



Confessions of a Veteran

November 2015

Volume 57 Issue 11

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Next Event

Chili Cook-off!

Fly-Mart and Annual Membership Meeting

14 November

1130

Chapter 35 Clubhouse

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Chuck Fisher

This month we celebrate the veterans who have served our nation and we had planned to hold a Young Eagles rally for area youth. However, on this dreary morning, having no Young Eagles material to print and having procrastinated too long to put together a tribute (that'll have to wait till next year), I've been reflecting on being a fairly new veteran myself. I, like most veterans I suspect, would generally say – "oh, I really didn't do anything" and would feel really uncomfortable being celebrated as a veteran. My uniforms, if I could still fit them, are safely tucked away and will slowly decay in the dark.



But I wonder, am I right to do so? I truly honor and am inspired by those veterans who went before me. I wonder how we will be perceived in the future. Look down. The future may be standing right in front of you. Recently at Oshkosh I watched as the reflection of propellers sparkled in a little boy's bright eyes. "Woowooooow"! He exclaimed

as he watched another of the dozen or so T-6's taxi by, firmly gripping mom's hand. He rode a trolley among the priceless aviation legacy of days gone by, and he was as excited as...well... a kid.

That little boy could have been any one of us years ago, but he wasn't. He was a member of today's youth. He's destined to be, if not already an i-phone, X-box, Facebook and text message using kid. Yet, this day he

was still fascinated and delighted by the sight and sounds of decidedly old airplanes. I wondered; was he fascinated because dad was so enamored of the old iron? Was he fascinated because grandpa was a veteran? Or, was he fascinated just by the sound, the roar and the power? Would it last? And, was I watching the genesis of a dream that would someday find him in the cockpit of an F-something?

Vet-er-an: noun: veteran; plural noun: veter-ans; 1) a person who has had long experience in a particular field. Synonyms: old hand,

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Next Event
Chili Cook -Off
And Annual Membership Meeting

PRESIDENTS COCKPIT[For Swedish Click Here](#)

I've just returned from a week in the very historic and ancient city of Oxford, UK, where I attended the International Congress of Aviation and Space Medicine, I am now back to a more modern life again. The congress was sponsored by the International Academy of Aviation and Space Medicine, where I was President for two years in the beginning of this century. I am looking for similar buildings and traditions from 1400 AD in Texas, but I understand that Texas was barely invented at that time. In Oxford I chose to stay in the dormitories of the Christ Church College from 1400 AD. Except for the morning temperatures, when I woke up with about 60F inside the room (because they did not turn on the warm water to the radiators until October 1), it was a marvelous (as I understand is a preferred British word) environment with buildings from the same century, a Cathedral that had fantastic choral concerts every evening at 18.00 GMT (or UTC) daylight saving time and a very large dining hall from that time for the students and their faculty. We were also served breakfast and sometimes dinners (and had the final banquet) in the very stylish environment with pictures of old professors and other important historic persons in golden frames staring at you from the walls. For those who have seen the British TV series about Inspector Morse, who always drove around in his stylish red Jaguar car, you will recognize all the murders, which occurred at the Christ Church Colleges (and at some of the other 37 colleges in Oxford). There was even one episode of a pilot being murdered, which I saw before I came to Oxford to be familiarized with the environment. However, I, unfortunately, did not see any fancy and tricky murders, when I stayed there, and, furthermore, I was not either murdered my-self, which I am especially happy for.

At the congress, I met many famous persons in the field of Aviation and Space Medicine from all over the world. I talked to my good friend, the Deputy Federal Air Surgeon, Michael Berry, (son of the famous NASA Apollo program flight surgeon, Chuck Berry, 93, who also attended the congress). Both father and son have been Presidents of the Academy, as well as of the Aerospace Medical Association of USA. Michael Berry told me about all the problems they have had at FAA with the Medical Class 3 Certificate changes and Pilot's Bill of Rights 2, where both AOPA and EAA have raised many questions about modifications. FAA has worked very hard to make the changes to satisfy all the requests from Senators and Congressmen and other instances involved with different views. It is a very tedious process, where so many instances have their points of views, and it, apparently, takes a long time to get a consensus acceptable to everyone.

In the congress, many very interesting issues were addressed in advanced aviation medicine technologies, modern space medicine, aviation physiology, aviation medical examinations and rules and difference in these areas all over the world. Whole sessions were dedicated to, for instance, mental health examinations and releasing that information for mentally ill pilots (in regard to the Lufthansa co-pilot that

locked out the captain from the cockpit and intentionally flew the airplane to the ground killing all onboard), the neurological decompression sickness causing possible brain damage in U2 pilots, breathing regulator problems in the F-22 aircraft, the third class medical certification process and long term human space flight problems.

Our experimental aircraft Zenith STOL CH701 has now been test-flown more than 16 hours of the FAA mandatory 40 hours. We have had several issues that needed modifications during these test flights, but all of them have until recently been possible to fix without too much problems. That is the reason why the 40 hours of FAA required test-flying are so important. However, just now, we have grounded all flights with our airplane, after our test-pilot, Lex Brown, detected three different cracks in the welding of the exhaust pipes from the muffler of the brand new engine after the last flight. He contacted the Australian Jabiru Engine Sales Company in USA, Jabiru USA, but in spite of many calls and an e-mail with pictures of the cracks and promises to respond from the company, no-one answered our questions over a period of a week. A similar episode occurred with that company some months earlier regarding another issue. Lex has, therefore, contacted a welder, who has promised to re-weld the cracks with correct procedures. When that is done, the test flights may continue again.

Last monthly meeting was attended by 37 members and guests. After the delicious luncheon with brats and sauerkraut, the 23 year old pilot and rebuildier (he started the rebuilding about 17 years old) of a Wildcat VP aircraft, Conrad Huffstutler (accompanied by his father), flew in from Uvalde airport in another rebuilt old military aircraft, and gave a very fascinating information about his qualified and thorough rebuilding of the Wildcat. This aircraft is now flying and has been sold. He got a lot of questions afterwards by very interested listeners.

The next EAA Chapter 35 event, the Annual Chili Cook-off, will start on Saturday Nov 14 at 10.00 am in our Clubhouse and a voting will select the best Chili. This will be followed 11.30 am by the Annual Membership Meeting and (very important!) election of EAA35 Officers for 2016-17. There will also be an EAA Chapter 35 Fly-mart, where you can buy airplane related (etc.) stuff at good prices. All are very welcome to these events.

Ulf Balldin

CHAPTER BULLETIN BOARD

MEMBER NEWS— RON O'DEA

Fall Chapter Membership Drive Underway

Fall's here now and with cooler temperatures come wonderful opportunities for your EAA chapter activities like pancake breakfasts, fly-ins and Young Eagles rallies. We are encouraging and are inviting new and renewing EAA members across the world to visit their local chapter.

This is a great opportunity to share your aviation passions with new enthusiasts; hopefully they will discover a sense of family and community that will entice them to be a part of your chapter.

As fall progresses we will be surveying these EAA members to find out how positive their visit to your chapter was. So, throw the doors open, make a pot of coffee, sweep up the hangar, string up your chapter banners, and pin your name tags on. Company is coming!

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 lewmason@sbcglobal.net gets it—hurry!

Chili Cook-Off

Any Chili is Welcome!

Please bring enough for a whole bunch of folks to sample. Have Chili in place by 11:00—sampling will start about 11:30

Important!

If you are not bringing chili—please feel free to bring side dishes and fixin's. This is always a really popular event and we just can't have too much food! Call Gail (see page 16) if you have questions or suggestions.

Nothin' says Texas like Chili!

Chili Cook Off Rules: (well sort of)

1. Chili ought to be edible. If it will melt eyeballs, please label it as such so no one has to do CPR.
2. Bring your own crockpot, pan or crucible to serve from
3. Chili will be either judged by popular acclaim or a panel of judges—to be decided capriciously on the spot.
4. Whining, protesting, griping or complaining will not be tolerated except in violation of rule #1
5. Everyone is hereby instructed to have fun!

On behalf of the President

Plan Now for the HOLIDAY LUNCHEON and Gift Exchange!

December 12th; Home-cooked Holiday Turkey and Ham!

Bring your gifts and appetites!

EAA 35 Holiday Luncheon



YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: ea35news@gmail.com

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past master, doyen, vet; 2) a person who has served in the military. "a veteran of two world wars".

It is interesting that in English we use the same word for both someone who has served in the military and for someone who is wise from experience. The word comes from the 16th century French *vétéran* "old soldier" or Latin *veteranus*, from *vetus* 'old.'

Well, OK, not exactly what we wanted to hear – I'd rather have found the etymology to mean god-like or something – but old it is.

"Experienced" is probably the closest synonym though. I think when most folks use the term

Veteran as in "veteran at something", that is what they mean. When referring to a Veteran of the military, we should also see someone who has been there and done that.

But today we have a real problem as veterans. The flower children of Vietnam, who never served, run our country and our press. Veterans are consistently portrayed as the "problem" of homeless panhandlers on the corner (claiming to be veterans), or psychopaths on the news who always seem to have PTSD as the cause for their pathology. Too often we could be led to believe the last "real" veterans are WWII veterans, who deservedly are celebrated as national heroes, but they are few and fading. Who, today, will be the role model for our young man at Oshkosh?

Many if not most veterans and retirees, like me, close the closet door once they've hung up the uniform. Few around them who did not know them in uniform, may even know they served. That is a shame, because children, coworkers and others probably don't realize that the wisdom they so respect, came of military experience. WWII veterans earned well-deserved recognition with Tom Brokaw's book "The Greatest Generation". In that he reflected not only on the heroism of the warrior, but on the tenacity of the veterans to overcome and drove the nation to undreamed of potential.

Contrary to what is too often portrayed on the news, that is still the case with our Korea, Vietnam and Persian gulf veterans. Look



Veteran Joe Killough a few years ago



Veteran—The author a few(er) years ago

at fortune 500 companies and highly successful leaders in industry. Often there is a veteran at the top, and the team-building, mission mind-set may be reflective of his or her formative years in the military.

But, what about the homeless veteran, the pan-handler, the drug addict we see on the street-corners and in the news? This is a problem the United States has faced since the Civil War and it is very real. The Veterans Administration was created in part to address the problem of veterans who returned to economically

decimated towns with no jobs, medical care, or even burial grounds for them. Veterans come from all walks of life. For some, the only family they ever knew and the only job they ever learned was their

military role. Absent that, they find themselves alone and isolated, unemployed and they circle downward in despair. I don't know if there are statistics to show this, but I suspect some of these folks failed in the military as well. Nonetheless, they are our brothers and our society has a burden of responsibility that we take seriously. I am delighted to see persistent national focus on veteran employment. I think as a nation we are getting that right.

What of the epidemic of PTSD? Post-Traumatic Stress Disorder has been a part of war since the beginning of recorded history, and centuries before it became a bou-

tique diagnosis. It is real, it exists, and some folks are truly torn apart by it. After Vietnam there were tens of thousands of suicides and untold numbers of divorces. Many of those affected may well have been carrying the burden of horrific memories they could not compartmentalize while others just couldn't adapt to being back in a nation that had left them behind.

But even those folks were not attacking innocents and using PTSD as a defense.

Ask many WWII, Korean or Vietnam veterans to describe their wartime role. Many will be happy to describe their training, the places they were stationed, and the people they knew. But will leave out the combat part. A respected mentor of mine will absolutely not recount his days as a combat B-17 pilot, but he will gladly and with perfect clarity describe everything for the decades before and after. He has PTSD, but he has compartmentalized

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the bad, and benefitted from the good. Many of you may have similar feelings. That is normal and totally Okay. Those who need help should get it, but we need to help the lay American to understand that being a veteran does not automatically make us all quivering masses of traumatized Jell-O in need of counselling.

Veterans should revel in their extended family. We share a bond that is not dependent on having been under fire, having flown hero missions, or even having had a distinguished career. Most veterans will never have been a General and will have never had a book written about them. But some will, and to a one, the ones I know don't really care and don't hold that prestige in front of them. When meeting another veteran, they are equal and they will embrace as old friends – General to private. Because they belonged. Veterans, sitting around a table will share stories and experiences they will share with no one else, because we are brotherhood, even if separated by generations, who share a common experience.

We are still manufacturing veterans today, and they still must form the same common bond of trust in one another. I was fortunate to work at Lackland as many of you do still. I watched the busloads of long-haired street kids mixed with clean cut go-getters arrive every Wednesday. After a few short weeks those same kids were a team and spoke a common language. I'd talk with these young men and women and many had amazing stories to tell – abandoned, desperately poor street kids, children of millionaires, college graduates, skilled workers out of work....all now on a single team, with a single language, and codependent on one another. They had just started a journey that would make them veterans. All equal, all brothers.

And, our nation will need many more of these men and women in our military for as long as we stand as a nation, and as veterans to strengthen and solidify our American culture.

Today's youth, like youth in the past, still need role models. And, as social interactions become increasingly impersonal and distant, they still need a sense of organizational belonging.

They need us.



<https://www.flickr.com/photos/eaairventureoshkosh/19846962878/>

So back to our clear eyed child. As a child he is fascinated by power and strength. As it was for me as a child, the sights and sounds of power are addictive. But for him to understand and to link those planes, sounds and dreams with people who do and have served he has to know us. It is our role as veterans to provide proud faces and wise souls for him to associate with those sights and sounds. It will be members of our brotherhood, who will inspire him and other youth to be "joiners", not loners, in their school, community, church and civic organizations.

So this veteran's day, while we rightfully revere and honor the veterans among us, I charge those same veterans to step forward. Take the time to seek out youth and young adults and show them who and what the brotherhood of veterans really is. Help, when able with groups and organizations that foster a sense of belonging. Take them flying, or fishing, or to a car show – whatever you do.

And be proud to tell them where you have been.

So, I confess: I am an aviator *and* I am a veteran, and I am darned proud to admit to both. I enjoy sharing both proudly but without egotism, and hope you do too.

Whether the temporary guardian of a warbird or the creator of a new homebuilt that somewhere sports your unit or service logo, I think it is our responsibility to help our young man to understand what those aircraft symbolize. We should remind him of the price of our freedom to fly, and be

proud to show him why we are so proud of our past. I hope we can all help today's youth to see veterans as wise, experienced (not just old), and part of an enormous family that will someday welcome them too – if they will dream, if they will aspire to be part of the 2 percent of Americans who can and will serve.

And, perhaps someday if you haven't already, you'll look down at a young man in awe of your aircraft – and see the reflection in his eyes – and it will be you.

Happy Veterans Day. I salute each of you. Brothers (and sisters).



FROM HEADQUARTERS

Here are a few events and news shorts from EAA

EAA Webinars:

11/4/15 8 p.m. CDT

Carbon Monoxide - Silent Killer

Maintenance expert Mike Busch illustrates the dangers of carbon monoxide (CO) in the cockpit by reviewing a number of CO-related accidents. He discusses the physiology of CO poisoning, sources of CO in the cockpit, and provides specific recommendations on the best CO detectors for cockpit use. Qualifies for FAA Wings and AMT

11/11/15 7 p.m. CST: **Precession Precision: Taming Turning Tendency**

Many pilots report (especially when flying Light Sport Aircraft) that raising the nose causes the plane to yaw in one direction, and lowering it yaws them in the opposite direction. This gives LSAs a reputation for being instable (or squirrely). In fact, these aircraft are merely obeying natural laws. Retired physics professor Paul Shuch will teach you how to anticipate, detect, and conquer gyroscopic precession. Qualifies for FAA Wings credit.

11/18/15 7 p.m. CST: **The ForeFlight / Garmin Panel Connection**

This year, at EAA AirVenture Oshkosh 2015, ForeFlight announced their groundbreaking collaboration with Garmin avionics, bringing you two-way flight plan transfers, ADS-B weather and AHRS pitch and bank information. This webinar provides you with a connectivity roadmap, describing the steps necessary to send your ForeFlight flight plans to your Garmin GNS-430/530 or GTN-650/750 series navigators and use your panel mounted avionics as a source of GPS location, Traffic, Weather and more. Qualifies for FAA Wings credit.

11/24/15 7 p.m. CST: **Drones: The New Frontier?**

Scott "Sky" Smith discusses the ever growing field of Drones or Unmanned Aircraft Systems (UAS). Sky will talk about common questions such as: How will drones affect us as pilots? Ways to use that new drone? Do you need an exemption 333? Review of rules for model aircraft vs. commercial or government use. Additional information on the basics of risk management as an operator.

12/2/15 8 p.m. CST: **Piston Engine (In)Efficiency**

In today's world of \$5/gallon avgas, it's a painful truth that our piston aircraft engines only convert about one-third of the fuel's energy into useful power. Mike Busch explains why the other two-thirds of the energy is wasted, and what we can do to reduce that waste and maximize engine efficiency. Qualifies for FAA Wings and



AMT credit.

EAA SportAir Workshops

Cost (member/non-member) - \$349/
\$389

(Click link above or see EAA.org for more info)

December 5-6, 2015: Houston, TX

7651 Airport Blvd

Aviation Institute of Maintenance

Houston TX 77061

Composite Construction, Fabric Covering, Sheet Metal, Electrical Systems, Gas Welding

Be an Eagle Flight Leader for Your Chapter!

By Brian O'Lena

October 2015 - The primary goal of EAA's Eagle Flights program is to grow participation in aviation at the chapter level.

In order to achieve this goal, the program aims to:

- Mentor new pilots and reactivate lapsed pilots.
- Strengthen EAA's position as the local access point to aviation.
- Share knowledge, information, and resources.
- Build on the camaraderie and sense of belonging that our EAA community is founded upon.

We are asking each EAA chapter to appoint a new position—Eagle Flights Leader—to serve as the chapter's point person for the Eagle Flights program.

The Eagle Flights leader can also be an Eagle mentor pilot, and he or she may hold other positions within the chapter such as Young Eagles coordinator, membership chairman, or any other officer position.

The Eagle Flights program is designed to be a special one-on-one flight experience with an EAA chapter's mentor pilot. Unlike the Young Eagles program, Eagle Flights are not conducted in a rally environment.

We envision the Eagle Flights leader as the coordinator between the person who wants a flight and your chapter's mentor pilots.

Please join us and help those who are dreaming of flight to make it a reality today!

For more information on the Eagle Flights program or to order materials, please visit our website at www.EAA.org/eagleflights.



SAFETY NOTES & NOTAMS

OUT IN THE COLD WITHOUT A CAP



Ron O'Dea EAA 35 Safety Officer

The continuing theme of these safety briefings is "Keep your brain in the game!" Here are some examples of not having the brain in the game and the results. Fly same, be safe.

Reprinted from http://asrs.arc.nasa.gov/docs/cb/cb_429.pdf

A C182 Pilot was lucky to have an airport within gliding distance after the engine ran out of fuel. A post-fueling pre-flight could have prevented this embarrassing bladder-emptying event.

■ *On an IFR flight in VFR conditions at 4,000 feet, the engine lost power. I immediately switched the [GPS NAV] to Nearest Airport. The temperature was -4C so I had already pulled the carb heat and noticed that the fuel gauge on the left tank was empty and the right tank read a bit over half full. I switched to the right tank, but still no power. All the while I continued my glide toward the airport. At about 2,500 feet I saw the airport and set up for a power-off landing which was uneventful.... I cancelled my IFR clearance and notified the briefer that...the flight had terminated uneventfully.*

My first thought was that the fuel line from the right tank had frozen and fuel was exhausted from the left tank with plenty in the right tank. The temp on the ground was +2C so I expected that this might be OK once the plane warmed above freezing. When I left the FBO office and walked back to the plane I noticed that there was something different about the right wing gas cap. Sure enough, upon closer inspection, it was hanging by its chain well clear of the filler port.

Prior to the flight I had purchased 40 gallons of fuel (top off) and while the lineman fueled the plane I did my walk-around preflight. I thought I had done a very good job of this, but if I had done the walk-around after the refueling I would have seen the fuel cap condition.... I could say that this was caused by the lineman not replacing the fuel cap, but in the end it is my responsibility to manage all aspects of the flight and checking the oil filler cap and the fuel caps fall under that as well. I also had a second chance to discover the missing cap since I flew to an intermediate stop in this condition and departed with the cap off and still unnoticed.

With the cap off, fuel is gushing out over the top of the wing and trailing off past the flaps. The weather was cloudy and visibility was limited, but still VFR during takeoff and initial climb out. This white background would perhaps make the fuel loss less apparent, but I'll bet if I would have looked, I would have seen it.

During flight the plane appeared to me to be heavy on the left side. I noticed this and continually examined the ball and rudder trim, but

never understood what was making me think something was abnormal. I scanned the gauges but was always satisfied that the fuel was OK because the gauges were never real good at showing the fuel level when it had over 3.5 hours of fuel remaining anyway.

I dipped the tanks after the incident and found that both tanks were completely empty. I then called my A&P/IA who was familiar with this. He explained to me that the erroneous high fuel level indication of the tank with the cap missing was caused by the empty fuel bladder bottom surface buckling. The bladder was being sucked up by the low pressure over the wing which also propped up the fuel float sensor bar and resulted in the gauge indicating a high fuel level.



<http://sportysnetwork.com/airfacts/wp-content/logs.dir/13/files/2011/06/fuel-gauge-low.png>

A Most Fortunate Find

Apparently the rate of fuel loss from the uncapped tanks was not sufficient to catch the attention of this Cirrus SR22 Pilot. It took a timely message from ATC to prevent what could have become a serious fuel incident.

■ *[The field] only offered self-serve fuel, something I am trained to do, but don't do very often. I taxied the airplane to the self-serve station and followed the procedures for refueling my airplane. I added a total of 12.5 gallons of fuel; 6 gallons in the right wing and 6.5 gallons in the left. After fueling, I purposely left the fuel caps on top of the wings with the intention to come back and visually check the fuel level before departure. After I was done fueling I forgot to do my final check of the airplane where I would have checked the fuel caps.*

After refueling I started the engine, did my normal Before Takeoff check and run-up, and got an IFR clearance.... All indications were normal, but I failed to notice that I was missing my fuel caps. I flew for about an hour before I checked in with Approach at [destination]. They advised me that an SR22 fuel cap was found at [departure airport] and they suspected it could be mine. Approach advised me that my company wanted me to land as soon as possible to see if I was missing some fuel caps. Approach suggested that I go to [an alternate airport] and I agreed since this was a good option for me at the time. I had the airport in sight and got cleared for a visual approach. I made sure I stayed high on my approach in case of any issues with the engine.

Landing was normal and on the ground I noticed that I was missing both of my fuel caps. I parked the airplane and followed our procedures to cover the fuel tanks until the next day when our mechanic came with replacement fuel caps.

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An Uneasy Feeling Precedes an Unplanned Landing

This Pilot got rushed and forgot to check the fuel caps after refueling a borrowed C182. An hour from the destination airport, the Pilot also failed to pay attention to a feeling that something wasn't right. When that something is corroborated by a fuel gauge on EMPTY, do as the Pilot suggested— pay attention to the feeling.

■ *I pulled up to the fuel pump and dipped both tanks. There were 10 gallons in the right tank and 25 gallons in the left. I decided to put 25 gallons in the right for a total of 60 gallons. However, the pump stopped at 20 gallons due to my error in operating the self-serve pump. Another aircraft had pulled up behind me, waiting to fuel up, so I felt a little rushed and decided not to re-engage the pump for the extra five gallons I had originally planned.... I quickly re-calculated the difference the five gallons would make in my planning (55 gals vs. 60 gals). Having never flown this aircraft before, I wasn't completely sure what the normal fuel burn would be, so I calculated a 15 gallons-per-hour burn. I flight planned for a 2 hour trip, so with 55 gallons on board I figured I had about a 3.6 hour endurance, with the required fuel reserve.*

We took off...and eventually got handed off to Center. I was having trouble communicating with Center, so I canceled Flight Following and continued on my way. It was also about this time I noticed the left fuel gauge showing empty. Not having flown this airplane before, I didn't know whether this was normal or not. I started feeling a little uneasy and I did consider stopping...to investigate and refuel if necessary, but decided to keep going as we were only about an hour away from home. When we got about four miles past [another airfield], the engine stopped. I immediately turned back toward the field. I relayed



<http://brightcove.vo.llnwd.net/e1/>

my intentions (the field was closed this day so no one was in the Tower). I set up for a glide to the runway but as I got closer I saw X's on the runway numerals. I then decided to set up for a landing on the other runway. During this time I had asked my passenger to get the CTAF frequency (which wasted precious time and altitude) and by the time he found it on the sectional, my altitude had depleted to about 600 feet above the surface. I was still on downwind so I immediately turned to lineup on the runway, about midfield. I overshot the runway so I banked sharply to get back on centerline. The aircraft was about 15-20 feet above the runway and just ran out of energy. We impacted the runway fairly hard but there was no damage and no one was hurt.

While we were sitting on the taxiway awaiting the tug, I got out of the aircraft and the first thing I saw was the left fuel cap was not securely fastened to the fuel port. I also dipped both tanks and they were completely empty. I surmised that all the fuel had been siphoned or vented out of the open fuel port.

Lessons learned/suggestions: 1) Never allow yourself to get rushed for any reason. Had I not been rushed, I would have double checked to ensure all caps were securely fastened. 2) When you get that feeling that something isn't right, pay attention; it probably isn't. If I had listened to myself about the uneasiness I felt about the fuel gauge and landed, I would have noticed the fuel cap being off, refueled, and avoided this situation altogether. Finally I would like to say that I have been flying for [many] years and have always been very safety conscious. I never thought that one day I would run out of fuel, but it happened. If you don't practice emergency procedures, especially dead-stick landings, you're doing yourself a great injustice. I do every time I go up and it paid off this time. Let your training take over and remember— fly the airplane, no matter what happens.



Randolph Aux Field Civil Fly-In to discuss Mid Air Collision Avoidance 13 November

The 12FTW will host a Civil Fly-in at SEQ/Seguin Airfield (Randolph AFB Aux) Friday, 13 November 2015. This open house provides a forum to discuss Mid Air Collision Avoidance (MACA), Seguin pattern/ops, general meet and greet the Public.

Attendees may Fly-In or Drive-In... [details attached](#) in the required DD Form 2402 ([see link](#)). DD Form 2402 Hold Harmless "Point Of Contact" (POC) are (Randolph AFB Airfield Manager) Mr. Fawver (210) 652-8160 geren.fawver@us.af.mil or Mr. Gomez (210) 652-8166.

Prior Permission to Land is required. Completed DD Form 2402 must be mailed to the Randolph AFB, Airfield Manager (attention Mr. Fawver) 1350 5th St East, Randolph AFB TX 78150. Original blue ink hard copy of your DD 2402 (with signature and no errors) must be received **NLT 2 November 2015**. You will also need to send proof of Insurance but not the DD 2400. In-lieu of a signed DD 2400 from your insurance company, a copy of your policy showing dates of coverage will work. The policy copy is better for them than a DD 2400.

Upon 2402 approval, individuals will receive a PPR number, landing slot time, arrival/parking/departure instructions, and



CONRAD HUFFSTUTLER- REBUILDING THE WILDCAT

Chuck Fisher

If you missed the October meeting, you really missed a treat. I don't always recount the presentations, or try to, but this one deserves re-telling.

Conrad and his Dad Mark Huffstutler made a grand entrance in their immaculate T-6 setting the tone for their absolutely amazing presentation.

Conrad is, we learned, an artist and a brilliant aircraft Reconstructionist who takes after his Dad. Mark Huffstutler owns and operates Sierra Industries, a growing business that refurbishes and improves business jets. Conrad, as a twenty something, has amassed hours in warbirds we can only dream of, and has technical skills that every homebuilder wishes to have.

Conrad told of his journey to rebuild a Wildcat. For him, this was a full time job and he formed a company of his own specifically to rebuild warbirds like the wildcat. Conrad says his dad wanted a warbird with a round engine, it had to be rare, and it had to be absolutely authentic. They found their warbird project Bu86774 as a museum stock with oodles of parts another builder had begun to amass and acquired more. The basic airframe was in a museum and had one wing, the other a plywood replica. They found another Wildcat that had been fished from Lake Michigan and another was a wreck from a mountain. Conrad acquired the original drawings from microfiche through the Smithsonian institute, and began a full time project to not just restore...but to re-construct the Wildcat to its factory new specs.

He showed us how the plane was painstakingly disassembled, cleaned, every part inspected and if needed re-constructed, painted and anodized, then re-built to factory new specs. Even with all the parts they had, they had no right wing. So, using the opposite wing and drawings, he and his team painstakingly re-constructed a new wing. He proudly reflects that after installation, the reconstructed wing was within hundredths of a degree of the other one. It was perfect.

As it became apparent that most of the aircraft would have to be actually reconstructed, Conrad digitized the original plans into a CAD program and used waterjet machines to cut new parts



http://www.warbirdsnews.com/wp-content/uploads/FM-2-Wildcat-Wild-Warbirds_5.jpg

to exact factory specifications. He can, he says, manufacture any part for a wildcat...if you happen to have one.

The original parts-matching engine was overhauled to new specifications all the way down to the shotgun shell starter. The non-original DC-3 display prop was replaced with a very rare original electric propeller and every accessory was meticulously overhauled to new specifications.

Conrad showed us how he refabricated parts and re-constructed missing parts, even those covered and out of view, down to the exact factory stenciling – even though no one would or could see the details. Every placard, label, etching, and factory stamp was restored or recreated to new. Even the cloth wiring, not manu-

factured in the US for decades, was custom manufactured to original factory specs. This was the artistry of a talented young man with access to the tools and talent at Sierra Industries.

Conrad Huffstutler's Wild Warbirds took home both the Reserve Grand Champion WWII and the Gold Wrench

Awards at the EAA's AirVenture 2013. Not bad for his first attempt at restoration!

As Conrad detailed his amazing technical restoration, he also described the amazing history of this and other WWII aircraft. He has flown more warbirds than probably any man of his age, and test flew this plane on its maiden flight. He had a clear sense of his role as a guardian of irreplaceable history and was quick to point out the significance of this project as it honored those who flew the wildcats in days gone by.

As Conrad told this tale with the polish of a professional speaker who could just as easily been on stage in front of thousands, I watched Dad, Mark Huffstutler, as he advanced the slides. A quiet sort, he was proud – it showed.

He should be.

We were treated to an inside look at a treasure – not just the airplane, but the artist. Check out Conrad's website at <http://wildwarbirds.squarespace.com/> and a nice article about the Wildcat at <http://www.warbirdsnews.com/warbirds-news/wild-warbirds-wildcat.html>



OCTOBER MEETING

FEATURING CONRAD HUSTETLER



OCTOBER MEETING



THE BUILDER'S CORNER

TROUBLE SHOOTING IS PHYSICS

Mark Julicher

How much is 33 pounds per square inch? Can you wrap your mind around how much force this is? Let me help. Most of our vehicles use about 33psi tire pressure and that pressure readily holds our 4000 pound road behemoths off the pavement. It is a LOT of pressure. Think another way, assume you weigh 200 pounds and your footprint has an area of 40 square inches – then you are exerting approximately 5 psi with your feet. That too is considerable pressure.

Now think about your oil pressure. Depending on your engine, it is anywhere from 25 to 80 psi. Oil pressure forces a film of oil between the bosses and engine bearings and keeps them from scuffing and wearing out. So oil pressure is good, low oil pressure is bad. So continue on and ponder this low oil pressure happening.

Look at photo 1. Something was disintegrating inside a Continental A-65. Rob Lees was enroute from the Pacific Northwest to points east in a Taylorcraft when he noticed 10psi oil pressure when it should have been 35. Scary, especially over the mountainous terrain where he was. Metal had clogged the screen to the point where the engine was oil starved. How



Photo 1: Oil screen from a Continental A-65. Photo Credit: Rob Lees.

long can the engine run like this? Rob did not wait to find out, but headed for the nearest airport and when he was in gliding distance he cut power and landed dead-stick.

At the time of this writing the engine had not yet been torn down to determine the source of the metal. Suffice it to say that the low oil pressure was telling a story and Rob did the right thing.

Fuel starvation/contamination:

The pilot reported he could not make full power during take off and climb, but in cruise flight all was OK, first clue. At engine shutdown the mixture control was only halfway back when the engine quit. Hmm... A control input behaving differently than normal, second clue.

Now had this been a single engine aircraft the intrepid pilot might have sought a mechanic at that point, but no. He made several flights with the aircraft performing in this manner. He actually stated that since the single engine performance was really good, the balky engine was not a big problem... really? Yes, really. The pilot elected to troubleshoot the system himself i.e., perform non-legal maintenance.) Opening the fuel strainer released a cup full of unknown substance that appeared to be grains of plastic, (third clue, possibly the remains of a fuel float.) The substance was cleaned out and aircraft was flown again with same low-power result.



Photo 2: Trash removed from fuel strainer. This is about ¼ of the quantity removed.

(Continued on page 13)

BUILDERS CORNER (CONTINUED)

(Continued from page 12)

Finally, the owner got worried enough to ask for help. The pilot said that with the electric fuel pump on everything operated normally and the engine made good power, fourth clue. He also stated that the a fuel quantity gauge was inoperative, (no float perhaps?) All the clues are pointing at fuel starvation.

As it turns out, the unknown substance had infiltrated the fuel pump, throttle body, and flow divider. The fuel system was seriously clogged. The three accessories have been overhauled and the engine is going back together. I expect it will operate just fine, but at this writing I have not yet run the engine.

Ask yourself, at which clue would you have grounded the aircraft?

Gun Cleaner:

Spraying a beautiful dope or paint finish on your airplane is fun.

Cleaning the spray gun is not. But unless you are crazy rich, you have to clean that spray gun really well because a good spray gun costs \$\$ and a super good spray gun is about two

car payments. Being naturally lazy, I am always looking for a better way to clean up after a session of spray painting.

So that said, have you seen this stuff? Aerosol Injected Cleaner. The Eastwood Company out of Pottstown, PA sells this product. It is acetone and propane propelled by carbon dioxide.

A couple shots of this down the gullet and your spray gun is supposed to be clean. Ya gotta love it.

At \$12 per can it is not cheap, but a gallon of acetone is not cheap either. I just bought three cans and I will see how it goes, but I suspect it will be a real time saver. Find it at www.eastwood.com.

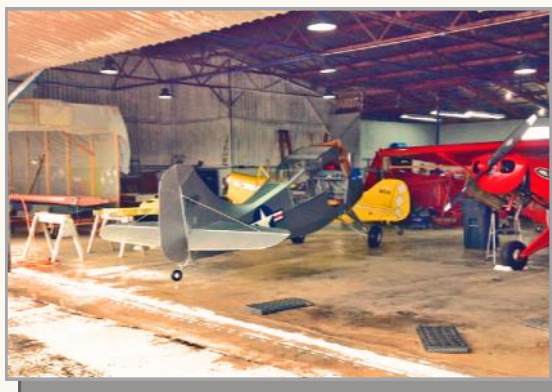


Photo 4: A fun day at Hangar 64. Five planes in various states of repair. Aeronca L-16, Piper PA-12, Pitts S-1, Bellanca 14-13, PA-22 wings in spray booth.



Photo 3: Spray Gun Cleaner



FAA to Allow Electronic Attitude Indicators as Drop In Replacements for Vacuum Driven Gyros



The FAA released Policy Statement PS-ACE-23-08 in September. This policy statement allows for a single function vacuum-driven attitude indicator to be replaced with a single primary function electronically-driven attitude indicator or a an electronically-driven attitude indicator that provides a secondary (advisory) function (such as turn & slip indication). They may replace the existing attitude indicators used in VFR or IFR airplanes as a Minor Alteration requiring only a log-book entry,

The Policy Statement (http://www.faa.gov/aircraft/draft_docs/media/PS-ACE-23-08.pdf) allows drop in replacement of an existing vacuum gyro with an electronic one, given that there is a backup power source and no structural alteration of the plane is required. The existing airspeed, altitude, and turn/bank indicators must remain in their originally certificated or basic "T" locations

and the electronic attitude indicator will require a dedicated circuit breaker as well.

Electronic attitude indicators are less likely to fail and require less maintenance. They have been used for a long time as backup's to the trusty gyro, but this allows much greater use in even certificated planes. Sadly, the current guidance talks about "Single Function" which would seem to disallow EFIS like the Dynon D10 systems even though no modification is required.

OCTOBER MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to David Baker and Charlie Brame for correctly identifying our October mystery airplane as the Fleetwings F4/F5 Sea Bird. The Sea Bird was designed in 1934 & 35 by James C. Reddig for Fleetwings Inc. of Bristol PA. The company was hoping that the design would be the ultimate amphibious air-



plane for saltwater operations since the fuselage was made entirely of spot welded stainless steel which make it less susceptible to corrosion. Fleetwings planned to market the Sea Bird to coastal sportsman and oil companies operating in the gulf region of the US

The Sea Bird was powered by a 285 hp Jacobs radial engine



which gave it a cruise speed of 135 mph. The fuselage was 32 ft. in length and the air-

plane had a wing-span of 40 1/2 ft. Empty weight was 2450 lbs. while gross weight was 3750 lbs. The production version of the Sea Bird could carry four passenger plus the pilot.



Photos: Golden Wings Museum

The Sea Bird cost \$25,000 in 1936 which was a significant amount of money during the depression era. The cost along with fact that the stainless steel was too costly, too heavy, and too labor intensive for commercial aircraft manufacturing resulted in the company stopping construction of the Sea Bird after building only one prototype (the F4) and five F5 production aircraft.1,2

The prototype F4 Sea Bird which is pictured here is owned and maintained in flying condition by the Golden Wings Flying Museum near Minneapolis, MN. Be sure to check out their web site at the following link:

- <http://www.goldenwingsmuseum.com/collection/collection.htm>

To see the Sea Bird in flight, check out the following YouTube video:

- <https://www.youtube.com/watch?v=dDVPR86sU1s>

Source for this article include AOPA and Wikipedia

- <http://www.aopa.org/News-and-Video/All-News/2015/August/05/Shiny-Sea-Bird>
- https://en.wikipedia.org/wiki/Fleetwings_Sea_Bird



NAME THE PLANE

Here's our November Mystery Plane. This may be an easy one for some of you since this airplane has been in the aviation news recently. Who will be the first to email me at dapsey@satx.rr.com with the following information?



1. What company built it?
2. What was its designation and name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.
3. Within 5 years, what year did it first fly?
4. Did it ever go into production and if so, how many were built?
5. Bonus: This airplane is considered a "first of its kind." What is so unique about it?



Brian Goode



they are available for pick up at the Goode’s hangar, or you can wait until the next Chapter 35 meeting. You’ll want one for the Young Eagles Rally!

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

The fishing shirts are priced at \$43.00. The golf shirts are only \$30.00. If you don’t see a fishing shirt you like, we will take your order for your exact size and color. The golf shirts are unisex

SHIRT NEWS

The latest order of shirts is now available. For those of you who special ordered fishing shirts and the newest Safety Yellow golf shirts,



sized and are all bright yellow.

LOG BOOK TOTE BAGS

We still have a couple 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 Colorized Chapter 35 logo on the front flap. They are made of a heavy 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 are only \$29.00. The pilot shops sell these for \$60.00+.

Your Country Store is always on the lookout for additional merchandise that could be used to promote the Chapter and to help offset its operating expenses and aviation education events. So please keep those ideas coming in.

MERCHANDISE FOR SALE AT THE COUNTRY STORE

“Fishing Shirts” Short Sleeves	Men’s & Lady’s	\$43.00
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Log Book Tote Bag w/Chapter 35 logo	Black	\$29.00
Cloth Baseball Caps	EAA or Chapter 35	\$11.00
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Chapter 35 Sew-On Logo Patches		\$3.00
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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

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 Immediately following the meeting 11:30 am
	?	Young Eagles Rally	Watch E-Mail for New Date and Time!
DECEMBER	12	CHRISTMAS PARTY Christmas gathering 11-12 Old Fashioned Home-Cooked Holiday Dinner 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 Local/Texas Events 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>

Oct 31 *Annual Elm Creek Airpark Fly-In*
 Elm Creek Airpark (oTX6)
<http://www.elmcreekairpark.com/>

Oct 31 - Nov 1



Alamo Air Show & Open House
Randolph AFB
 USAF Thunderbirds
 US Army Parachute Golden Knights
 Ace Maker Airshows
 SHOCKWAVE & Flash Fire Jet Trucks



Nov 7, 2015 *Warbirds Over Hondo*
 Hondo, TX
<http://warbirdsoverhondo.com>

Nov 7 *Great Southern Sonex Gathering*
 Coulter Airfield (KCFD) Bryan, TX.
<http://gssg.robearbar.com>

Nov 13 *Randolph AFB Aux Field Civil Fly-In*
 SEQ/Seguin Airfield **PPR Required**

December 5-6, 2015: *EAA SportAir Workshops*
 Houston, TX
 Composite Construction Fabric
 Covering Sheet Metal Electrical
 Systems Gas Welding

For Sale: Engines:

- * **Continental A65-8** 0 hrs. SMOH, installed new pistons, pins, rings, rocker pins, valves, bearings and gaskets. Engine is guaranteed. \$5400
- * **Continental A80-8** 0 hrs. 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 Taylorcraft BC-12D 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 tcfllying-doc@yahoo.com. *(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. \$8500. PM me for more details Cbrayxxxx@gmail.com 361-876-2729 *(expires Nov 2015)*



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

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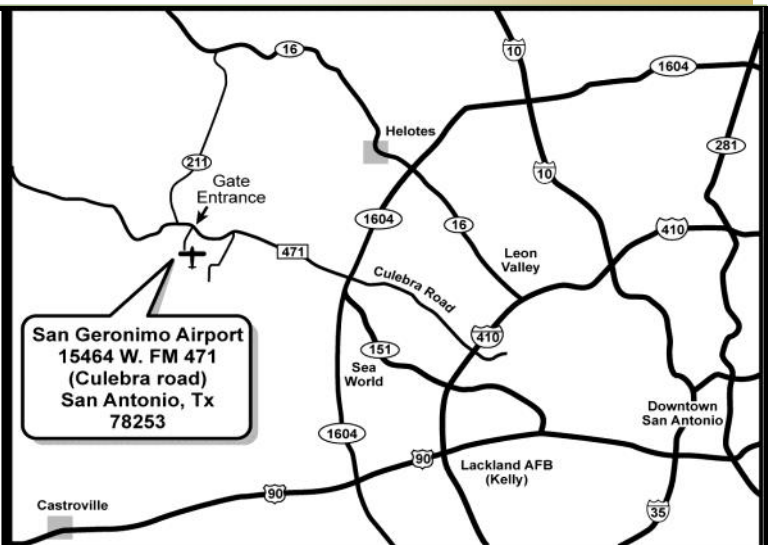
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

*Chapter 35 meets
Each Second Saturday of the Month*

Lunch Meeting
**Chili Cook-Off, Fly-Mart and Annual
Membership Meeting**
14 November
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.

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

PRESIDENTER COCKPIT[For English Click Here](#)

Jag har just återvänt från en vecka i det historiska och antika staden Oxford, Storbritannien, där jag deltog i den internationella kongressen för flyg- och rymdmedicin, jag nu tillbaka till en modernare liv igen. Kongressen sponsrades av International Academy of Aviation och rymdmedicin, där jag var ordförande för två år i början av detta århundrade. Jag söker liknande byggnader och traditioner från 1400 AD i Texas, men jag förstår att Texas knappt uppfanns vid den tidpunkten. I Oxford valde jag att bo i sovsalar i Christ Church College från 1400 AD. Med undantag för de morgontemperaturer när jag vaknade upp med ca 60F inne i rummet (eftersom de inte slår på det varma vattnet till radiatorerna fram till den 1 oktober), var det en fantastisk (som jag förstår är en föredragen brittisk ord) miljö med byggnader från samma århundrade, en katedral som hade fantastiska choral konserter varje kväll klockan 18.00 GMT (eller UTC) sommartid och en mycket stor matsal från den tiden för eleverna och deras lärare. Vi var också serveras frukost och ibland middagar (och hade den sista bankett) i mycket elegant miljö med bilder av gamla professorer och andra viktiga historiska personer i gyllene ramar stirrar på dig från väggarna. För dem som har sett den brittiska TV-serien om Kommissarie Morse, som alltid körde runt i hans eleganta röda Jaguar, kommer du att känna igen alla de mord, som inträffade vid Christ Church College (och några av de andra 37 högskolor i Oxford). Det fanns även en episod av en pilot mördas, som jag såg innan jag kom till Oxford för att bekanta sig med miljön. Men jag, tyvärr, inte ser några tjugiga och kluriga mord, när jag stannade där, och dessutom var jag inte heller mördade min själv, som jag är särskilt glad för.

Vid kongressen, träffade jag många kända personer inom flyg- och rymdmedicin från hela världen. Jag pratade med min gode vän, vice Federal Air kirurg, Michael Berry, (son till den berömda NASA Apollo-programmet flygkirurg, Chuck Berry, 93, som också deltog i kongressen). Både far och son har varit presidenter akademien, liksom Aerospace Medical Association i USA. Michael Berry berättade om alla de problem som de har haft på FAA med medicinsk klass 3 certifikat ändringarna och Pilot Bill of Rights 2, där både AOPA och EAA har väckt många frågor om ändringar. FAA har arbetat mycket hårt för att göra ändringar för att uppfylla alla önskemål från Senators och kongressledamöter och andra instanser som arbetar med olika vyer. Det är en mycket mödosam process, där så många fall har sina synvinklar, och det uppenbarligen tar lång tid att få ett samförstånd som är godtagbar för alla.

I kongressen var många mycket intressanta frågor som behandlas inom avancerade flygmedicin teknik, moderna rymdmedicin, flyg fysiologi, flygläkarundersökningar och regler och skillnaden på dessa områden över hela världen. Hela sessioner ägnades åt, till

exempel psykiska undersökningar och släppa informationen för psykiskt sjuka piloter (med avseende på Lufthansa styrmannen som uteläst kaptenen från sittbrunnen och avsiktligt flög flygplanet till marken döda alla ombord), den neurologiska dykarsjuka orsakar risk för hjärnskada hos U2 lotsar, andningsregulator problem i F-22 flygplan, den tredje klassen medicinska certifieringsprocessen och långsiktiga mänskliga rymdfärder problem.

Vår experimentella flygplan Zenith STOL CH701 har nu prov-flygmer än 16 timmars FAA obligatoriska 40 timmar. Vi har haft flera problem som behövde ändringar under dessa provflygningar, men alla av dem har tills nyligen varit möjligt att fastställa utan alltför mycket problem. Det är anledningen till varför de 40 timmarna av FAA nödvändiga prov-flygande är så viktiga. Men just nu har vi jordad alla flygningar med våra flygplan, efter vårt test-pilot, Lex Brown, upptäcktes tre olika sprickor i svetsningen av avgasrören från ljuddämparen av den helt nya motorn efter den sista flygningen. Han kontaktade den australiska Jabiru Engine säljbolag i USA, Jabiru USA, men trots många samtal och e-post med bilder av sprickorna och lovar att svara från bolaget, ingen svarade på våra frågor under en period av en vecka. En liknande episod inträffade med bolaget några månader tidigare när det gäller en annan fråga. Lex har därför kontaktat en svetsare, som har lovat att åter svetsa sprickorna med korrekta förfaranden. När det är klart, kan de provflygningar fortsätta igen.

Senast månatliga mötet deltog 37 medlemmar och gäster. Efter den läckra lunchen med brats och sauerkraut, den 23-årige piloten och re-builder (han startade ombyggnad ca 17 år gamla) av ett Wildcat VP flygplan, Conrad Huffstutler (tillsammans med sin far), flög in från Uvalde flygplats i en annan ombyggda gamla militära flygplan, och gav en mycket fascinerande information om hans kvalificerade och grundlig ombyggnad av Wildcat. Detta flygplan är nu flyger och har sålts. Han fick många frågor efteråt av mycket intresserade lyssnare.

Nästa EAA kapitel 35 fall, den årliga Chili Cook-off, startar på lördag 14 november kl 10.00 i vår klubbhuset och en omröstning kommer att välja den bästa Chili. Detta kommer att följas 11:30 av den årliga medlemsstämman och (mycket viktigt!) Val av EAA35 Officers för 2016-17. Det kommer också att vara en EAA Kapitel 35 Flymart, där du kan köpa flygplan relaterade (etc.) grejer till bra priser. Alla är välkomna till dessa händelser.

Ulf Balldin

To: Local General Aviation (GA) pilots
 From: Lt Col Powers, AETC 560th FTS (210) 652-5604

What: The 12FTW will host a Civil Fly-in

Where: SEQ/Seguin Airfield (Randolph AFB Aux).

When: On Friday, 13 November 2015

Why: Open house to discuss Mid Air Collision Avoidance (MACA), Seguin pattern/ops, general meet and greet to the Public

How: Fly-In or Drive-In... details attached in the required DD Form 2402. DD Form 2402 Hold Harmless "Point Of Contact" (POC) are (Randolph AFB Airfield Manager) Mr. Fawver (210) 652-8160 gen.fawver@us.af.mil or Mr. Gomez (210) 652-8166

Additional Information Required for Prior Permission Required (PPR) and landing slot times: Completed DD Form 2402 must be mailed to the Randolph AFB, Airfield Manager (attention Mr. Fawver) 1350 5th St East, Randolph AFB TX 78150. Original blue ink hard copy of your DD 2402 (with signature and no errors) must be received NLT 2 November 2015.

Your will also need to send proof of Insurance but not the DD 2400. In-lieu of a signed DD 2400 from your insurance company, a copy of your policy showing dates of coverage will work. The policy copy is better for them that a DD 2400.

Questions on these requirements, call: Mr. Gomez or Mr. Fawver at the above phone numbers.

Parking for approximately 30 Cessna 172 size aircraft (bring your own chocks)

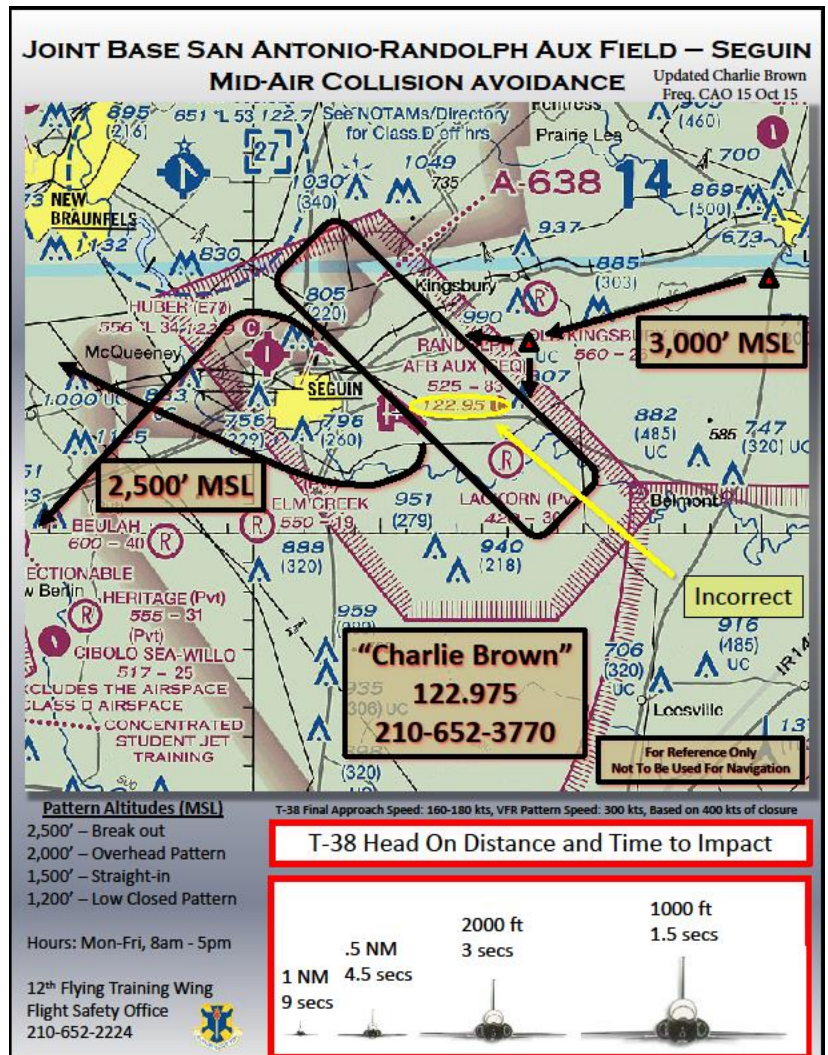
Upon 2402 approval, individuals will receive a PPR number, landing slot time, arrival/parking/departure instructions, and a schedule via email. Anticipate 15 minute arrival/departure windows. Automobile, access the field via "Aux Airport Road" and enter at the gate adjacent the fire station (arrive between 10:30 and 11:30).

NOTES: SEQ (Charlie Brown) sectional freq. is incorrect, utilize **122.975**. No fuel available. SEQ is an uncontrolled airfield, manned by a Runway Supervisory Unit (winds/altimeter setting available).

Tentative schedule: Aircraft arrival window 10:30 - 11:30;

Ceremony, Discussions, BBQ, static display 1200-1345;

Aircraft departure window 13:45 - 14:45.



CIVIL AIRCRAFT HOLD HARMLESS AGREEMENT

OMB No. 0701-0050

The public reporting burden for this collection of information is estimated to average 10 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Washington Headquarters Services, Executive Services Directorate, Information Management Division, 1155 Defense Pentagon, Washington, DC 20301-1155 (0701-0050). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ORGANIZATION. SEND COMPLETED FORM TO THE ADDRESS IN NOTE 2 ON BACK.

NOTE: THIS FORM DOES NOT CONSTITUTE A CIVIL AIRCRAFT LANDING PERMIT.

*Please read Privacy Act Statement and Instructions on back before completing this form.
If additional space is required, continue on back.*

1. THE USER NAMED BELOW, IN CONSIDERATION OF PERMISSION GRANTED BY THE UNITED STATES ARMED FORCES UNDER PL 85-726, 49 USC SECTION 44502(d), TO USE MILITARY AIRFIELD FACILITIES, AGREES:

a. The User releases forever the United States, its agencies, and United States personnel, from every liability arising out of the use of the military airfield, supplies, or services, by the User. The User will defend, pay or settle every claim or suit against the United States, its agencies, and United States personnel, by agents or employees of the User or persons claiming through them, or by third parties, and will hold the United States, its agencies, and United States personnel, harmless against every such claim or suit, including attorney fees, costs, and expenses, arising out of the use of the military airfield or military supplies or services, by the User.

EXCEPTION: Death, injury, loss or damage to persons or property resulting solely from the willful misconduct of United States personnel; and, in addition, any liability from another contract concerning the use of the military airfield, supplies, or services shall not be affected by the Hold Harmless Agreement.

b. The User will pay or settle every claim for death or injury to United States personnel, or for loss or damage to property of or under the control of the United States or United States personnel, arising out of the use of the military airfield or military supplies or services, by the User, unless the death, injury, loss, or damage results solely from the negligence or willful misconduct of United States personnel.

c. For the purposes of this agreement, the term "United States personnel" shall include:

- (1) Military personnel and civilian employees of the United States, including non-appropriated fund employees, acting within the scope of their employment, and
- (2) Heirs, successors, executors, administrators, and assigns of such employees.

d. The User will comply with all pertinent parts of applicable military regulations listed in NOTE 1 and local supplements, directives, and orders, which are hereby incorporated into this agreement.

e. This agreement replaces previous Hold Harmless Agreements, if any, by the same User, as of the date of this agreement. Termination by the User requires 60 days written notice to the military authority where the agreement was submitted.

NOTE 1	ARMY	NAVY	AIR FORCE
	AR 95-2 Can be viewed at: http://books.army.mil/cgi-bin/bookmgr/Shelves	32 CFR 766 Can be viewed at: http://calp.navfac.navy.mil	AFI 10-1001 Can be viewed at: http://afpubs.hq.af.mil

2. USER

a. CORPORATION (Name and address of divisions, subsidiaries, or companies of the parent organization named as user and for whom the user is legally liable should also be listed if this agreement is applicable to their use of military airfields.)

(1) TYPED COMPANY NAME(S)	(2) COMPANY ADDRESS(ES)
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b. INDIVIDUAL OR FIRST CORPORATE OFFICER

(1) TYPED NAME (Last, First, Middle Initial)	(2) ADDRESS (If corporation, may state "Same as Above")
(3) SIGNATURE (Blue Ink)	(4) TITLE (If corporate officer)

3. VERIFICATION (Complete if the user is a company, corporation, etc.)

I hereby verify that the signatory above holds the position indicated and is duly authorized to sign on behalf of the User.

a. SECOND CORPORATE OFFICER

(1) TYPED NAME (Last, First, Middle Initial)	(2) SIGNATURE (Blue Ink)
(3) TITLE	4. DATE SIGNED (YYYYMMDD)

PRIVACY ACT STATEMENT

AUTHORITY: 49 U.S. Code, Section 44502(d).

PRINCIPAL PURPOSE(S): Indicates certification by an individual or corporation to hold the U.S. Government harmless in consideration of permission granted for the operation of civil aircraft into military aviation facilities. Used in conjunction with DD Forms 2400 and 2401. It is maintained indefinitely.

ROUTINE USE(S): None.

DISCLOSURE: Voluntary; however, failure to provide this information will result in an individual or corporation being unable to operate civil aircraft into a military aviation facility.

5. REMARKS (If additional space is required, continue here. Refer to item number.)

***** MAIL THIS FORM TO: Randolph AFB Airfield Manager, 1350 5th St East, Randolph AFB TX 78150, Attn: Mr. Fawver *****

(Original blue ink hard copy with signature must be received NLT 2 November 2015)

13 November 2015 SEQ/Seguin Airfield (Randolph AFB Aux) Civil Fly-in, Additional Information Required for PPR and landing slot time:

Proof of insurance (does NOT have to be original, just a copy, as long as it shows coverage dates, tail # of insured aircraft, name of insured, and covered amount.

Aircraft Owner Name:

Aircraft Owner Phone:

Pilot in Command Name:

Pilot in Command Phone:

Pilot in Command E-mail:

Aircraft Type:

Aircraft Registration Number:

Number passengers:

Passenger Names:

Any additional visitors to SEQ (Randolph aux field) via automobile?

If Yes, list names:

NOTES: SEQ (Charlie Brown) sectional freq. is incorrect, utilize 122.975. No fuel available. SEQ is an uncontrolled airfield, manned by a Runway Supervisory Unit (winds/altimeter setting available). Arrival/parking/departure instructions and schedule will be emailed to each approved participant no later than 10 November. Anticipate 15 minute arrival/departure windows. If arriving at the aux field via automobile, access the field via "Aux Airport Road" and enter at the gate adjacent the fire station (arrive between 10:30 and 11:30). Tentative schedule: Aircraft arrival window 10:30-11:30; Ceremony/discussions/BBQ/static display 1200-1345; Aircraft departure window 13:45-14:45.

INSTRUCTIONS

1. Form must be filed along with DD Forms 2400 and 2401 to obtain a civil aircraft landing permit.
2. Complete all applicable items and submit to appropriate addresses in Note 2 below.
3. If the user is a corporation/company, all blocks must be completed and the form must be signed by two different corporate officers. If the user is an individual, only Items 2b and 4 should be completed.
4. Original, handsigned signatures are required. Signature stamps, camera copied signatures, or any type of facsimile signatures are unacceptable.
5. This form is available under DefenseLINK, Publications.

ARMY	NAVY	AIR FORCE
NOTE 2 COMMANDER USAASA, ATTN: ATAS-AS BLDG 1486 9325 GUNSTON RD, SUITE N319 FT BELVOIR, VA 22060-5582 (703) 806-0886	COMMANDER NAVAL FACILITIES ENGINEERING COMMAND CODE: REAT WASHINGTON NAVY YARD 1322 PATTERSON AVE. S.E., SUITE 1000 WASHINGTON, DC 20374-5065 (202) 685-9202	HQ USAF/A30-AC 1480 AIR FORCE PENTAGON RM 5E857 WASHINGTON, DC 20330-1480 (703) 697-5967