable of standard aerobatics within its +6/-4 G envelope.

At 19 feet long with a 25 foot wingspan it is a lot bigger than a Pitts but quite a lot smaller than a Waco. With a standard O-320 (Casey's has the 160hp version) the classic cruises around 95 mph. It has

a single top wing fuel tank with a 23gal capacity. That'll give it around a 3 hour flight time tops. By then it's time to land a biplane anyway. Most planes are built with a glove box up front and a small baggage compartment in the turtle deck,

*(Continued on page 9)*





## CLASSIC (CONTINUED)

(Continued from page 8)

but there's definitely not room for camping gear!

As with most tandem biplanes the passenger sits up front and the pilot in the rear. The passenger hole is actually wider than the pilot cockpit due to the fuselage taper. It has stick and rudders, power quadrant and minimum instruments. All the electronics, fuel management and brakes are in the rear cockpit, though. By having the fuel and the passenger directly over the CG the flight characteristics don't change that much with the added weight and the CG envelope is not challenged. The front hole is up under the top wing between the canopies which makes it a bit of an adventure to enter. However, that also pretty much means that "if it fits it can fly". So, with a generous passenger space right on the CG the Classic is a comfortable plane for passengers.

Casey thinks there were about 5 or 6 other "classics" flying of about 17 kits made by Makelan, New Braunfels, Texas. His

was the fourth and last Hatz built by Billy Dawson, Seguin Speed Shop and the team of builders, like Peter Glawe that he influenced. That it was built by experts who were local, supported by a local company where parts and know how were available, and that it is gorgeous all influenced Casey's choice of this aircraft. The skill of these builders was recognized as this Hatz Classic won the 1998, Plans Build Aircraft at the Bartlesville, OK Annual Biplane Exposition. The importance of a safe transition from builders to new owner was so important to



Peter, Billy and John Benham they even taught Casey to fly it, and now 850 or so hours later it fits like a glove.

An open cockpit biplane doesn't fit everyone. Most pilots at one time or another have secretly lusted after them, but as Casey says – "it's not a tool – it is an escape." For him, the former motorcycle racer, the wind in the face, independent solo flying was exactly what he needed to put work behind him. But, he's not going to be taking the family on vacation in it or doing many

overnights. Prospective biplane owners would be well served to follow some of Casey's advice. Figure out what you want a plane for: are you going to be flying alone or travelling with friends? Do you want to do aerobatics? Are you comfortable with tail wheels – that top wing will continue to fly until it is in the hangar? Then, research all the biplanes out there. Each has its own unique characteristics. Some are docile and well mannered, but maybe too docile for a hard core aerobatics guy. Others are deliberately unstable, especially if over-powered, and can be a handful even in expert hands. Look at the NTSB database and study recurring themes. Then shop

very carefully and if possible buy a plane with a known history from folks who truly know the aircraft and how to fly it.

For Casey, although every eye in the airfield is watching because it is so gorgeous, his Hatz provides a private retreat. And,

that is Texas born and bred makes it even that much more special. Are you jealous yet?



# Memories

## Doug Jenkins



I have never been accused of being a deep thinker, a philosopher or even particularly introspective. In fact, most people would tell you that I have roughly the depth of a parking lot puddle. Some may even say that I am out of my depth in a parking lot puddle. That's just their opinion though. All of this, however, does not mean

that I do not mentally file events away to bring out and review later. It just means that there are not too many events on my mental DVR. It also means that when I do surf through that DVR and bring the memories out it's usually just for the fun of watching them and not for any life-changing revelation. Since this article is appearing in an EAA newsletter I'm sure it will be no surprise to you that a lot of my mental DVR is filled with flying and some of my favorite episodes are aerobatics related. Today I am going to open up the DVR and flip to Chapter 6, Episode 9 and see where that may take us. Even on the DVR some episodes are crisper than others and this one in particular is laser-etched into diamond crystal for unmatched clarity and longevity, I want this particular memory to be among the last deleted from the mental hard drive. In case you were wondering why we're doing this little exercise, the purpose of this pleasant trip down memory lane is to inspire you to either dust off some of your own hazy memories...or go make some new ones!

Step into the way-back machine with me. The time is late spring in 1989 and I am a happy-go-lucky college student living the dream and getting paid to teach aerobatics in a Bellanca Decathlon flying from a small airport just north of the booming metropolis of San Antonio. I am sitting in the line shack/pilot lounge/flight school/gathering place waiting for my last student of the day. The weather is fine; scattered showers, no wind and good visibility. The airplane is fine; gassed up and parked on the ramp awaiting another flight. I am fine; ready to teach the (ahem) finer points (cough, cough) of loops and rolls to a returning student. The student is...late. This is well before cell phones remember, so notification of a cancellation was sometimes not forthcoming and I could often just sit at the airport waiting for a student who never arrived. I think a few dozen people in San Antonio did have "car phones" at this time. Everyone remember those pig tail antennas on car roofs as a status symbol? A certain younger sibling of mine put a fake one on his car in an attempt to look cool(er). But I digress. Anyway, it's a nice day to fly and all I need to complete the perfect picture is a student. Finally, about 15 minutes after scheduled meeting time the land line phone rings...my student has cancelled for some silly reason. I think it was something about being out of money.

Well that sucks; I really wanted to get in one more flight. After all without students I will be out of money soon too. And it's such a

nice day. Oh well, I guess I might as well put the airplane away (deep sigh). Hey, wait, the ever-gracious flight school I work for authorizes one hour of proficiency flying per decade, why not just go fly anyway? Just for me. Just for the fun of it. Now we're cooking with gas! With a new outlook on the afternoon I tie up the back seat and get ready to fly. The trusty red, white and blue steed fires up somewhat reluctantly (it was a hot start after all) and we taxi to the end of the runway. Pointed in the right direction (south) we rocket (OK, loaf) down the runway and scream (OK, stagger) skyward. The aerobatic practice area is about a 10 minute drive north. This little annoyance is created by the pesky Victor Airways that depart the San Antonio VORTAC to the north. Oh well, in reality the drive gives us some time to climb to a reasonable altitude. When the airways have finally diverged enough we can start flying upside down. Yay!

My already well bruised ego will allow me to admit that I was not then the formidable aerobatic pilot and steely-eyed competitor you know me as today (stop laughing...no, please, stop laughing). I truly had no idea about competition aerobatics and precision and pretty lines and all of those other things I now know are important. I was taught to muddle through the basics safely; I then improved my muddling to the point where my aerobatic skills were safe but decidedly limited. I could fly and teach the fundamentals but I now know that any self-respecting judge would have been forced to either vomit or laugh if made to watch me flop around like a fish on a dock. But, boy did I have fun! Ignorance surely is bliss. Not knowing what a maneuver is supposed to look like lets you make it look like anything and still be reasonably happy with it! Come to think of it not worrying about perfection every now and then can be kinda liberating. I commenced to fly loops, rolls, snap rolls, spins, Cuban-8s and reverse Cuban-8s just for the sheer joy of pulling Gs, hearing the wind rush and watching the horizon rotate at my command. Not a bad way to pass a spring afternoon!

Then, as now, the hammerhead was my favorite maneuver so I was saving those for last. The latest addition to my repertoire was a hammerhead with, wait for it, a quarter roll up (WOW). If I was feeling particularly adventurous I might even throw in a quarter roll down (NO WAY). This was big time stuff for me (truth be told, it still is). As I was setting up for the hammerheads one of those scattered showers I cleverly mentioned earlier in a bit of foreshadowing (that's a literary tool we "authors" use) began to encroach on my practice area. I couldn't move further south, east or west due to the airways (On a side note: I have always been a hopeless rule follower. I have a life-long pathological fear of the FAA meeting me upon landing and demanding I hand over my license. Perhaps my mom was scared by a fed while she was pregnant?) and moving north would just take me further from home and limit the amount of time I could spend actually flying aerobatics. Hmmm. What to do. Well, let's see...the rain

*(Continued on page 11)*

## Memories (continued)

(Continued from page 10)

is just a light shower and is falling from a cloud that I will most assuredly remain more than 500 feet below. The visibility, even in the shower is well in excess of three miles (for the love of food, I can see through it). I really have been meaning to wash the airplane anyway. Well, that settles it I'll just stay here and fly hammerheads in this little rain shower. This, by the way, is one of the best decisions I will ever make. Relax, honey. Sorry. Let me clarify; this is one of the best decisions I will ever make at least it relates to aviation.

I am willing to wager that anyone who has ever done this knows what I am about to describe. For those of you who haven't, this is why you have read to this point. Assuming you are still reading at this point and haven't skipped to the centerfold. The next quarter hour was most certainly among the coolest, most awe inspiring 15 minutes of my life...involving airplanes, dear. Dive to pick up speed...pull to the vertical...eyes out the left window (gee the rain falling straight down looks cool)...wait for the speed to bleed off...kick full left rudder/opposite aileron/forward stick...eyes to the front window (Whoa!! The rain is falling past me. THAT is the coolest thing ever!)...accelerate (Double whoa!! I am catching up to the rain. THIS is now the coolest thing ever. Triple whoa!! The raindrops and my airplane and I are now traveling the same speed...no wait I just started flying faster than the raindrops. It looked just like the Enterprise or the Millennium Falcon going to Light Speed! OK, stop being overcome by awe and)...recover before we hit Vne! That was, without a doubt the COOLEST THING EVER.

OK dude (I said to myself); think about what you just saw. On the way up the raindrops were falling vertically straight down and we were making our way up into them. As we pivoted at the top we were hanging motionless and the raindrops were falling downwards at 9.8 meters per second squared so they were moving faster towards terra firma than we were. As gravity took effect on the mighty 8KCAB our speeds began to equalize...we were overtaking the raindrops. Then followed a split second where our velocities were equal before we began to pull away (aided by 150 roaring horses). It looked indeed just like a movie special effect and it was way cooler than I can possibly describe here with my woefully inadequate words on paper. No, really, I would love to capture for you and be able to describe what it was like. Even almost 25 years later I can sit here and see the image clear as crystal in my mind. In that long ago 1989 moment all I realized was that I needed to do that again. So I did... Repeatedly.

Now that I knew what was going to happen each time I could really watch and appreciate the effect and it did not get old. Each hammerhead was a new laugh-out-loud, whoop with joy moment. THIS was



why I started flying, why I had invested all the blood, sweat, tears and dollars...for moments like this; hanging motionless inside a tunnel of rain, looking straight down at the planet suspended below and racing raindrops towards the ground. Who gets to race raindrops!?!? What an unbelievably unique experience. And in order to have this experience you needed to be not just a pilot, but a special breed of pilot...an aerobatic pilot! Having those skills, possessing that knowledge opened the door to a special moment that few could have experienced and created a memory that has lasted a lifetime.

The rain shower eventually moved off and my hour was up. I am sure the trip home was uneventful and the landing was akin to a butterfly perching on a rose petal, but I really don't remember those bits. I do remember driving my car home though and still re-playing the flight in my mind. Then looking at the cars around me and pitying the people trapped within who could not or would not ever experience the sheer beauty and fun that I had. I am pretty sure that people would be happier and maybe even drive nicer if they could race raindrops every now and then! What stops them? Fear? Fear of the unknown? Lack of money? Lack of time? Lack of desire? Whatever it is that they lack I hope they understand what they are missing. But if you never experience something how can you know what you are missing. Now there's a vicious circle for you.

Not long after this experience I would go off to USAF pilot training. None of the airplanes I drove in the Air Force flew hammerheads (they were actually "Prohibited Maneuvers" and therefore expressly verboten in several) so I had to remain content with the memory of that one perfect day when I got to race the rain...vertically. Until, that is, I bought a certain bright yellow Pitts Special bi-plane and brought her home to South Texas. Most of our time together is spent practicing for competitions (hey, gas is expensive...no goofing off allowed) but every now and then we might spy a stray shower in the not too distant distance and the thought occurs...

So, what are you waiting for? You have phenomenal cosmic powers in your very own hands. Every flight, every day is a lifetime memory waiting to be made. The sunlight gently knocking on your window each morning is an opportunity to live your best life. Each of us, due to our experience and ability, has the opportunity to live a life of sheer joy and exultation that few can even imagine. We can see and do things that mere mortals can't ever hope to experience. The next time you're lamenting the price of gas/hangar/insurance/annual/etc. just remember what that price of admission buys you; the ability to escape the mundane humdrum every day drudgery and get out there and make memories that most people cannot even begin to comprehend, to take the world and bend it to your will, to be one with a machine, to set the horizon tumbling and laugh out loud for the sheer joy of having done it. To race the rain.



# THE BUILDER'S CORNER

## MORE SPARK PLUG LORE AND AN AMAZING EXHAUST VALVE

**Mark Julicher**

### Shocking Information About Spark Plugs

In the last few months a great deal has been written about spark plugs and more importantly about how plugs may fire just fine on a plug tester but still be bad. At first impression it seems strange that a plug will fire OK but still be considered bad, but lets look at the construction of a spark plug and understand a bit of the physics involved in making a spark.

Photo 1 is a Champion spark plug with the center conductor opened up. It is fairly simple. From left to right you see a screw, a spring, a carbon rod, and the spark plug body. When the spark plug is new the resistance of the carbon rod is about 1000 ohms, but over time the resistance grows (e.g., suppose hairline cracks develop in the carbon rod.)



**Photo 1: The Guts of a Champion**

Consider that your magneto is a pump that pushes electrons and electrons are just sub-atomic sized BBs, and a spark plug is a soda straw. To make a spark, BBs are pushed into one end of the straw and come out the other end. Of course this happens very fast. Now if something impedes the flow of BBs the pump must work harder to push BBs through the straw. The pump is working hard but the BBs are not moving along and as a result the pump becomes stressed. In magneto terms, the coil and the points and the condenser get hot.

You learned from Newtonian Physics that energy is neither created nor destroyed, but it merely moves from place to place and changes from one form to another. So what does that mean? Well, the magneto is turning mechanical energy into electrical energy and sending it to the spark plugs, but if the spark plugs won't accept the electrical energy. Well, that electrical energy is going to go someplace else. It either be-

comes heat energy or arcs somewhere it shouldn't and generally raises hell in your engine. So there you have it – more information than you ever wanted about a spark plug.

### What Plug to Use

Now here is an interesting situation that happened to me just this past month. I had a magneto fail on a customer's plane and as part of troubleshooting I tested the resistance of the spark plugs. Several plugs looked older than dirt and had resistances in the hundred thousand ohm range. Naturally I suggested to the aircraft owner that new spark plugs would be beneficial. So far so good. Well, it turns out that the spark plugs I removed had fine wire electrodes. Hmm, don't drop one of these gems, they cost \$97 EACH. Massive electrode spark plugs are more like \$28 each and to me that is expensive enough! So on a six-cylinder engine I can spend \$1,200 or I can possibly spend only \$360 for a set of plugs. This isn't a Reno race plane or a stratosphere cruiser so let's save some money.

I asked the owner if fine wire plugs were required in this engine or merely preferred – but the owner did not know the engine requirements and preferred less expense if possible. The aircraft service manual was no help in determining the spark plug part number so I turned to the Type Certificate Data Sheet (TCDS) for this engine – a Lycoming O-540-L. The TCDS states that Lycoming Service Instruction (SI)1042 is the ruling document for spark plugs in Lycoming engines. This is getting rather round-about, but I go to the Lycoming web site and sure enough I am able to get SI 1042 revision Z. Glorious! I have the master document!

Looking up the O-540-L in the SI, I first find the plugs that I removed from the engine – namely Champion RHB-32S. The chart also shows that massive electrode spark plugs are indeed allowable, and for the same heat range in massive electrode style it is Champion RHB-32E. I'm saving my customer a lot of money, how about saving a little bit more? Unison spark plugs are available for \$5 less than a Champion, and I like Unison plugs just fine. I think I shall get URHB-32S plugs

*(Continued on page 13)*

## BUILDERS CORNER (CONTINUED)

(Continued from page 12)

and save another \$60 bucks – but wait! SI 1042 shows that this Unison plug is NOT APPROVED for the engine.

What? I thought RHB-xx (Champion part number) and URHB-xx (Unison part number) were swappable. Looking carefully at SI 1042, is apparent that MOST plugs are approved and directly swappable, but not all. Amazing.

### More Trouble with Zip Ties

Photo 2 is an oil return line from a Lycoming engine. The stylish knurl pattern is developed by tightening a zip tie onto the aluminum tube. About two hundred hours of vibration work



**Photo 2: Zip Tie Knurling**

the nylon zip tie into the aluminum. I am happy to report that this oil line was replaced before catastrophic oil loss. The wiring that was formerly zip tied to the tubing was restrained in another location with a cushion clamp.

### Compression Check Catch

Whilst doing a compression check on a C-85, I got inconsistent and very low readings on one cylinder. I tried running the engine and getting a good hot compression check but to no avail. I tried staking the valves – better, but still way too low. I had no recourse but to pull the cylinder.

Once the cylinder was disassembled the source of the problem became obvious. The exhaust valve guide was badly worn and the valve stem had excessive play. As the valve moved up and down it also moved side to side and in small measure it wobbled.


Wobbling made the valve settle unevenly in the valve seat and this as this action continued over time it cupped



**Photo 3: Damaged Valve**

and sharpened the edge of the valve. Look closely at photo

three. The valve face is concave and the edge of the valve is extremely thin.

In this condition, the valve could not hold good pressure. If allowed to continue, eventually an edge of the valve would break off or burn out. The valve edge can't cool enough in this condition and can cause pre-ignition. There is indeed a reason to a compression check at each annual. 

### NAME THE PLANE ~~PLANE~~ CLOUD

**Doug Apsey**

I decided to take a break from the usual “name the airplane” article and try something a little different this month. If you are a child of the sixties like me, you may remember a song by Judy Collins that had the following lyrics in it.

*I've looked at clouds from both sides now; From up and down and still somehow; It's cloud's illusions I recall; I really don't know clouds at all (“Both Side Now” Judy Collins, 1967)*

As a pilot you have no doubt looked at clouds from up and down and both sides, but do you really know clouds at all? Let's see which of you can tell us a little about the ones pictured here.

On January 5th while out at San Geronimo I spotted this cloud formation just east of the field.



1. What is this cloud pattern typically called?
2. What category of clouds are these? (Stratus, cumulus, nimbus, etc.)
3. What weather situation leads to the formation of this cloud pattern?
4. Would a pilot see these as a favorable weather situation for flying?

## MARCH MYSTERY PLANE REVEALED

Chuck Fisher

Congratulations to Charlie Brame and Ron O'Dea who responded within seconds with the correct response. March's aircraft was a North American B-45 "Tornado" bomber.

The B-45 was the first American Jet Powered bomber. During WWII the Germans were well ahead of the allies in the field jet powered aircraft, and had the war not ended or had the Luftwaffe been permitted to use their long ranger jet bombers to good effect, that technology could have been a game changer. So, the US issued an urgent request for a jet powered bomber. North American and Convair began



production of prototypes in 1944 and eventually the North American prototype

was selected. They were rushed into production in 1947.

The B-45 was a ground breaking design but was plagued by early jet engine problems, and it was quickly eclipsed as a bomber by the later but more capable Boeing B-47. Nonetheless the Tornado became the first multi-engine jet bomber to be refueled in mid-air, the first to cross the pacific non-stop, and they became the first jet bomber of the USAF nuclear deterrent force.

After WWII and into Korea US strategy shifted away from conventional bombing. The small B-45, though relatively fast, lacked the carrying capacity for large WWII era nuclear bombs and without a conventional bombing role rapidly became a bomber without a mission.

Many B-45's were converted to RB-45C photoreconnaissance planes. With the US entry into the Korean conflict these RB-45's became a critical asset as they were the only reconnaissance planes with the speed and altitude to escape threat by the new jet powered MIGs. Wikipedia.com also references

the Royal Air Force using a small group of RB-45C's for soviet photoreconnaissance.

During the early cold war, as soviet threats to NATO nations grew, the B-45 took on a new role as a nuclear strike bomber capable of delivering new smaller nuclear weapons rapidly.

However, jet engine technology rapidly advanced and next generation jet aircraft rendered the little bomber obsolete. By 1959 the last B-45 was retired. Of the fleet of 143 B-45 "Tornado's and variants there are only 3 surviving. All are on static display at USAF museums.



FAA  
Aviation Safety

### SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: NE-14-13  
Date: March 24, 2014

SUBJ: Reciprocating Engine - Cylinder Mounting Studs  
*This is information only. Recommendations aren't mandatory.*

March 24, 2014 the FAA released SAIB NE-14-13 regarding Lycoming cylinder attach bolts. It popped automatically into my e-mail and served as a good reminder how important it is to register for push notifications.

Other recent SAIB's within the past 60 days include:

- 03/24/2014 NE-14-13 Lycoming Engines Reciprocating Engine - Cylinder Mounting Studs
- 03/14/2014 CE-14-12 Mooney International Corporation Landing Gear System
- 02/25/2014 CE-14-11 Cessna Aircraft Company Landing Gear; Nose Landing Gear Trunnions
- 02/24/2014 NE-14-10 Merl, Inc. Emergency Locator Beacon
- 02/13/2014 CE-14-09 Don Luscombe Aviation History Foundation, Inc. Luscombe Model 8A Fuel System

If you don't already subscribe, it is well worth registering with the FAA for automatic updates and push notices specific to your aircraft.

The above and other SAIB's can be found at: [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgSAIB.nsf/MainFrame?OpenFrameset](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSAIB.nsf/MainFrame?OpenFrameset)

Sign up for automatic push notices for Airworthiness Directives and Special Airworthiness Information Bulletins at <https://public.govdelivery.com/accounts/USFAARGL/subscriber/new?pop=t>



# Country Store

## Brian and June Goode

The EAA Chapter 35 Country Store has taken on a new look in the Clubhouse.

Dave and Shirley Baker have donated a cabinet which had previously been used to house curios. Brian Goode restored the cabinet and added door locks so it could stay on permanent display in the Chapter 35 Clubhouse. There is an ample supply of Chapter 35 logo items on display, with backups stored in Brian's hooch.

We still have four new logo shirts in inventory:

One Men's Large short sleeve - Khaki

One Men's Medium long sleeve - Sky Blue

One Men's Extra Large - Royal Blue

One Woman's Short Sleeve - Yellow

The shorts sleeve ones are still only \$39.00, and the long sleeved one is \$43.00.

In addition, we are holding an open order for 3 additional shirts. In order to turn this order in to our supplier, we must come up with three additional new orders. The supplier insists on receiving an order of at least six shirts from us at one time to give us our great price break.



Stop by the Country Store at our next meeting and pick up a shirt or place an order for one. You will be glad you did, and so will the Chapter. If you would rather, you could call Brian or June at

688-0420 and give them an order over the phone. Better yet, stop by their house and place your order in person.

We have a new batch of Chapter 35 logo baseball caps in inventory. These caps have the same colorized logo found on the fishing shirts. They have an extended bill and a ground adjustable leather strap for size.



Here is a current list of the other merchandise that we have in stock at your new looks Country Store:

New logo baseball caps - still only	\$10.00
Mesh top ball caps - summer style	\$5.00
Chapter 35 sew-on logo patches	\$3.00
Assortment of Chapter 35 bumper stickers	\$2.00
Aluminum wheel chocks -set of four	\$42.00



Wash Wax All: Cleaner or Degreaser -	16 Oz	\$11.00
	32 Oz	\$16.00
	64 Oz	\$30.00
Wash Wax All Mop Head with pads	\$55.00	

We are open for suggestions for new logo merchandise. One item of interest that has been suggested is something a little larger than a lap top computer type bag in which you could keep the log books for your aircraft, use to keep your headsets in, or to take shopping at the Country Store. Give us some feedback on this idea. It would, of course, have the Chapter 35 color logo embroidered on the front.



## Unique Balloon Designs Featured At Second Annual Horseshoe Bay Event

### More Than 20 Balloons Expected to Participate

More than 20 hot-air balloons from across America will converge at the second annual Balloons over Horseshoe Bay Resort on Easter weekend, April 18-20, at the AAA four-diamond Horseshoe Bay Resort. This year's festival will feature new activities including: historic war plane flyovers, powered parachutes and award-winning live music.

Two special shaped balloons highlight this year's balloon entries. Spunky the Flying Skunk and The Purple People Eater are two balloons sure to grab the crowd's attention. Like last year, balloon glows will be held on both Friday and Saturday evenings of the festival.

Friday's opening night festivities (open to resort overnight VIP package guests only) will include tethered hot-air balloon rides for all attendees, live music by Sauce the Band, and a BBQ dinner buffet.

Saturday's festivities (open to the public) starts with a balloon ascension scheduled for 7:00 a.m. Powered parachute demonstrations and a WWII historic aircraft flyover highlight a busy Saturday morning schedule. Alamo Helicopters will provide helicopter rides throughout the day with wine tastings and an antique car show rounding out the day's activities at the Horseshoe Bay Resort Jet Center.

Saturday evening will include skydivers, the Balloon glow grand finale and a concert by Austin's own Reckless Kelly.

[www.balloonsoverhsbresort.com](http://www.balloonsoverhsbresort.com), [www.hsbresort.com](http://www.hsbresort.com)

# 2014 EAA Chapter 35 Leadership



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<b>Secretary:</b> 210-875-9971	Darren Medlin <a href="mailto:dmedlin@aol.com">dmedlin@aol.com</a>	<b>Treasurer:</b> 210-493-5512	Dee Brame <a href="mailto:DeeB@satx.rr.com">DeeB@satx.rr.com</a>

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Dave Baker 210-410-9235 <a href="mailto:iflyaerosport@sbcglobal.net">iflyaerosport@sbcglobal.net</a>	Chuck Fisher 210-878-5561 <a href="mailto:cfisher555@aol.com">cfisher555@aol.com</a>

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Air Academy: 210-256-8972	Maarten Versteeg <a href="mailto:Maarten.Versteeg@sbcglobal.net">Maarten.Versteeg@sbcglobal.net</a>	Garden & Grounds: 210-688-9072	Nancy Mason <a href="mailto:lewnan@sbcglobal.net">lewnan@sbcglobal.net</a>
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Young Eagles: (210) 887-3135	Philip Vaneau <a href="mailto:pvaneau@gmail.com">pvaneau@gmail.com</a>	Aircraft Builders: 210-372-1217	Craig Geron <a href="mailto:rv8@satx.rr.com">rv8@satx.rr.com</a>
Tool Crib: 210-410-9235	Dave Baker <a href="mailto:iflyaerosport@sbcglobal.net">iflyaerosport@sbcglobal.net</a>	EAA Hangar: 210-410-9235	Dave Baker <a href="mailto:iflyaerosport@sbcglobal.net">iflyaerosport@sbcglobal.net</a>
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Flying Start:	Vacant	727-439-1159	June Goode <a href="mailto:junegoode@msn.com">junegoode@msn.com</a>

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Ron O'Dea 210-488-5088 <a href="mailto:r2av8r@gmail.com">r2av8r@gmail.com</a>	




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	Lew Mason 210-688-9072 <a href="mailto:lewnan@sbcglobal.net">lewnan@sbcglobal.net</a>
<b>Safety Officer</b>	Ron O'Dea 210-488-5088 <a href="mailto:r2av8r@gmail.com">r2av8r@gmail.com</a>

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## CHAPTER CALENDAR

APRIL 	12	<b>FLY-IN BREAKFAST EVENT</b> <u>Chef, Prep Cooks, Servers Needed</u> <b>BOD Meeting</b>	EAA Chapter 35 Clubhouse 8:00 - 10:00 am <b>10:30 am</b>
MAY	10	<b>SPRING CLEANING!</b> 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
JUNE 	14	<b>ANNUAL CHAPTER 35 PICNIC</b> <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	12	<b>FLY-IN BREAKFAST EVENT</b> <u>Chef, Prep Cooks, Servers Needed</u> <b>BOD Meeting</b>	EAA Chapter 35 Clubhouse 8:00-10:00 am <b>10:30 am</b>
AUGUST	9	<b>LUNCH MEETING</b> Program: <b>TBD</b>	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	13	<b>LUNCH MEETING</b> Program: <b>TBD</b>	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	11	<b>BOD Meeting</b> <b>LUNCH MEETING</b> Program: <b>TBD</b>	<b>10:30 am</b> EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
NOVEMBER	8	<b>ANNUAL CHILI COOKOFF</b> 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	<b>CHRISTMAS PARTY</b>  <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>

April 5, 2014, 1000—1400

EAA chapter 889 Young Eagles Rally

Burnet Municipal Airport, Kate Craddock Field (79 miles)

Apr 05, 2014

La Grange, Texas (3T5)

Fayette Regional BBQ Fly-In (~114 miles)

April 11-13 2014

Texas STOL roundup

Llano Municipal Airport

April 12, 2014 Sport Air Racing League - Taylor 100 Air Race

Taylor Municipal Airport, 303 Airport Rd # 1, Taylor, TX

<http://www.sportairrace.org/sarl/>

April 19, 2014

Sport Air Racing League - Hill Country Air Race

Llano Municipal Airport 76 miles

<http://www.sportairrace.org/sarl/>

April 25-27, 2014 EAA B17 Tour Stop

San Marcos, TX, USA

To book a flight please call 1-800-359-6217.

<http://b17.org>

26 April 2014 AOPA Grassroots Celebration of Aviation

San Marcos Municipal Airport (HYI)

April 26, 2014

Alamo Liason Squadron 2014 Fly-in

Cannon Field (55T), San Antonio

26-27 April 2014, American Heroes Air Show - TX

Camp Mabry Texas Military Forces - Austin, TX

May 3, 2014, 9AM – 4 PM 2nd Annual Fly-IN and Shrimp Boil

Mustang Beach Airport, Port Aransas, TX

Phone: 361-774-5550

## 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)*



**Airpark Property For Sale:** One acre lot at San Geronimo Airpark. Water and electricity, buyer installs septic. Plenty of shade on this treed lot with large open area for hangar. Asking \$109K, contact Gary at (210) 722-2977 or gary@zwheelz.com *(expires Mar 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. Flies regularly. New cloth interior ~2000, a very comfortable family traveling plane. Straight, true flier. Originally a 201 L/M but has been upgraded to full 201 level and beyond. PM800 4-place stereo intercom, CD/MP3 CD Player. King KCS-55A with KI-525A HSI, KG-258 ADI, KAP-100 Autopilot. KT-76C Transponder, Dual KX-155 radios, IFR approach certified KLN-89B w/ update jack in console. Four cyl engine monitor, engine preheater. Including Garmin 396 and yoke mount. Maintained by Mooney specialist and hangared at 5C1. \$99,000 Chris Watson email chrisf16@mac.com or 210-497-5863. *(expires APR 2014)*



**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



**To post an ad—contact the editor at [ea35news@gmail.com](mailto:ea35news@gmail.com)**

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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 bigbbobby@earthlink.net *(expires APR 2014)*

**For Sale Airpark Home 8T8** • ~~\$349,500~~ <sup>\$329,000</sup> • 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 APR 2014)*



**New Hangar For Sale.** San Geronimo Airpark (8T8). Hangar is 40X32 with Electric available (water will be available soon). Only 1 left. Price \$48,000. Contact Greg Reeves 210-253-0421 / [take-flight2@att.net](mailto:take-flight2@att.net) *(expires May 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](mailto:lewnan@sbcglobal.net)



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
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Richard B. Hecker, D.O.  
 Senior Aviation Medical Examiner

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

*Chapter 35 meets  
Each Second Saturday of the Month*

**12 APR 2014**

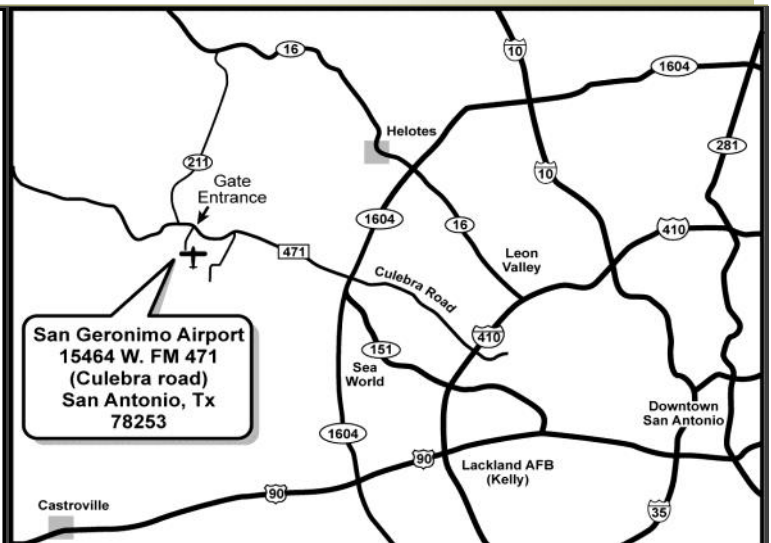
**Fly-In / Drive -in**

**Breakfast**

**0800-1000**

**Chapter 35 Clubhouse**

***Bring a future member!***



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.eaachapter.org](http://www.35.eaachapter.org)**

## PRESIDENTER COCKPIT



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Till alla medlemmar i EAA kapitel 35 ,  
Vädret samarbetade inte för vår kapitlets Hondo möte Ande Hondo Restoration i mars. Molnet tak och sikten var mycket låg , vilket inte tillät någon av våra

medlemmars flygplan för att flyga till Hondo , inte heller låta mycket förväntas flyga med den vackert restaurerade C - 47 ( eller DC - 3 ) . Vi ännu inte vet vem de tio lyckliga medlemmarna i vårt kapitel var , som skulle få de vinnande flygbiljetter , eftersom lotteriet avbröts med den avbrutna flyga . Med tillförlitlig marktransport dock kunde vi besöka Hondo flygplats och Jake White, som är den ledande mekaniker , för restaurering av flygplanet och hans team . Vi kunde se den silver skiner välpolerad DC - 3 i hangaren , besöka cockpit och prata med restaurering laget . Efter en god lunch BBQ , skulle vi då lyssna på en fascinerande presentation av alla problem och framgångar i återställandet av flygplanet . Vi var intresserade av att höra om de oljeförbrukningen i motorer - ca 1 gallon / flygtimme . Även om vissa av oss , som var tänkt att vinna biljetter flyg , inte kunde flyga DC - 3 , var det väl värt för oss alla Hondo besökare att se och höra om Ande Hondo Restoration .

Jag hoppas att vädret kommer att vara mer samarbetsvillig för vårt nästa möte , som kommer att vara en FLY -IN frukostmöte på San Geronimo Airpark den 12 april. Jag hoppas att det inte blir mycket vind lämnade efter flera av dessa nyligen passerade kalla fronter med vindbyar på upp till ca 40 knop och med att temperaturen faller mer än 30F i 1-2 timmar .

Den senaste tidens önskemål om nya kandidater som ska nomineras för Air Oscar gav resultat . Tack vare en av våra medlemmars hårda ansträngningar , var vi i sista stund kunna få en nominering för en kandidat för denna utmärkelse . Tack Dee Brame ! Vi har nu lyckats att meddela arrangörerna av lägret för att få besök av den sökande . Vi kommer att skicka en ung dam i år .

Philip Vaneau är ny ordförande för EAA35 Unga Örnar aktivitet efter Brad Doppelt . I sista styrelsens möte gav han en presentation av hans planer . Du kan läsa mer om detta i

tidigare marsnumret av vårt nyhetsbrev . Han har även placerat en låda i klubbhuset med blanketter, broschyrer, loggböcker och certifikat .

Jag fick ett mail från David Smiles , EAA 889 på Burnet Municipal Airport , Kate Craddock Field, som är deras Unga Örnar samordnare , bjuder in oss att delta i en Unga Örnar Rally den 5 april kl 10:00 till 14:00 . De har 20 unga människor intresserade av flyget , som vill att införas för flygning . Rallyt kommer att äga rum i Freedom Flyers Hangar , 3202 S Water , Burnet , TX 78611 , och de kommer att servera hamburgare , varm korv , smårätter och drycker . Om intresserad av att stödja EAA Unga Örnar , kan du kontakta 972-639-2772 .

Den nya ljusbeige hangar byggnad väster om banan med 12 separata hangarutrymmenhar nyligen varit tillgänglig för att flytta in flygplan nu ockuperar de flesta av dessa hangarutrymmen, och jag är en av de lyckliga att dela en av dessa. Den hangar byggnaden är något högre än de flesta andra hangarer på området och har luftutsläpp i taknocken . Det kan hjälpa att minska värmen något i varma sommandagar , men , å andra sidan , sänka innertemperaturen i kalla vinterdagar, om vi kan få något av dessa dagar . Denna nya hangar kommer förhoppningsvis att bidra till att öppna upp utrymme för nya experimentella flygplan byggare eller ägare .

Bygga och flyga ditt flygplan smart och säkert och vi kommer alla att vara glada och välmående ,

*Ulf Balldin*