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# RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX



October 2014

Volume 56 Issue 10

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## Next Event

11 October 2014

Lunch Meeting/  
Program

1130

Chapter 35 Clubhouse

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## What Did YOU Do This Summer?

The Editor: For this month's issue I asked a few of our members to share what they did this summer. Remember those beginning of school projects? What follows is a sample of the things pilots do. Please share your story as well!

### "THE GOODE SUMMER FLYING ADVENTURE OF 2014"

#### Brian and June Goode

This year's summer flying adventure started out the same way as our trip last summer, with a lot of preparation. With the help of 3 different electronic flight planning web sites, I prepared 12 separate IFR flight plans and filed them through Flight Plan.com.

A visit to the Airport Facilities Directory and Airmat web sites revealed the particulars of each of the U.S. airports where we would be stopping. Nav Canada has a simi-

lar book to the Airport Facilities Directory called the Flight Supplement. In addition



we had to file paperwork for the border crossings. Flight Plan.com sent each flight plan to the FAA about 2 hours prior to the departure time and in turn would send an email to my smart phone that they had done so. I could then download an updated Nav log containing the current winds

and temperatures aloft. We always had a headwind component.

(Continued on page 6)



**Next Event**  
**Kay Morgan**  
**Lighter than Air**

## PRESIDENTS COCKPIT

[For Swedish Click Here](#)

To all members of EAA Chapter 35 in San Antonio,

I have recently returned from a nice visit to Sweden for sailing in Swedish and Danish waters in the Baltic Sea with a 39 feet sailboat and on the west-coast of Sweden close to Norway in the waters connected to the Atlantic Ocean in another smaller 28 feet sailboat. The Swedes had a “heat wave” and complained that the high temperatures of up to 85 F was unbearable and the TV news contained information how to survive such extreme temperatures, that were not heard of for many years. But we also had some tougher weather with heavy rain, with more than 35 mph winds and more than 6 feet waves, which usually are no problems for boats of these sizes. However, yes, of course we had some problems. A stuck genoa sail in the up position in that weather, the combination of high wind and big waves causing the rudder to be insufficient (the boat went starboard when I applied full port rudder) and a sudden high wind-caused shift of the main sail from port to starboard side causing a broken main sail sheet connection that spoiled that day’s sailing. We then had to go to a harbor with the “iron genoa sail”, which meant we had to rely upon the diesel engine. When we came into the harbor, I was supposed to jump to the pier to tie the boat. But the heavy wind caused the big sailboat to back out just when I jumped and the distance between the boat and the pier was suddenly too far, so I ended up in the water. This was the first time in my life (and I have been a Diving Medical Officer in the Royal Swedish Navy) that I heard the screaming “Man over board” from an underwater position. However, we all survived and I am glad not to have to fly in such weather conditions with a small experimental airplane, where, on the other hand, the rudder usually is sufficient, we don’t use sails and we don’t have to fight heavy waves. But both when sailing on the water and when flying in the air, it is a very good recommendation to have a very full respect for adverse weather conditions.

My thanks go to Steve Jones, Dave Baker and everyone else who were involved for taking over duties at EAA 35 during my over-seas visit.

The recent lunch meeting in September included a presentation by Tom Miller entitled “Pioneer Flight Museum: What’s happening at Kingsbury”. It was a nice presentation of the aviation museum in Kingsbury with many mostly old airplanes from WWI with some in amazingly good condition. It gave interesting information about their activities and their inventory of different old aircraft as well as their struggle to build a new hangar.

From Air Venture Oshkosh 2014 it was reported in EAA Sport Aviation that FAA had completed a proposed rulemaking package that would provide significantly change about aeromedical certification for recreational pilots. There have been 16000 supportive comments by the public for EAA and AOPA medical petition in this question. FAA says it has a very high priority. The FAA’s goal is to have it reviewed and submitted for public comment by fall.

Another issue reported in EAA Sport Aviation is that FAA is working on the support for the Additional Pilot Program, which “may allow homebuilders of certain kit aircraft to use a qualified test pilot to fly with them during the critical first flights of the aircraft”.

Finally, FAA releases a draft hangar use policy on “the use of activities that are allowed in hangars slated for aeronautical use” at airports in hangars receiving federal grant funding. For instance, the final assembly of an aircraft will be defined as aeronautical use. EAA will continue to advocate for a policy allowing the recreational aviation community to exercise the right to fly, build, and socialize at airports with a minimum amount of regulatory oversight. However, this policy probably does not have any impact for San Geronimo Airpark hangars, since it is a private airport.

The next EAA35 event in October 11 will be a lunch at 11.30 am and a meeting at 12.30 pm followed by a presentation and hopefully an outside demonstration (the wind has to cooperate) of a balloon by our chapter member and experienced pilot of both aircraft and balloons Kay Morgan. The presentation and demo is entitled “Lighter than Air Demo”.

I hope to see you all then,

**Ulf Balldin**

### FAA Publishes Additional Pilot Program

<http://www.eaa.org/en/ea/ea-news-and-aviation-news>

*For the first time non-required personnel are allowed on E-AB Phase I flights.*

The FAA recently released AC 90-116, the Additional Pilot Program (APP) for Phase I flight testing. EAA advocacy and safety staff worked closely with members of EAA’s Homebuilt Aircraft Council, Safety Committee, and the FAA to craft the program, which will allow homebuilders to have a qualified additional pilot on board their aircraft during Phase I flights. Before this program, builders were only permitted to have “required crew” aboard for initial flights, which usually meant that every Phase I E-AB aircraft was legally required to be flown solo.

This policy change comes after years of data suggesting that the most accidents in the E-AB fleet occur in aircraft during their first eight hours of operation, and that the majority of those accidents were related to pilot loss of control and were preventable. EAA and FAA hope to drastically reduce the rate of these accidents by having an appropriately qualified and experienced additional pilot on board the aircraft with the builder who can fly the aircraft safely, even in the face of unexpected rigging problems or engine stoppages.

The APP is a completely voluntary alternative program, and builders who want to undertake the first flights of their aircraft alone are not affected in any way. The program is currently available to builders of most E-AB kits with manufacturer recommended engine installations.

“This is the first time that builders can get the best of both worlds: going airborne on the plane’s first flights and having an experienced test pilot on board to add an additional layer of safety,” said Tom Charpentier, EAA government advocacy specialist. “The APP is a great example of a program that is a constructive response to safety data, and it has significant potential to reduce the number of Phase I accidents for our community. We hope this will set the stage for additional positive reforms in the future.”





Texas Antique Airplane Association  
2417 S Bedford

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

**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](http://www.texasantiqueairplane.org)

Photo: 2013 Grand Champion, Howard

### 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

BOARD

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



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[www.rangerairfield.org](http://www.rangerairfield.org)



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your new planes,  
your red, white and blue planes...  
All makes and models  
welcome!



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into the raffle. Register today by  
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Texas Skyways  
800-899-7597  
[jack@txskyways.com](mailto:jack@txskyways.com)

Join Piper Flyer in Boerne, Texas  
October 9-12, 2014 for the

### TEXAS FLY-IN hosted by Piper Flyer and Texas Skyways

You'll come for some Texas-sized fun and entertainment, camaraderie  
and good food. Multiple vendors will be on site and offering discounts,  
plus we'll have a flea market and great raffle prizes. (You must RSVP  
to be entered into the raffle.) Email or call to register for this free event.

Exhibitors invited include Continental, EC, Hartzell Propeller and  
others. Seminars with representatives from R&D Propeller, Aviation  
Laboratories, Garmin... and many more!



### 29th annual FLYING M RANCH FLY-IN & CAMPOUT & 21st annual SOUTH CENTRAL CUB MIGRATION REKLAW, TX OCT. 24 - 25 - 26, 2014



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### YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but you bring the experiences, skills and wisdom, photos, humor and announcements with our membership. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar.

Even if you are not



SEPTEMBER 2014 MEETING

PHOTOS BY DOUG APSEY—THANKS!





SEPTEMBER 2014 MEETING

PHOTOS BY DOUG APSEY—THANKS!





## GOODE (CONTINUED)

*(Continued from page 1)*

We also repacked our survival gear to be sure everything was fresh and worked. Updating our GPS's was done on line so we had current electronic charts and approach plates for all of our destinations. We do carry old paper charts as back up.

### OFF WE GO.....

We departed 8T8 on Tuesday, August 5th, at 1005, picked up our IFR clearance from San Antonio departure control on the climb out and proceeded to Wiley Post Airport in OKC at 8,000 ft. We have made this trip to PWA several times so we have learned the routing ARTCC likes us little guys to fly in order to stay out of the DFW and OKC metro airspaces. This routing is direct to the MQP VOR at Mineral Wells, then to the NEADS intersection, west of OKC and then direct to KPWA. All went well on June's first leg of this 13 day trip.

That evening we were treated to an Oklahoma City Redhawks vs. the Colorado Springs Sky Sox (AAA) baseball game. They are farm teams for Houston and Denver. We had been invited by our friends Bobbie and Stephan Asper to share their air conditioned luxury box for the game. Stephan is Sr. VP of Marketing at AIC Title Service. Whenever you need aircraft title or escrow services, please use them. I will provide their contact information when you need it. They are airplane people and eager to assist. OKC won the game by the way.

The following day took us further north with a refueling stop at O'Neil, NB (KMOT), where we once again borrowed an airport courtesy car (former police car), and went to a local diner in town for lunch, after refueling the aircraft.

After lunch we pointed Cutty's nose northward, dodged some cloud buildups, and after 3.1 hours, landed at the Magic City Airport in beautiful Minot, ND (KMOT). We understand some 8T8 aircraft owners have more fond memories of this location than we do, as we just spent the night and got back under way. The oil boom in North Dakota has made expansion of the airport a necessity. A new passenger terminal with jet ways is now under



construction. A new large general aviation FBO hangar has just opened. They have garage doors in the lean-to side of the hangar for indoor car parking for customers. Nice touch.

On Thursday morning after receiving our international flight plan IFR clearance, we flew runway 31 heading from the Magic City Airport and in 1.5 hrs. we were sitting in the Canadian Customs area at the Regina International Airport (CYQR). The fairly new procedure for international flight is to file what is known as EAPIS Manifest for both leaving the US and returning. We had completed these

forms on the internet about 30 days prior to our departure and received confirmations electronically. Then, prior to departure to Canada, we called Canadian Customs, CANPASS, on the cell phone. We gave them our aircraft registration number and ETA at Regina, Sask. They asked us if we were carrying any alcohol, tobacco, firearms, ammunition, fresh fruits, vegetables, meat or pet food. We were not as we know better. Upon arrival in Regina, we taxied to a specific point on the airport apron, in front of the customs shack, again calling CANPASS on the cell phone. We were asked the same questions again and then given a clearance number which we had to keep with the aircraft in case we were ever asked for it by the RCMP. In all of the 25+ years I have been flying in and out of Canada in General Aviation Aircraft, I have never been asked to produce this clearance number. We never got out of the aircraft until we taxied over to the FBO for fuel and lunch. There was a customs officer in the customs shack and he never gave us a glance.

After lunch it was onward and upward to LaRonge. We were given an IFR Clearance to proceed direct to the LaRonge Airport (CYVC) at 8,000 ft. We were never out of gliding distance to a road on this leg of the trip. We had packed the required survival gear as recommended by Transport Canada and had purchased a new GPS Personal Locator Beacon for the trip. I had the PLB on a lanyard around my neck for the

back country flying. We were met at the airport by our long-time friend and host for our stay, Bob

*(Continued on page 7)*



## GOODE (CONTINUED)

(Continued from page 6)

MacPherson. After securing the aircraft to the ground, we proceeded to the grocery store to pick up some additional food stuffs for our stay including 7 dozen ears of corn for the upcoming weekend's Ponass. (Crete Indian way of cooking fish)

### AT LAST, THE LAKE.....

Bob's cabin is on an island on Lac LaRonge, which is 1649 NM north of 8T8. To get to the cabin, it takes a 25 minute boat ride at 30 mph. That figures out to be 12 miles from the marina. We have been to the cabin several times together while Brian has been there numerous times during Bob and Brian's Cessna Caravan sales trips to the north. Seems like there was always a weekend that fell into the middle of the tour, so a stop was always in order at the cabin. Better than a hotel in the north by far.

We have been to some spectacular places in northern Canada that unless you have an aircraft you will never see these places, as they are only accessible by air. Two of these places are the Nahanni National Park and Little Doctor Lake. Pristine places close to Fort Simpson in the Northwest Territories. We have been in the Arctic in the winter and as cold as 46 below zero Celsius. We had to wait until it warmed up to 43 below before we could start the Pratt & Whitney turboprop engine as that was the lower starting temperature limit for the engine. That particular prospect became a customer that day. He ordered a Caravan on the spot. On another occasion when we also had to leave a Caravan parked outside, it got all iced up overnight. This time it was only 30 below and Bob and I had to take turns trying to de-ice the aircraft by hand. It was so cold that the deicing fluid was freezing on the wings and we could only stay outside for 30 minutes at a time. We had heaters for the cabin and the engine, but all we could do was brush and scrape the wings until we got them clean prior to departure. This operator also became a customer, but at a later date. This happened at the same location where I sold a used Caravan to a couple of years ago, but to new owners of the business. That was the Caravan that was sticking out of our hangar for a couple of weeks while they prepared it

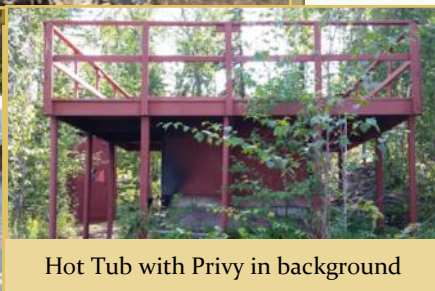
for export to Canada. Nice group of guys.

### PONASS.....

The Ponass was held on Saturday, August 9th, at the log cabin that Bob used to own. It is centrally located on the lake and has a nice beach for landing boats. We have backed up a Caravan Amphibian onto that beach many moons ago. About 85 people showed up for the get together. The ladies made Bannock, which is fried native flat bread with a hole in the middle so the grease can bubble up through it, while the guys cooked the fish that they caught earlier in the day, using propane fired deep fryers or over an open fire pit flame.

Everybody brought chairs and beverages suitable for the occasion. The present cabin owner provided an outdoor Privy and a hot tube constructed of 4 x 8 sheets of steel welded up to form the tub. A log fire was ignited under the tub, hence the term "Hot Tub."

We learned a new way to cook corn on the cob that day. After shucking 7 dozen ears of corn, we had to have an efficient way



Hot Tub with Privy in background

to cook them for the Ponass. Somebody named Google suggested we break the ears in half, place them in an insulated beverage cooler and dump enough boiling water into the cooler to cover the corn, close the lid and let them sit in the hot water for a couple of hours. Darn if it doesn't work. By the time we got to the site of the Ponass, the corn was ready to eat. We didn't think about putting a pound of butter and a ¼ cup of salt into the coolers so they would also be seasoned.

Entertainment for the occasion was the fly-by of a Canadair CL-214 water bomber with music provided by a bagpiper playing "Swang, swang, your cat'l be coming to town, to town, your cat'l be coming to town." It also could have been the sound of a bunch of hungry sea gulls, or something close to that.

### ON OUR WAY AGAIN.....

Several days later we packed up our duds and headed south and then turned east to visit Brian's brother David and his bride of 42 years, Annette, in the Chicago suburb of Huntley, IL, and

(Continued on page 8)



## GOODE (CONTINUED)

(Continued from page 7)

then on to see his older brother Ken in St. Charles, MO.

The border crossing from Saskatchewan to North Dakota is nothing like the border crossings of Texas. There is no fence, no river, nobody trying to sneak in or out. Here is a picture taken as we flew back south across the border, which is an unfenced dirt road. There is also a shot of the GPS display.

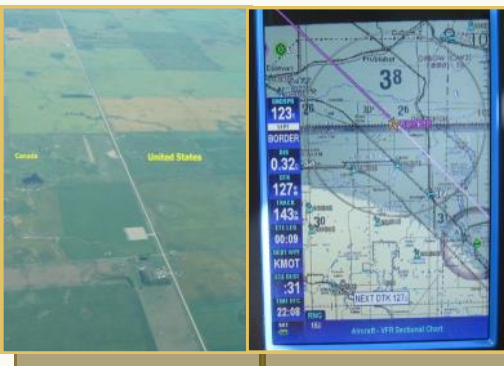


Canadair CL-214 Water Bomber

We cleared U.S. customs in Minot on our return to the States, easily, without a hitch. All you have to do is have a flight plan, the EAPIS manifest and make a phone call to the Minot CBP office. We bumped into the CBP officer, in civvies, the next morning in the FBO and visited with him over coffee. He related a couple of interesting border stories while we sipped some good brew. He was the same officer who cleared us back into

the U.S. two years prior.

The next day it was back into the air heading to Redwood Falls, MN (KRWF), for food and fuel then airborne again to Lake in



the Hills Airport (3CK) which is just a few miles from David's house. The clouds were building on this leg of the flight so we asked for and deviated around them, finally asking for a higher altitude, and then back down to our original 6000 ft. level. Again we ran into very friendly people at this neighborhood airport. David was able to drive out and load our luggage right at the airplane.

David and Annette treated us to several highlights around Chicago, like lunch at UNO'S, the home of the Chicago style deep dish pizza. Best pizza that ever passed through these lips, ever. That afternoon, as we were driving along Michigan Blvd, we became aware that the Air Force Blue Angels were practicing for the weekend Lake and Air Show over Lake Michigan at the Navy Pier. We managed to snap a couple of picture through the car

windows of them zipping down the shoreline.

That evening we went to a musical production of the "Million Dollar Quartet" at the Apollo Theater in the Lincoln Park neighborhood. This was quite an evening. The production recreated the evening of Dec 4, 1956, in the Sun Record's recording studio in Memphis, when, by chance, Elvis Presley, Johnny Cash, Jerry Lee Lewis and Carl Perkins got together to play some of their favorite tunes. It has since been labelled the "Greatest jam session ever." The original soundtrack is available on CD. Anyhow, these local performers just absolutely had the original musicians



pegged to a tee. It was performed on a thrust stage, which projected out into the audience. At the end of the show, the whole audience was on its feet clapping and singing with the performers. A little dancing was also seen out of the corner of my eye. It was almost 2 hours of my favorite kind of music. I was playing similar music in a band in college at the time frame but we never

(Continued on page 9)



## GOODE (CONTINUED)

(Continued from page 8)

sounded that good.

The next day after the ladies finished their little shopping spree, we had real honest to goodness "Chicago Style" hotdogs. The real stuff bubba, not what San Antonio eateries think a Chicago Style hotdog should be like. Can you imagine, deep dish pizza and Chicago style dogs all on one trip, plus good tunes and the Blue Angels? Man, we are livin' right. All of this was done in our own little Cessna flivver, Cutty.

After the gastro experiences of Chicago, we piled back into our trusty steed and headed down to St. Louis. We encountered a little nasty weather close to Springfield, IL and decided that we would have to go a long way to get around the storm, so we graciously accepted vectors for the ILS approach into Springfield (KSFI), rechecked the weather and refiled for St. Louis. We had originally planned to land at the St. Charles County Smartt Field to have lunch with my older brother, Ken, but due to the nasty thunderstorms and delays, we diverted to St. Louis Lambert Field (KSTL), had a nice lunch and visit with Ken and his sons, toured Cabela's and then spent the night at the local airport Marriott. While attending Parks College of St. Louis University, back in the 60's, I worked evenings at a former FBO on Lambert Field, so I felt back at home landing there. On several occasions I had flown from Lambert Field to the old Parks College airport for classes. I was a member of the Ozark Airlines Flying Club.

The final day of our airborne trip found the morning weather at STL on the deck, 200 ft. overcast and ½ mile visibility. Nothing beats a good cup of coffee in the morning like another, so we did that and waited until the ATIS said the ceiling was 800 ft. overcast and the visibility was up to 10 miles. Now that we had better than my personal take off minimums, we set sail towards our next port of call, Ft. Smith, AR (KFSM). Climbing out through the overcast, we broke out at 4,000 ft. enroute to our cruising altitude of 6,000 ft. At that point, the seat belt sign was still illuminated and we remained in our seats for the remainder of the flight. We borrowed yet another courtesy car at the FBO in FSM and found a Bob Evans restaurant right outside the airport

property.

Great biscuits and gravy. Not available in Texas.



### ALMOST HOME.....

The IFR flight from KFSM to 8T8 had the worst weather of the whole trip, heavy to severe rain in and around thunderstorms. Fort Worth Center provided us with the most accurate suggested headings around the weather that I have ever received. When one center sector passed us along

to the next sector, they continued to give us heading suggestions, this even continued when Ft. Worth Center passed us on to Austin approach. Mind you, we had not requested the weather avoidance heading assistance, but gladly accepted it.

When we had 8T8 in sight we closed our IFR flight plan with San Antonio Approach control, landed and slid into our own beds for the night.

### RECAP.....

We experienced a lot of headwinds on the whole trip. Onetime we had Ground Speed of 98 Knots, with a TAS of 135 knots. We mostly had GS's in the low 120 knot range, with the TAS ranging in the 135-138 knot range at cruising altitudes from 5,000 to 8,000 ft. We battled 15 to 37 knot headwinds every day. A tough grind.

### STATS.....

|                       |  |
|-----------------------|--|
| 8T8 to CYVC = 1649 NM | Average trip Ground Speed = 120.3 Knots        |
| CYVC to 3CK = 1179 NM | Average trip fuel burn = 9.25 gallons per hour |
| 3CK to 8T8 = 902 NM   | Total trip tach time = 31.0 hours              |
| Total miles = 3730 NM | Highest fuel price = \$8.82 / gal at LaRonge   |

All in all, it was a great trip, seeing a lot of friends and relatives, but Cutty looks pretty good in his own hangar at 8T8. N9785B was sure glad to be home.

Cheers and blue skies to all





## RED BULL AIR RACES FORT WORTH (TEXAS MOTOR SPEEDWAY)



### Chuck Fisher

Casey Fox and I rounded out this summer's aviation events – or kicked off fall depending on how you look at it – by attending the Red Bull Air Races at

Texas Motor Speedway in Fort Worth. I'd certainly never been to anything like these, so figured I share a little of our experiences. By the way, the only other chance to catch them in the United States is in Las Vegas in October – so you'd better hurry!

The Red Bull series pits an international collection of world-renowned airshow and competition pilots head to head in a pylon race against the clock. In one class (the challenger class) the racers are all flying nearly identical aircraft (Extra 300's), but in the master class they are all flying Lycoming 540 powered aircraft of several designs.

The pilots navigate a complex course of 80 foot inflated pylons. They have to be wings level through paired

pylons and cannot exceed 10 G's in the turns. There is an entry speed-limit (200 knots). So, in theory since the planes are very evenly matched and the entry speed is the same, this is a race of milliseconds shaved off by how well the pilot can match his course to the aircraft aerodynamics. A twitch of rudder in the 90 degree turn around the pylon can be the difference between first and last place.

The race was very impressive, for lots of reasons, not the least of which was that the entire thing was INSIDE the Texas motor speedway. The hangars were on pit road, the runway was a straightaway behind the pits, and the pylons were all inside the speedway. This meant that the spectators, us, were at eye-level with the entire race. There were cameras everywhere, and there was continuous on-board video on the humongous TV (biggest

in the world I'm told). And, this is a relatively small numbers

affair, so at the end of the race they opened the gates and invited everyone down to meet the pilots.

This race was, it turned out, one of the most difficult of the year. The race course

was set up for Texas in summer, entry from the north into the wind.... However, a powerful front moved through that day and we had howling – I mean 20-30 knot – winds from the North. The pilots then had to enter the course downwind and make the most difficult, 250 degree turn into a direct headwind to tailwind. The wind moved the inflated pylons as well. Kirby



Chambliss of Texas described the course as similar to parking a car at 250 miles an hour because the planes only have a couple feet of clearance on the wingtips. You can imagine with the wind whipping both plane and pylon around this was amazingly difficult.

Anyway, Casey Fox, me and our brides met up in Fort Worth though both of us, embarrassingly, drove so we'd have cars. We delighted in the Red Bull flavor of pure no kidding adrenaline and gasoline fun –motorcycles, bat-wing jumpers, aerobatic helicopter (that was unbelievable) and 250 MPH 60-80 foot off the deck max performance flying. At the end of the day we sauntered over to Babes Chicken in Roanoke Texas. If you haven't been to Babes...you need to go. Fly in to Alliance and borrow a car – 5 minutes away. They'll feed you till you are ready to explode then offer you more. And it is really, really good!

The races spanned the weekend, but the crowds were not huge and they were well mannered pilot type folks and lots of families. If you get a chance to see the Red Bull races during one of their rare US appearances, I'd highly recommend them. Great aviation oriented summer fun!





## How I Spent My Summer Building an Earthstar Odyssey

by Darren Medlin

How I spend my summer, and actually most of this year, started with my Dad. He is a long time private pilot and aviation enthusiast and has had 3 different kit planes - though not all of them made it to the "plane" stage. He apparently favored designers whose first name is Mark. In his garage or hangar I saw the great products of our own Mark Brown and California's Mark Beierle (Earthstar Aircraft). When I retired from the Air Force in 2012 I went shopping for my dream plane from the LSA qualified offerings at Oshkosh. I ended up in the ultra-light area talking to Mark Beierle (pronounced "buy early") about the challenge of finding just what I wanted. I'm not an experienced builder but I wanted to build and I did not want to spend years before getting to fly my baby. Mark suggested I build at his factory in central California. In January of 2014 I started building and have been commuting for weeks at a time to build at Mark's hangar. The project is an Earthstar Od-



yssey. This kit plane is an experimental amateur built bird that can be flown as an LSA. It is a 2 seat pusher with a pod and boom tail configuration powered by an HKS 700E 4-stroke, 2 cylinder engine. It has a 26 foot aluminum wing, fabric covered control surfaces, a stabilator, and steel welded cage fuselage wrapped in a fiberglass shell. It's been an incredibly learning experience. The first month after working all day I would spend the evening watching Mark's set of Jim Bede aircraft design videos. The next morning I would ask Mark questions on our morning walks with his dogs about things I learned the night before. I told my wife I felt like I was back in college, it's great to learn a concept and then see how it is implemented in a design you are building. I've got just under 500 hours of build time and am shooting to be done before New Years. After flying off my time at the factory we'll fly it back to our T-hangar at San Geronimo. I would write more but I've got a plane to build, more to follow.



## Safety Officer's Notes -Layering of STC's/ Aerobatic Flight

Ron O'Dea

Hangar flying with some friends recently reminded me of a subject not talked about very much. It is the adding of multiple (layering) modifications (STC's) to an aircraft to improve its performance. These are good reasons to modify a standard airplane. But, what is the cumulative effect of layering STC's on an airplane's airworthiness? The STC Holders responsibility is to make sure that their modification can be safely implemented on an aircraft conforming to its original type certificate (as it left the factory). It falls upon the aircraft owner and the installer of the STC's to learn how multiple STC's will interact with each other.

In November 2013 a Cessna T337G crashed at Farmingdale, N.J. after executing a low pass and an abrupt pull up resulting in five fatalities (Aerobatic Flight: "an intentional maneuver involving an abrupt change in an aircraft's altitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight.").



**Don't try this with your aging bird!**

It was noticed that just after the pull up the outboard section of the right wing separated resulting in the crash. The investigation found the aircraft had been modified by 22 STC's. These included a STOL Kit, extended wing tip fuel tanks and winglets.

So, the take away is if you are involved with a aircraft that has layered STC's find out how they may interact with each other.

Another take away is if you are going to perform aerobatics do it in an aircraft that is rated to do it. An acquaintance wants to do some aerobatics

in his Bonanza. He read that in 1948 Air Show Performer/Stunt Pilot Beverly (Bevo) Howard put on quite a show at the Cleveland Air Races in an A-35 Bonanza. Folks, this was a professional aerobatic pilot flying a brand new airplane! The aircraft our friend wants to fly is over 50 years old! (nuff said)

Please, keep your head in the...be safe!

# AirVenture 2014 through the lens of Dave (not the artist) Baker







John Lundbladt



## Another Fun Place to Fly—Uvalde

### Ron O'Dea

I have been in touch with Dan Fischer who is the Manager of the Uvalde, TX FBO. They have a monthly "Fly In". Dan graciously changed the "Fly In" from the 2nd Saturday of the month to the 3rd Saturday of the month so as not to conflict with our Chapter meetings.

He is going to have a different theme each month, reduced fuel prices for fly-in's and "free food"! There might also be some fly by's of some "cool" war birds. Additionally, you may fly in any time and avail yourself of their wonderful hospitality. Brian Goode, Steve Moliterno and I did that this past Friday. Dan Loaned us the crew car and we had breakfast at Kettles.

Here are some other services Dan offers.

- Drop off/ Pick up for both Enterprise, and Hertz (Enterprise is a local company, but Hertz is slightly cheaper) Also due to "small town-itis" please make the reservations a few days in advance to ensure availability.
- Crew car (2001 Jeep Grand Cherokee) --Also if that is out we have been know to either loan our personal cars or drop off/pick up from the restaurants.
- Concierge service (catering, with advanced notice) hotel/rental car reservation  
Conference room with seating for 10
- Restaurants (within 5 miles) --several Great Mexican--Evet's bbq (great chopped brisket sandwich) --Napolis offers homemade Italian --Oasis in store restaurant that caters to hunting/Texicana shopping
- Hotel discounts through our concierge Hampton, Holiday inn, Quality inn (Shuttle Service)

40 min from ConCan (Frio River) that offers great tubing/additional restaurants, and Fun. Give them a visit!



## Other News You Can Use

### Chuck Fisher

Every now and then I am asked by my AME clients and by folks at the meetings where they can rent planes or take flying lessons. I think it is important that folks know that they CAN fly without having to mortgage the house and the kids. Many aircraft actually cost less than a new pick-up, and rentals are relatively affordable around here. These are a few places arranged by geography to check into.

- 1) **Bulverde (Anderson Aviation)**—Bulverde Airport (Convenient to North Central San Antonio) - Excellent selection of aircraft, I think they have the lowest, rates in the area. <http://www.andersonaviationtx.com/>
- 2) **Boerne Stage Airfield**—Convenient to NW San Antonio, Boerne, Fair Oaks Ranch and Helotes—Good selection of aircraft including tail-draggers and gliders, several instructors. [http://www.5c1.net/rentals\\_training.htm](http://www.5c1.net/rentals_training.htm)
- 3) **Stinson Field (KSSF)** - (convenient to South and East San Antonio) - SkySafety is a n excellent training facility, but I am not aware of any aircraft rentals from KSSF.
- 4) **San Antonio Intl (Alpha Tango)** —Convenient to central San Antonio. They offer lessons and aircraft rentals of Cessna aircraft. <http://www.alphatangoflying.com>



# THE BUILDER'S CORNER

## RUNUP CHECKLIST AND CRITICAL TOOLS

### Mark Julicher

If your engine is running well your run up checklist should take 20 seconds. That's right, twenty. I know and you know that many pilots make a marathon out of the run up, but this poor practice can overheat the engine, increases the chance of picking up rocks with the propeller, causes noise pollution, eats fuel, etc., etc., etc.

How then do you accomplish the 20-second run up? You plan ahead. There is nothing complicated about the run up checklist. You should know what you are expecting and exactly where to look before you begin. If you find yourself looking at step one on the checklist and then doing step one followed by looking at step two and then doing step two... I feel sorry that you paid good money for such horrible training.

Lets review the expeditious run up procedure.

- Set power to POH recommended RPM and stable – 3 seconds
- Look at manifold pressure – 1 second
- Check left mag drop - 2 seconds
- Check right mag drop - 2 seconds

What is that you say? You need to go back to BOTH on the mags before doing the second magneto? Why? You say the dead magneto may have fouled? Maybe so, but if you are expeditious with the mag check the dead mag won't have time to foul. Even you Lycoming drivers should not worry about fouling plugs if you leaned the engine during taxi out.

Actuate carburetor Heat (or alternate air) – 3 seconds

- Look at vacuum – 1 second
- Look at ammeter – 1 second
- Check oil pressure – 1 second
- Annunciator lights – 1 second
- Cycle propeller – 4 seconds
- Retard throttle – 1 second

What was that? Only four seconds on the propeller? Why yes! You are doing two things when you cycle the propeller – you push some warm oil into the propeller mechanism and you assure that the propeller governor is functioning. What are you doing when you cycle the propeller three times? You are stressing the cylinder bolts, lugging the engine, and oh yes – making a really cool noise.

Once you accomplish all the steps you go back and actually read through the steps on the checklist to be sure you did not miss anything.

If your engine did not perform well then go back and trouble shoot the problem, but if everything looked OK then you just accomplished a 20-second engine run up and it was perfectly safe.

### Why Can't It Be Easy?

I'm rebuilding a Continental O-200A. Ubiquitous! Common as dirt! It should be easy to get parts.

I called one of my favorite vendors with credit card in hand and was going to order a main bearing set. My crankshaft is ground .010 undersize so naturally I was ordering M10 bearings – no problem! I also know that I do not have the very early style case has the thrust flanges incorporated into the front bearing, but rather the later model case that uses separate thrust washers.

The first question from the clerk was not a surprise. "Which type bearings do you want?"

"The bearings with the separate thrust washers," I reply,

"Well that narrows the choices down to three," came the cheerful response.

Long pause here.

"Oh." I said. "I'll have to get back to you."

Here is a lift from the Aircraft Specialties Services website;

O-200 bearing sets come with separate thrust-washers depending on your crankcase configuration. They could be A4 (with locating dowel), A5 (with locating notch), or A6 (with offset tabs). Your case may require modification to use this bearing set. The flange bearing is removed per the STC. Please advise our Sales Dept. of your crank case set up. Our sales staff will assist you in determining which one of the three style thrust-washers is right for your engine.

A4 style (with locating dowel) uses (2) A36074 and (2) 36075 thrust-washers

A5 style (with locating notch) uses (4) 35552 thrust-washers

A6 style (with offset tabs) uses (4) 633141 thrust-washers

Some crankshaft/crankcase combinations use the 627246 (or earlier part number 40237) front main bearing, which has integral flanges.

(Continued on page 16)

## BUILDERS CORNER (CONTINUED)

(Continued from page 15)

Just to make things difficult, every catalog I looked in only mentioned the A6 style. I have not yet found any literature discussing the differences, only tribal knowledge kept me from a potential error. The lesson to take away from this is that when it comes to ordering parts, it helps to send a photo to the vendor and ask for assistance.

### Good Tools

I like good tools. My definition of a good tool: A good tool does the job for which it is intended and does that job very well.

Once any tool meets this criterion, then which tool may be a better tool is mostly a matter of opinion. My collection of good tools will likely be completely different from yours. The difference makes no difference as long as you are happy with the stuff in your toolbox. That said, I am frequently told, "You have all the good stuff." I'm sure that is not true because my tool collection does not contain all that I desire.

Realizing that this is all pure opinion, I'm going to stick my neck out and tell you about some good tools.

Attributes of good tools:

- ⇒ Last a long time – maybe even a lifetime.
- ⇒ Fit your hand comfortably.
- ⇒ Are not necessarily the most expensive.
- ⇒ Do the job better, faster, and more repetitions than a poor tool.

So let me describe my toolbox(s) and describe some of my favorite tools. I have seven toolboxes and a roll-around, so no way this article will be comprehensive.

The top drawer in my primary toolbox is for screwdrivers and Allen wrenches. I could go on for many paragraphs about screwdrivers. A good screwdriver usually has a welded-on tip. I have used Craftsman Professional, Matco, Snap-on, and several other



Wiha, Craftsman Pro, and Kobalt screwdrivers – all good.

brands. These are all darn good. My current favorite screwdrivers are Wiha with Craftsman Pro a close second. Both of these fit my hand nicely and are competitively priced. The tips are welded and the Philips tips fit a Philips screw snugly – really good. No slam on Snap-on or Matco, but I can buy several Wiha for the price of one of those. Find Wiha tools on Amazon.

My primary Allen wrenches are the Craftsman folding kind that looks like a Swiss Army knife. These are OK for occasional use, but they have short reach. When you need a long reach, (for example when you need to open an Ameriking ELT or similar box), you really want the long reach Allen wrench set with the T handles. Also, there is occasional need for a very large Allen wrench and the folding kind don't go that large.

I have a drawer for wrenches and one for pliers. I have a big assortment here because there are so many types for different tasks. Let me start with combination wrenches. In my roll around toolbox I keep a full set of Kobalt wrenches from 1/4 inch to 7/8 inch. Kobalt makes a fine wrench and they fit the



Kobalt combination wrenches – the ones I have not yet modified for special tasks.

bolts and nuts very well. The older Kobalt with the matte finish was a favorite, but the newer shiny finish is OK too. The red paint for SAE sizes and blue paint for metric sizes is a joke – the paint won't last through its first encounter with acetone.

But still, the wrenches are good quality and fairly priced. By fairly priced I mean that if I have to heat up a wrench and bend it to a new shape or grind a wrench to fit somewhere – I just do that and don't worry about it. Kobalt is Lowe's store brand.

In my carry around toolbox I have several sets of combination wrenches. I have a full set of regular Craftsman and a few Craftsman Professional series also. The regular Craftsman is a good wrench and fits into tight places because it is not too long. The Craftsman Professional is thin and long, so it reaches into places where a typical combination wrench can't go. I also have most common sizes of Gear Wrenches and Channellock wrenches. These latter two have ratcheting heads that don't fit into the tightest places, but they are real time savers where they do fit.

(Continued on page 17)



## BUILDERS CORNER (CONTINUED)

(Continued from page 16)

Pliers – wow so many types. Side cutters are Channellock because I can find that bright blue handle in the pile of black and silver stuff. Other brands work well, but the color is useful to me. For water pump pliers my current favorite is Knipex. These are very compact yet it does a big job - typically used for removing a wheel nut. They work well and have a red handle to boot. Needle nose pliers are Craftsman for short nose and Knipex for long nose. The Knipex will reach into amazing places, but the tips are a bit of springy so they are not as rugged as the Craftsman. My duckbill pliers are SK. I bought them because the handles are green and because they are well made. Not shown in the photos but essential is my safety wire pliers – Milbar six inch is my favorite. Higher quality metal and fit into the small places. When you wear out your imported pliers, spend the money for good safety wire pliers.

Sears carries some Knipex. Amazon has SK tools.



Compact water pump pliers, side cutters, duckbill, and needle nose pliers.

Socket Wrenches - My socket wrenches and sockets are all Craftsman. Not because Craftsman are best, but because they are good enough and they are available everywhere. Ninety percent of the time I use 1/4 drive wrenches and 12 point sockets. Why? Because I can get enough torque on a 1/4 drive for most purposes. Also, the wall of a 12-point socket is thinner than a 6-point so it fits in tight places. A set of flex-sockets is nearly indispensable, and wobble head extensions are must have items.

Specialty tools - I have many specialized tools, but two in particular that I just can't live without. First is a tap handle with the most common taps stored in the handle. Need to chase a bug-

gered thread? No problem and handier than my larger tap and die set.



Tap handle with taps. This is a must have especially when away from home base.

Second is a locking plier and awl set specialized for installing Adel claps. This gem is sold by Aircraft Tool Supply and it is a huge time saver.



Adel clamp installation made easy.

So there you have my opinion on common hand tools. I'm sure you have a few favorites tools too. Don't keep them a secret!

*Mark Julicher is an EAA technical advisor and frequent contributor to this newsletter for which the editor is immensely grateful. He can usually be found at Bulverde Airpark and would love to help you with your technical issues. His contact information is in the back of this Newsletter.*



## JULY MYSTERY PLANE REVEALED

We had no takers for the pictured panel for last month's name the plane. That surprised me as I suspect some of our members have flown a Beech King Air before. That's right – the photo was of the cockpit of a King Air 90, arguably one of the most successful GA/Business aircraft ever built.

Beech began making the King Air in 1964 as the first entry into the light turboprop market, and it has been in continuous production since then. Many King Air 90's were upgraded piston driven Queen Airs and in fact the pictured cockpit



is from an upgraded Queen – so I would have accepted that answer too. There have been over 3000 of them built and they have seen extensive civilian and military use world-wide.

It is easy to look at the amazingly complex cockpit pictured and believe we are looking at something other than a general aviation aircraft. However, GA it is. I felt this was a great example, though, of just how far general aviation technology

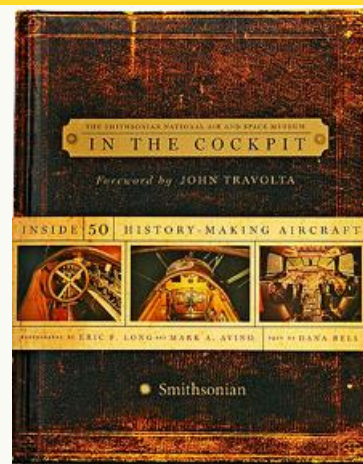


has come in only a few years. This was a full IFR cockpit with required engine management instruments and really not much more. We are very fortunate that many experimental cockpits today are just as capable but using only a few video displays. For me, this photo serves as a good reminder of the importance of continuous vigilance and a continuous instru-

ment cross-check. It is easy to forget when everything is just right in front of you on a single screen.

The pictured aircraft is in the Smithsonian Institute. The photograph was taken from one of my favorite books called "In the Cockpit" with photos by Eric F Long and Mark Avino and text by Dana Bell. It is the first of a two part series

where you visually can sit in the Smithsonian collection of aircraft. They are available at Barnes and Noble and Amazon and in Smithsonian stores. If you have not seen these books, I very highly recommend them!



## NAME THE PLANE

**Doug Apsey**

This month's mystery plane should be a challenging one since



it never made it into production before the company closed down because of a securities fraud investigation. I apologize for the picture quality but not many exist of this rare airplane.

1. So, who can tell me:
2. What company built it?
3. What was its designation or name? i.e. C-172, PA-24, Skyhawk, etc.
4. Within 5 years, what year did the prototype first fly?

Send your guesses to: [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com)





# Country Store

## Brian and June Goode

We recently visited the Aero Cosmetics home office and packaging facility at the San Antonio International Airport and picked up a fresh supply of some of their bestselling “Wash Wax” aviation products. Your Country Store is proud to be able to offer the **Wash Wax All Degreaser** and the original **Wash Wax All Cleaner/Wax**. These products are water based, alcohol and ammonia free. They provide you with a waterless way to clean and wax your aircraft, motorhome or boat without having to tote a garden hose around for rinse water. We also have the **Aero Scrubber** which is used to loosen any bugs on the leading edge of your aircraft as well as the double sided **Wash Wax Mop** head to reach the topsides of those high winged aircraft and the tall sides of your RV. You can use most any threaded mop handle with this mop. You can also use it on your car or truck if you want. Keep ‘em clean and you’ll go faster.



without having to tote a garden hose around for rinse water. We also have the **Aero Scrubber** which is used to loosen any bugs on the leading edge of your aircraft as well as the double sided **Wash Wax Mop** head to reach the topsides of those high winged aircraft and the tall sides of your RV. You can use most any threaded mop handle with this mop. You can also use it on your car or truck if you want. Keep ‘em clean and you’ll go faster.

We are getting closer to placing another new order for our popular “**Fishing Shirt**” with the embroidered Chapter 35 color logo. Just call Brian or June at 688-0420 to place your order.



No money down. Pay on delivery. Operators are standing by. Call today, 688-0420, that’s 688-0420. You can also email to: [ladybgoode@msn.com](mailto:ladybgoode@msn.com). Text to 727-709-1159.

The shirts are available in the popular Blue, Yellow, Khaki and White colors. If these colors are not among your favorites, we can order **Aggie** maroon, **Longhorn** orange or many other colors. Check out the accompanying color chart for your favorite. We are no longer limited in what colors we order, but we have to order in quantities of six or more. Short sleeve shirts are only \$43.00, and long sleeve shirts are \$47.00.

Don’t forget to purchase one of our new **Log Book Tote Bags**. 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.

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. Only \$29.00.



|  |                       |                         |
|--|-----------------------|-------------------------|
| "Fishing Shirts" (From Inventory) 2 left | Short sleeve          | \$39.00                 |
|  | 1 left                | Long sleeve             |
| "Fishing Shirts" (New Orders)            | Short Sleeve          | \$43.00                 |
|  | Long Sleeve           | \$47.00                 |
| Young Eagles Tee Shirts                  | Various Sizes         | \$5.00                  |
| Cloth Baseball Caps                      | EAA or Chapter 35     | \$11.00                 |
| Mesh Top Logo Baseball Caps              | <b>Close out item</b> | <del>5.00</del> -\$4.00 |
| Chapter 35 Sew-On Logo Patches           |                       | \$3.00                  |
| Chapter 35 Bumper Stickers               |                       | <del>2.00</del> -\$1.00 |
| Wheel Chocks - Aluminum                  | Two pairs = a set     | \$45.00                 |
| "Wash Wax All" Cleaner or Degreaser      | Pint -16 OZ           | \$11.00                 |
|  | Quart -32 Oz          | \$16.00                 |
| Mop Head with Pads                       | Washable              | \$65.00                 |
| Scrubbing Pad with Handle                | Reusable              | \$11.00                 |

All prices include 8.25% sales tax

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

# 2014 EAA Chapter 35 Leadership



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| Flying Start:                     | Vacant   | 727-439-1159                       | June Goode<br><a href="mailto:junegoode@msn.com">junegoode@msn.com</a>                     |

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


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

**The FINE PRINT:** Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but is not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.



## CHAPTER CALENDAR

|          |    |   |  |
|----------|----|---|--|
| OCTOBER  | 11 | <p><b>BOD Meeting</b></p> <p>LUNCH MEETING</p> <p>Program: <i>Kay Morgan</i></p> <p><i>Lighter than Air Demo</i></p>              | <p><b>10:30 am</b></p> <p>EAA Chapter 35 Clubhouse</p> <p>Lunch 11:30 am</p> <p>Meeting/Program 12:30 pm</p>           |
| NOVEMBER | 8  | <p><b>ANNUAL CHILI COOKOFF</b></p> <p>EAA Chapter 35 Fly-mart</p> <p>Annual Membership Meeting</p> <p>Lunch and Chili Judging</p> | <p>EAA Chapter 35 Clubhouse</p> <p>10:00 – 11:30 am</p> <p>11:30 am</p> <p>Immediately following the meeting</p>       |
| DECEMBER | 13 | <p>CHRISTMAS PARTY</p>                          | <p>EAA Chapter 35 Clubhouse</p> <p>Social Hour 12:00 pm</p> <p>Lunch 12:30 pm</p> <p>Gift Exchange 1:30 to 3:00 pm</p> |

### 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>

3-5 October *Ranger Fly-In Airshow Number 8*  
[Www.rangerairfield.org](http://www.rangerairfield.org)

4 October *Fayette Regional BBQ Fly-In*  
*La Grange/Fayette Regional (3T5)*  
 1100-1300 [www.eaa1347.org](http://www.eaa1347.org)

9-12 October *Texas Fly-In*  
*Boerne Stage (5C1)*  
 Register at [jack@txskyways.com](mailto:jack@txskyways.com)

10-11 October *Texas Chapter Antique Airplane Assn*  
*52d Annual Fly-In*  
*Gainesville Municipal Airport*  
[Www.texasantiqueairplane.org](http://www.texasantiqueairplane.org)

11 October *Anderson Aviation Fly-In BBQ*  
*Bulverde Airpark*  
[www.andersonaviationtx.com/](http://www.andersonaviationtx.com/)

18 October *Garner Field Fly-In*  
*Uvalde Flight Center (KUVA)*  
[Dan.Fisher@uvaldeflightcenter.com](mailto:Dan.Fisher@uvaldeflightcenter.com)

24-26 October *Flying M Fly-In and Camp-out*  
*Reklaw (7TA7) Reservations needed!*  
<http://www.reklawflyin.com/>

1 November *Elm Creek Airpark 18th Annual Fly-In*  
*Elm Creek (0TX6) 10 AM—3 PM*



Elm Creek Airpark's  
 18<sup>th</sup> Annual Fly-In  
 Saturday, November 1, 2014

10am to 3pm  
 Lasagna Lunch starting at 11:30  
 \$9.00 per person – Halloween attire encouraged  
 Raffle at 12 pm

FAA Identifier: 0TX6  
 Multicom Frequency 122.9  
 2280 x 80 ft. turf  
 Elevation 550 ft MSL  
 4 mi. SSW of Seguin

**AIRCRAFT PARKING**  
 Monitor 122.9  
 Look for "Follow Me" golf carts  
 WX ASPS at BAZ  
 119.325 (830)629-7979

**TRAFFIC PATTERN**  
 RUNWAY 14 LEFT  
 RUNWAY 32 RIGHT  
 LAT/LONG: 29-30-18N/097-59-49W

Fuel @ New Braunfels 12 nm N  
 Aviation related questions?  
 Call Steve Sewell – 210-844-2156 or  
 email at [ssewell@gmail.com](mailto:ssewell@gmail.com)

Sponsored by Elm Creek Homeowner's Assoc. Social Committee  
 For info and prior year photos see [www.elmcreekairpark.com](http://www.elmcreekairpark.com)  
 Carol Sewell – Publicity – 210-844-2155 or [carolamessewell@gmail.com](mailto:carolamessewell@gmail.com)

**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)



**For Sale: Zenith 607 XL Project:** I have a 601 XL kit for sale. The wings tail feathers are done. The fuselage is a quickbuild kit. To many items to list. The spar mod needs to be done. I am asking \$17.5 K for the project. I have lots of pictures of the work and the aircraft. Al Lewallen hanger47@juno.com 619-884-9285. (expires Dec 2014)

**For Sale Aerosport Quail- N56JT-** A very rare homebuilt. Only 3 flying that I can find. Built 1977---TTAC-466.0 hrs.--Cruise 110 mph, fuel burn 3.5 gph. All Metal, Cantilever Wings---VW 1600 cc Engine--59.5---SMOH---Prop 11.8 TT; VFR Instruments and GPS---Hand Held Radio w/ Headset; BRS 900 installed\* (re-pack due) or remove and have 20lb baggage. Sale Price ----\$ 10,000.00 Contact: Dave Baker-Ph-210-410-9235, e-mail: iflyaerosport@sbcglobal.net



**HANGAR SPACE FOR RENT (8T8):** T-hangar (30A) available for rent. Contact. Doc Hecker. 210-391-1072. (expires DEC 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., \$78,000.00.



Contact: Jeanette Hunt—210-688-9264 --e-mail: JaNet3679@aol.com or Dave Whitney, 210-912-0000—e-mail: dljwhit@hotmail.com (expires DEC 2014)

**Reduced for quick sale!! Garmin 796, Brand New.** COMPLETE with all accessories, \$1800.00 **Icom A24** Handheld Radio, complete with power adapter and headset adapter. Brand New. \$ 350.00 **Two Strong 26' canopy Seat Pack Parachutes**--Never Used! Re-packed April 2010. \$ 800.00 ea. **Teeter Hang-Ups Exercise equipment** ---Like New. \$ 350.00 Contact Jeanette Hunt at 210-688-9264 or e-mail at JaNet3679@aol.com. (expires DEC 2014)

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

To post a classified—contact the editor at [ea35news@gmail.com](mailto:ea35news@gmail.com)

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





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

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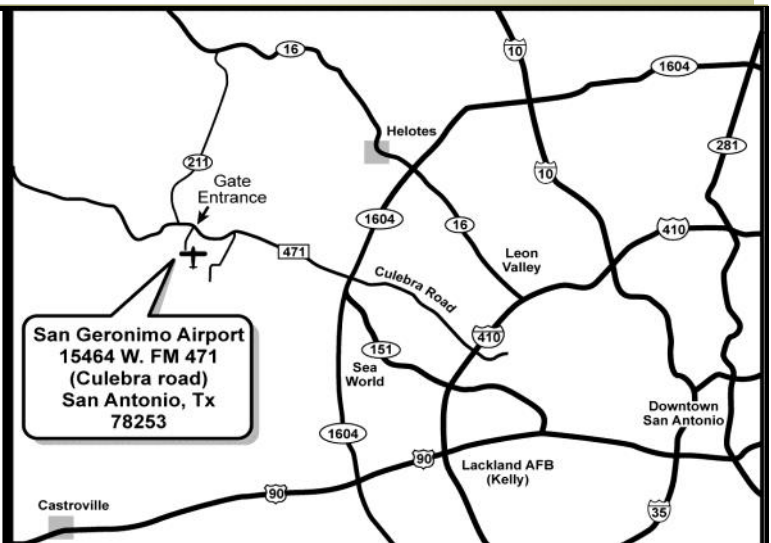
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15464 FM 471 W., #14  
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The Official Newsletter of EAA  
Chapter 35, San Antonio, TX

*Chapter 35 meets  
Each Second Saturday of the Month*

**11 October 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**

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



## PRESIDENTER COCKPIT

[For English Click Here](#)

Till alla medlemmar i EAA Kapitel 35 i San Antonio,

Jag har nyligen återvänt från en trevlig besök i Sverige för att segla i svenska och danska vatten i Östersjön med en 39 fot segelbåt och på västkusten i Sverige nära Norge i vatten som är anslutna till Atlanten i en annan mindre 28 fot segelbåt. Svenskarna hade en "värmebölja" och klagade över att de höga temperaturer på upp till 85 F var outhärdligt och TV-nyheterna innehöll information om hur man överlever sådana extrema temperaturer, som inte hört talas om i många år. Men vi hade också några tuffare väder med kraftigt regn, med mer än 35 mph vindar och mer än 6 fot vågor, som vanligtvis är inga problem för båtar av dessa storlekar. Men ja, självklart hade vi en del problem. En fastnat genua segla i det övre läget i det vädret, kombinationen av höga vind och stora vågor som orsakar rodet vara otillräcklig (båten gick styrbord när jag sökte fullt port roder) och en plötslig hög vind orsakade förskjutning av storseglet från hamn till styrbordssidan som orsakar en bruten storsegel plåt anslutning som bortskämda dagens segling. Sedan fick vi gå till en hamn med "järn genua segel", vilket innebar att vi var tvungna att förlita sig på dieselmotorn. När vi kom in i hamnen, skulle jag hoppa till piren för att knyta båten. Men den hårda vinden orsakade stora segelbåten att backa ut precis när jag hoppade och avståndet mellan båten och bryggan var plötsligt för långt, så jag hamnade i vattnet. Detta var första gången i mitt liv (och jag har varit en dykning läkaren i svenska marinen) att jag hörde skrik "Man över bord" från en undervattensposition. Men vi överlevde och jag är glad att inte behöva flyga i sådana väderförhållanden med en liten experimentell flygplan, var, å andra sidan, är rodet vanligen tillräcklig, använder vi inte segel och vi behöver inte bekämpa tunga vågor. Men både när man seglar på vattnet och när de flyger i luften, är det en mycket bra rekommendation att ha en väldigt full respekt för ogynnsamma väderförhållanden.

Mitt tack går till Steve Jones, Dave Baker och alla andra som var inblandade för att ta över arbetsuppgifter på EAA 35 under min över havens besök.

Den senaste lunchmöte i september ingår en presentation av Tom Miller med titeln "Pioneer Flight Museum: Vad händer på Kingsbury". Det var en trevlig presentation av flygmuse-

um i Kingsbury med många mestadels gamla flygplan från första världskriget med några i förvånansvärt gott skick. Det gav intressant information om deras verksamhet och deras inventering av olika gamla flygplan och deras kamp för att bygga en ny hangar.

Från Air Venture Oshkosh 2014 rapporterades det i EAA Sport Aviation att FAA hade avslutat en föreslagen regelarbete paket som skulle ge väsentligt ändra om flygmedicinskt intyg för fritids piloter. Det har varit 16000 stödjande kommentarer från allmänheten för EAA och AOPA medicinska petition i denna fråga. FAA säger att den har en mycket hög prioritet. FAA:s mål är att ha det omdömet och lämnas in för yttranden från hösten.

En annan fråga redovisas i EAA Sport Aviation är att FAA arbetar med stöd för tilläggs Pilot Program, som "kan tillåta homebuilders av vissa kit flygplan att använda en kvalificerad testpilot för att flyga med dem under de kritiska första flygningarna av flygplan".

Slutligen släpper FAA ett utkast hangar användning politik "användningen av aktiviteter som är tillåtna i hangarer som kritiserar för användande inom luftfarten" på flygplatser i hangarer som får federala bidrag. Till exempel kommer den slutliga monteringen av ett flygplan definieras som användande inom luftfarten. EAA kommer att fortsätta att verka för en politik som gör det möjligt för fritidsflyget samfundet att utöva rätten att flyga, bygga, och umgås på flygplatser med ett minimum av tillsyn. Men denna politik sannolikt inte har någon effekt för San Geronimo Airpark hangarer, eftersom det är en privat flygplats.

Nästa EAA35 händelsen i oktober 11 kommer att vara en lunch på 11:30 och ett möte klockan 12:30 följt av en presentation och förhoppningsvis en utanför demonstration (vinden har att samarbeta) i en ballong av vår kapitelmedlem och erfaren pilot på både flygplan och ballonger Kay Morgan. Presentationen och demo har rubriken "Lättare än luft Demo".

Jag hoppas få se er alla då,  
Ulf Balldin