



September 2015

Volume 57 Issue 9

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Next Event

Lunch Meeting

12 September

1130

Chapter 35 Clubhouse

Runway 35 is published monthly by
EAA chapter 35.
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Planes—Fire and Rescue!

Chuck Cluck

I recently had a Saturday date to pick up my GF, Dove, in Grand Prairie, and then proceed to Fort Parker Flying Field for a little airplane gathering. Since I currently reside in Houston, and Grand Prairie is among the southern suburbs of Big D, this was a bit of an excursion – about 245 nm all told.



Some of you may recall that Fort Parker Flying Field is a small, uncharted airstrip adjacent to historic Old Fort Parker, from whence Cynthia Anne Parker was abducted by Comanches, thereby initiating one of the more interesting chapters in Texas history, replete with romance, tragedy, heroism, Indian Chiefs, Texas Rangers, etcetera.

In recent times, the Fort has become a gathering place for adventurous aviators, the venue for the Texas Cessna 120 / 140 Club and TaylorCraft Club annual fly-ins, as

well as other events such as the recurring Saturday Ice Cream Socials.

Although this was just a routine cross country flight in decent weather, I did request and receive VFR Flight Following services from ATC as I departed from Hooks Airport in

Houston, destination KGPM. As it happens, the GPS direct route goes right over the Fort, so I'd be passing over it just to return a little later.

Flight Following is great - ATC looks out for me, advises me of traffic and possible weather issues enroute, plus every flight done in "the System" is conveniently recorded and can be reviewed in FlightAware, so I can sometimes prove outrageous claims like this one :

So, there I was, transmuted money into speed, hurtling along at 200+kts

(Continued on page 4)



Next Event

• John M Manguso—Author
• San Antonio in the Great War

PRESIDENTS COCKPIT[For Swedish Click Here](#)**MEMBER NEWS— RON O'DEA**

Just returned from a couple of weeks in Sweden, I want to thank Steve Jones very much for kindly acting as President during my visit abroad. Apparently, he did a very good job, since no catastrophic issues were left for me when returning and I understand that I am still the President for a couple of months. As a further thank you, I, hereby, demote Steve to be Vice President again.

The visit in Sweden included sailing from a Swedish island in the middle of the Baltic Sea – as close to Russia you can be when in Sweden. I looked carefully for Russian submarines in the water around the island, but could not find any. However, I am pretty convinced there were some under the surface of the Sea. The tension between Putin and the Baltic countries on the East side as well as Sweden on the west side of the Baltic Sea has increased substantially the last year. Putin or his generals have ordered the Russian Air Force to test the Swedish military response times by flying as close as possible to the Swedish Territory, sometimes with distribution of fireworks to confuse. I saw a couple of Swedish Air Force Gripen fighter aircraft flying over us in the Baltic Sea, but not escorting USAF's B-52 bombers as seen during an earlier military exercise some months ago with NATO in Swedish waters. We also sailed close to the island in the Swedish archipelago, where a Soviet submarine of the Whiskey class by mistake sailed on ground in 1981. It was a bad incident for the Soviet Navy at that time with a lot of diplomatic activities. The Swedes named the submarine "Whiskey on the rocks" and its location is now marked with a memorial stone on the island.

Before my visit to Sweden I made my Flight Review necessary for another two years of flying. I bought the updated version (2015) of the book entitled "Guide to the Flight Review" published by Aviation Supplies & Academics and also viewed the DVD "Flight Review" by Sporty's Pilot Shop. I noticed that the book now included a new section of recommendations for how to be safe during taxiing at busy airports such as in Class B and C airspace. It discussed the proper procedures to avoid incursions in that environment, apparently due to that FAA wanted to make us aware of the number of such incidents occurring to make such taxiing safer. Not a big problem at San Geronimo Air Park, but maybe at San Antonio International Airport, even if that airport not is one of the busiest in the area, in contrast to the very busy Dallas and Houston International Airports.

The EAA 2015 Major Achievement Award went to our member Ron O'Dea in very hard competition with more than thousand other EAA chapters. He is an EAA35 Board Member, Membership Chair, Flight Advisor, Safety Officer and Young Eagles Rally Pilot, etc. He very well deserved this award due to his major achievements and outstanding activities in so many areas in our chapter. Our sincerest congratulations go to Ron. Our Chapter also nominated two other candidates for EAA 2015 Awards, the Young Eagles Award to Philip Vaneau

Please welcome

Daniel Orr III. Daniel lives in San Antonio and aspires to become a Sport Pilot. Coincidentally he is looking for an instructor and recommendations on where to take lessons. He is joining Chapter 35 to get acquainted with the pilot community and is seeking advice on how to proceed with lessons. If any folks could help Daniel please reach out and contact him. You may contact Daniel at:

Email: dloriii@gmail.com Phone: 210-535-5524

for his excellent leading of our Young Eagles activities and Young Eagles Rallies and the EAA Volunteer Award to Gail Scheidt for her outstanding and never ending support of our Clubhouse and all the preparations for our monthly meetings with the serving of our always highly appreciated meals at these meetings. EAA, however, selected nominees from other chapters to these awards, but our chapter found them to be our best candidates for the awards. Our congratulations, therefore, also go to Philip Vaneau and Gail Scheidt for these nominations.

Our Chapter was also very happy to see that we got two participants accepted for EAA's Leadership Training at Oshkosh later in the fall. These were our Vice President Steve Jones and, again, Ron O'Dea, who both have kindly accepted to go to this very valuable EAA training.

Finally, next EAA Chapter 35 event will start on Saturday September 12 at 11.30 am with a lunch followed by the monthly meeting in our Clubhouse, with a presentation entitled "San Antonio in the Great War" by John Mancuso. All members and guests are very welcome.

Ulf Balldin

NOTAMS:**Oct. 1 end date for 'Flight Watch' frequency 122.0**

FAA will discontinue the universal Flight Watch frequency 122.0 MHz for in-flight weather services on Oct. 1. Weather services ... will continue to be provided via charted frequencies pilots use to obtain weather information, open and close flight plans, and for updates on notams and temporary flight restrictions (TFRs). Pilots also may continue to use the universal frequency 122.2 MHz, the FAA said. <http://www.aopa.org/News-and-Video/All-News/2015/August/18/Oct-1-end-date-for-Flight-Watch-frequency-122-0>

New Restaurant now open at KSSF

Now Open! Brown Bag Touch 'n' Go Café at Stinson Municipal Airport, Open Everyday 7am - 5pm

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September Menu
Beef Stew

Sides are always welcome. Something for the sweet tooth is enjoyed by everyone.

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!

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FIRE TRUCKS (CONTINUED)

(Continued from page 1)

Realizing that my current velocity would put me at KGPM very early for my pick-up, I decided to drop in at the Fort on my way – just drop in, say howdy, then proceed to KGPM in a leisurely fashion and arrive on time.

So I called up ATC and requested that they change my FF destination to KLXY – a reasonable request, as it is the charted airport nearest to the Fort, just about 6 miles south-west, in fact. No problem at all amended as requested.

A few minutes later, about 14 miles out from KLXY, I decided I was close enough to the Fort to start talking to local traffic, and called up ATC to request termination of Flight Following. The air traffic controller responded by giving me the usual advisory : KLXY is 14 miles at your 12 o'clock, no traffic observed between you and KLXY, radar services terminated, change to advisory frequency approved, squawk 1200, have a nice day – all perfectly normal.

A couple of left turns, a nice easy descent, then into the right hand pattern for Rwy 17 at Fort Parker, followed by a (perfect) landing in the grass and then a short taxi to the parking area. Only one other plane was there at the time, a dandy black C140, piloted by none other than Dean Howard.

I hopped out of the plane and joined the few folks on hand, and while we were standing between the planes, chatting about this and that, we all became aware of the sounds of sirens – lots of sirens, and getting louder. A few jokes were made about what I did to get the cops on my trail, but then one of the guys got a phone call from town asking about the plane wreck – and about that time the first of the emergency vehicles rolled up. The first of many, as it turned out In a few minutes, we had every law enforcement vehicle in Limestone county with a flashing light on it careen into the parking pasture, and the fire trucks were on the way too ! Not to mention the Sheriff, the County Judge and an ambulance !

Of course, the first deputy on the scene demanded directions to the plane crash – and when no plane wreck was offered, started asking if we knew of a missing airplane that was reported down at this location, telling us they had had “a call from the FAA” - and it sort of dawned on us that maybe this might have something to do with me after all



Lest anyone doubt the truth of this story!

The deputy produced a little scrap of paper with “the FAA” phone number on it, and I called them up to see what exactly my position in all this might be, and sure enough, I was indeed the cause of all the furor.

It turns out that the controller, acting in an abundance of caution, decided to call out the troops when I “dropped off the screen” short of my stated destination. Evidently, after calling the cops, they called the so-called destination airport and talked to the FBO guy there, who suggested that maybe I just went to the fly-in over at the Fort – which is evidently the first time the area controller had ever heard that there is in fact an airstrip at the exact location of my disappearance !

At any rate, we got it sorted out and I didn't go to jail for disturbing the peace and tranquility of Limestone County, although I did have to show my certificate, medical and registration documents to the Sheriff, and I gave an impromptu dissertation on Flight Following to the assembled crowd.

And then I went to pick up my date, who thought it was a pretty lame excuse for being late.

When we arrived back at the Fort, we were met with a golf cart sporting a fire extinguisher and a portable siren ! And the next day, on the way back to Grand Prairie, we stopped at KLXY for fuel. When the FBO guy came out to assist in the fueling process, he asked “Say, ain't that the Bonanza that crashed over at the Fort yesterday ? Looks like it buffed right out !”

So now Dove believes it really happened, just like I told it here – including the perfect landing part.

Side bar : Resident IFR expert Brian Goode tells me that I should have ended my in-flight conversation with ATC by invoking this magic phrase : “Landing Assured”. This is the signal that whatever happens next, it ain't their problem

Chuck Cluck is, it seems, an aspiring aviation humorist. He is a resident of San Geronimo and Houston area with aircraft at KDWH and 25XS. The editor is grateful for his stories; sometimes truth is stranger than fiction!



GLIDER ODYSSEY—ARIZONA TO MARFA

Dennis Scheidt

(Editors Note: This is a continuation of a series of articles about the author's experiences soaring Spring 2015)

The plan was for Charley (co-owner) and myself to fly Southwest to Phoenix for a few days of glider flying and visit local points of interest that we could work in. Then take the PW-5 to Marfa, TX for some flying there.

4/19, Sunday: Gail took me to the San Antonio Airport where I boarded a Southwest flight to El Paso. When I arrived in El Paso, Charley met me at the gate and we soon boarded a second Southwest flight to Phoenix. At Phoenix, we took a shuttle bus to the off airport parking facility and retrieved Bill's Suburban for the trip to Estrella Sailport. We stopped for lunch in Maricopa. At the gliderport Charley and I assembled the PW-5 and I flew it for about 2 hours. I made a couple of 10 mile runs to verify the final glide computer's accuracy. It was very close on both runs so I gained confidence that it was reliable. After I landed Charley took a flight in it, then we put the PW-5 back in the box (trailer). Dinner was with our friend Lee and his wife at a Mexican restaurant in Maricopa. Finally got to the motel for the night.

4/20, Monday: In the morning we drove downtown to the State Capitol. On the capitol grounds there are memorials to the Arizona Citizens who served in the various wars and conflicts. At the WW2 memorial there is a 14 inch gun from the Battleship Arizona. This gun is very large and very impressive. There was also an anchor from the Arizona and although large, I expected something larger to hold a Battleship.

I could not resist snapping a picture of two birds nesting in a Saguaro Cactus also on the State Capitol grounds. I think the birds are Cactus Wrens.

After touring the various memorials, we looked at some old mining equipment and walked into one of the various state office buildings just to see it.



While still in Phoenix we drove up a 3000 foot high mountain directly south of downtown. The view of the city from there is magnificent. Greater Phoenix is very large and spread out.

Then it was time to drive to the gliderport after a quick fast food lunch. We assembled the glider and today Charley would fly first. After Charley's flight I was towed up and struggled to get to 4000 feet. The thermals seemed rough and were hard to center. My friend Lee called me on the radio and said he was at

13,500 feet south of the airport. No way could I get to where he was even though I could see the cumulus clouds he was under. I kept working the thermal I had and finally got to 12,850, a new personal high record for me. It got easier as I got higher.

I set out to see an open pit copper mine about 20 miles southeast of Maricopa and got to where I could see down into it. I must have been above most of the convection because the cruise over there was very smooth. After I got back to Estrella, I flew from west of the little ridge to east of the big ridge and gained 600 feet without circling. Then to see if that was real I did a 180 degree turn and flew straight from the big ridge to the little ridge and gained another 500 feet. How can it be so easy when just an hour earlier it was so hard just to climb at all? I guess that is one of the things that make it so interesting to fly gliders. I just love it.

Afterwards I got a note from our friend Lee, one of the regular Estrella glider pilots:

"You did some very good flying to get 6W to the copper mine and back without much lift." (6W is the contest number painted on the vertical fin of the PW-5 glider. Individual gliders are frequently referred to by their contest number.) It is typical of this airport (Estrella) that it is much harder to get to 5000 feet than to get from there to the top of the lift. And there are streets of lift and sink running away from the mountains. On my next to last flight I gained at least a 1000 feet flying straight north over

(Continued on page 6)

GLIDER (CONTINUED)

(Continued from page 5)

the big ridge late in the day. The skill set for flying over Midwest land and this Southwest desert is entirely different it seems.

Charley and I had dinner at a Rudy's near our motel. It was a little different than the Rudy's here in San Antonio but it was still good.

4/21, Tuesday: Breakfast at the motel, picked up the glider and trailer at Estrella and headed to Marfa in West Texas. We got to Marfa just after dark. We forgot about the 2 hour time difference between Phoenix and Marfa. No excitement on the trip but we did see some interesting sights along to the way, Texas Canyon in AZ, and lots of pecan trees. We met Burt Compton, owner of the Marfa glider operation and tied down the trailer at the Marfa airport. Then dinner at the famous Pisano Hotel where Rock Hudson and Elisabeth Taylor stayed during the filming of *Giant*. Finally drove to our motel in nearby Alpine, TX.

4/22, Wednesday: Breakfast at the motel and drive to Sul Ross State University. Charley and I did a hike up the mountain behind the University. A great view of the school, city, and surrounding area. Actually Charley went higher up the mountain than I did. Then we toured the "Museum of the Big Bend" at the university. Lots of really interesting things there including the roof structure of the main room.

Decided to drive to the Marfa airport by way of Fort Davis where I frequently go in September for the PBBA bicycle ride. We took a side trip to Miter Peak, a distinctively unique peak easily recognized from far away. At Marfa we got checked out on the local field procedures for operating gliders on this public use airport. The local power pilots are familiar with the glider operations. They usually call on the radio when approaching the airport and ask if there gliders flying. Everything from J-3 cub's and gliders to Bizjets operates here at Marfa.

We assembled the PW-5 and installed the oxygen system hoping for some high flights. I flew first and managed to stay up for an hour and got to 10,700 feet in spite of some overcast. That really is not as high as it first might seem because the local elevation is about 5000 feet. Guess we did not need the oxygen system but flights to 18,000 are common here, just not today. Charley also flew the glider.



Our glider friend Bill arrived about noon in his airplane. We will leave the glider, trailer and car at Marfa for later flying. We had dinner at an Italian restaurant in Alpine with a long time glider pilot who also fly's Boeing 777's for Delta and his son. The son was at Marfa to get checked out to tow gliders. They had a really nice Cessna 180.

4/23, Thursday: Coffee at the motel and out the window we could see heavy overcast with light rain and mist. It did not look good for glider flying. We checked out of the motel and drove to the Marfa. The weather was no better so we went to a café frequented by the locals for breakfast. I would not have recognized it as a café but Bill and Charley had been there

before. We decided to head home thinking we might have to stop along the way to wait out some rain or heavy weather. Drove to the airport, secured the car and glider trailer, and got Bill's airplane loaded with all our baggage ready to go.

By now there was a line of rain showers south and east of the airport. We would need to get to the south side of that line of showers soon after takeoff. We took off and headed for a light spot in the line of showers. There was light rain when we went through the line but we could always see the ground ahead. After we got through the light rain it was clear with about 50 miles visibility. Some clouds appeared ahead when we were north of Del Rio. Bill checked the weather for Hondo and they had 200 foot ceilings. Too low for visual flying so Bill filed an IFR (Instrument Flight Rules) flight plan from Rocksprings to Hondo. There are no instrument approaches to San Geronimo Airport and Bill thought that Hondo was our best option. We soon received the IFR clearance and entered the clouds east of Del Rio. Finally popped out of the clouds about a half mile from the Hondo runway at about 300 feet above the ground with the runway right in front of us.

On the ground I called Gail to come have lunch with us at a Mexican restaurant in Hondo. We borrowed the Hondo Airport Courtesy Car and met Gail at the restaurant. After lunch Bill and Charley drove back to the Hondo Airport and flew to Burnet and Georgetown. They later told me their flight was uneventful. Gail and I drove home from Hondo.

It had been a wonderful trip with great glider flying in Arizona and good glider flying at Marfa, TX. Looking forward to flying the glider at least one more time at Marfa.



YOUR HEALTH

SO...YOU WANT TO FLY? DO THE MEDXPRESS

RB "Doc" Hecker

www.assenddragonaviation.com

How to get on-line to start your flight physical paperwork without losing your mind (or temper)

The FAA still requires that each pilot apply for a Medical Certificate on the official form known as the FAA Form 8500-8, but since 2012 it has been required to be completed on line. The process is known as MedXPress and can be searched alone or through FAA.GOV. Once you have completed the application process you will receive an 8 or 12 digit CONFIRMATION NUMBER that is MY KEY TO YOUR MEDICAL FILE. Please do not send me your individual account code or password! Please read the following suggestions and tips to make completing your file easier:

- Your SSAN cannot be required and you can opt to have a random pseudo SSAN generated.
- Your Name and Date of Birth identify you. List your DOB with slashes such as 05/31/2015.
- If you have a Special Issuance, please place your PI number somewhere on the form and be prepared to provide to me your FAA letter. This applies also to AASI and CACI Letters as they usually ask for lab tests and/or doctor reports. If you know you need to gather these, please arrange to collect them BEFORE I see you to avoid delay in issuance.
- If you have a SODA (Statement of Demonstrated Ability—if you don't know what this is...you don't have one), please place that SODA number somewhere on the form.
- Enter your prescription drugs and any unusual over the counter (OTC) drugs on the form. Aspirin and cholesterol drugs are fine to list. If you are unsure, call me or leave it blank and we will discuss at your visit.
- ALL arrests for any reason should be disclosed as the FAA searches national databases for these items. One DWI/DUI in the past may be OK, but be prepared to answer questions about the court actions and or disposition of the case. This is a FAA hot-button issue.



- Do not list every visit with individual doctors. The FAA just wants to know which doctors you are seeing so that they can work backwards if there is a medically related incident.
 - There is a box that asks about near vision contact lenses that is obsolete – check NO.
 - “PRNC” (previously reported – no change) is a term that I (the AME) can use on the form. If you use it, I may question the history if I do not know you or your prior condition.
 - OSA (Obstructive Sleep Apnea) is a big issue now. I will have to screen you for the condition and you may have to provide additional information to the FAA. This is a FAA hot-button issue.
- If possible, remove your contacts and bring your lenses. Your vision and color perception are tested. I can test with contacts but a vision restriction will be placed on the Medical Certificate.
- READ THE FINE PRINT ON THE BOTTOM OF THE FORM. THIS IS A LEGAL DOCUMENT AND YOUR ELECTRONIC SIGNATURE SEALS THE DEAL. FRAUDULENT REPORTING HAS BEEN PROSECUTED.
- Text me or e-mail me your CONFIRMATION NUMBER so that I can review your file prior to our visit. I can modify or update any information on the file once I have access to it.

I have only 7 business days to complete your file – bring pertinent information with you to avoid a deferral and subsequent delay in your certification.

DISCLOSURE

RB "Doc" Hecker (FAA AME 20969) is a FAA HIMS/IMS Senior AME who provides all classes of Medical Certificates and is an approved HIMS/IMS program AME. He has offices located at the Bulverde, TX Airpark (1T8) and at 5108 Broadway, Suite 203, San Antonio, TX. He can be reached at faaexamdoc@yahoo.com or 210-391-1072.



CONGRATULATIONS MASTER PILOTS!

Daniel A. Cerna

Dan Cerna took his first intro flight in 1943 and his first solo was in the J-3 on 10-30-1943, after some 14 hrs. and 55 minutes. He earned his Private Pilot check out on 8-25-1944.

Dan is one of the Founders of San Geronimo Airpark, 8T8, built a Stolp Starduster II, was a prominent local businessman in San Antonio, and raised 8 children.

Over his **72 years** of flying he has flown the Piper J3 Cub, Culver Cadet, Taylorcraft, Aeronca C-3, PT-17, Aeronca 7AC, Piper Cruiser, Waco UPF-7, Super Cub, Cessna C-150, Cessna C-172, Mooney, Cessna C-180, Citabria, American Yankee Trainer, Aircoupe, Cherokee 140, American Traveler, Decathlon, American Tiger, American Cheetah, and his beloved Starduster II

Dan remains active in EAA Chapter 35 and all activities at San Geronimo Airpark. Congratulations Dan Cerna!



Michael B. Lovelace

Mike began his flying career with the military flight indoctrination program in the University of Texas Austin, soloing in November 1964 after 8.8 hours and earning his license in December 1964.



In the USAF he was qualified in the T-41, T37 and T-38 and was a T-38 instructor pilot. He qualified in the F-100 Super Sabre, but deployed to Vietnam as a Forward Air Controller in OV-10A amassing over 200 combat missions and 759 combat hours.

After Vietnam he earned his CFI, CFII, commercial and multi-engine ratings, flew Sabreliners for the USAF, and was a T-37 instructor pilot.

He's remained active, now flying the somewhat slower Cessna 172. Over his 50 year flying career, Mike has amassed over 3579 hours of flying, earned his command pilot wings, distinguished flying cross and Air Medal with eleven (!) oak leaf clusters.

He's been active in EAA chapter 35, Young Eagles and the Daedalians. Congratulations Michael B. Lovelace!

SAFETY NOTES & NOTAMS

YOU ARE WHERE?



Chuck Fisher

This story starts on a totally gorgeous, cloudless south Texas afternoon. I am tootling along in my Starduster doing some proficiency laps at our local galactic aerodrome at Castroville. Open cockpit, wind in my hair (if I had any), life is good.

“Castroville, Bonanza niner niner lima RNAV 15 at geezer ”

I’m turning cross to downwind about now and wonder – “where the hell is Geezer?”

“Bonanza calling Castroville, 522JM downwind 15, say your position please”

“Niner Lima Passing Geezer for Jeedole, final for one five, Castroville”

I looked and scanned, looked and scanned... and saw nothing, no landing lights, no aircraft, and by now it was almost time to turn base. Now understand that in a tiny biplane the pattern is really small. There are no “bomber approaches” in a plane that stops on a dime...in the air. So I’m wondering – can I turn in front of him and land? Where IS he?

“Bonanza Niner Lima, 522JM ready to turn base, how far out are you?”

Clearly annoyed...”Juliet Mike, Niner Lima on final 15”.

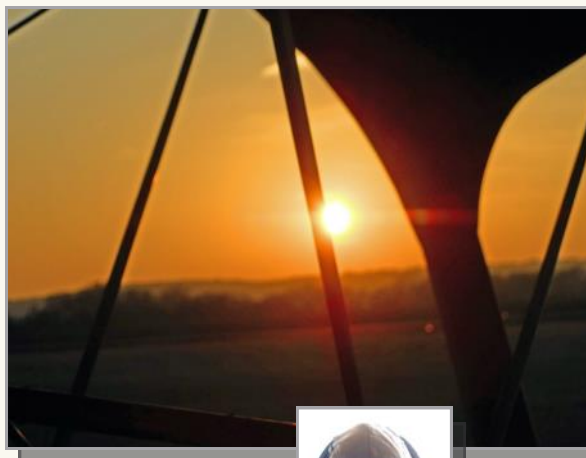
Well OK, I don’t see him, but he’s definitely faster than I am. I’m the only one in the pattern so I’ll just make a 360, re-enter downwind and let him land. So I did.

And I looked, and looked and no bonanza. Jeesh. Finally I spotted landing lights way off in the distance – you gotta be kiddin—he’s still 5 miles out! So I turn out and do the 360 again and there he is finally on final.

“Castroville, Bonanza niner niner lima, missed approach, departing the pattern”

Ever happen to you? Were you that guy?

Instrument approaches are great and definitely all you jet jock-



ies and highly proficient professional pilots should use them whenever you can. However, when you are at an uncontrolled field, there is no controller listening to you. The folks you are talking to on CTAF are VFR pilots like me. We don’t have the foggiest idea where the IFR turn-points are, nor do we really care what procedure you are using. There are no controllers here who do!

The reason for a CTAF call in the open is to notify the other guy *where you are*, so he can ensure he does not hit you and you do not hit him. Assume the guy listening to you is a mushhead like me who needs clear unambiguous direction in that respect.

I can understand – “5 miles north”, “passing the water tower”, “crossing the highway”, etc.

This is all about Safety. Although the Instrument pilot does have to let the controlling agency know his or her intent and will get guidance as low as radar permits, that does not necessarily prevent conflicts in or near an uncontrolled airport. So, if the instrument pilot would like to *not* to run into a VFR aircraft, I’d encourage him or her to make their CTAF calls in “VFR”ese.

Even if the weather is not good and you are descending into a VFR airport, you should still assume there is a “scud runner” doing patterns under the clouds – so go ahead and make your position known in clear, easy to understand language.

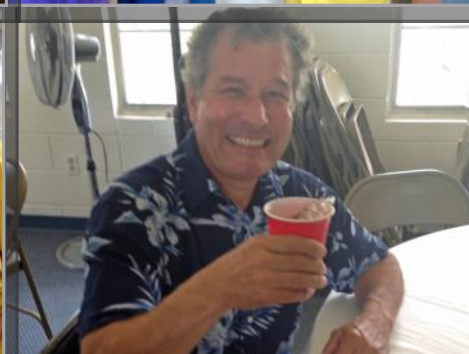
As to the 15 mile “final” – of course call it out if you are on a long stabilized approach. But, say “15 miles north”, and don’t be angry if some little biplane does a couple touch-and-goes in front of you.

Better yet, if you hear other aircraft in the pattern, be courteous and join the traffic pattern with everyone else. That is by far the safest way to avoid a conflict on final and you won’t end up being the bad example of pilot misbehavior. You see, our Kindergarten teachers were correct when they told us to “be polite, speak clearly, get in a single line...and stay there!”



AUGUST MEETING

PHOTOS BY DARREN MEDLIN—THANKS!



AUGUST MEETING

PHOTOS BY DARREN MEDLIN—THANKS!



THE BUILDER'S CORNER

INVISIBLE DAMAGE

Mark Julicher

Induction coils and spark induction have been around for nearly 200 years. Some of the earliest electrical experimenters figured out how to run direct current into a primary wire coil and then by rapidly breaking the direct current, induce a current in a secondary coil. Given many more turns of wire in the secondary, the secondary voltage could be made very large.

Now think about how many coils there are in your plane. Starter, magneto, generator, voltage regulator, shower of sparks unit...

Focus specifically on the starter. You apply 12 or 24 volts to a coil to spin the starter and then you break the circuit. What happens to all the energy stored in the coil as a magnetic field? The magnetic field collapses and returns the energy as a

large electric impulse that is looking for a ground.

Some manufacturers provide a path to ground such as a diode. If, however, the diode fails or there is no diode at all, the electric pulse

often discharges through the starter switch. Sooner or later the starter switch fails. We recently repaired a starter switch on an RV-8. The failed switch left the pilot



Photo 2: Here, the contact points are cleaned. Look at how much metal is eroded from some of the contacts! Photo credit: Vic White



Photo 1: Inside a burned ignition switch.

in a bind as he was in a hurry to be somewhere else. It always happens that way.

Just how important is a preflight? I think we all know the answer to that, so I won't preach about it. On a recent preflight/tech inspection, Doug Jenkins found an undesirable wrinkle in his fabric. Naturally that required further investi-



Photo 3: Wrinkled skin is never good. Photo credit Doug

gation. Upon closer inspection, the drag/anti-drag wires were discovered to be slack. Upon even closer in-

spection, i.e., fabric removed from the wing, the drag wire attachment points were discovered pulled loose from the spars. Ouch!

Now as many of you know, Doug is a member of Chapter 35 and performs competition



Photo 4: Loose drag wire attachments. Photo credit Doug Jenkins

aerobatics in his Pitts S-1. Presently, he is re-building the Pitts and should be back on the competition circuit next season. Most importantly, we are glad there will be a next season. This plane was a snap roll away from disaster. A new wing is under construction. The fuselage is covered and receiving color coats of Polytone. All critical joints were inspected via dye-penetrant. New tires and bungees are going on. Doug will have a shiny new Pitts, and as an added benefit,

(Continued on page 13)

BUILDERS CORNER (CONTINUED)

(Continued from page 12)

Doug is reducing 70 lbs. (from the plane, not Doug). Next time you see him wish him a good season and throw a nickel on the grass.

Two weeks ago we were asked to do an annual inspection on a Cessna

150. This plane last flew two years ago and has been parked on the ramp ever since. We knew it was going to be a big job, but still we underestimated what we would find. Photo 5 is the inside of the gascolator. Water found its way in and cor-



Photo 5: Chunks of hard aluminum oxide a gascolator bowl.

roded the standpipe. What you see are large chunks of aluminum oxide. Bad? You bet! But we also need to go through



Photo 6: This gascolator standpipe is badly corroded.

the rest of the fuel system from tank to spider to see what else is corroded.

Mark Julicher is an EAA technical advisor, A&P (Julicher Aviation) and frequent contributor to this newsletter—for which the editor is immensely grateful! He has recently ex-

panded into a big new shop located at Bulverde Airpark and would love to help you with your technical issues. His contact information is in the back of this Newsletter.



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AUGUST MYSTERY PLANE REVEALED

By Doug Apsey

Congratulation to William Richardson for identifying our August mystery airplane as the Anderson -Greenwood AG-14. The AG-14 was designed by Ben Anderson, Marvin Greenwood, and Lomis Slaughter Jr. but, according to Wikipedia, they decided that adding Mr. Slaughter's last name to the airplane might not help market the design. The AG-14 was one of many



light aircraft produced at the end of WWII under the assumption that many returning

airmen would want to continue flying.

The AG-14 was an all metal two seat pusher design that provided excellent visibility and easy entry due to the high wing being located behind a "pod" cabin. The prototype first flew on October 1st of 1947 and the design received certification on September 20th, 1950. Only five aircraft were produced, 3 in 1950 and 2 in 1953. The price of an AG-14 in 1950 was \$4200.00

The AG-14 was powered by the 90 hp. Continental C 90-12 engine. Empty weight was 850 lbs. and max gross weight was 1400 lbs. Cruise speed was reported to be about 110 mph and the rate of climb was 600 to 700 ft. per minute. Stall speed in the landing configuration was 57 mph. The 24 gallon fuel tank located between the cabin and the engine provided 4 hours of flight time. The steerable nose wheel was controlled by the yoke



while the rudder pedals controlled the single rudder that was located on the left vertical stabilizer. Similar to the early



Cessna XMC

Ercoupe the elevator travel was limited making the airplane virtually stall and spin resistant.

The AG-14 was introduced at the beginning of the Korean War and this, combined with the fact that the post-WWII aviation boom never really occurred, pretty much doomed the little airplane before it had a chance to evolve into the successful design it might have become.

In 1969, Cessna Aircraft purchased an AG-14 and, after changing the engine to a Continental O-200, evaluated the aircraft for a couple of years as a possible replacement for the Cessna 150. The Cessna XMC as it was called did not provide any significant advantage over the popular C-150 so the project was dropped.

Sources for this article include Wikipedia and AOPA

https://en.wikipedia.org/wiki/Anderson_Greenwood_AG-14

[http://www.aopa.org/News-and-Video/All-](http://www.aopa.org/News-and-Video/All-News/2004/November/1/Anderson-Greenwood-AG-14)

[News/2004/November/1/Anderson-Greenwood-AG-14](http://www.aopa.org/News-and-Video/All-News/2004/November/1/Anderson-Greenwood-AG-14)

Additional information on the AG-14 can be found at the following links

[http://www.airport-data.com/articles/view/N314AG-1950-](http://www.airport-data.com/articles/view/N314AG-1950-Anderson-Greenwood-AG-14-Rare-Bird-Rev-2:33.html)

[Anderson-Greenwood-AG-14-Rare-Bird-Rev-2:33.html](http://www.airport-data.com/articles/view/N314AG-1950-Anderson-Greenwood-AG-14-Rare-Bird-Rev-2:33.html)

http://www.angelfire.com/ks2/janowski/other_aircraft/AG14/Marvelette.html

[www.airwar.com](http://www.angelfire.com/ks2/janowski/other_aircraft/AG14/Marvelette.html)



NAME THE PLANE

Here's our September Mystery Plane. 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?



Brian Goode

SHIRT NEWS



tember 12th.

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.

These 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

The latest order of shirts is now available. For those of you who special ordered fishing shirts and the newest Safety Yellow golf shirts, they are available for pick up at the Goode's hangar, or you can wait until the next Chapter 35 meeting on Sep-



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
Logoed Safety Yellow polo shirts	SM - XL	\$30.00
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	Close Out	\$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

SEPTEMBER	12	LUNCH MEETING John Manguso 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	Oct 02-04	Ranger Old School Fly-In #9 Ranger Antique Airfield - Ranger, TX
September 5 Apache Pass Labor Day Fly-In 4XA4 (http://apachepass.com)	October 17th - 18th	Wings Over Houston Air Show USAF Thunderbirds Commemorative Air Force Breitling Jet Team 
Sep 11-13 The Sky's The Limit Balloon Spectacular, Gainesville, TX (KGLE)	Oct. 23-25, 2015	30th. Annual Flying M Ranch Fly-In and Campout Flying M Ranch, Reklaw TX
Sep 12th - 13th Fort Worth Alliance Air Show Fort Worth, TX USN Blue Angels Breitling Jet Team SHOCKWAVE 	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 
Sep 19, 2015 Flights of Our Fathers Fly In Terrell Municipal Airport (TRL)		
Sep 20 - Sep 25 U.S. National Aerobatic Championships North Texas Regional Airport (GYI)		
Sep 26 17th Annual Corsicana Airshow Corsicana Municipal Airport	Nov 7, 2015	Warbirds Over Hondo Hondo, TX http://warbirdsoverhondo.com
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*)

Hangar for Rent: Hangar 30B at 8T8 will be available effective July 15, 2015. Interested parties can contact me via email at tcflingdoc@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** 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: 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 210-213-0102 for info. (*expires Nov 2015*)

T-Hangar available for immediate lease. Contact Doc Hecker at 210-391-1072 or faaexamdoc@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 tcflingdoc@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.
- **PLEASE Notify me when your item sells!!**
- **You must contact the editor by e-mail or phone to extend your ad beyond the expiration date**



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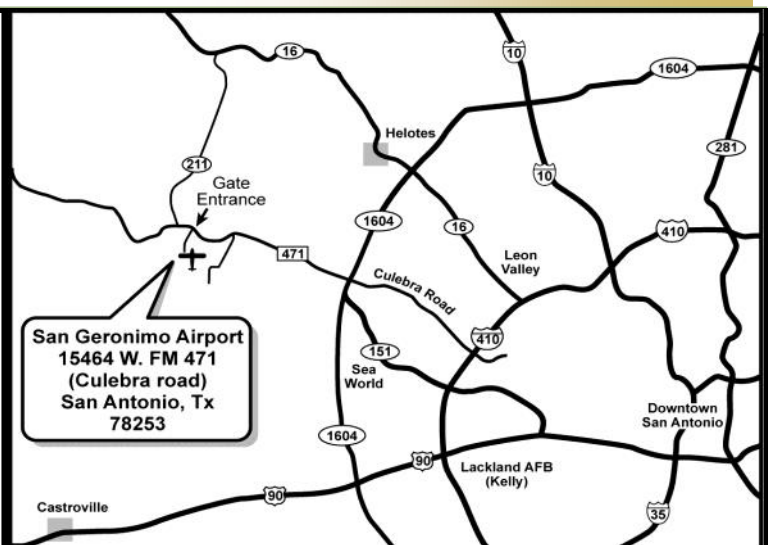
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

*Chapter 35 meets
Each Second Saturday of the Month*

Lunch Meeting
Feature: Author John Manguso
12 September
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](#)

Nyss hemkommen från ett par veckor i Sverige, vill jag tacka Steve Jones mycket för vänligt tillförordnad ordförande under mitt besök i utlandet. Tydligt gjorde han ett mycket bra jobb, eftersom inga katastrofala frågor lämnades för mig när de återvänder och jag förstår att jag är fortfarande ordförande för ett par månader. Som en ytterligare tack, jag härmed, degradera Steve att vara vice ordförande igen.

Besöket i Sverige ingår seglar från ett svenskt ö mitt i Östersjön - så nära till Ryssland kan du vara när i Sverige. Jag tittade noga för ryska ubåtar i vattnet runt ön, men kunde inte hitta någon. Men jag är ganska övertygad om att det var några under havsytan. Spänningen mellan Putin och de baltiska länderna på östra sidan samt Sverige på den västra sidan av Östersjön har ökat kraftigt det senaste året. Putin eller hans generaler har beställt det ryska flygvapnet att testa svenska militära svarstider genom att flyga så nära som möjligt till svenska territoriet, ibland med fördelningen av fyrverkerier att förvirra. Jag såg ett par svenska flygvapnets Gripen flyger över oss i Östersjön, men inte eskortera USAF: s B-52 bombplan som sett under en tidigare militärövning för några månader sedan med Nato i svenska vatten. Vi seglade också nära till ön i den svenska skärgården, där en sovjetisk ubåt av Whiskey klassen av misstag seglade på grund 1981. Det var en dålig incident för Sovjet marinen vid den tidpunkten med en hel del diplomatiska verksamhet. Svenskarna döpte ubåten "Whiskey on the rocks", och dess läge markeras nu med en minnessten på ön.

Innan mitt besök i Sverige gjorde jag mitt flyg Review är nödvändig för ytterligare två år av flygande. Jag köpte den uppdaterade versionen (2015) i boken med titeln "Guide to the Flight Review" utgiven av Aviation Supplies & Academics och visas även DVD "Flight Review" av Sporty Pilot Shop. Jag märkte att boken ingår nu ett nytt avsnitt av rekommendationer för hur man ska vara säker under taxning på trafikerade flygplatser som i klass B och C luftrum. Det diskuterade lämpliga förfaranden för att undvika intrång i den miljön, uppenbarligen på grund av att FAA ville göra oss medvetna om antalet sådana incidenter att göra en sådan taxning säkrare. Inte ett stort problem på San Geronimo Air Park, men kanske på San Antonio International Airport, även om flygplatsen inte är en av de mest trafikerade i området, i motsats till de mycket upptagna Dallas och Houston internationella flygplatser.

EAA 2015 Major Achievement Award gick till vår medlem Ron O'Dea i mycket hård konkurrens med mer än tusen andra EAA kapitel. Han är en EAA35 styrelseledamot, Member ordförande, Flight Advisor, säkerhetsansvarige och Unga Örnar Rally Pilot, etc. Han är mycket välförtjänt utmärkelsen på grund av hans stora framgångar och enastående verksamhet inom så många områden i

vår kapitel. Våra uppriktiga gratulationer går till Ron. Vår kapitel nominerade också två andra kandidater för EAA 2015 Awards, Young Eagles Award till Philip Vaneau för hans utmärkta ledning av vår unga Eagles verksamhet och Unga Örnar Möten och EAA Volunteer utmärkelsen till Gail Scheidt för hennes enastående och aldrig sinande stöd för vår Klubbhus och alla förberedelser för våra månatliga möten med servering av våra alltid mycket uppskattade måltider vid dessa möten. EAA, dock utvalda kandidater från andra kapitel till dessa utmärkelser, men vår kapitel fann dem vara våra bästa kandidaterna för utmärkelserna. Våra gratulationer därför också gå till Philip Vaneau och Gail Scheidt för dessa nomineringar.

Vår kapitel var också mycket glad över att se att vi fick två deltagare accepteras för EAA: s ledarskapsutbildning på Oshkosh senare i höst. Det var vår vicepresident Steve Jones och, återigen, Ron O'Dea, som båda har vänligt accepterat att gå till denna mycket värdefulla EAA utbildning.

Slutligen kommer nästa EAA Kapitel 35 händelse börjar på lördag September 12 klockan 11.30 med en lunch följt av månatliga mötet i vår Klubbhus, med en presentation med titeln "San Antonio i det stora kriget" av John Mancuso. Alla medlemmar och gäster är mycket välkomna.

Ulf Balldin