EAA THE SPIRIT OF AVIATION

RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX

February 2013

Volume 55 Issue 2

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Next Event

Feb 9th

Dinner 1700
Presentation 1845

Video Presentation:
Flying the P-51 Mustang

EAA Club House

Runway 35 is published monthly by EAA chapter 35.
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Chuck Fisher: Editor
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January Young Eagles

The Editor

In typical San Antonio fashion, in the dead of winter only days before the Winter Solstice, Chapter 35 filled clear blue skies with aircraft and the clubhouse area with tents for the January Boy Scout campout, merit badge clinic

and Young Eagles flying event. Over 50 young men and women and a few parents enthusiastically took to the sky in aircraft ranging from antiques to new aircraft. Chapter 35 filled the flightline and the skies above South Texas. Thanks to all of the more than a dozen volunteers, pilots and aircraft owners for making this an overwhelming success! See the following pages for a photo album.

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Building Their Plane

Chuck Fisher

An open hangar door is always an invitation to visit at San Geronimo (8T8) and on a gorgeous mid-70's bright sunshine and blue sky Saturday I exercised the option to pop in unannounced and visit Craig and Ruth Ann Geron. The Geron's recently moved their project to San Geronimo and are nearing final assembly of their RV-8. And, as always on our little Airfield, they welcomed me with open arms, and I walked away with lessons to share. The first important note is that I said "THEIR" RV-8. This is a theme worth noting as you read on.

Craig is currently an Information Technology

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PRESIDENT'S COCKPIT

Nelson Amen

Chapter 35 President

At the January Board of Directors meeting, a suggestion was made to consider changing our meeting times to daytime meetings rather than evening meetings.

After some discussion it was apparent that many of us on the board have had requests from the membership to consider this.

There are several reasons moving to daytime meetings may make sense. Several members have mentioned they would be more likely to attend daytime meetings rather than evening meetings. Some of our "more experienced "members report it would be easier for them to drive to our meetings during daylight hours. Members who own airplanes based at other airports would like the option of flying in to the meetings when weather permits. Other members have projects they are working on at the airport and could take a break for the meeting and still have time to go back and do more on their project. Finally, members might be more likely to stay around and visit rather than head home right after the meeting. The list could go on but you get the point.

I think the turnout we had for our January event shows that people will participate in daytime events. We had 57 people purchase lunches on the 12th which is up from our normal attendance. We also had more first time visitors than normal. So, the bottom line is there seems to be good reasons to warrant at least giving this a try.

I have modified the calendar to reflect our new meeting times for the rest of the year starting with our March meeting. Our February meeting will remain an evening meeting since we want to give our membership enough notification of this time change. The dates will remain the second Saturday of each month. We will decide at a later date about our Holiday Party in December so please let the BOD members know your feelings one way or the other on that.

The BOD members welcome your feedback on this. We can always change back if we find out this is not working for the majority of our membership. Thank you for your participation in EAA Chapter 35 and I hope you will join us at our next meeting on February 9th.

Nelson Amen

JANUARY MEETING SCRAPBOOK

The January Meeting featured progressive meal and tour of a dozen or more EAA 35 member projects and facilities. Thank you to everyone who opened their hangars for us and to our Trolley Drivers Brian Goode and Dave Baker.

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YOUNG EAGLES (CONT.)

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More photos of this event available at http://www.35.eaachapter.org/apps/photos

THEIR PLANE (CONT.)

(Continued from page 1)

consultant with his own business since retiring from a distinguished career as a naval flight officer. During his busy active-duty days he flew Intruders, Tomcats, Hornets and others around the world. He must've been pretty darned good as he also commanded an EA6B Prowler squadron and a Carrier Air Wing aboard both the USS Constellation and USS Abraham Lincoln. This of course kept him deployed a lot but he was fortunate enough to have Ruth Ann, a supportive and energetic military spouse at home to raise their now very successful children – and yes at least one is following in dad's footsteps. Ultimately Craig ended up as the senior military officer overseeing all of the growing Navy population in the San Antonio area. And, though a long way from the water, they fell in love with San Antonio (Craig is a native Texan) and have made it home.

In 1985, not long after he and Ruth Ann married, Craig started flying general aviation aircraft while he was stationed at NAS Fallon in Nevada that is now home to the Navy's TOPGUN school....and also a long way from the water. Since that time he flew GA aircraft off and on, but never owned one. Like many military aviators who spent a lot of his time away from home, personal aviation just didn't fit well with the lifestyle. But, along the journey, he developed a yearning to someday have a plane. His plane – designed his way and for his use. A 172 just wasn't going to cut it. And, as he retired, while visiting a group of his flying buddies out at Whidbey Island the ember was re-ignited.

The entire group of three buddies decided they would each build an RV-8. They'd use each other for support and advice, and since one of the group already had one RV under his belt he could be the virtual technical advisor for the bunch. Well, that was the plan.

I asked Ruth Ann what she thought of this idea and her reply was simply "He's worked so hard, he's earned anything he wants". They were all in -- as a team.

Craig's plan was to do this himself. As a multiple time commander, he has demonstrated that he has a bit of determination and self-discipline and no lack of self-confidence. So, he and Ruth Ann began to teach themselves how to build a plane from beginning to end. They used the extensive on-line resources, VANS support literature and technical advisors and located surrounding experience to learn about tools and techniques bit by bit. And they practiced – a lot.

First Craig purchased the parts to assemble his own engine, a Superior Air Parts IO-360 180HP engine. With the oversight of Lupe Dumas down in Castroville, he built up the engine himself. He and the professionals tested it, QC'd every piece and now he has a brand new engine that he knows down to the grommet ready to install.

The Van's crates started to arrive at the Geron house about 3 years ago. First was the empennage. "A slow build" kit, this was the first big challenge for the couple. They did every step as a pair. Ruth Ann riveted and Craig bucked the rivets with few

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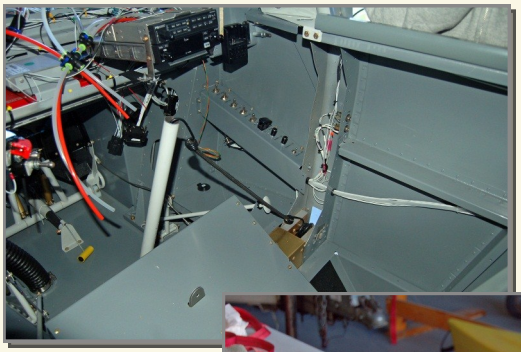
THEIR PLANE (CONT.)

(Continued from page 5)

exceptions. Over the ensuing year they assembled a mirror smooth empennage. The wings went more quickly as their confidence grew and before long they were ready too. Craig's one concession to time and precision was to purchase a "quick build" fuselage. In doing so he knew the center box would be precisely jigged and he would have to worry less about small misalignments that can be big problems. Even with a quick-build, though, the turtledeck skin and empennage have to be assembled, so Ruth Ann spent hours squeezed into the tiny space bucking rivets. "That was really hard" she said and was one of the few times they had to re-do part of their work.

This RV-8, like all homebuilts, reflects the desires and needs of the builder. Craig and Ruth Ann decided on a simple VFR aircraft, but with modern technology that a Hornet driver would appreciate like Highway in the Sky capability (no Head Up Display though!). It has a central power management system and an Advanced Technology digital EFIS that gives the plane a clean, simple appearing panel though the capability is astounding. The gorgeous seats were done locally by Aero Comfort and even include a seat-heater for the rear seat. Ruth Ann intends to be comfortable while she flies!



I asked them about their building experience so far and what they have learned. Craig, the former commander, looked every bit an EAA mentor as he advised:

1) Be realistic about the time and effort involved. Too many projects never get finished because people underestimate the requirements for time and effort or over-estimate their skills.

2) It takes at least two people to do this. Craig was fortunate to have an exceptionally supportive spouse, co-builder and future co-pilot from day one. Other potential builders may need to find a partner they can work with for years.

3) Decide what your goals are. Are you "building a Rolex (to show) or a Timex (to fly)?" If you are building to fly, be willing to accept little blemishes. If you are building a "Rolex" prepare to re-do lots of re-work as you get more proficient and notice the little things you now know how to do better. Be prepared to add months or years of re-work to make it perfect. Craig and Ruth Ann are building a plane to fly

4) Take advantage of learning opportunities and practice (a lot!). Craig and Ruth Ann are self-taught and have become quite proficient through study and practice, partially building on decades of aviation training. Others might find it better to attend classes and seminars. In any case, practice a lot and ask for help freely you need it.

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THEIR PLANE (CONT.)

(Continued from page 6)

A few months ago, the component parts were finished. The Geron's garage was just not big enough to assemble the rest of the plane. So, recently Craig and Ruth Ann transported the project to San Geronimo to finish it up and joined the 8T8 and Chapter 35 community. They chose 8T8 largely be-

cause of the large builder community and abundant technical resources and equipment available on-field and Craig is now working on the project nearly every day. They still have to finish the canopy, but for the most part they are ready to mate the wings and fuselage and install the engine. They are oh so close! Oh, and

remember the group of guys who were going to build RV-8's together? Craig and Ruth Ann, last to start, least experienced, are so far ahead they are now the team's technical lead. I guess Craig just can't help being in the lead. So, in a few months we'll all get to watch as Craig and Ruth Ann roll out a shiny new RV-8.

Their plane, built together, for each other.

EAA 35 REPORT OF JANUARY 13 , 2013BOARD OF DIRECTORS

- Treasurer: We reviewed our 2012 expenses and accepted the 2013 Budget proposed. Our 2012 Receipts were 13% more than budgeted, with Expenses 26% under budget. Overall, our finances are in good shape. The Board also reminds members of the meal cost increase to $7 per person.
- Membership (O'Dea): of our 150 members we have received 98 renewals for 2013.
- Special Event: Dale Cope (American Institute of Aeronautics and Astronautics - AIAA) presented a summary of their planned Feb. 23rd event at the chapter building. They will have "activity stations" set up inside and expect about 60 participants, 1st grade through high school. We are looking for 10 EAA members to assist as volunteers. Our Chapter will also plan a static display aircraft outside (weather dependent). Volunteer training is Jan 31st at the chapter building. Nelson will secure EAA insurance for this event (update: submittal completed Jan 14th)
- Air Academy: A Feb. 15th deadline was established for candidate submittals for the 2013 Air Academy. See information later in this issue.
- Annual Schedule: Since daytime meetings tend to have better attendance, Doug volunteered to draft schedule changes for the 2013 calendar. These will be submitted to our Board for consideration. The board also agreed to a 10:00 am end time for our scheduled breakfast activities per Gail's request.
- Workshop: Nelson offered a $50 donation for lock-out-tag-out devices for our more complex hangar tools. Don will look into what is available and the appropriate uses.
- Newsletter: Chuck and Ed are refining publication and distribution of our monthly Newsletter to control costs and looking into options should the copier we presently use not be available
- Committee Chair Appointments: Nelson requested that all of our Board members and Committee Chairs continue their excellent efforts through 2013, and would submit the same names to EAA for this year's team unless otherwise contacted. Everyone's commitment in 2012 was very much appreciated.
- Handbook: Nelson will continue to work on job titles and descriptions of duties. Brian provided a prototype, outlining the Country Store Manager position.

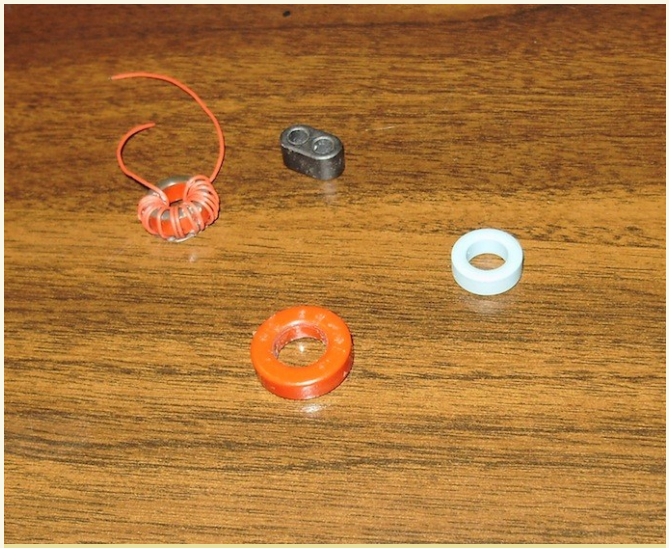
BUILDER'S CORNER—RADIO FREQUENCY INTERFERENCE

Mark Julicher

EAA 35 Technical Advisor

What does it mean when your glass panel display shows very large and rapid fluctuations in most of its indications? What does it mean when the outrageous indications get more pronounced when the strobe lights arte turned on? The correct answer is *not* that your oil pressure and EGT are berserk and defying the laws of physics. No, the most likely answer is radio frequency interference, (RFI).

Glass panel displays are highly susceptible to RFI. I personally know of one instance where some medical power supplies were causing the displays in a brand new 767 to behave erratically. Yuk! Glass is the modern way to build a panel. The glossy magazine ads don't discuss RFI and you may never see RFI indications on your glass panel, but when RFI strikes, it can be really nasty and very difficult to solve. If the big jets are susceptible to RFI, it stands to reason that some of our smaller creations are going to experience problems.



An assortment of ferrite toroids.

So what exactly is RFI? Where does it come from? How can it be prevented or controlled? As the name indicates, something producing a radio frequency (RF) is interfering with something else. When the AM radio crackles during a thunderstorm, that is RFI. When you hear a whine in your headset whilst the strobe lights are on, that is RFI. So think a moment and name a few items that produce RF on your plane. Radios… OK that was easy. Transponder… yep, in fact the transponder is one of the most powerful radios on the plane. Strobe lights make a powerful pulse of RF when they fire and the strobe power supply makes RF energy all the time. How about receivers? Yes, some of them also! AM radios have a local oscillator which is vibrating electronically well up in the radio frequency range. How about sparks? Sparks emit energy at just about every frequency from direct current to the light spectrum, so there is a lot of RF coming from magnetos, motor brushes, and even poorly bonded flight controls – anything that sparks.

So now you should have a bit of the picture of where RF energy is coming from, but what about the interference part? I bet most of your electrical equipment works just fine and you never see or hear a problem. That is because most aviation electrical equipment is protected by shielding, grounding, or filtering. You are probably familiar with these techniques, but for the two or three readers that may have forgotten, here are some examples.

The bonding wires going between your flight controls and the aircraft primary structure are an example of grounding. As static charges build up on various parts of the aircraft, the bonding wire gives electrons an opportunity to flow from one spot to another without making a spark. An example of shielding is the metal case surrounding your strobe light power supply. Within that shield there is an oscillator that is chopping direct current into millions of electrical pulses and feeding that to a step-up transformer and then to a photo capacitor. All this activity is producing gobs of electrical noise, but it is captured neatly in a sturdy metal case and "siphoned off" to the aircraft ground. Filtering is accomplished by tuning antennas and receiver circuits to respond to desired frequencies and to ignore undesired frequencies. Tuned electrical circuits oscillate at a characteristic frequency (plus overtones) and do not oscillate at other frequencies. The soprano can break the proverbial drinking glass by singing the note at which the glass will vibrate. The glass collects more and more vibrational energy and finally ruptures. Sing the wrong note and the glass won't respond at all. Filtering helps like that.

So lets review. Many items on our aircraft are producing RF energy. When the RF energy bleeds into something or causes an undesirable reaction then it is RFI. Permit me a historical sidelight here. As a youngster I lived on the flight path to Washington National airport. Every time a plane (DC-7, Constellation) came over the house, our huge old tube fired Motorola TV set just went crazy. OK, end of nostalgia. Nobody would buy a TV with that kind of performance today!

So how does the RF get into your equipment? Typically, when RF energy encounters a metal object it travels down the outside of the case or wiring. Wires that were made to carry DC power or low power signals might conduct RF inside your electronic box and allow it to pass right through the shielding and grounding and find its way into some part of the circuit that will oscillate in tune with the interfering energy. Low power signal wires? That sounds a lot like the ribbon cables on a sensor or a computer. Ah Ha! An entry path for RF.

So now how can you keep RF from slithering down those unsuspecting wires? One good answer is toroids. Say again? Toroids. You have surely encountered them. Those little "donut" shaped metal things on the power cord to your radio or TV or other device – yep – that is a toroid. Physically a toroid is made of ferrite, a mixture of powdered iron and clay baked into a donut shape.

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BUILDER'S CORNER—RFI (CONT.)

(Continued from page 8)

When RF energy passes by the powdered iron, the iron particles oscillate. Think about it! RF energy is wiggling the iron particles. RF energy is being transformed into mechanical energy – and therefore the RF is dissipated harmlessly before it gets into your equipment. Toroids come in all sizes and even different mixes of clay and iron depending on what the toroid is used for, but as far as we are concerned, that little ring is keeping energy out of sensitive equipment.

Four months ago we installed a credit card operated fuel pump at 1T8. It nearly failed because the phone line for the computer was picking up a lot of RFI. We installed toroids on the various phone wires and the card reader is working flawlessly now.

A ham radio operator friend of mine was annoying all his apartment neighbors. Most of them were not interested that he had worked all 50 states and Easter Island from his modest and perfectly legal radio shack. They were upset that their TVs and telephones were poorly filtered and thus became inadvertent listening devices. We installed several sets of toroids on all the neighbors phones and TVs and immediately the RFI problems ceased. Amazing.

So this morning a local RV-12 pilot was complaining that his glass engine display is occasionally going crazy and that when the strobe lights are turned on the glass is just useless. At least part of the problem is RFI. I think toroids can correct his problem; we have to check that out and get back to you.

So finally, where can you get these magic little toroids? There are many sources, but my favorite is Palomar-Engineering.com. Below is their advertisement quoted verbatim.

RFI Kit

Kit RFI-4 contains ferrite toroids and beads selected to eliminate RFI from 1 to 1000 Mhz. Enough to cure a normal household of RFI.

What causes RFI? Strong signals from nearby amateur radio, CB, FM and other transmitters are picked up by long wires running through the house: electric power wiring, telephone cables. alarm system wires, etc. They feed the signals into the TV, the telephone, and the stereo. Long leads to the stereo speakers do the same. Electronics in these appliances are upset by the RF and you hear the radio transmitter in your telephone and TV and the alarm goes off.

How to cure RFI – Run the wires through ferrite cores right next to the affected appliance (the Tip Sheet gives details). Ferrites do not affect the signals going through the wires but they resist the passage of RF. So they keep the RF out of the appliance and stop the RFI.

What is in the kit? 12 beads with 0.2" holes for small wires and cables, 4 toroid (donut shaped) cores with 1/2" holes, 4 with 3/4" holes, 4 split beads (toroids cut in half so you can put them over cables without disconnecting them). Two of them fit over RG-58 (1/4" hole) and two fit over RG-8 (1/2" hole).

Also included is our RFI Tip Sheet that explains the use of ferrites in detail and tells how to use them to keep RF out of computers, stereos, VCRs, alarm systems, and telephones.

What does it cost? Kit RFI-4 is $35.00 + $8 S&H in U.S. and Canada. (Plus Sales Tax in California.

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

BUILDERS ACADEMY

Maarten Versteeg

Two students attended the first builders academy of the year and they made great progress. First they did some touch-ups on the paint work. When they did the decorative patterns with red white and blue last month the

taping didn't work perfectly, but after some touch-up work all now looks good. Then they started the big work, assembling the plane the wings, the tail, rudder, elevators and ailerons and now it suddenly looks like a real plane!!

Work remaining now is preparing the engine and replacing some of the hardware (bolts and nuts) with appropriate aircraft hardware now that we know the correct sizes.

DECEMBER MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to Charlie Brame for correctly identifying January's "Mystery Plane" as the Mooney M20T Predator. This was a one of a kind Mooney that flew for the first time around 1991 and was developed to compete for the Air Force's Primary Trainer contract as a replacement for the aging T-41's. As many of you are aware, the Slingsby T-3 Firefly won that contract. One can't help but wonder how things would have turned out had the Mooney won that contract.

The Predator was a hybrid Mooney with a short body similar to that used by the M20C and E fitted with a sliding canopy and stick controls. It used the standard Mooney wing found on nearly every Mooney ever produced while the tail was from the M22 Mustang. It was powered by a Continental IO-550 pumping out

http://www.avweb.com/newspics/predator_taxi.jpg

300hp so power was not on issue with this bird. One source reported that the production version was to be powered by the Lycoming AEIO-540 engine.

While fast, stable and fairly nimble in the air, one pilot report on the airplane stated that the "stick feels like it's stuck in cement." Mooney engineers never got the chance to work that issue out. I also recall reading that the laminar flow wing used by Mooney was not very conducive to aerobatics which was one of the requirements the Air Force was looking for in their next generation primary trainer at the time.

N20XT is still owned by Mooney and is on loan to the Florida Air Museum in Lakeland, Florida.

WELCOME NEW EAA CHAPTER 35 MEMBERS!

Ron O'Dea

Please welcome:

Allan and Kathy Gratia: Allan is a Chiropractor who lives in Bandera. He is building an RV-6A, about 50% complete and hopes to build an RV14 in the future. Email: dragnet12@sbcglobal.net

Roy and Toni Ball: Roy is a retired property management engineer and lives in San Antonio. Though he has not flown in a while he used to own a Stinson. He has also built some other aircraft and boats. He is not currently building an airplane but is available to help anyone who is. Email: tristau1@comcast.net

Allen Inks and Kitty Chung: Allen and Katy live in their Hangar Home at Boerne Stage Airport. As an almost retired attorney he is also building a self launching Pipistrel Virus motor glider. Allen.patents@gmail.com

Steve Harris: Steve lives in San Antonio is an ex-Army Aviator and is currently back in school. He flew the UH-1, AH-6, and MH-6 and has just started building an RV-7A. mrsteve@operamail.com

Charles and Neta Lowe Jr.: Charles and Neta live in San Antonio. Charles retired from after 26 years in the Air Force as a Radio Operator, Navigator, and Pilot. He flies Executive and Transport Aircraft and plans to build a plane in the future. learstar@satx.rr.com

Donald Mangold: Donald lives in Helotes. He was a WWII aviator who then spent 8 years at Bell Corp, involved with the X-1, X-2, and X-5. He then spent 30 years at Boeing. He has built or restored many airplanes; Miller M-6,Stinker OY-1,Cessna O-2, and 7AC, and owns a PA28-180. He also flies a Decathlon, a Cub, and a Champ. jamesmangold@gmail.com

Ron McInnis and Christine Crowley: Ron and Christine live in Pipe Creek and Ron is a self employed Metallurgical Technician (failure analysis). He plans to purchase a Legacy, LSA Aircraft.

Matt Moseley: Matt lives in San Antonio, is an Engineer a Student Pilot, and flies a Quicksilver MXII. mmoseley2@hotmail.com

Tracy and Melissa Nolte: Tracy is currently building a JDT mini max 1600. Tracy.nolte@gmail.com

Wilson Oommen: Wilson lives in Pipe Creek, is an engineer with Boeing and was previously with Northrop. He is going to build a kit plane. Stjohns2000@hotmail.com

(Continued from page 2)

More photos of this event available at http://www.35.eaachapter.org/apps/photos

UPDATE YOUR WEB PROFILE!

From the Editor: This is a repeat request from our webmaster. You are probably reading this document on our webpage right now So, pause, go to the member page and upload your data and photo now—it'll only take a second!

Dave Baker

As your webmaster I invite you to please use this communications avenue to yours and other member's benefits. Not only is this site reviewed by our members, it is also reviewed by many other people including the Staff at EAA National.

As you know, there are several "Sidebars" on the webpage that lead to additional information such as our location, our chapter hangar, upcoming events, newsletter and other information on our documents page.

Three pages which invite chapter member's involvement are, # 1, the "Photo Gallery-Planes-Events page-this is for YOU to submit pictures of your aircraft (whether it's a project or finished plane-homebuilt or factory built), it could be an event that you attended, it could be a tire-kicking session or any other event of chapter interest. # 2, Videos page-this is where you can submit videos of any aviation event, whether it be some flying activities at 8T8 or any other airport (see Gary Krysztopik's videos on the website now), a flight of interest as Jim Brandvik posted "Landing at Los Alamos" which is entertaining and lovely terrain. You can submit videos of aircraft building, a presentation on a certain aspect of AC building or anything you feel will be of interest to our members (and others who visit our website). # 3, "Members" page. This was developed by several requests by members to have us post a picture of ourselves so others can put a face with a name. Another benefit on this page is that we can give a "bio" of ourselves so others can read our interests, accomplishments, etc. Now, some of you have joined this page—BUT—you did not put a mug of yourself, so it kind of defeats the purpose. Hey, do like the obituaries do---put a picture of you when you were 15yrs old even though you are now much older!!!

I solicit your input and involvement in making our website one of the best in all of the EAA Chapters. We have one of the best newsletters within the entire EAA Chapter network so let's make our website as good. Please send all info for the website to me at iflyc23@yahoo.com. I will review it and post it on the website. Now, you can join the "Members" page by clicking on it, then click on the "+ Join Site" button and follow the instructions listed.

A chapter is only as good as it members....and we have proven over and over again that EAA Chapter 35 is a GREAT Chapter. Thank you for your support!

VOLUNTEERS NEEDED –AIAA/CHAPTER 35 EVENT

Dale A. Cope, PhD

CELEBRATE AWESOME - The Southwest Texas AIAA section is having a family event on Saturday, Feb. 23rd from 11 a.m. to 3 p.m. to celebrate the 50th anniversary of the American Institute of Aeronautics and Astronautics along with National Engineers Week. This event will include a variety of activities for age groups from 6 to 18 years old featuring the various engineering disciplines, such as aeronautics (paper airplane design & fly off), astronautics (Mars mission planning), civil (bridge building), electrical (potato battery), mechanical (balloon car), ecological (wind energy), and information (IPad activity). EAA Chapter 35 hosting the event at their clubhouse at San Geronimo Airport, and the event will include lunch for all participants.

The Southwest Texas AIAA section is anticipating about 60 participants so they are asking for volunteers who be willing to assist with the activities that day. For those volunteers who can make it, the AIAA section will be holding a workshop on Thursday evening, Jan 31st, to learn how to conduct the various activities. The workshop will be held at the EAA chapter's clubhouse from 6 to 9 p.m. with dinner provided. If volunteers cannot come that night, the AIAA section will also have an orientation from 9:30 to 10:30 a.m. on the morning of the event. Also, if any EAA chapter member is willing to offer a static display of their aircraft for the event, the AIAA section would greatly appreciate it.

If you would like more information about the event or volunteer to help out with the event, please contact Dale Cope at 210-522-2415 ordale.cope@swri.org.

Editor's note: Please check out www.aiaa.org for information about the group. This is a combined activity and is open to all chapter 35 members as well. Volunteers to help with the children's learning stations and activities will be welcome.

CHAPTER BULLETIN BOARD

February Meeting

Evening Meal, Soup and salad time

I am making Minestrone soup.

Please bring your favorite soup, salad or side to share with EAA members.

Thank you members for all you help during 2012!

If you know a good candidate print out this letter and the form on the next page for them!

2013 - EAA Air Academy

Experimental Aircraft Association

EAA Chapter 35
San Antonio, Texas

January 15, 2013

EAA Air Academy Summer Camp

EAA Chapter 35 is looking for an enthusiastic teenager interested in aviation and wanting to learn more about aviation at the EAA Air Academy in Oshkosh. The Chapter wants to sponsor the visit of such a candidate and will pay the camp deposit, tuition and air transportation.
The EAA Air Academy is an 8-day Summer Camp for high school students between 16 and 18 years old. It features a program about all aspect of aviation and two days of this summer camp coincide with the EAA AirVenture. For more information on the EAA Air Academy visit: http://www.youngeagles.org/programs/airacademy/. EAA Chapter 35 has already reserved a spot for a candidate for the second session of the camp that runs from August 2 – 10, the camp includes lodging and board at the EAA Air Academy Lodge in Oshkosh.

How to Apply:
Submit an application package to the Chapter 35 Air Academy Chairperson containing:

- Letter from the applicant why he wants to visit the Air Academy
- Reference from a Chapter 35 member
- Filled in application form (as far as applicable)

The package must be received at or before February 15th 2013. Be prepared to present a short interview to the selection committee if requested. For questions please contact Maarten Versteeg at e-mail maarten.versteeg@sbcglobal.net, or by phone at his home; tel. 210-256-8972 (mostly reachable in the evening between 18:00 and 22:00 hour).

Please note: If you are selected as our 2013 candidate, some more paperwork will be required and part of the package will include a form to be completed by your family physician on the state of your health for participation in the Air Academy program.

Attach:
EAA Air Academy 2013 Participant Application Form

YOUR Articles Needed

Chuck Fisher

This Newsletter is YOUR newsletter. I put the article 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

Join us as we celebrate 30 years of the EAA Air Academy program!

ACCREDITED

EAA Air Academy 2013 Participant Application

EAA Young Eagles Camp- For Youth Ages 12 and 13
$725.00 *(Deposit=$200)*
☐ Session #1: June 16-20 ☐ Session #2: June 22-26

EAA Basic Air Academy – For Youth Ages 14 and 15
$966.00 *(Deposit=$200)*
☐ Session #1: June 28- July 3 ☐ Session #2: July 8-13 ☐ Session #3: July 15-20

EAA Advanced Air Academy – For Youth Ages 16, 17 and 18
$1,210.00 *(Deposit=$200)*
☐ Session #1: July 23-31 ☒ Session #2: August 2-10

EAA Advanced Air Academy/SportAir – For Youth Ages 16- 19
$1,080.00 *(Deposit=$200)*
☐ Session: August 12-18

Participants should be the minimum age for the selected camp by the first day of that camp.

PARENT/GUARDIAN INFORMATION (Please Print Legibly)

First_____ Last_____
Address_____
City_____ State_____ Zip_____
Home Phone (_____)_____ Work Phone (_____)_____ Cell Phone (_____)_____
Parent E-Mail Address_____
Check No. or Credit Card No. (for $200 deposit)_____ Expiration Date_____

CAMPER INFORMATION (Please Print Legibly)

First_____ Last_____ Date_____
Address_____
City_____ State_____ Zip_____
Date of Birth _____/_____/_____ Age_____ Male ☐ Female ☐
Camper E-Mail Address _____
EAA Member # (Family/Individual)_____ Adult Shirt Size ☐ Small ☐ Medium ☐ Large ☐ XL ☐ 2XL
Ethnic Background: ☐ Black ☐ Hispanic/Latino ☐ Asian or Pacific Islander ☐ White ☐ American Indian or Alaskan Native
*Camper sponsored by (EAA Chapter # or other group)_____

How did you learn about the Air Academy? ☐ EAA Website ☐ EAA Chapter ☐ EAA Sport Aviation Magazine ☐ Friend
☐ Camper Fair (Camp Fair Location)_____ Other_____

*If an EAA Chapter or other group is sponsoring a participant, it is the participant's responsibility to communicate, coordinate, and submit all paperwork and payment to the EAA Resident Education Department. The participant is ultimately responsible for all fees associated with the EAA Air Academy program and the communication to and coordination of sponsorship from the EAA Chapter or other sponsor to the EAA Resident Education Department.

EAA 35 COUNTRY STORE

Brian Goode

The Tervis Tumblers with our EAA Chapter 35 embroidered logo have arrived and are selling at a good clip. They will be on display at all Chapter functions until they are all sold.

These high quality double walled tumblers are made in Florida and carry a Lifetime Guarantee. Lids for them are available at many local retail stores.

The Chapter 35 logo is a piece of embroidered cloth between the walls of the tumbler, not a stick-on decal.

They are available for $16.00 each and come to us in packages of four. If you are looking for an exclusive EAA Chapter 35 Valentines gift for your sweetie, or for your own use, please call or email Brian Goode at (727)-709-1159, or ladybgoode@msn.com.

They are available at the Goode's hangar (#53), or at Joe Killough's green pilot lounge hangar (#64H). Stop by and pick up a four pack.

You will be glad you did, and so will the Chapter.

NAME THE PLANE

Doug Apsey

OK fellow EAA'ers, this month's "Mystery Plane" photograph is a commercial photo. The citation will be in next month's newsletter 'cause it would give away the answer. This is a 4 and sometimes 5 seater produced in the US and Europe. So, who will be the first to tell me:

What company built it?

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

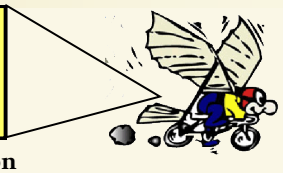
What did the manufacturer call it in the US? i.e. Skylane, Cherokee, etc.

Within 5 years, what year did it first fly?

EAA CHAPTER 35 CATOLOGUE

Caps:	
Cloth Chapter 35 and EAA Notional caps	$10
Mesh Chapter 35 logo caps	$5
SWRFI caps (collector's item)	$8
Denim Shirts: Only 2 Large Short sleeve left	$20
Tervis Tumblers	$16
Chapter 35 cloth logo patches (sew on)	$3
Bumper stickers	$2
Chapter 35 logo stick-on stickers (Per inch)	$2

2012 EAA Chapter 35 Contacts List



Officers

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Vice President: 210-912-2790	**Doug Apsey** dapsey@satx.rr.com
Secretary 210.540.8926	**BJ O'Dea** iknit8t8@yahoo.com
Treasurer 210-493-5512	**Dee Brame** DeeB@satx.rr.com

Board of Directors

Past Presidents

John Latour	860-612-2232 latourjohn@att.net
Lew Mason	210-688-9072 lewnan@sbcglobal.net
Dave Baker	210-410-9235 iflyaerosport@sbcglobal.net

At Large

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Brian Goode	727-709-1159 ladybgoode@msn.com
Ron O'Dea	210-488-5088 r2av8r@gmail.com

Chairpersons

Facilities 210-688-3210	**Gail Scheidt** gailps@att.net
Newsletter 210-878-5561	**Chuck Fisher** eaa35news@gmail.com
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Board Advisor 830-438-9799	**John Killian** jmkillian1@gmail.com
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Flight Advisors

RB 'Doc' Hecker	210-391-1072 tcflyingdoc@yahoo.com
Mark Julicher	210-382-0840 mjulicher@earthlink.net

Technical Counselors

Brad Doppelt	210-380-2025 brad_doppelt@yahoo.com
Mark Julicher	210-382-0840 mjulicher@earthlink.net
RB 'Doc' Hecker	210-391-1072 tcflyingdoc@yahoo.com
Lew Mason	210-688-9072 lewnan@sbcglobal.net

CHAPTER CALENDAR

FEBRUARY	9 23	**EVENING MEETING** Video Presentation: Flying the P-51 Mustang American Institute of Aeronautics and Astronautics (AIAA)50th Anniversary Celebration (Lunch, family oriented aviation & aerospace related events sponsored by the AIAA with EAA Chapter 35 volunteer support).	EAA Chapter 35 Clubhouse Dinner 5:30 pm Meeting/Program 6:30 pm 11:00 to 3:00 EAA Chapter 35 Clubhouse
MARCH	9	**DAYTIME MEETING**	Watch for important details in the next newsletter—it's a surprise!
APRIL	13	 FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed BOD Meeting	EAA Chapter 35 Clubhouse 8:00-10:00 am 10:30 am
MAY	11	SPRING CLEANING!! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE	8	ANNUAL CHAPTER 35 PICNIC Chef, Prep Cooks, Servers Needed	EAA Chapter 35 Clubhouse 11:30 am to?
JULY	13	 FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed BOD Meeting	EAA Chapter 35 Clubhouse 8:00-10:00 am 10:30 am
AUGUST	10	**DAYTIME MEETING** Speaker TBD	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	14	**DAYTIME MEETING** Speaker TBD	EAA Chapter 35 Clubhouse Lunch11:30 am Meeting/Program 12:30 pm
OCTOBER	12	**DAYTIME MEETING** Speaker TBD	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
NOVEMBER	9	ANNUAL CHILI COOKOFF Annual Membership Meeting	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting 12:30 pm
DECEMBER	14	CHRISTMAS PARTY	EAA Chapter 35 Clubhouse Social Hour 12:00 pm Lunch 12:30 pm Gift Exchange 1:30 to 3:00 pm

Aviation Calendar of Events websites

Aero Vents	http://AeroVents.com
EAA	http://www.eaa.org/calendar
Fly-in calendar	http://www.flyincalendar.com
Fly-ins	http://www.flyins.com

No February Events Listed as of Publication

For long term planning:

04-20-2013 -to- 04-20-2013
Mustang Beach Fly In (Fly-In)
Port Aransas, TX

05/24/2013 -to- 05/25/2013
Ranger Fly-In & Airshow No.6 (Air Show)
Ranger Antique Airfield - Ranger, TX

9-14 April—Sun 'n Fun
29 July—4 Aug—Airventure (Oshkosh)

WANTED AND FOR SALE

FOR SALE: Complete RV-8 Quick Build Kit with O/H Lycoming IO-360 engine (minus starter/mags/prop) - $50K Contact: RB "Doc" Hecker at www.assenddragonavaiation.com or tcflying-doc@yahoo.com

FOR SALE: Early RV-3 kit. Tail; feathers, flaps and ailerons finished and primed. Wings are finished but are the old version and only useable for parts. Have cowling, windshield structure, gear parts, wheel pants, engine mount, etc. All sheet metal and formed bulkheads for fuselage. Zero time Lycoming O-320-E3D engine with all new parts. Include engine log book and builder's log. Health forces sale. Tom Gould 830-663-4448 or nazca9t@hughes.net

FOR SALE: Stolp Starduster Too SA 300. Eng. Lyc O320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying surfaces rejuvenated. MUST SELL -Make Offer. Call Dan Cerna at (210) 688-9345.

FOR SALE: Subaru EJ-22 engine, Ser. # 589390. Includes single 4-barrel carburetor, Mallory ignition, planetary reduction drive. Proven system, removed from flying aircraft. $3100 Chuck @ 979 218 6153

FOR SALE: Hegar brake master cylinder. 7" single control, Bore size - 5/8" (0.625). Includes brake bleeding kit, misc. fittings. $95 Chuck @ 979 218 6153

FOR SALE: Main wheels for UL or light experimental. One pair Matco Model MH6B wheels, with brake calipers, new brake pads, new wheel bearings, new Air Trac 15X6.00X6 4-ply tires. $295 Chuck @ 979 218 6153

FOR SALE: One unused Air Trac 15X6.00X6 4-ply tire. $40 Chuck @ 979 218 6153

FOR SALE: Garmin GPS 195 with all original accessories. Outdated, but simple and fully functional, good for navigational assistance in VFR conditions. $100 Chuck @ 979 218 6153

FOR SALE: 1976 Beechcraft C-23 180 Sundowner 2250 TTA&E, compressions mid to upper 70's, oil analysis shows no wear.

Dual KXM Digital radios, ADF, ILS/ Mkr Bcn, VOR and Loran. Extensive annual, $5,000 spent: new plugs, wiring harness, mags, hoses firewall forward, brake drums, brake pads, encoder, rebuilt turn indicator and new tires on the mains. Paint is about a 6/10, interior 7/10. Continuously hangared for the past 25 years. $25,000 Contact Dave Baker, 210-410-9235

FOR SALE. All items were functioning normally prior to being removed as part of the panel upgrade on my RV-6A.

- Apollo GX-60 GPS/Com, Apollo ACU (annunciator), and Jeppesen Skybound The GX60 is TSO-C129a Class A1 approved for IFR non-precision approach operation. The com function supports monitoring the stand-by frequency. I'll also include a Trans-cal model SSD120 altitude encoder (passed IFR check (3/12). - $2500.
- Vertical Speed Indicator - United model 7030, 0-3000 fpm, $100
- Altimeter - United part no 5934PD-3, Lighted (passed IFR check 3/12), $150
- Airspeed Indicator - United part no 8125, $100

Pictures available on request. Contact Dick Flunker, email RFlunker at ATT dot Net, or call 214-793-5546.

Paste Address Label Here

Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
San Antonio, TX 78253

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

Chapter 35 meets

Each Second Saturday of the Month

Feb 9th

EAA Club House

Dinner 1700
Presentation 1845

Video Presentation:
Flying the P-51 Mustang

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!