



## Pilot Shoppe Celebrates 30 Years

**December 2015**

Volume 57 Issue 12

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### Next Event

**Holiday Luncheon**

**12 December**

**1100**

**Chapter 35 Clubhouse**

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**Chuck Fisher**

1986 was the year the Soviets launched their MIR space-station, decades before the International Space Station; US F-111's from Lakenheath Air Base roared over Tripoli and Benghazi, and a start-up computer outfit named Microsoft offered stock to the public for the first time.

And, it was the year young Janet Shires, who'd always wanted to own a gift shop, opened a tiny shop to provide charts and just-in-time supplies to the charter/commuter pilots she worked with. And thus, 30 years ago our local mainstay "The Pilot Shoppe" was born. A lot has changed since 1986, but throughout, the decades, Janet has adapted to the changes in aviation and has been there for "her" pilots.

Janet Shires' life plan was never to run a shop for pilots. The daughter of an Air Force pilot, she grew up around planes. For 15 years she managed the office for a charter service based at San Antonio International,



but privately she dreamed of owning a curio and gift shop of her own. San Antonio has oodles of cute little shops in La Villita and elsewhere. Meanwhile, though, pilots are a needy sort, and the charter pilots, students and instructors she worked with daily were no different. This was 25 years before the FIRST I-Pad and in a time that there was no choice but paper, and not having the right paper or equipment could really put a crimp in flight plans. There were no online weather briefs, downloads or online stores then.

One day, she had an epiphany – why not a gift shop for pilots? She opened a small; she describes a large closet, sized business in the upstairs of the FBO and flight school in January 1986. There she sold charts, pilot supplies and all the bits and pieces a student or instructor might need. Word spread quickly and soon she had clients from all around the area who'd drop in to pick up supplies and

*(Continued on page 4)*

### Next Event: Holiday Luncheon

*Traditional Home-Cooked meal*

**Gift Exchange to follow :**  
**if you wish to participate:**

- ◆ **please bring a gift for each participant**
- ◆ **Around \$10 preferred but that is up to you.**
- ◆ **Funny is OK—tacky or offensive—not so much!**



## PRESIDENTS COCKPIT

[For Swedish Click Here](#)

## MEMBER NEWS— RON O'DEA



Or last monthly meeting for this year (not including our final Christmas Party) started with a Chili Cook-Off with 5 different chilies cooked by some of our talented cooking members. There were 44 participants, who enjoyed and, in a following Chili Judging, selected the best of them. Our Newsletter Editor, Chuck Fisher, is not only excellent as an editor, but also a superior cook and won the first prize, followed by Robin Apsey and Nancy Fox.

Because the November monthly meeting was the EAA stipulated membership meeting, were the voting must occur for the EAA35 Officers (President, Vice President, Secretary and Treasurer) for 2016-2017. During the preceding monthly meeting the nominating committee chaired by John Latour presented the candidates and there were no other nominations from the floor. The new officers elected are: President Steve Jones, Vice President Darren Medlin, Secretary Michael Landis and Treasurer (re-elected) Dee Brame. Congratulations to the good selection and to the new and remaining officers.

At the monthly meeting Michael Jordan from the San Antonio FAA Flight Standards District Office presented the Wright Brothers' Master Pilot Award to Ronald Damrill and to Colonel (retired) Barry Jack Howard. The award recognizes pilots, who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years. Both awardees had very long and interesting aviation histories during their many years of flying airplanes. During this year similar and other awards have been received by our EAA35 members, such as the prestigious EAA Major Achievements Award to Ron O'Dea in hard competition from other chapters in the whole country.

Since we have some members in EAA 35 other than me from other countries, I approached Michael Jordan from FAA after the meeting and asked him for the rules for the Wright Brothers' Master Pilot Award. He researched the eligibility for the award based on a portion of the flight experience being conducted outside the US. However, the rules stipulated that a candidate must have 50 years of U.S. piloting experience from the first solo flight. Also, the candidate must have been a U.S. citizen or a permanent resident during these 50 years. However, no medical certificate is required. So, my first solo flight in 1967 in Sweden, my Commercial Pilot License and Instrument Rating received at Randolph AFB 1982, my permanent US residence since 1992, US Citizenship since 2002 and my current medical certificate were not enough for this award in about two years from now. But, at least, it was a nice try. However, I will be eligible in another about 27 years, which is very encouraging for a pilot in my age. However, the award can also be presented to a nominee up to 2 years posthumously, which maybe is not so enjoyable for the nominee compared to if he/she/other still would be alive.

Our experimental aircraft Zenith STOL CH701 has now been test-flown more than two thirds of the FAA mandatory 40 hours. Minor corrections and modifications have been necessary to continue the

Please welcome:

**Jack and Brenda Greene:** Jack and Brenda have relocated to San Antonio from Phoenix, Az. He is currently building an Air Cam (Air Camera) which is a high wing, twin engine observation aircraft. Jack has rented space in the Chapter hangar. You should stop by if you'd like to see a very unique aircraft. Jack may be contacted at [apachejack@mchsi.com](mailto:apachejack@mchsi.com)

Please welcome back **Mike and Maureen Holcomb.** Mike is a long time member of the San Geronimo Airport Community. As an A&P with IA, Mike can usually be found at his hangar. You may contact Mike at [buck\\_justice@yahoo.com](mailto:buck_justice@yahoo.com)

test flying. Lex Brown is continuing the test flights from his ranch in Sabinal. This will avoid very long car rides for him to San Geronimo Airpark for every flight. He is using an existing air strip (Flying Oaks Ranch) on the ranch and stores the airplane in a hangar there. Both Tom Morgan and I are impatiently waiting for being given transitional flight training by Lex after the 40 hours test flying, a procedure that was approved by the insurance company. Otherwise, we both had also been forced to go up to the factory for such flight training in a CH701, before we were allowed by the insurance company to fly our own airplane.

This is my last President's Cockpit I write and December will be the last month as President of EAA35 in San Antonio. It has been a great pleasure to serve as your president and I would like to thank you all for your good support during these two years. I am also very impressed that all of you so fast learned to understand the Swedish language in the President's Cockpit in the Newsletter and my "accentual" Swenglish. Steve Jones will take over and I wish him the best for the next two years. He was elected unanimously in a very short and effective election process. I am glad he did not have to participate in all the presidential speeches, debates and very expensive campaigning to be elected, as we now see in the election process for the next US President.

The last EAA Chapter 35 event for this year, the Christmas Party on Saturday Dec 12, will start with a Social Hour Christmas Gathering at 11.00 am in our Clubhouse followed by a delicious luncheon served at noon for \$10, which you can pay, when you enter the Clubhouse. A voluntary Gift Exchange will occur at 1.30 to 3.00 pm with gifts valued about \$10, unless you not really want to give away a generous \$1000 gift and only receive a \$10 gift yourself in return. Please, notice that walk-ins are welcome and a reservation in advance is not needed anymore according to Gail Scheidt and Freda Jones, who this time and as well as always work very hard for all our successful events in our Clubhouse. All are very welcome to this festive Christmas EAA35 final year event. I hope to see y'all there.

Well in advance I wish you a Merry Christmas and a Happy New Year

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 [lewnan@sbcglobal.net](mailto:lewnan@sbcglobal.net) gets it—hurry!

**December 12 Christmas Traditional Meal**  
We'll start with Installation of 2016-17 Officers at 11:am  
Meet and greet with friends, if you have visiting family or friends they are welcome. No reservations needed:  
Cost per Adult \$10 -- Children \$3  
Members have ask if they can help or bring items. Snacks and drinks for friendship hour and gift exchange would be helpful. As always any food items are always welcome. Help placing food on the serving table.  
A MERRY CHRISTMAS AND A SAFE NEW YEAR FROM Freda Jones, Gail Scheidt and all of the Club Members that helped though out the 2015 Year.

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



**(CONTINUED)***(Continued from page 1)*

she outgrew her “closet”. So about 20 years ago she relocated to Sandau road and opened a much larger shop where she could expand her inventory yet be walking distance from many of the services at San Antonio International.

Her business plan has always been the same, to have what the pilot needs then and there.

To do so without having warehouses full of inventory, she has had to continually adapt her business to the current needs of today’s aviators. Over the decades she has seen far fewer new students

in training, perhaps because of the economy or maybe geography as fewer students train at KSAT. At the same time she has seen the corporate and charter business grow and her clientele now is largely young professional pilots.

Today she has an incredible selection of tablet and phone mounts, adapters, kneeboards, and other digital cockpit devices in stock. She’s keeps a nice array of headsets, from entry level to the top of the line ANR/LED sets and keeps a supply of parts to keep your set working. And, reflecting the professional pilot clientele, she keeps a wide selection of professional pilot clothing and uniforms in stock. I know of no other shop where a professional pilot can walk in with nothing, and walk out dressed to the nines with every tool and chart he’ll need for his next mission in the cockpit.

Although the professional pilots make up a lot of her business, Janet has never lost her intent to be there for the student pilot and instructor. She has the certified facility for student pilot testing and she keeps everything any student would need to study or equip his or her very first flight bag right in the shop. And recently she has partnered with her colleagues at Cirrus to install an amazing, high fidelity, fully configurable wrap around flight simulator for instrument and basic systems training. She’ll work with local flight instructors to accommodate their schedules, and is the

first really high fidelity sim facility for general aviation in San Antonio.



Janet’s Pilot Shoppe has evolved as aviation has evolved. Curiously, she tells me that books and paper products are again one of her top selling lines. She keeps a library of books that span the gamut of aviation. Though many are now available electronically, she finds pilots thrilled to find them in good old paper they can dog-ear and stuff in their flight bag. I asked her about charts and manuals – heck we all use digital charts



and electronic flight bags these days. That’s been a boon she reflects. Even folks using EFB’s still like to have a paper chart handy and sales remain brisk (I’m one of those folks

that still likes paper by the way). But, with the availability of electronic charts, she no longer has to order so many charts from the entire world and therefore discards far fewer than she did in the past. I picked up a current chart while I was there – and sure enough she had at least one or two in stock for everywhere. Planning a trip to Alaska – she’s got it! But whereas before I-Pads there were mountains of Airfield Manuals, she now only keeps the local manuals in larger numbers.

And yes, there are gifts. Janet maintains a nifty line of jewelry, baubles and trinkets for pilots and families of pilots.

The Pilot Shoppe is open weekdays and does not do on-line sales. But, with a phone call, Janet can often accommodate a pilot’s emergency supply need or

will arrange to open the shop for testing or simulator use. To us pilots, this is a local treasure. She’s got walls full of memorabilia donated by grateful local pilots over the decades and Janet and her Shoppe are a vital part of the San Antonio aviation landscape.

This December we congratulate – and thank – Janet for 30 years of service to pilots and aviation families in San Antonio. If you haven’t done so lately, stop by and tell her thanks—and support an outstanding local treasure. And, I’ll bet you can’t leave without at least one new gadget for Christmas!



## AIR ACADEMY 2016

### MARTIN VERSTEEG

The chapter has again reserved a spot at the EAA Air Academy in Oshkosh and will be sponsoring a suitable candidate for a complete paid trip and stay at the 2016 version of this event. The chapter wants to send a 16-18 year old high-school student to this one time experience for aviation enthusiasts. There are no requirements for a specific career path but the candidate must show interest in aviation.

This is a week long summer camp in the summer of 2016, taking place at Air Academy Lodge in Oshkosh, Wisconsin. It is a combination of fun and discovery young people can find nowhere else and the last two days of the camp coincide with the Airventure at Oshkosh so it is also an opportunity to see about 10000 small airplanes getting together at the Oshkosh airport. Campers are engaged through a variety of hands-on activities while staying at the Lodge in Oshkosh. Experienced aviation instructors help them delve into flight through studies, hands-on demonstrations, flight simulation, and other exciting activities.

The session 1 of the camp for which the chapter has a reservation run from **July 19-27, 2016**. The EAA Advanced Air Academy provides an atmosphere for students to become totally immersed in the world of flight. Ground instruction and introductory recreation flight experiences highlight this action-packed camp. It combines "in-the-air" and "on-the-ground" hands-on activities.


The EAA Advanced Air Academy also includes full participation (access to forums, flightline and all associated activities) in EAA AirVenture Oshkosh, the world's premier aviation event!

There is a Flight Training Ground School with subjects like: Fundamentals of flight science, Aircraft systems, Aircraft pre-flight, Flight controls and systems, Weather, Aerial navigation and Flight training requirements. The camp also covers hands on experience with: Aircraft Construction, Restoration and



Maintenance Skills covering: Welding, Sheet metal work, Fabric covering, Composite fabrication and Aeromodeling and woodworking And then there are opportunities to learn about the history of flight, touring the EAA AirVenture Museum, Fly EAA's flight simulators, Visit Pioneer Airport and possibly experience the thrill of flight in both an airplane and helicopter.

Interested candidates will need a sponsoring EAA chapter 35 member and should write a one page letter describing why he or she would be a good candidate for this sponsorship along with the downloaded application ([click here](#)) before end of February. Then in March 2016 the EAA Chapter 35 board will decide if a good candidate is available for the sponsorship.

For further information look at the EAA website: [www.eaa.org](http://www.eaa.org) or contact Maarten Versteeg (210)-256-8972 or (210)-859-1803 

## FAA: Fly Safe With Your Drone

*Very timely as we prepare for the holidays...This just in from our friends at the FAA! Ron O'Dea*

You're heading to the stores on Black Friday to buy that shiny new camera-equipped drone you've yearning for. You can't wait to get into the sky and let loose your inner high-flying aerial photographer, right?

Did you know you're also going to become a pilot?

When you fly your drone anywhere in the nation's airspace, you automatically become part of the U.S. aviation system. Under the law, your drone is an aircraft. So while the rules for drones may be different, you have the responsibility to operate safely, just as a Cessna or 747 pilot does.

The FAA has developed [this safety checklist](#) that you, as a pilot, should use whenever you send drone into the Wild Blue Yonder. We want you to fly safe, fly smart – and have fun.

See also <http://knowbeforeyoufly.org/>

## FROM HEADQUARTERS

Here are a few events and news shorts from EAA

### [EAA Webinars:](#)

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

Mike Busch: 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.

#### **12/8/15 7 p.m. CST Financing a Flying Club Aircraft**

Kevin Buckland: You don't need a survey to tell you that the No. 1 reason people start or join a flying club is to make flying more affordable. The single biggest expense a flying club will undertake in its formation or expansion is buying a plane. So how should you go about paying for an aircraft? The EAA's Flying Club Manual recommends self-financing, especially for startups, but that isn't the best option for everyone. This webinar will cover topics in financing including impact of aircraft selection on rates and loan amounts, financing a build or restoration project, the process and documentation requirements, and more!

#### **12/9/15 7 p.m. CST 3D Printing for Experimental Aircraft Builders**

Scott VanderVeen: EAA SportAir Workshops composites instructor Scott VanderVeen shares his 1000+ hours of 3D printing experience. He will answer the most common questions about 3D printing such as: What is 3D Printing? What can you do with it? Cost and how to get started? Workflow, CAD modeling and available Free Stuff.

#### **12/15/15 12 p.m. CST Flying Club Insurance**

Bob Mackey: Insurance is typically the greatest fixed cost for a flying club. But there are strategies you can use—from club organization, to aircraft selection, to training—to manage your risks and make sure you're getting the best value for your insurance dollar. Join us and we'll discuss these strategies, explain the types of coverage available, and answer your questions.

Bob Mackey is senior vice president of Falcon Insurance Agency, one of the largest independent aviation insurance agencies and the official insurance administrator for EAA Insurance Solutions. Bob is a commercial- and instrument-rated pilot with over 1,000 hours who has owned several aircraft. He has been an EAA member since 1972 and has been involved in the aviation insurance industry for more than 35 years.



#### **12/16/15 7 p.m. CST What's Involved in Kit Building**

Tim Hoversten, EAA technical aviation expert, presents real-world information that takes you step by step through the process of planning, selecting, building, completing, flight testing, and operating a kit-built airplane.

### [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

### **Chapter Advisory Council Members Needed**

December 31 Deadline Closing In

November 2015 - At the EAA membership meetings held during AirVenture Oshkosh 2015, the EAA board of directors approved a multi-year Chapter Strategic Plan. The plan was the work of a special board committee headed by EAA board member Cody Welch. A key part of that plan is to form a new volunteer council specifically charged with providing input to EAA staff.

Candidates for the council should be actively engaged members of their local chapter with a minimum of two years' experience as a chapter officer. Terms are three years, and the council will meet annually in Oshkosh in addition to monthly teleconferences. Volunteers should plan for a commitment of up to 10 hours per month.

If you are interested in this exciting opportunity to help shape the future of EAA chapters, please complete the online application.

[Click here to apply](#)

### **EAA Holiday Auction: Sharing The Spirit of Aviation**

November 25, 2015 - Each year, EAA's "Spirit of the Holidays" online auction offers an opportunity to bid on some special items perfect for any aviation enthusiast - even if that flying fan is you. It also provides a great way to support EAA's programs that educate, encourage, and preserve The Spirit of Aviation.

This year's Holiday Auction begins on December 1, which coincides with Giving Tuesday, a global day dedicated to giving back. The auction runs through December 8, giving you plenty of time to receive items for holiday gift giving. The unique experiences and gifts up for bid this year include not only aviation-themed pieces, but plenty of other fun and exclusive items:

Auction proceeds directly support EAA programs that preserve our heritage and make a positive impact on the future of aviation

<http://www.eaa.org/ea/contribute-to-eea/ea-holiday-auction>





# SAFETY NOTES & NOTAMS

## DID YOU HEAR THAT?



### Ron O'Dea—Chapter Safety Officer

*Special Airworthiness Bulletin CE-16-08 was issued this month. It talks about not being able to hear audible warnings while wearing an ANR Headsets when flying certain aircraft! Please see the message and the link to the Bulletin.*

*Be careful out there!*

#### CHUCK FISHER

“Are you going to get that?” was the voice of my instructor/friend in my headset. My wife had purchased an ANR headset for me a few months earlier that I just love to this day and in my biplane and Piper archer they just made flying a lot nicer. Today, though, I was checking out in a Cessna 210 and my instructor was commenting on the blaring noise gear buzzer...that I did not hear. So as we descended at low power, gear up, the entire county could probably hear me buzzing away overhead, but I could not hear the buzzer.

“Get what?”. I said. “The horn! Either bump the throttle or put the gear down, it’s giving me a headache!” was the response. Sure enough I put a finger under the ear pad and the noise was deafening. Much nicer inside my headset!

I notice the same thing in my current plane, a Navion. Instead of a buzzer, it has a – yes really – a car horn under the pilot’s seat. I guarantee the entire county can hear it when it goes off, and even in my headset I can hear it – but even this not loudly and I could miss it if I was busy with an emergency or distracted with weather.

I guess I am not the only one. This month (Nov 20th) the FAA released Special Airworthiness Bulletin CE-16-08 which addresses exactly this scenario. The bulletin advises “When wearing these headsets, the pilot may be unaware of environmental sounds and audible warning annunciations in the cockpit that do not come through the intercom system.” This sounds familiar!

The bulletin goes on to advise pilots to:

1. Become familiar with the safety information in FAA Info 0700, which can be accessed at; [https://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/info/all\\_infos/media/2007/info07001.pdf](https://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos/media/2007/info07001.pdf)

2. Elect to find other solutions to discern such alarms or sounds, or discontinue using these headsets if any audible alarms or environmental sounds cannot be discerned while wearing a noise cancelling headset.

So, what audible alarms do you want to hear in your airplane that don’t come through the intercom. The two that come to mind for me are stall warning horns/buzzers and landing gear horns/buzzers.

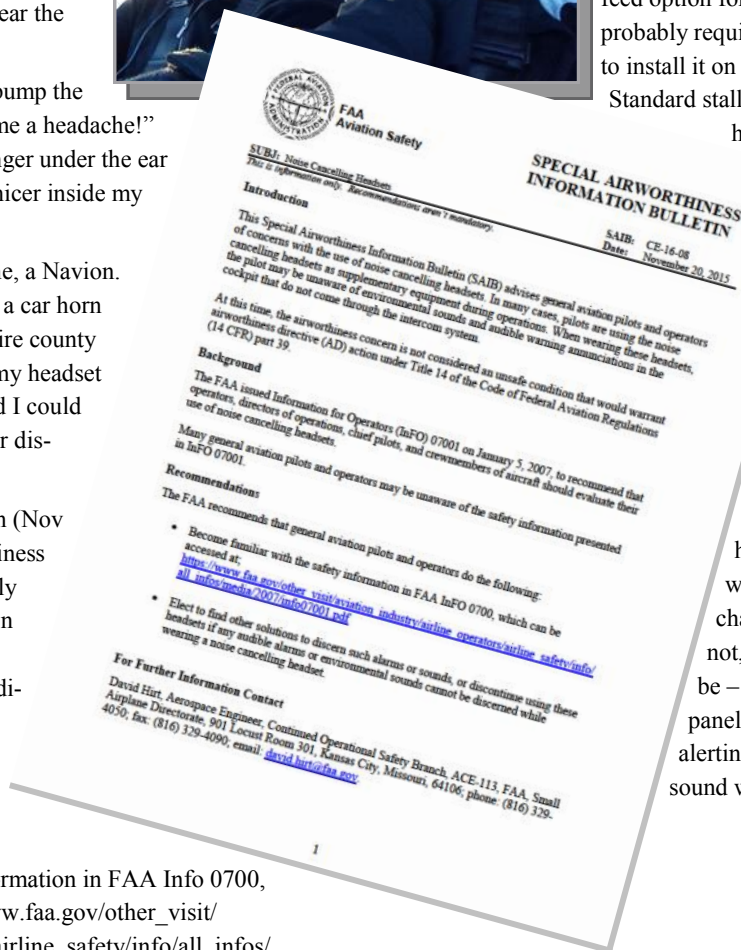
Frankly, most of us don’t spend a lot of time deliberately activating those buzzers. Have you? Have you done so with your ANR on?

Options you may consider for your aircraft include visual indicators like a light connected to the gear horn that is unmistakably visible, or audio alerts patched into your audio panel. Most if not all the AOA indicator systems include an audio feed option for your panel, but they will probably require an avionics technician to install it on a certificated plane.

Standard stall horns and whistles don’t have that option, but for

electronic stall warning systems a stall alert light might be an option.

The take home point from this bulletin is pretty simple. Warnings are supposed to be loud, distracting and annoying. Fly your plane with your favorite headset and see if your warnings still meet those characteristics. If they do not, seek a solution that will be – either through the audio panel or by installing a visual alerting system. These are one sound we *don’t want* to reduce!



## CONGRATULATIONS MASTER PILOTS!



### Ronald E. Damrill

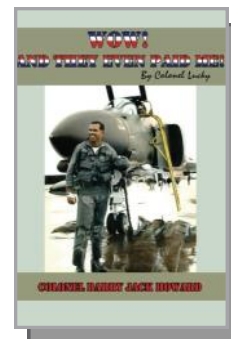
Ronald Damrill, in sharp contrast to so many of our members has flown only general aviation aircraft. However, he has done so around the world and in a dizzying array of aircraft. He soloed in 1963 and earned his license in 1966. He has amassed hours in Piper PA-18, 22, 28 and 38 aircraft, Cessna 150, 172, 180 and 206 aircraft, Mooney Mark 21 and Navion aircraft. What is remarkable is where he flew these planes. His logbook has entries from Lakeland Florida that reflect island missions through the Bahamas, flights in Cessna 150's and 172's through Germany (originating in Hanau), flights about Mount Fuji from Yokota Air Force Base in Japan, 152 and 172 flights above the Panama Canal. In addition he's flown from airports in Georgia, Kentucky, California, Florida, Washington State, and Texas and his flight history includes assignments in Vietnam, Tehran Iran, and Riyadh, Saudi Arabia which, I suspect, have stories of their own.



Ron continues to amass flight time in his magnificent polished Ercoupe 415CD.

### Barry J. Howard

Colonel (ret) Howard is a former military pilot with over 5,700 combat and non-combat flying hours in F-4 fighter, multiple trainer, C-130 and other heavy airlift aircraft. He is a veteran of Vietnam where he amassed over 200 combat sorties and helped establish the Fast Forward Air Controller Program, which continues, in subsequent iterations, to save lives in combat today. Prior to his combat tours he had been an instructor and functional check pilot in jet trainers, and after his combat experience returned as squadron commander 311 tactical fighter training squadron. He was handpicked to be a member of Project Checkmate and went on to command the 963rd Airborne Warning and Control Squadron where he proudly developed the Early Warning and Control System (AWACS) into the combat tactical tool it is today. He commanded the 51st Tactical fighter wing in Osan and the 475th Air Base Wing in Yokota Japan. He earned the Silver Star, Legion of Merit, Distinguished Flying cross, Republic of Korea pilot wings, Order of National Security Merit Medal among a long list of others. Not limited to fast movers, though, he was a champion of his installation aeroclubs flying Cessna 150, 182 aircraft and owned and flew a Cessna 207A. He's retired from flying now, but his remarkable journey is captured in his book [\*Wow! And they even paid me!\*](#)





# Young Eagles Fall 2015





NOVEMBER MEETING AND CHILI COOKOFF

PHOTOS BY DAVE (THE ARTIST) BAKER AND THE EDITOR





NOVEMBER MEETING AND CHILI COOKOFF

PHOTOS BY DAVE (THE ARTIST) BAKER AND THE EDITOR





# More Young Eagles Fall 2015





## THE BUILDER'S CORNER

**MARK JULICHER**

**EAA CHAPTER 35 TECHNICAL ADVISOR**

It has been a little soggy at Bulverde Intergalactic Spaceport. Hangar 64 sported 22 inches of water inside and a lot of damage, but in the last two weeks we shoveled out the mud and cleaned up many tools and rescued drowned golf carts, returned a lost bull to his own pasture and reset the 10,000 gallon fuel tank in its rightful place. So we are ready to go once with a Builders Corner article...

Failure of the seat rails in Cessna aircraft has caused several accidents. This should come as no surprise. Cessna seat rails have been to subject of a few ADs. They are a special attention item at annual inspection, but the savvy Cessna pilot should know what to look for and not merely rely on a once a year look by a mechanic. This month I thought I would review the high points of AD 2011-10-09. While this article won't make you an expert on the particulars of this AD, the take-away is that you should understand what a pilot could detect on a good preflight. If you own or fly a Cessna – read on.

AD 2011-10-09 is the latest in a series of ADs regarding Cessna seat rails. The AD requires a rather extensive inspection of both rails and seat ever 12 months or 100 hours whichever ever occurs first. The first step in the directive is to make sure the rails are clean:

“Visually inspect the pilot and copilot seat rails for dirt and debris that may prevent engagement of the seat locking pins. Before further flight, after any inspection where dirt or debris is found, remove the dirt or debris found.”

That is simple enough, look and see that dirt has not accumulated that might prevent engagement of the seat pins.

The second step in the directive is to remove the seats. This is not practical during a typical pre-flight inspection; however, once the (front) seats are removed, step 4 of the AD has detailed instructions and illustrations showing exactly how to inspect the rollers and seat tangs. It is virtually impossible to do step 4 with the seats installed, so leaving this inspection for annual time makes sense.

Step 3 of the AD is:

“Inspect the diameter of each seat locking pin engagement hole in the pilot and copilot seat rails for excessive wear. Due to wear on the rail surface at the hole opening, we allow this measurement 0.020 of an inch below the surface of the rail. You must take this measurement somewhere between the surface of the rail or no more than 0.020 of an inch below the surface of the rail.



Photo 1: Cessna seat rail with rounded holes. These holes are still in limits, but not by much.

(i) If the diameter of any of the holes is 0.42 of an inch or more (see figure 1), before further flight, replace the rail.”

Say what? It means measure to see how badly the holes are wallowed out. Make the measurement two hundredths of an inch below the surface of the rail. Sure. Right. How do you do that?

Actually, it is simple to make this measurement if you have the right tool! McFarlane Aviation Products sells a nifty Seat Rail Wear Gauge, part number Gauge SR1. With this little gem it is quick and easy to tell if any hole is worn beyond limits. You can read the instructions for the gauge at;

<http://www.mcfarlane-aviation.com/pdfDocuments/Drawing%20TOOL103%20Seat%20Rail%20Wear%20Gauge.pdf>

(Continued on page 14)

## BUILDERS CORNER (CONTINUED)

(Continued from page 13)



Photo 2: McFarlane Seat Rail Wear Gauge. Early version has .36 and .42 measurement. Current gauge only has .42 which is all that is necessary.

Insert the tang of the McFarlane Gauge SR1 into a suspect hole. If the small notch touches the edge of the hole the hole is within limits. Figure 1 shows how to insert the tang into a hole in the seat rail. In this case, the inside corner of the tool is not touching the hole, so this hole is out of limits.

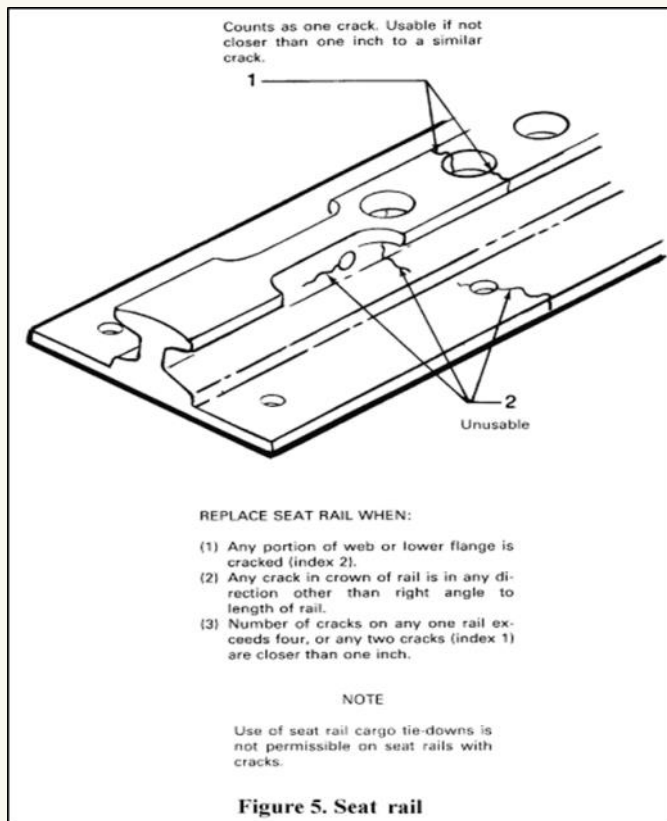


Figure 2: Figure from AD 2011-10-09 showing seat rail cracks.

The McFarlane tool works quickly and easily and leaves no doubt that a hole is good or bad.



Figure 1: McFarlane Seat Rail Wear Gauge in position to measure a hole.

The very last illustration in AD 2011-10-09 shows allowable and unallowable cracks in the seat rail. Seat rails crack when pilots slam the seat around whilst adjusting the position. Ouch. Be nice to the seat rails because they are expensive and take many hours to replace.

Figure 2 is a direct lift of figure 5 from the AD. The AD is explicit on what cracking is allowable and what is not. Need I say to err on the conservative side if there is any doubt?

Final Quiz: Look at Photo 3 and decide if you are OK to fly this Cessna.



Photo 3: A cracked Cessna seat rail.

As in most trick aviation questions, the answer is, "it depends..." From what you can see here it is legal, but you don't have enough information without a closer examination of the rail.





## OCTOBER MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to Charlie Brame for correctly identifying our October mystery airplane as the Windecker A-7 Eagle. The Eagle was built by Windecker Industries of Midland Texas and designed by the husband and wife team of Leo and Fairfax Windecker. The



prototype's first flight was on 7 October 1967 and the

design received FAA certification in December of 1969.



The Eagle was built using a process developed through a collaborative effort by Windecker and Dow Chemical which re-

sulted in a flexible, non-woven glass fiber material called Fibaloy. The Eagle has the distinction of being the first FAA certified all composite airplane. Because of the lack of knowledge and experience with composite aircraft at that time, the FAA imposed an overdesign airframe restriction of 20% on the Eagle prototype.

The Eagle was a four-seat, low wing monoplane with retractable landing gear. It was powered by a 285 hp Continental IO-520 engine. It had an empty weight of 2150 lbs and a gross weight of 3400 lbs. Maximum speed was 182 knots while cruise was advertised as 177 knots. Stall speed was 57 knots. The Eagle's cabin was 51 inches wide and despite the wide cabin, it's smooth surface allowed it to outrun the Bonanza, Cessna 210, and Bellanca Viking.

Windecker built a total of nine Eagles (some sources say only eight were built), two prototypes, six civilian versions and one for the Air Force designated the YE-5. The Air Force wanted the airplane to test the radar reflectivity and stealth characteristics of the all-composite airframe.

Unfortunately, the Eagle came on the market at a time when the economic recession of the early 1970's was hitting the aircraft industry. It was difficult for a new design like the Eagle to compete against Beech, Cessna, Piper and Mooney who were well established companies with proven designs and who could pro-

duce their metal aircraft for less than the Eagle's composite airframe. Production of the Eagle ceased in 1971 due to funding problems.

Currently there are no Windecker Eagles flying but Chinese entrepreneur Wei Hang has purchased two Eagles and has commissioned a team in Morresville, North Carolina that is headed up by three EAA members to restore one of them. It may be back in the air as soon as late this year. It also appears the Mr Hang is interested in starting up production of the airplane in China. He has purchased the production certificate for the Eagle and has started work on two manufacturing facilities in China. At this time he plans to market them only in Asia.

Sources for this article include:

[https://en.wikipedia.org/wiki/Windecker\\_Eagle](https://en.wikipedia.org/wiki/Windecker_Eagle)

<http://www.flyingmag.com/aircraft/pistons/historic-windecker-eagle-restoration>

[http://www.aviation-history.com/garber/vg-bldg/windecker\\_Eagle-1\\_f.html](http://www.aviation-history.com/garber/vg-bldg/windecker_Eagle-1_f.html)

[http://airandspace.si.edu/collections/artifact.cfm?object=nasm\\_A19850619000](http://airandspace.si.edu/collections/artifact.cfm?object=nasm_A19850619000)

<http://www.flyingmag.com/aircraft/pistons/historic-windecker-eagle-restoration>

<http://www.flyingmag.com/aircraft/pistons/windecker-eagle-be-produced-china>

<https://www.eaa.org/en/ea/ea-news-and-aviation-news/2015-news/04-09-2015-windecker-eagle-restoration-nears-completion>



### NAME THE PLANE

Here's our December Mystery Plane. Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information?

1. Who designed and 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. Is it an experimental or a certified airplane?



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Brian Goode

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**NEW IDEAS?** 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 air age education events. Consider a light weight jacket for our mild winters, or cockpit sun protectors that are placed inside the windshield on the top of the instrument panel. How about Chapter 35 logo decals for the tail of your airplane or automobile, or a key fobs, pocket knife or shotgun? How about fancy EAA Chapter 35 name tags?

Please send me your ideas.

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# 2014-15 EAA Chapter 35 Leadership



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

Chapter 35 meets

Each Second Saturday of the Month

**EAA 35 Holiday Luncheon**

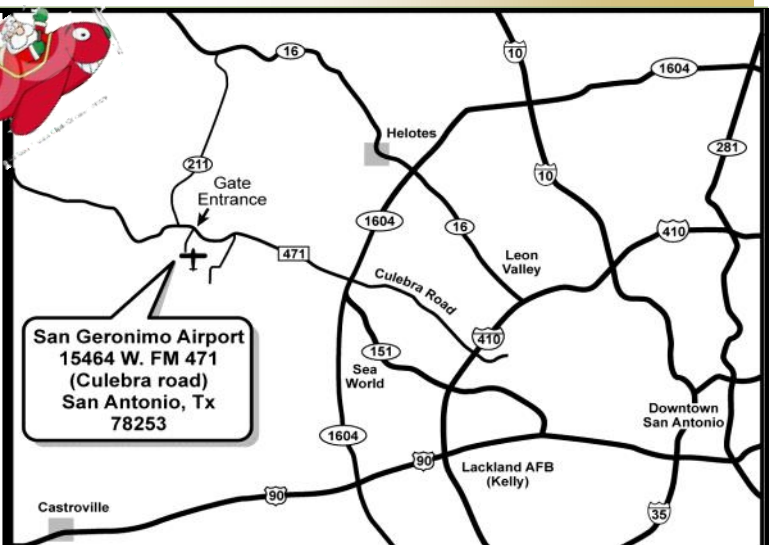
Social Hour 11:00 pm

Lunch Served Noon-1:00 pm

Gift Exchange 1:30 to 3:00 pm

**12 December 2015**

**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**

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**PRESIDENTER COCKPIT**[For English Click Here](#)

Eller sista månadsmöte för innevarande år (exklusive vår sista Julfest) började med en Chili Cook-Off med 5 olika chili kokta några av våra duktiga matlagning medlemmar. Det fanns 44 deltagare, som haft och, i ett efterföljande Chili döma, valt ut de bästa av dem. Vårt nyhetsbrev Editor, Chuck Fisher,

är inte bara utmärkt som en redaktör, men också en överlägsen kock och vann första pris, följt av Robin Apsey och Nancy Fox.

Eftersom November månatliga mötet var EAA anges medlemsmöte, var omröstningen måste ske för EAA35 Officers (VD, vice VD, sekreterare och kassör) för 2016-2017. Under föregående månadsmöte valberedningen under ledning av John Latour presenterade kandidaterna och det fanns inga andra nomineringar från golvet. De nya officerare valdes är: VD Steve Jones, Vice President Darren Medlin, sekreterare Michael Landis och kassör (omval) Dee Brame. Grattis till bra val och till de nya och övriga befattningshavare.

Vid det månatliga mötet Michael Jordan från San Antonio FAA Flight Standards distriktskontor presenterade bröderna Wright 'Mästaren Pilot Award till Ronald Damrill och överste (pensionerad) Barry Jack Howard. Utmärkelsen erkänner piloter, som har visat professionalism, skicklighet och flyg kompetens genom att upprätthålla en säker verksamhet för 50 år eller mer. Båda pristagare hade mycket långa och intressanta historia luftfarts under sina många år av flygande flygplan. Under detta år liknande och andra utmärkelser har mottagits av våra EAA35 medlemmar, såsom den prestigefyllda EAA stora landvinningar Award till Ron O'Dea i hård konkurrens från andra kapitel i hela landet.

Eftersom vi har några medlemmar i EAA 35 annan än mig från andra länder, närmade jag Michael Jordan från FAA efter mötet och frågade honom om reglerna för bröderna Wright 'Mästaren Pilot Award. Han forskade berättigande för tilldelning baserat på en del av flygupplevelsen genomförs utanför USA. Reglerna föreskrev att en kandidat måste ha 50 år av USA: lotsa erfarenhet från den första ensamflygningen. Dessutom måste den sökande ha varit en amerikansk medborgare eller permanent bosatt under dessa 50 år. Dock inga medicinska intyg som krävs. Så, min första ensamflygningen 1967 i Sverige, min CPL och IFR inkom till Randolph AFB 1982, mitt permanenta amerikanska uppehållstillstånd sedan 1992, amerikanskt medborgarskap sedan 2002 och mitt nuvarande läkarintyg inte var tillräckligt för denna utmärkelse i cirka två år från nu. Men, åtminstone var det en bra försök. Jag kommer dock att vara berättigade i en annan cirka 27 år, vilket är mycket uppmuntrande för en pilot i min ålder. Däremot kan priset också läggas fram för en förvaltar upp till 2 år postumt, som kanske inte är så roligt för förvaltaren jämfört med om han / hon / andra skulle fortfarande vara vid

liv.

Vår experimentella flygplan Zenith STOL CH701 har nu prov-flygning mer än två tredjedelar av FAA obligatoriska 40 timmar. Mindre korrigeringar och ändringar har varit nödvändigt att fortsätta test-flygning. Lex Brown fortsätter testflyg från sin ranch i Sabinal. Detta kommer att undvika mycket långa bilturer för honom till San Geronimo Airpark för varje flygning. Han använder en befintlig luft remsor (Flying Oaks Ranch) på ranchen och lagrar flygplanet i en hangar där. Både Tom Morgan och jag otåligt väntar på att ges en övergångsperiod flygutbildning av Lex efter 40 timmar provflygning, en procedur som godkändes av försäkringsbolaget. Annars, vi båda hade också varit tvungna att gå upp till fabriken för en sådan flygträning i ett CH701, innan vi fick av försäkringsbolaget att flyga vår egen flygplan.

Detta är min sista presidentens Cockpit Jag skriver och december kommer att vara den sista månaden som VD för EAA35 i San Antonio. Det har varit ett stort nöje att fungera som din president och jag vill tacka er alla för ert bra stöd under dessa två år. Jag är också mycket imponerad att ni alla så snabbt lärt sig att förstå det svenska språket i presidentens Cockpit i nyhetsbrevet och min "accentual" svengelska. Steve Jones kommer att ta över och jag önskar honom lycka till de kommande två åren. Han valdes enhälligt en mycket kort och effektiv valprocessen. Jag är glad att han inte behövde delta i alla president tal, debatter och mycket dyra kampanjer som skall väljas, som vi nu ser i valprocessen inför nästa amerikanska president.

Den sista EAA Kapitel 35 händelse för i år, julfest på lördag 12 december, kommer att starta med en social Hour jul sammankomst kl 11.00 i vår klubbhuset följt av en läcker lunch serveras vid lunchtid för \$ 10, som du kan betala när du ange klubbhuset. En frivillig gåva Exchange kommer att ske på 1,30 till 03:00 med gåvor värderas ungefär \$ 10, såvida du inte verkligen vill ge bort en generös \$ 1.000 gåva och bara ta emot en \$ 10 gåva själv i gengäld. Snälla, märker att walk-ins är välkomna och en bokning i förväg behövs inte längre enligt Gail Scheidt och Freda Jones, som denna gång och liksom alltid arbetar mycket hårt för alla våra framgångsrika händelser i vår klubbhuset. Alla är hjärtligt välkommen till denna festliga julen EAA35 sista året händelse. Jag hoppas att se y'all där. Väl i förväg Jag önskar er en God Jul och ett Gott Nytt År

Ulf Balldin