



August 2015

Volume 57 Issue 8

Inside this Issue

| | |
|---------------------------|----|
| Presidents Cockpit | 2 |
| Member news | 2 |
| Bulletin Board | 3 |
| Safety Notes | 9 |
| Scrapbook | 10 |
| Builders Corner | 12 |
| Name the Plane | 14 |
| Country Store | 15 |
| Contacts | 16 |
| Calendar | 17 |
| Classifieds | 18 |
| Sponsors | 19 |

Next Event

Lunch Meeting & Special Awards Ceremony

8 August

1130

Chapter 35 Clubhouse

Runway 35 is published monthly by EAA chapter 35.
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First Time to Oshkosh (EAA-AirVenture 2015)

I first went to Oshkosh 5 years ago and I'd always wanted to go back. But, AirVenture tends to fall directly on our anniversary and something always conflicted. But this time...it could work. So I delicately approached the subject with Peggy who, of course, responded with something akin to "if that's what you really want". Is that a yes or no? So, like all good male pilots...I figure that is a yes...sort of. Then came the clincher. Our friend Terry Slawinski called me at work with "have I got a deal for you." We would fly up as a formation to OSH and he had room in his rented trailer on the Warbirds area for me AND Peggy. What pilot could refuse - I was in. But would Peggy go too? Or was I about to be in really hot water? What follows are her impressions with a few of my comments. I thought it would be entertaining for folks who haven't been or who are non-pilots to hear about Oshkosh from a non-pilot perspective. So, my comments are in italics and hers in normal type. Enjoy!

Chuck & Peggy Fisher

This year we flew our 1949 Navion to AirVenture 2015, to most "Oshkosh" and to Chuck "heaven - mecca for anyone who looks up when they hear airplane noises". I was sort of talked into being a co-pilot, but this trip was more awesome than I could have imagined.

Chuck had been to Oshkosh, has always wanted to go back and has tried for years to get me to go with him. We'd decided to take our pop-up trailer and camp on the AirVenture campgrounds or, if the plane was ready fly up and camp under the wing. However, in the middle of HEB I got a text from Chuck



saying our long-time friends invited us to stay with them. I texted: "sounds good". We're in. Best choice we could have made.

What followed were several sleep deprived nights of worry. My 70 year old aircraft is solid, but we had only 10 hours on a new engine and were still working on an endless list of squawks. Would she make it without breaking.

If she croaked in the middle of nowhere with Peggy along, how would she respond... I finally assuaged my anxiety by flying every evening and checking, double checking, and tightening everything I could find. And...I

(Continued on page 4)

Next Event

- **Gary Stamper SAT FSDO**
- **Special Awards Ceremony for THREE Master Pilots!**



PRESIDENTS COCKPIT

[For Swedish Click Here](#)

MEMBER NEWS— RON O'DEA



From **Steve Jones**, acting President. (*Not to be confused with Ronald Reagan, also an acting President*)

Calling all ships at sea! Our President, Ulf 'The Wolf' Balldin has been called away to crew on a Swedish Sailing Vessel for a high stakes mission off the coast of Sweden, presumably setting sail from the port of Visby, on the island of Gotland and heading to points unknown somewhere in the Baltic

Sea. I've heard tales of intrigue and encounters with Russian submarines. We wish Ulf Godspeed and fair winds on this latest adventure. Also, we're going to watch the news for anything...unusual in the Baltics.

The July fly-in breakfast was a nice change up, with breakfast burritos and accouterments provided by Chuck and Peggy Fisher. They graciously donated their time and treasure, with proceeds going toward youth activities. Chuck was helped by our Facility Chairperson, Gail Scheidt and her able assistant Freda Jones. Turnout was unfortunately light, but what we lacked in quantity, we more than made up in quality. If you were on the fence about attending this event, let me encourage you to come on out to the next breakfast. If you didn't attend, you missed Brian Goode modeling the new High-Visibility Chapter 35 polo shirt. That alone would have been worth the trip. All in all, it was a very good meeting. The only thing that could have made it better would have been getting to see you.

The food was good, the conversation was great, and the flight line was full of aircraft, both local and transient, with a notable appearance by a trio of L-19 Bird Dogs. We also got to meet our Air Academy student Sam Murley and his father Steve. Sam has a strong background and interest in aviation, beginning with flights in his father's Luscomb at the age of three. He's excited about attending Air Academy, and is prepared to learn all he can and apply this knowledge to a career in aviation. Best of success to you, Sam!

EAA continues to push the limits of...well, an EAA member associated with NASA helped mankind explore worlds further into space than we've ever been before. Maarten Versteeg, representing Southwest Research Institute left us for a month-long sojourn to Maryland to manage one of seven highly valuable payloads aboard the New Horizons space probe. If you've seen the stunning imagery and data coming back from Pluto over the past few weeks, you've witnessed history in the making as the probe flew by its target. The vehicle collected so much data on its pass that it will take eighteen months to beam the information back to Earth. Congratulation Maarten and the team of the New Horizons space probe. The probe is on its way toward the Kuiper Belt, and there's a chance NASA and congress will agree to bring it online again for further exploration.

Your board of directors met immediately following the fly-in breakfast, and that means they were full of great food and in fine spirits. (This is always a good thing) The ad hoc Nomination Committee reported on their progress, including selection of proposed nominees for President,

Please welcome **Steven Murley** of Boerne, TX. Steven completed his RV-7 as of April 2015! Steven also owns a Luscomb 8A and is the Dad of our Young Eagles Academy scholar! Please give them a warm EAA 35 greeting when you see them at the next meeting. You may contact Steven at sjmurley@gvvc.com

Vice President, and Treasurer. The committee continues to seek a nominee for the position of Secretary.

The board determined to take several actions, including:

- Follow up with EAA Air Academy representative Mr. Scott Cameron to ensure tuition is paid and everything is set for Sam Murley's attendance at Air Academy
- Determine if our submission for Volunteer of the Year was received and considered
- Obtain a chapter sign for the front gate at San Geronimo Airpark
- Investigate cost of refurbishing and operating a Xerox large format copier, generously offered as a donation to the chapter by Jeanette Hunt
- Determine disposition of the Builder's Academy ultralight currently stored in the chapter hanger
- Update our initial membership forms to better determine how new members are learning about Chapter 35

At our next lunchtime meeting in August, we'll hear the latest on general aviation safety from San Antonio FSDO Safety Representative Gary Stamper. Gary will also present Master Pilot awards to several Chapter 35 members, recognizing their individual contribution to our safety with 50 years of safe piloting.

As this issue goes to press, EAA members from around the world are mounting up for the annual pilgrimage to Air Venture at Oshkosh. We wish you all the best of success with your travel accommodations, be they by general aviation, commercial flight, car or recreational vehicle (the other RV); and we hope you have a fantastic time at Air Venture.



Hangar Space Available

Building a Project? Assembling a kit?

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

Chapters to present major achievement awards

EAA's annual Chapter Leaders Breakfast is this morning in the Founder's Wing of the EAA Air-Venture Museum.

This is where we present the chapter major achievement awards, honoring several members who have gone above and beyond this past year for the benefit of their chapters and EAA.

The awards are being presented to Ron O'Dea, EAA Lifetime 518444, San Antonio, Texas; Mark Scheuer, EAA 235919, Knoxville, Tennessee; Dr. Jim Wills, EAA 167788, Farmville, Virginia; Dennis Lord, EAA 9008238, Long Beach, California; and C.J. Stephens, EAA 304344, Windsor, California.

Ron O'Dea has been an EAA member since 1997. He initiated programs to retire Chapter 35's hangar mortgage and helped grow Chapter 35 to more than 160 members. As membership coordinator for the chapter, Ron maintains the membership database program and facilitates chapter member communications with other chapters and the FAA. Ron serves as backup chair for the chapter hangar and tool crib, is an EAA chapter advisor and EAA chapter safety officer. Ron is trained in the use of and negotiated the pricing on carbon monoxide detectors to chapter members.

An FAA Safety team member, Ron has been a Young Eagles pilot since 1997, and has logged more than 100 Young Eagle flights.

He holds a commercial certificate, ATP, multiengine, and has been a CFI and CFI since the 1970s. Ron currently flies a Citabria at San Gerónimo Airport in San Antonio, Texas.

Mark Scheuer, who has served as president and vice president since

Poberezny, Cirrus Aviation's Dale Klappmeyer, and Hal Shevers of Sporty's. Besides being a Chapter 17 financial supporter and newsletter contributor, he's also a volunteer for Remote Area Medical, specializing in transporting doctors, nurses, dentists, and opticians into remote areas in the United States and foreign countries to provide free health care.

Mark has helped coordinate the World War II Veterans Recognition Ceremony each June.

He is founder and president of PSE Engineering, which celebrated its 30th year in Oshkosh this year. Along with pioneering GPS moving map technology, Mark previously pioneered GPS systems on the Palm-sized HP 951X.

PSE systems were used on Virgin Galactic SpaceShipOne and White Knight.

Mark is an instrument-rated pilot and an aircraft owner.

Jim Wills of EAA Chapter 1202 has been an EAA member since 1981. An instrument-rated and aerobatic pilot, he is also an experienced builder with completed projects including a Rogallo glider, an Easy Riser, a Sky Kite, and a Kitfox.

Currently flying a Cessna 182, Wills is also a Young Eagles pilot. He purchased a C-150 for local young people to begin flight training.

Wills improved chapter communications at the chapter by installing a Wi-Fi system in the chapter hangar providing Internet access to the entire airport. He also created the Chapter 1202 website.

He's a volunteer coordinator at Fuqua School's Aviation Program overseeing the student's Zenith 750 build. Jim has also been

A pilot for nearly 40 years, **Dennis Lord** has been an EAA member since 1999. He is a volunteer at Oshkosh, Chapter 96 vice president, and pilot of more than 500 Young Eagles flights.

Dennis is the author of many "Chapter Chatter" newsletter columns. He coordinated a business plan that kept the chapter afloat during a tough time. He coordinated and spoke **CONT. P2**



August EAA Lunch 11:30 Freda and I (Gail) are asking for your help with the following. A Summer salad pot lunch & dessert Chapter members that supply lunch items - your lunch is free if you want it to be.

The Pilot Shoppe

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OSHKOSH (CONTINUED)

(Continued from page 1)

bought Peggy backup tickets on Southwest in case she decided to go up on her own and meet me. I'd let it be her choice.

On a beautiful Friday morning, having briefed by phone the night before, we "rendezvoused" with Terry becoming "Red Star flight of two". Somewhere over Boerne, Terry formed up on our right wing and we were on our way. To my surprise (and joy) the summer sky was clear and turbulence-free. Chuck assigned me my duty - punching the little button on the fuel scan every time we went over a check point and double checking the fuel and times for the leg (Thank goodness for smart phones with calculators).

My fuel indicators get squirrely as the tanks get low, so as we flew I did the fuel math at least 100 times. Skirting the Dallas class B we headed for our first stop at Muskogee Oklahoma. Predictably it was barren, hot, and the FBO was devoid of food. But, to my relief the fuel totalizer was right on target - and the aircraft was intact. Phew!

At Muskogee I had to help figure out how to operate the fuel pumps (hah!). It wasn't the fanciest airport but they had air conditioning, snacks and a restroom decorated in "I Love Lucy" memorabilia. After a lunch of peanut butter crackers, Nutter Butter cookies and a Coke bought from a Dale Earnhardt Sr. vending machine we supposed to fly to Burlington Iowa. Fortunately during our break we tried to book a room, though, and found that every hotel in or near there was sold out. Looking at the map, I found that Macomb, Illinois was near the route and had fuel. We called and booked about the last rooms in Macomb. To this day I cannot figure out why everyone (or anyone) was there.

I'm from Missouri so flying across the "Show Me State" held a special thrill. I did lots of sightseeing and photographed many childhood memories from the air; Table Rock Lake, I-44, Lake of the Ozarks (never realized how huge this lake is), Jefferson City and the state capital building, the Missouri River and many familiar towns. At Hannibal we crossed the Mississippi River into Illinois and arrived at Macomb in the late afternoon. The tiny concrete patch in the cornfields was hot, humid (typical July in the Midwest) and deserted. By the time we filled the two planes with gas and pushed them into their night resting spots I looked I had been in a pool (and wished I had been). We called the one taxi in Macomb and rumbled and creaked to the Comfort Inn. We were drenched and parched.

As we checked in, we spotted the breakfast area next to the desk. There was a machine that provided ice cold apple juice. Awesome! We ordered take out from an Italian restaurant that delivered, and while awaiting food I had time to take that swim I was craving—pretty nice. Dinner arrived. Chuck and I grabbed a soda, but true to pilot form, Ski arrived with his ice bucket filled with more free apple juice procured from the juice machine downstairs!

That evening over take-out Italian we reviewed and briefed the arrival and back up plans for Oshkosh. I KNEW I would screw this up! We, by virtue of being a "warbird" formation capable of 130 knots, we could use the warbird arrival -turn transponders to standby, fly over Fond du Lac VFR at around 2800 feet, call "over Fond du Lac" then proceed over a tiny but visible island in the lake. Call in over the island then either orbit or land as directed by the controller...and don't run into anyone!

The next morning brought excellent weather and we all went down for breakfast. Sadly there was no apple juice...

Since we had filled with gas the evening before, we just pre-flighted, checked in on the radio, and were on our way. As we neared Oshkosh the radio was jabbering non-stop with a continuous stream of instructions. Our excitement started to increase. Given the auctioneer speed of radio calls already, I must say that flying in on Saturday morning (the slow time) was an awesome idea. My mission at this point was to listen for radio calls and watch for other planes.

"Red Star flight of two over Fon du Lac". "Proceed" was the one word response. We called a Warbird, then a 3 mile initial and turned inbound. "Proceed". Descend to 2300 feet for overhead, 1500 for straight-in. Just as I thought we were headed for a straight-in "grey Navion and Yellow Yak - overhead 27". Well OK, make sure my wingman is with me and line up, here we go.

At Oshkosh the pilots don't talk. It is way too busy. When called out most rock their wings and do what the pink-clad controllers standing on podiums along the runways and along the route instruct. "...break at the numbers, gray Navion-orange spot, yellow yak-numbers". "Grey Navion tighten it up the turn, now green spot, yellow yak-orange spot, twin Cessna-numbers, Welcome to Oshkosh". Three of us landed simultaneously nose to tail with another bunch right behind us. Phew, we're here.

I held up a sign showing where to be parked (We had a **WB** for Warbird parking) so the guides every 20 or 30 feet could motion us to parking. My arm was cramping, so next year there will be a roll of scotch tape in the plane. We followed a golf cart across a nearly vacant field to another orange spot. This would become Navion row. We were the second ones there. Volunteers with water and time to talk greeted us. We were indeed welcome! Chuck discovered we had forgotten the tie down stakes. No problem, the local EAA chapter dashed out with their golf cart to sell us a set (cheap by the way). They even hammered them in, and if we bring the stakes back next year they will hammer them in again for us.

After getting the plane tied down we signed in at registration. Chuck got a nice bag with the schedule, a nice etched mug (which I am really envious of) and our AirVenture armbands. Meanwhile Kim, who had another engagement arrived via commercial airline and rental car but had to hurry to Saturday evening events. So we all piled in her car and raced to Wal-Mart for 4 man combat shopping. We stocked up on a week's worth of provisions and were out of there in 15 minutes! If we hadn't had

(Continued on page 5)

OSHKOSH (CONTINUED)

(Continued from page 4)

a car, by the way, AirVenture runs busses back and forth to Target and other stores in town for folks to provision.

There was activity everywhere as hundreds of trucks and thousands of people set up tents, exhibits, food courts, shopping areas, and the air filled with the sound of airplanes. As the sun set we looked at some of the newly arrived planes and then took our first showers at Oshkosh.

Showers? I have camped quite a bit and travelled the world, but these were unique. First off, there are oodles of showers and bathrooms all around Oshkosh and it was amazing that there were a zillion people there and no lines – I mean none. But back to the showers; these showers consist of a kitchen sink sprayer – you know the black ones with the press handle – and a shower curtain. Squirt, lather, squirt, rinse, repeat. The little sprayers had a lot of pressure but the hose was just a few inches too short, so part of the challenge was to figure out how to rinse my hair without spraying people in stalls around me. It took practice, but by the end of the trip I had the technique mastered.

Sunday was a big arrival day. OK, I figured watching planes land would be pretty boring; but watching planes land by the hundreds and in big groups was really cool. Yes, even as a non-pilot I could tell some were extremely messy landings as pilots tried to hit their assigned spot. More than one person probably had to fix their landing gear before they left. I loved the big formation groups. The Mooney's arrived in group of about 40, but my favorite was a formation of 20 or 30 big radial engine T-6s. That was really neat. We had a "Warbirds of America" picnic that night, and met lots of folks who would be flying shows the entire week.

The first real day of the show was Monday. I had found a workshop for teachers at the EAA museum. On the way, Chuck insisted I start the day, while it was cool, with a ride in the Bell 47 Helicopter. My son flies helicopters so I at least should ride in one and see what it is like. It was an awesome experience. We flew over the grounds and outskirts of the town of Oshkosh. And, through the open side of the helicopter (no doors!), I got a picture of Chuck's plane from the air and some other pictures of the grounds. By now there were thousands of planes. At Oshkosh everyone seems like they're happy. We even landed on a big smiley face. Flying Monday morning, by the way, was good planning as there was no waiting.

Since my workshop was at the museum, we spent the next hour or two there. It is really well done. I really enjoyed the display of the Voyager and a diorama of Lindbergh flying over Paris. Later Chuck went to a sheet metal workshop and I went to sit under the wing of the plane for a while. People do that a lot I learned. It was kind of cool to hear tour guides talk about the warbirds including our Navion L-17. Chuck had the foresight to pack a display placard about the airplane, so thankfully I didn't have to answer any questions from the visitors!

Amidst this our hosts and most of our neighbors planned, orchestrated and flew displays every day. It was fun watching huge airshow formations leap off the sketch pad on a picnic table into perfectly timed performances, and of course it was fun to meet and celebrate with the extraordinary pilots – and ordinary folks who had just flown the magnificent aircraft we had all just watched.

Then it was time for the first afternoon airshow, an afternoon of back to back performances by a dozen or more of the world's best pilots. I just walked over and set my chair on the grass right on the show line. No crowds and great views. I learned that trying to watch the show and snap pictures is challenge. The announcer really knew these pilots and we all learned that many of the pilots are second and third generation pilots on the air show circuit. He made it feel sort of like watching members of your family perform. And, I suppose in a way they are. The planes were also very cool. One plane was painted in a color changing reflective paint. It was either teal, blue, pink or purple...I think.

Each afternoon there was a full afternoon of airshows. Every afternoon was different. One day they had jets like the F-22 that brought back wonderful memories of living on or near fighter bases. They the WWII battle of the Pacific including a full show by Tora, Tora, Tora, and fly-by's and demos of all the Pacific theater warbirds including a B-29 making bombing passes with enormous pyrotechnic explosions and a prototype Airbus A350 demonstrated a bunch of maximum performance airshow maneuvers that were quite entertaining because it was just too HUGE to do those things. One or two days we saw one of my favorite performers, Texan Kirby Chandless and Gene Soucey, one of Chuck's lifelong favorites. Gene Soucey performed one show with his wing walker-- who stood on her head out on the wing of the biplane (that will never be me!). We watched 112 parachutists attempt a new world record and it was totally cool having them landing all around us! A jet powered school bus raced down the runway at 300 miles an hour. One show featured the Battle of Britain with oodles of rare warbirds and huge formations – I mean like 40 or 50 planes overhead. The Marines arrived with a pair of really noisy harriers and did an excellent demonstration. I think my ears are still ringing. And one show closed with the most impressive Air Force Heritage flight (P-51, P-38 and F-22 with heart tugging music) I have ever witnessed.

There was a concert every night. My favorite was Dirks Bentley. We were close to the stage, and we could see he genuinely was having fun. He got the EAA chairman to slam a beer with him on the stage, and as a pilot and Cirrus owner himself he made it really clear he flew himself in and was just one of us. He stayed the whole week as just one of the crowd. That night he sang all his hits and talked to the crowd a lot. OK, I was in heaven too.

I attended an all-day Teacher's Day event that included Dick Rutan who talked about his adventures and working relationship with his brother Burt. Like the other events, it was all free.

(Continued on page 6)

OSHKOSH (CONTINUED)

(Continued from page 5)

Pretty much all the type clubs seemed to have some sort of gathering, and I joined Chuck for the American Navion Society workshop. It was really cool to meet dozens of people with the same airplane and learn from them. Chuck made lots of new friends and contacts.

One afternoon Chuck wanted to shop. There are hundreds and hundreds of booths in 4 huge buildings and across the whole AirVenture grounds. Let's face it looking at an update for the current dials and widgets for the plane was boring. But conveniently there was another teacher workshop. So, I begged out of warehouse A (never did make it to B, C or D) and went back to the Forum area where the workshops were held then watched another afternoon air show.

Chuck spent some mornings attending a medical lecture series so I was on my own. One morning I donned the "Women Venture" T-shirt (also free) celebrating all women who support or are part of aviation. Our trailer-mate, Kim, is a mentor for a young women's camp and told me the remaining WASPS from WWII would be speaking to the girls at the day camp. She invited me to sneak in the back and listen with her. I was thoroughly entertained and impressed as I learned about how important these great ladies were to the war effort. Wow! Then, from all over the grounds, hundreds of women in coral "EAA Women's Venture" shirts gathered for a massive group photo. It was quite a sea of coral! After the picture I toured the new Airbus. It is really big and very nice. It'll be quite a ride for passengers. I'm glad I went when I did, though, as about 10 people later they closed to prepare to fly out that afternoon.

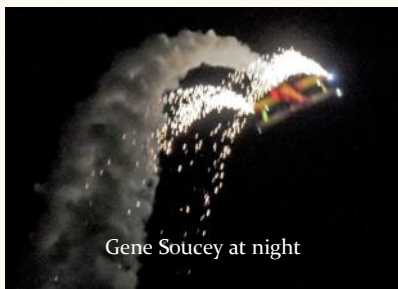
One evening, after dinner we headed back to the flight line for yet another airshow - at night. We watched jets, gliders, formations, and more doing aerobatics in the dark using LED lights, flares and fireworks. I really loved the 4 plane Shell AeroStar Team doing a full routine using both lights and pyrotechnics—in the dark! After the air show there was a massive fireworks display. It was awesome - way better than many commercial shows I have seen. And it was nice to just sit in our lawn chairs in the cool(er) evening air and not feel crowded or rushed at all. There would be no traffic jams going home. 2 hours of air show and fireworks under star filled deep black sky—Priceless.

There were, I was told, half million people on the grounds, hundreds of classes, workshops every day and hundreds of vendors, displays, shops, type clubs and so forth. Yet, the grounds were clean - people picked up their litter, there was no pushing or shoving and there wasn't even tape marking the airshow line - just a cone every dozen yards or so. The performers walked or rode among the crowd and folks were polite across the board. The aircraft, from the most basic to the most advanced (except the F-35

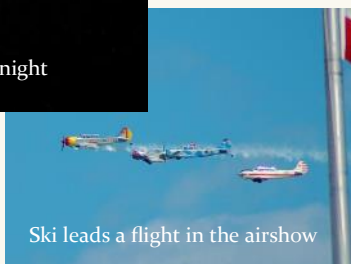
and F-22) were open to be touched, looked at and looked in. Yet no one was concerned that something would be stolen or broken. I told Peggy "airplane people are different".

The next morning Chuck texted me that the Goodyear zeppelin (that's right - not a blimp) had arrived and was up at the museum. So, as he was in his conference, I walked up the hill and found I could walk right up to it, touch it, look in it and talk to the pilot. It is huge. They were giving rides but I never did figure out how to make that happen.

That afternoon we grabbed the shuttle to the Sea base where sea plane people hang out. I kept hearing about how cool it was, but frankly I was a little underwhelmed. It was a pretty wooded setting kind of like a campground - and really quiet. We got to see several planes land and take off, but after the excitement of the main part of Oshkosh it was a little slow.



Gene Soucey at night



Ski leads a flight in the airshow

We took the bus back and arrived in time to see a Wright Flyer opening the afternoon airshow. Chuck, went shopping again, but surprisingly came back only with shirts for my daughter and me.

In a flash it was over. I had half the grounds yet to see and so much more to do. But, as the sun rose and the

dew slowly evaporated from the wings, we loaded the plane and did a final check of the weather. Big storms were gathering to the west so we changed our route slightly and scooted out before the rush. There wasn't too much activity Friday morning, but I'm sure as the day went on it got busy.

My job was to hold up the VFR sign (still no tape in the plane), make sure Chuck didn't fly over 1300 ft. for the first 5 miles, and as always watch for planes. I was sad to leave and wished I could stay another day. But Chuck has, for 30 years, drilled into me a paraphrase from Mark Twain that says "you should always leave before you want to, or you'll never want to come back."

Our first leg took us across our old stomping grounds in west-central Missouri to see Chuck's grandmother. As we neared Carrollton we took some pictures of the farm. I knew not to expect much of the airport because when Chuck called and asked if they had Avgas, the manager said "...oughtta have some unless someone used it all up".

We landed amidst the miles of corn and gasped in the 100+ degree Midwest heat. One guy came running out with a camera, I guess they don't see many planes like ours there. They proudly pointed out the new air conditioned "pilot's lounge" which was sort of like a bathroom with a window unit. We were in luck, though, as they had gas. Like everyone at every stop, the guys at the airport were really nice and lent us a van so we could go see Chuck's grandmother.

(Continued on page 7)

OSHKOSH (CONTINUED)

(Continued from page 6)

The visit was really short though. Chuck was worried about the temperature and weather. We had left later than planned, and on his phone he could see a bunch of storm forming just north of us heading our way. So, after a quick obligatory stop the Burger Barn (one of two restaurants in town) we were back at the plane. Chuck told me that because it was really really hot and we were pretty heavy we'd use up most of the runway. He told me not to not to scream if we seemed lower than we should be. We got off the ground fine and all the corn plants at the end of the runway are still intact.

Thank goodness for fat wings. By the book we had plenty of asphalt, but I was still really relieved when, at gross, at a pressure altitude of a little over 4000 feet, we still had plenty of the 2000'ish ft. runway left as we slowly climbed above the cornfields. My grandmother called later to tell me the rain and hail started about an hour after we left.

The flight across southern Missouri and Oklahoma to Sherman TX seemed pretty quick. We parked at the Lake Texoma Jet Center. Ahhh, nice restrooms, water and cookies. They had arranged for our hotel room for us and the shuttle. Anniversary dinner was take-out Chinese, but we were exhausted and quickly crashed in the real bed, with real pillows after a real shower. How can sitting in a plane be so exhausting!

The next morning we were back over familiar territory as we flew straight down Highway 281. Dallas to San Geronimo seemed to take only a few minutes and we were back by lunchtime.

I am neither an airplane nut nor a pilot, but I had a great time. I think part of what made this trip so memorable was staying right on AirVenture among all the activity and the people who made it all work. We were really lucky to get to stay so close to

everything, but it would've been just as convenient in any of the camping areas. Everything was in walking distance, but if I didn't want to walk there was always a tram nearby. Flying in was an awesome experience. I'd definitely try to arrive on Saturday if possible, though. It was really cool watching the whole event come to life before our eyes. Plan ahead if there is anything you really want to see or do though. I thought I would have more down-time to just read and relax, but I kept busy the entire time from sunrise to late evening and missed a lot of other things.

It was also neat staying with and among folks who were performing, teaching, volunteering, and making the show happen. I think it adds another dimension to not just be there, but to be part of AirVenture. As it turns out there are tons of volunteer opportunities and volunteers travel from all around the world. One of our guides came from Australia. Next year I plan to volunteer in KidVenture where hundreds of kids learn about all aspects of flying, building and more.

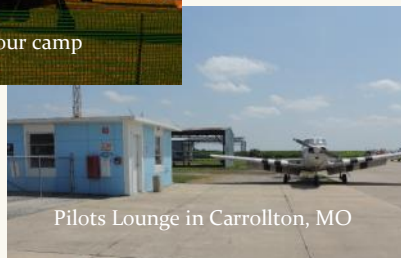
My wingman reminded me today that we set the bar pretty darned high on this, my first flight to Oshkosh. However, "I did it" and I think Peggy is glad she did too.

Nope, I'm not a pilot, but I crossed the United States by air, spent several days at the world's busiest airfield, and I am totally hooked. Thanks to Kim and Terry Slawinski for being wonderful friends and hosts. Thanks to Chuck (and the plane) for getting us there in one piece.

Peggy didn't use those back-up plane tickets - so they are banked away for another day. This year I had only two regrets. 1) we didn't get to stay for the chapter breakfast on the last Saturday to see Ron O'Dea get his award and 2) there weren't more folks for us to share this with. Next year - you have to fly up too!



View from our camp



Pilots Lounge in Carrollton, MO

RON O'DEA RECEIVES CHAPTER MAJOR ACHIEVEMENT AWARD AT AIRVENTURE 2015



Congratulations to Ron O'Dea on a lifetime of service to Chapter 35. There is almost no job he hasn't done, and he continues to lean forward to grow and improve our chapter. See entire article on the Bulletin Board and congratulate him when you see him!.



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CHAPTER 35 MEMBER FLIES TO PLUTO!

Well...Not exactly...

Recently the New Horizons probe, for the first time in human space exploration, approached Pluto. This was an enormous technological feat and a new page in the history of space exploration.



We'll be seeing plenty of pictures of Pluto over the coming days, so I thought it'd be fun to turn the camera around and see the crew of that good ship.

The event: point of closest approach to Pluto by the probe 'New Horizons'

The place: mission control, Laurel Maryland

The people: The folks who made it happen. Including, if you look in the gallery, standing center, EAA 35 Air Academy Chairman Maarten Versteeg.

Congratulations, Martin, on a successful mission! Now THAT is one amazing experimental ship!

SAFETY NOTES & NOTAMS



Ron O'Dea

SAT FAAS Team Representative

This month's safety brief comes to us from our FAAS Team Manager Gary Stamper. In his message to us he zero's in on the real cause of aviation fatalities, "No Brain In the Game"!

Gary Stamper

FY 2015 will end on September 30. My hopes and expectations that this would be a year in which fatalities would decrease measurably have not been met.

We have had eleven fatalities so far. These accidents demonstrate that the causes in our AOR match those in other parts of the country. Aeronautical decision making and loss of control are two prominent causes. These causes are predominate country wide. I suspect that in most cases there are underlying human factors that exist, but, remain undisclosed because of overriding physical evidence and the limitations of formal reporting.

For a moment, I would like to consider some human factors that lead to tragedy and personal loss in the aviation community that should have been avoided. We know that on the national level the Department of Transportation has pleaded with the traveling public to not drive drunk. There are sizable statistics that confirm the number of fatalities as a result of this choice by a driver. The violation is criminal in the case of vehicular homicides imposing a lengthy prison term if convicted. There are ever present warnings that say if you drive drunk you go to jail. Yet, drivers continue to abuse alcohol, cause accidents, kill innocent people, go to jail, and frequently to prison. It used to be that when passengers were caught smoking on an airplane that their excuse was "I did not know it was prohibited." They would also say "I just had to have a smoke." Those acts we all know are intentional and totally selfish. The very same attitude about risk taking is common place in our aviation community. My fellow safety inspectors chide me with remarks such as "You can't fix stupid." Well, before we capitulate to that fatalistic attitude let's consider some of the 2015 accidents.

What I hope to illustrate is that it is fundamental in aviation that if you violate the laws of aero dynamics, the laws of gravity take over and you die. Additionally, if you don't face up to your personal limitations due intentional disregard or egotistical indul-

gence then tragedy awaits you.

After looking at a recent report that killed two children, a wife and a pilot husband, there was strong evidence of fatigue, drugs, and over confidence. These risks were ignored. We have the acronym from the Kings of IMSAFE that would have alerted the pilot. Loss of control caused the crash. But, a moment spent assessing his personal condition would have impacted the outcome. I believe it should have prevented the flight. If we stress

don't drive drunk on the road, then surely we can spread the word in the aviation community that to ignore medical factors and personal limitations is a recipe for disaster.

For a long time risk taking in aviation was the quickest and



<http://t.huffpost.com/gen/957095/images/o-BI-PLANE-STUNT-facebook.jpg>

most sure fired way to gain the high approval of your peer group. It is very tempting to throw caution to the wind and indulge in some antics blessed by ego but forbidden by good judgment. Flying low along the along the coast too close to people and property may fill you with excitement but not only is it illegal but, low altitude flying and maneuvering is inherently dangerous. We would all approve that message being stressed at the instructional, check ride, and peer group level. It stands to reason that, that kind of risk taking is catastrophically dangerous. My hope is that this accident is a strong teaching point among other aviators in this region and in flight schools.

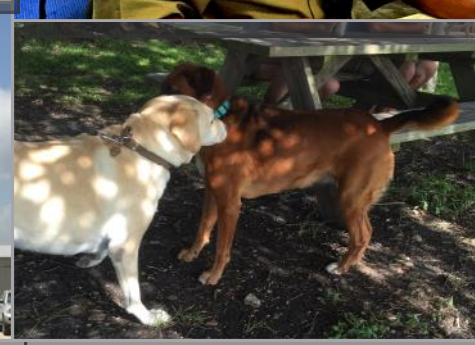
Lastly, I want to emphasize airworthiness issues. These factors show up when annual inspections are pencil whipped, and maintenance issues are neither written up to be fixed or are ignored. It is hard to suppress a desire to be airborne and then be frustrated because of a seemingly insignificantly maintenance issue. Well, if the airplane takes the runway without an end of the runway power check and then takes much, much more runway than normal to takeoff, more than insignificant maintenance issues are involved. Something is missing in your knowledge skills. In this case, the airplane crashed almost immediately after takeoff. Fortunately the pilot survived.

My request to all of you is to spread the word in a meaningful way that lends itself to overcoming "you can't fix stupid." I have PowerPoints for you and time to come to an audience of your choosing to speak to relevant topics.

Thanks for all that you do. Gary



JULY FLY-IN BREAKFAST



JULY FLY-IN BREAKFAST



THE BUILDER'S CORNER

SUBTLE CLUES

Mark Julicher

Sometimes aircraft inspection is an exercise in recognizing that big problems may offer subtle clues. Here are a few examples of the subtle and not so subtle.

We were greasing wheel bearings on a Cessna 172 and one wheel showed corroded bearing races. OK, that happens, but that necessitated a closer look. The wheel bearings yielded a few drops of water when they were pulled out. Hmmm, that required an even closer look. When we split the wheel halves, there was a lot of water inside and a coating of gooey, yucky stuff (c.f. Mechanic's Technical Dictionary p. 3749) all over the inside of the wheel halves.



Photo 1: Bearing race is corroded.



Photo 2: Water and corrosion inside the wheel.

So a little bit of water where it should not have been led to a closer investigation. The magnesium did not fare well in a wet environment, but aluminum would also have been problem.



Photo 3: The magnesium is pitted.

Next subtle clue. We were doing an annual inspection on a Comanche and noticed a thin gray spot on the right exhaust manifold. It turned out to be a crack just starting to grow. How many more hours before the exhaust leak became serious? It is hard to say. Exhaust stack welds are a good place to put an eyeball during preflight inspection, not just at the annual.



Photo 4: Exhaust header in a vice. Telltale gray soot shows exhaust leak.

Here is a not so subtle clue that led to a chain of maintenance events. We were doing an annual inspection. The

(Continued on page 13)

BUILDERS CORNER (CONTINUED)

(Continued from page 12)



Photo 5: Propeller showing signs that an overhaul is in the near future.

owner complained about oil on the windscreen. It took about an hour of flying to fog over the Plexiglas. So we looked closely and began working the problem. First we changed to engine nose seal. That reduced the

oil spray but did not eliminate it.. Second we replaced the propeller to crankshaft O-ring. Again, oil spray was reduced but not eliminated. Finally, there was no other choice than to have the propeller overhauled. The culprit was oil leaking at the hub. We like to do the least expensive thing first, but in this case it just did not work out. The prop was leaking and coating the inside of the spinner with oil and the spinner made an excellent oil distribution device.

The next clue is a Tripacer wing that showed signs of fabric deterioration. This one is not so subtle. The tape repairs were slathered with an unknown paint. The wrinkle in the skin was suspicious, and there was a funny smell.

What was more, the tapes were cotton but the fabric was Ceconite – that does not seem right. There were various, poorly done repairs, and we found the source of the funny smell.



Photo 6: Tripacer wing sitting in a wing cradle. It did not survive the Maule fabric punch either.

Photo 7: One of four smelly

How about another not so subtle one? See if you can figure out what is wrong with this Cherokee 180.



Photo 8: Cherokee 180 propeller.

If you guessed the propeller needs an overhaul – Wrong! It is fixed pitch!

We had just checked compressions, timed magnetos, and cleaned and gapped the spark plugs. Then we did a full power run to check static RPM. About 45 seconds into the run up, the windscreen went IFR. Yow! Kill the engine quick!

There was oil everywhere. There was a pint of oil inside the spinner. There was oil on the leading edges of the empennage. The fuselage was a speckled mess. The engine looked like it had been dipped in oil. When we removed the propeller the crankshaft expansion plug fell out on the ground. What? You read it right. The metal expansion plug that is jammed – deformed intentionally – into the end of the crankshaft had worked its way loose and blew out. This plane is a regular flyer and it could have become a serious mishap. Dumb luck on the owner's part. Big clean up for the mechanic. The dipstick showed about a one quart loss in just a few seconds.

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

Doug Apsey

Congratulations to Charlie Brame for identifying our July mystery plane as the McDonnell XP-67 Moonbat. In the early 1940's, the Army Air Corp was looking for a high-speed, long-range, high-altitude fighter to intercept enemy bombers before they could reach



their target. This resulted in several interesting, if not totally radical designs being produced and evaluated for this role and the Moonbat was

McDonnell Aircraft's

entry into the competition. On 30 September, 1941, the Army Air Corp signed a contract with McDonnell to produce two prototype XP-67's along with a wind tunnel model.

The XP-67 was powered by twin 1350 hp. turbo-supercharged Continental XIV-1430 inverted V-12 liquid cooled engines each driving a 4-bladed propeller. The designers attempted to maintain an airfoil section through the center of the fuselage to reduce drag resulting in a radical departure from the appearance of most aircraft of that era. In addition to its unique design, the Moonbat was intended to have a pressurized cockpit which was unheard of in a fighter aircraft at that time.

The overall length of the XP-67 was 44 ft., 9 in. and it had a wingspan of 55 ft. Empty weight was reported to be 17,745 lbs. with a maximum takeoff weight expected to be 25,400 lbs. Top speed was projected to be 472 mph at 25,000 ft. with a cruise speed of 270 mph and a range of 2,385 mi. Predicted service ceiling was estimated to be 37,400 ft.

Engine problems, including cooling issues, caused several delays in the development of the XP-67. Dual engine fires during a test run damaged the first prototype and caused further delays of the initial test flight. The aircraft was repaired and on 6 January, 1944, the XP-67 made its first flight. That flight lasted only 6 minutes, cut short by engine problems. During additional flights, it was determined that the XP-67 was underpowered due

to the engines only producing 1,060 hp rather than the 1350 hp that Continental predicted they would produce. Handling issues near stall speed were also noted during early test flights. Top speed turned out to be 405 mph, significantly slower than predicted. The first prototype aircraft suffered a second engine fire on 6 September, 1944, and the aircraft was a total loss. The second prototype was only 15% complete at that time. After re-evaluating the XP-67, the Army decided it provided no advantage over existing fighters and canceled the contract on 13 September, 1944.

While the XP-67 was the only piston-powered aircraft produced by McDonnell Aircraft, its unique design features and the manufacturing processes developed during its production were key to the success of their later jet aircraft designs such as the FH-1 Phantom, F2H Banshee, F3H Demon, F-101 Voodoo and F-4 Phantom.

Check out the following link to see the XP-67 in flight!
<http://www.airspacemag.com/videos/category/military-aviation/the-xp-67-moonbat/>

Sources for this article include Wikipedia, Airspacemag.com and Boeing.com. https://en.wikipedia.org/wiki/McDonnell_XP-67, <http://www.airspacemag.com/ist/?next=/history-of-flight/too-hot-to-handle-mcdonnell-xp-67-moonbat-67265978/>, <http://www.boeing.com/features/2014/06/corp-xp67-06-12-14.page>



NAME THE PLANE

Here's our August Mystery Plane. Careful, it may not be what you think it is. Who will be the first to email me at dapsey@satx.rr.com with the following information?



What company built it?

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

Within 5 years, what year did it first fly?

Did it ever go into production and if so, how many were built?

Bonus point – What prototype airplane from a well-known manufacturer was based on this design?



Brian Goode

“THE SHIRTS CAME IN, THE SHIRTS GOT SOLD. MORE SHIRTS ARE ON ORDER”

A new supply of Logoed Chapter 35 fishing shirts arrived last month and they were gobbled up in a hurry, so we have another order being processed now. They will be available soon at the next opening of the country store.



The store will be closed at the august meeting due to a flying vacation trip of the managers.

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

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

As a result of input from some flying Chapter 35members, we have explored, found and ordered some “Safety Yellow” short sleeve polo shirts, with a pocket. They will be a nice safety item for those who find themselves on the airplane side of the flight line during Young

Eagle events. They are made of 100% Polyester so they shouldn't shrink. They are easily cared for like any other wash and wear item. No pressing required.

We are able to offer these shirts at \$30.00 for Small to XL sizes. Anything larger will cost you \$32.00, for the extra material. These will go fast, so if you are even thinking about one, please call or email Brian @ ladybgoode@msn.com, to reserve one, ASAP.

POCKET CO – CARBON MONOXIDE DETECTORS

Our second and final order of “POCKET CO – CARBON MONOXIDE ETECTORS” was received last month and they have all been sold. If any of the members have a good idea safety related item for the Country Store to inventory, please speak up and let us know. Safety is important and whatever we can do to help promote safety, will make us all safer.

LOG BOOK TOTE BAGS

We still have one or two log book bags available. They are good



for storing your aircraft log books, your laptop computer, iPad or personal “stuff” when traveling. These Tote Bags are adorned with the Col- orized Chapter 35 logo on the front flap. The pilot shops sell these for \$60.00+ . Our price is only \$29.00!

MERCHANDISE FOR SALE AT THE COUNTRY STORE

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|--|-------------------|---------|
| Pocket Carbon Monoxide Detector | SOLD OUT | |
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| “Fishing Shirts” Short Sleeves | Men’s | \$43.00 |
| | Lady’s | \$43.00 |
| Logoed Safety Yellow polo shirts | SM – XL | \$30.00 |
| | XXL- XXXXL | \$32.00 |
| Log Book Tote Bag w/Chapter 35 logo | Black | \$29.00 |
| | | |
| Cloth Baseball Caps | EAA or Chapter 35 | \$11.00 |
| | | |
| Mesh Top Logo Baseball Caps | GOTTA GO | \$3.00 |
| | | |
| Chapter 35 Sew-On Logo Patches | | \$3.00 |
| Chapter 35 Bumper Stickers | | \$1.00 |
| Wheel Chocks – Aluminum (pink or yellow) | Two pairs = a set | \$45.00 |
| | | |
| “Wash Wax All” Cleaner or Degreaser | Pint -16 OZ | \$16.00 |
| | Quart -32 Oz | \$65.00 |
| Mop Head with Pads | Washable | \$11.00 |
| Scrubbing Pad with Handle | Reusable | \$43.00 |

All prices include 8.25% sales tax

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

2014-15 EAA Chapter 35 Leadership



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CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM FOR QUESTIONS

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

Upcoming Events (200 mi of 8T8) and Airshows

Aviation Calendar of Events websites

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

| | | | |
|------------------------------|---|----------------------------|---|
| 1 Aug | Anderson Aviation BBQ Lunch Bulverde Airpark | Oct 02-04 | Ranger Old School Fly-In No.9 Ranger Antique Airfield - Ranger, TX |
| 1 Aug (11 AM-2 PM) | Rusty Pilot Seminar (Anderson Av) Bulverde (Click Here to Sign Up) | October 17th - 18th | Wings Over Houston Air Show USAF Thunderbirds Commemorative Air Force Breitling Jet Team  |
| August 29th - 30th | CAF AIRSHO 2015 Midland, TX USAF Thunderbirds  | Oct 23-25, 2015 | 30th. Annual Flying M Ranch Fly-In and Campout Flying M Ranch, Reklaw TX |
| September 5 | Apache Pass Labor Day Fly-In 4XA4 (http://apachepass.com) | Oct 30th - Nov 1st | Alamo Air Show & Open House San Antonio, TX US Army Parachute Golden Knights  Ace Maker Airshows USAF Thunderbirds SHOCKWAVE & Flash Fire Jet Trucks  |
| September 12th - 13th | Fort Worth Alliance Air Show Fort Worth, TX USN Blue Angels Breitling Jet Team SHOCKWAVE  | Nov 7th | Warbirds over Hondo |
| September 26-27 | Red Bull Air Races Texas Motor Speedway  | | |

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

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



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

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



For Sale: Engines:

- * **Continental A65-8** o SMOH, installed new pistons, pins, rings, rocker pins, valves, bearings and gaskets. Engine is guaranteed. \$5400
- * **Continental A80-8** o SMOH, installed new pistons, pins, rings, rocker pins, valves, bearings and gaskets. Engine is guaranteed. \$5400
- * **Continental C-85-8** O/H new rings, bearings, gaskets. This engine is for homebuilt a/c. All parts are within O/H limits and is guaranteed. \$4000
- * **Continental C-90-12:** O/H new rings, bearings, gaskets. This engine is for homebuilt a/c. All parts are within O/H limits and is guaranteed. \$4000

Contact Dan Martinez 210-269-1920 *(expires Nov 2015)*



For Sale RV-4 2000 RV-4, N57M, TTSN 375 hrs. Lycoming O-369 A1A 375 TTSN (legal/certified); Prop 375 TTSN; GNC300XL, GNS 296 mounted, KT76-A Txpdr; VMS 1000 engine monitor; IFR capable, Sliding Canopy! Built and flown by present and only owner. Aircraft located in Mountain Grove MO. Contact Charlie Brame (friend) for contact info at 210-493-5512 *(expires Nov 2015)*



For Sale: Whitman Tailwind Project: Aircraft suffered a deer strike, some damage repaired, needs left wing built or acquired. Will include o-320 A2A, needs prop strike inspection, current N number & airworthiness cert. \$12,000. PM me for more details Cbrayxxxx@gmail.com 361-876-2729 *(expires Nov 2015)*



Hangar For Rent: Have a hangar for rent Hangar # 47 in the blue condos. Call Danny 2102130102 for info. *(expires Nov 2015)*

T-Hangar available for immediate lease. Contact Doc Hecker at 210-391-1072 or faexamdoc@yahoo.com. *(expires Nov 2015)*

Early 1946 fully restored **Taylorcraft BC-12D (A-65)** for sale. Spare engine components available if interested. Contact Doc Hecker at 210-391-1072 or tcflayingdoc@yahoo.com. *(expires Nov 2015)*

Other Items of Interest

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

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

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
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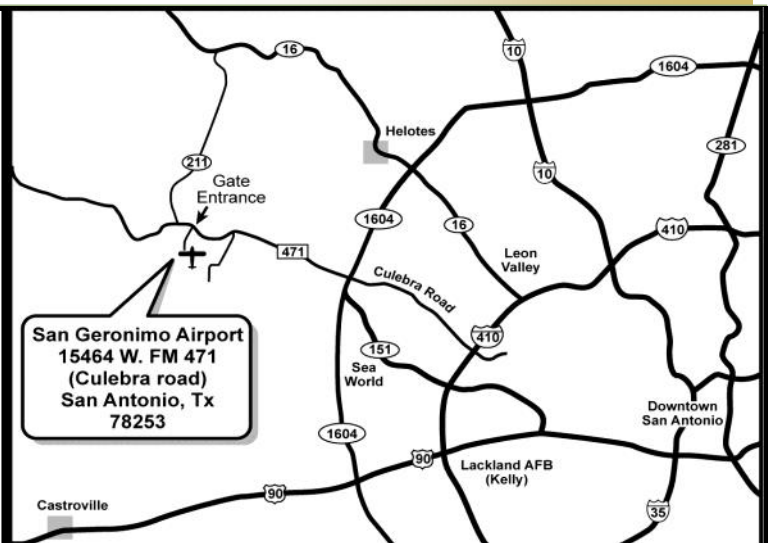
*Chapter 35 meets
Each Second Saturday of the Month*

Lunch Meeting & Special Awards Ceremony

8 August

11:30

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.

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Från Steve Jones, tillförordnad VD. (Inte att förväxla med Ronald Reagan, även en tillförordnad ordförande)

Upprop till alla fartyg till sjöss! Vår ordförande, Ulf "Varg" Balldin har kallats bort att besättningen på ett svenskt Sailing Vessel för en high stakes uppdrag utanför Sverige, förmodligen avfärd från hamnen i Visby, på Gotland och på väg till poäng

okända någonstans i Östersjön. Jag har hört historier om intriger och möten med ryska ubåtar. Vi önskar Ulf Godspeed och medvind på detta senaste äventyr. Dessutom kommer vi att titta på nyheter-na för något ... ovanligt i Baltikum.

Juli fly-in frukost var en trevlig förändring upp, med frukost burritos och accouterments tillhandahålls av Chuck och Peggy Fisher. De donerade nådigt sin tid och skatt, med intäkter som går mot ungdomsverksamhet. Chuck underlättades av vår anläggning ordförande, Gail Scheidt och hennes möjlighet assistent Freda Jones. Valdeltagandet var tyvärr lätt, men vad vi saknade i kvantitet, vi mer än väl upp i kvalitet. Om du var på staketet om att delta i denna händelse, låt mig uppmuntra dig att komma på ut till nästa frukost. Om du inte delta, du missade Brian Goode modellering den nya varsel Kapitel 35 pikétröja. Som ensam skulle ha varit vårt resan. Allt som allt var det en mycket bra möte. Det enda som kunde ha gjort det bättre skulle ha varit att få träffa dig.

Maten var god, konversationen var stor, och flyglinjen var full av flygplan, både lokalt och övergående, med en anmärkningsvärd utseende genom en trio av L-19 fågelhund. Vi fick också träffa vår Air Academy elev Sam Murley och hans far Steve. Sam har en stark bakgrund och intresse inom flyget, som börjar med flyg i sin fars Luscomb vid tre års ålder. Han är entusiastiska över att delta i Air Academy, och är beredd att lära sig allt han kan och tillämpa denna kunskap till en karriär inom flyget. Bäst av framgång för dig, Sam! EAA fortsätter att tänja på gränserna för ... ja, en EAA medlem i samband med NASA hjälpte människosläktet utforska världar längre ut i rymden än vad vi någonsin har varit tidigare. Maarten Versteeg, representerande Southwest Research Institute lämnade oss för en månad lång vistelse till Maryland för att hantera en av sju mycket värdefulla laster ombord på New Horizons rymdsonden. Om du har sett den fantastiska bilder och data som kommer tillbaka från Pluto under de senaste veckorna, har du sett historia i vardande som sonden flög genom sitt mål. Fordonet samlas så mycket data på sin pass att det kommer att ta arton månader att stråla informationen tillbaka till jorden. Grattis Maarten och laget i New Horizons rymdsonden. Sondens är på väg mot Kuiperbältet, och det finns en chans NASA och kongressen kommer överens om att föra det på nätet igen för vidare utforskning.

Din Styrelsen sammanträdde omedelbart efter fly-in frukost, och

det betyder att de var full av bra mat och fina sprit. (Detta är alltid en bra sak) Ad hoc-Valberedningen rapporterade om sina framsteg, inklusive val av föreslagna kandidaterna för president, vice ordförande och kassör. Kommittén fortsätter att söka en kandidat till posten som sekreterare.

Styrelsen fast beslutet att ta flera åtgärder, bland annat:

- Uppföljning med EAA Air Academy representant Mr Scott Cameron att garantera undervisning är betald och allt är klart för Sam Murley närvaro vid Air Academy

- Ta reda på om vår underkastelse Volontär of the Year mottogs och anses

- Skaffa ett kapitel tecken för den främre porten på San Geronimo Airpark

- Undersök kostnaderna för renovering och drift av Xerox storformatkopiator, generöst erbjuds som en donation till kapitlet av Jeanette Hunt

- Bestäm disposition av Builder Academy ultralätta för tillfället sparad i kapitlet hängare

- Uppdatera våra inledande former medlemskap för att bättre avgöra hur nya medlemmar att lära sig om kapitel 35

Vid vårt nästa lunchmöte i augusti, kommer vi att höra det senaste om allmän luftfart från San Antonio FSDO skyddsombud Gary Stamper. Gary kommer också nuvarande utmärkelser Mästare Pilot till flera kapitel 35 medlemmar, erkänner deras individuella bidrag till vår säkerhet med 50 år av säker lotsning.

Eftersom denna fråga går att trycka på, är EAA medlemmar från hela världen hopar sig för den årliga pilgrimsfärden till Air Venture på Oshkosh. Vi önskar er all lycka till med din resa boende, vare sig de är av allmänflyget, kommersiell flygning, bil eller fritidsfordon (andra RV); och vi hoppas att du har en fantastisk tid på Air Venture.