EAA THE SPIRIT OF AVIATION

RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX

THE AFTERMATH

April 2019
Volume 61 Issue 4

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April 13 , 2019
Fly-in Breakfast
0900hrs-1200hrs
Chapter 35
Clubhouse

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
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By Allen Inks

In part 1, I recounted my trip up to Oshkosh for AirVenture 2018, a little about my experiences there, and part of my trip home, ending with the arrival of our aircraft N608US at a grass strip at a small residential air park in the mountains of northern Georgia. I had just made the call to my wife, Kitty, letting her know . "...everyone is okay, there's no injuries... but I crashed the aircraft".

Other calls that were made that Monday (July 30) in short order were to:

My insurance company, who notified a local claims adjuster (just a couple of hours away by car, but he didn't show up until the next day)

The AOPA legal plan: The question on everyone's mind: Was this a reportable accident. The NTSB defines a reportable "accident" as "an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage." There were no injuries, but what does substantial damage mean? The guidance I was initially given by the lawyer at AOPA was, "Is this a STRUCTURAL problem that would affect flight characteristics or is it more minor." Well, I didn't know, but I did know an A&P/IA, Robert Mudd, who owns Composite Aircraft Repair LLC in Moriarty, NM, and who happens to be a dealer in my type of aircraft (a Pipistrel motor glider). He had me send him pictures of the aircraft, with details of the damage. He

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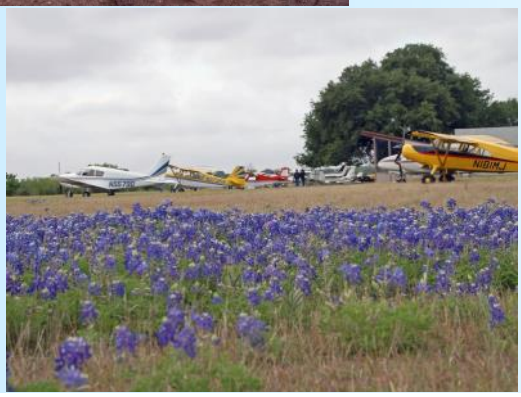
Fly-in Breakfast

Featuring the Massive Mike Logan Memorial Grinnin' Griddle

0900hrs-1200hrs

Chapter 35

Clubhouse



PRESIDENTS COCKPIT **STEVE JONES**

Making a Difference. This month your Board of Directors will evaluate two worthy Air Academy candidate packages, selecting only one young person to attend the EAA 2019 Air Academy in Oshkosh, Wisconsin. Our Young Eagles pilots and volunteers flew so many missions in 2018, HQ EAA was able to grant the chapter $615.00 toward our Air Academy tuition. This is simply outstanding. Thanks only begins to express my appreciation for our hard working pilots and supporters. In other news, Ray Foundation Aviation Scholarship Coordinator Frank Covington did it! Our chapter has been preselected to administer a scholarship valued at up to $10,000 dollars. Frank is soliciting scholarship applications now. There's so much going on I'm breathless and I haven't even mentioned the RV-12 builders!

Young Eagles Rally! It's a race against the clock to see if you read this before or after the event. Phil Vaneau is planning our first rally of 2019, Saturday morning, March 30th. With the impact Chapter 35 has had throughout the 2018 flying season, I'm excited to see the lives we can touch in 2019! There are young men and women looking for their place in the world, an aspiration or career path that will define them and touch still more lives. Your next Young Eagle could make the decision of a lifetime based on your flight! Phil will have more information in various eBlasts and other notifications, so if this gets to you after the fact, I congratulate everyone on a phenomenal rally.

Gone West - Lt Col Robert H. Drumm. A longtime member of EAA Chapter 35, Robert passed away on February 24th, 2019. A genuinely kind man, I looked forward to meeting him and hearing his stories here at the chapter clubhouse. You could count on Robert each May for cleanup. When I say we stand on the shoulders of giants, I'm talking about people like Lt Col Robert Drumm.

Presentation – Kris Kelly – Building and Flying the AutoGyro Calidus. You've never seen a gyroplane quite like this. The airframe, cockpit, canopy and instrument panel look every bit the part of high performance fighter, and the plucky aircraft delivers on its promise. It performs as well as it looks! Kris provided an excellent overview on his decision making process, the highlights of building such a refined aircraft, the company that stands behind his rotorcraft, and the thrill of flying it. He didn't pull any punches either, giving us an objective view of the cost of building such a craft. If that wasn't enough, he patiently demonstrated it in flight to several highly appreciative chapter members.

Election Year 2019. The EAA Chapter 35 Board of Directors will soon convene an ad hoc committee to canvass the membership and guide the chapter as it elects the next executive team. If you aspire to a higher calling, be ready to seek out the nominating committee once it forms.

VMC Club. As this goes to press, I regret missing Rafael Cortes' second VMC Club meeting. I understand the topic is reasonably complex, and aeronautical decision making under the stress of the moment is key to a satisfactory outcome. If you missed this meeting, don't despair. Join us next month, Friday, April 19th, 6:00 PM for the next installment. For more information on the EAA VMC Club, see: https://www.eaa.org/eaa/pilots/EAA-pilot-proficiency/vmc-club

March Luncheon. The first time our facility team announced a Fried Chicken luncheon, people said it couldn't be done. By the end of the meal, some were convinced we witnessed a minor miracle. Surely, a flash in the pan, the lucky confluence of skill, determination and luck. They said lightning never strikes twice, it'll never happen again. Well, our facility team went and did it. Our amazing crew of volunteers delivered a delicious lunch of savory seasoned fried chicken and fixin's. Facility Manager Freda Jones ordinarily calls out the roster of workers and contributors, but today I'm ghost writing for her from Boston, while she's busy packing the car for a trip. I regret we couldn't personally thank each of you this month as you so richly deserve.

April Pancake Breakfast Fly-in. There was a little confusion in March about our pilots-eat-free policy, so let me express my regret for the mix-up. During our pancake breakfast fly-ins, the PIC indeed will find his or her money is no good here. Your passengers are welcome to contribute. This policy is exclusive to the pancake breakfast fly-ins. Speaking of pancakes, not many machines catch the imagination like an experimental flying machine, but the Memorial Mike Logan Grinnin' Griddle inspires! A 48" massive aluminum disk, casually spinning over the spitting flames of two barbeque grill burners makes great conversation and great pancakes, too! And…pilots eat free* * Offer applies to PICs who fly in from another air field. (ask me how I know this! J)

FAA Reauthorization Bill and Radio Control Models. The FAA Reauthorization Bill imposes new requirements on recreational radio controlled flight enthusiasts. Section 336 is dead. Look for new requirements as Section 349 is put into effect. 400' altitude restriction applies to both commercial and recreational flying; this could spell the end of R/C gliders. Consensus standards may be required before a toy is allowed to be sold. Your representatives were given four days to review this 1200-page bill before voting on it. There's a good chance they never read pages 247-348. I'd recommend you read it for them. As a 501(C)(3) tax-exempt organization, we cannot be politically active. However HQ EAA can, and so can you.

Coming up: As if to spread even more confusion, NO members pay for the May or June meals. Our May cleanup volunteers give freely of their time on a Saturday to provide an annual dose of care for their chapter clubhouse. In appreciation, the facility team makes sure our volunteers are fed. No money changes hands. How could it? You're likely holding a paint brush. June is our membership appreciation picnic and burger burn. It's also craft appreciation day. We'll have more details as June approaches. Members do not pay. We do ask that guests and visitors pay a modest charge. Of course, you COULD join…we're an awesome chapter!

Until we meet again, fly safe and have fun doing it.

CHAPTER BULLETIN BOARD

April Fly-in Pancake Breakfast
0900hrs
To
1200hrs

Main Course: Fluffy Flapjacks formed on the massive Memorial Mike Logan Grinnin' Griddle!

Side Dish: Pancakes. Oh, sausage, too.

To Drink: Orange Juice, Coffee, and water

Desserts: Pancakes. (my, they're versatile!)

Shout Out: Thank you to all our volunteers and preparers who supported last month's meal. Several Colonels agree, we do chicken RIGHT!

We ordinarily take a moment to personally thank each volunteer for their contribution of time or donation of delicious food. This month, we're scrambling to pack the car and leave town suddenly. We really DO appreciate all you do. We're fine, no need to contact the police. Really. They don't need to know.

This is a Pancake Breakfast Fly-in. You know what that means? PIC eats free! See details in this month's Presidents Cockpit.

EAA

Master the Art of Aviation

Join a community of pilots willing to share experience, promote safety, and help improve your flying skills.

Chapter Gatherings
Third Friday of the month
Meeting: 6:00 p.m.

Location
San Geronimo Airpark 15464 Culebra Rd
San Antonio, TX 78253

EAA Chapter 35
787-644-7828
eaa35vmcclub@gmail.com
www.eaa35.org

EAA VMC CLUB

THE AFTERMATH CONTINUED

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was on the road from Oshkosh himself, and didn't look at them until he pulled in at his destination that night, so he, too, didn't have an answer for me right away.

I called the dealer for my aircraft, who was still in Oshkosh, packing up after the show. Pipistrel is a fairly small, but growing company, and I figured that he could use a head's up, in case he was asked about the crash. He wanted to make sure everyone was okay, and then passed on the word to the *distributor (for the US and Australia/New Zealand). The distributor then sent me this email, "Heard of your accident, very sorry about this. I called earlier today but no answer.... I don't need the accident relived by telling your story agai,n but I need to know what help you need from me and Pipistrel at this time. I am in the USA till lunch tomorrow and available so if you need my help in any way please know I am here for you !"* Nice to know the support was there, but, unfortunately, he didn't have a time machine, so I ultimately didn't need any help from him, but it did make me feel good.

The airport manager (actually, this was tied for the first call made... as it was made by the friend who lived at the airport, and who had been the passenger on this ill-fated flight). He came over, saw we were well off the runway, and that there were no injuries

Next, our thoughts were about preserving the aircraft wreckage. At this point, I didn't know whether there was a need to report the crash to the FAA or NTSB. But I did know that rain was forecast, and there was evidence that *somebody* might want to see, evidence that might disappear in a heavy rain storm. And there was wreckage on the runway that could damage other aircraft. So we put a tarp across the top of the aircraft (the windscreen was broken open, and I was afraid that rain would get in and ruin the avionics), grabbed a tape measure, a notepad, and my cell phone (aka, camera). I made a sketch of the airstrip and some prominent features in the area, and measured the distances. Simultaneously, I was taking photos of different things we noticed, and then making note of the picture file name, and what it was a photo of. We collected the debris after it had been photographed and measured. Here is the rough sketch and notes in my little notebook

The aircraft was actually in somewhat of a bit of a low spot, and in light of the forecast approaching rain, I made the decision to recover the aircraft and store it in my friend's hangar. We removed all the avionics. We drained fuel from the wings into 5 gallon containers, and measured how much we removed (so I could substantiate it was NOT fuel starvation that caused the crash). We removed the wings and horizontal stabilizer/elevator in the normal manner for this motor glider, then used a front end loader that the airport manager brought to lift the aircraft fuselage and engine together as a unit (using normal lift points that were used during assembly of the aircraft and mounting of the engine) prevent further damage to the aircraft. Note the separate ratchet strap going to lift the engine (because the engine mount was broken in multiple places). We wanted to preserve the wiring and hoses going through the firewall as much as possible.

Initially, the aircraft was on a trailer used to move the aircraft to my friends' hangar, but after inspection by the FAA representative from the Atlanta FSDO two days later, we used the same front end loader and put the aircraft on three furniture dollies that I bought from Harbor Freight. This made more room in my friend's hangar, and allowed him to move it around easily while it was stored there (we only moved it twice more).

That afternoon, I sat down to write my recollections of the events of the day. These greatly helped in the preparation of the "Pilot's Statement" that I had to turn in to the NTSB....

On Tuesday, August 1, 2018, the mechanic I had sent pictures to, Robert Mudd called me to let me know that (principally) due to the crack in the fuselage half-way separating the firewall from the rest of the aircraft, it was his opinion that the damage done to the aircraft met the criteria of an accident, requiring reporting to the NTSB. I then called the NTSB Response Operations Center (844-373-9922) , and made the report.

I also called the local aviation attorney that AOPA Legal Plan had referred me to.

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THE AFTERMATH CONTINUED

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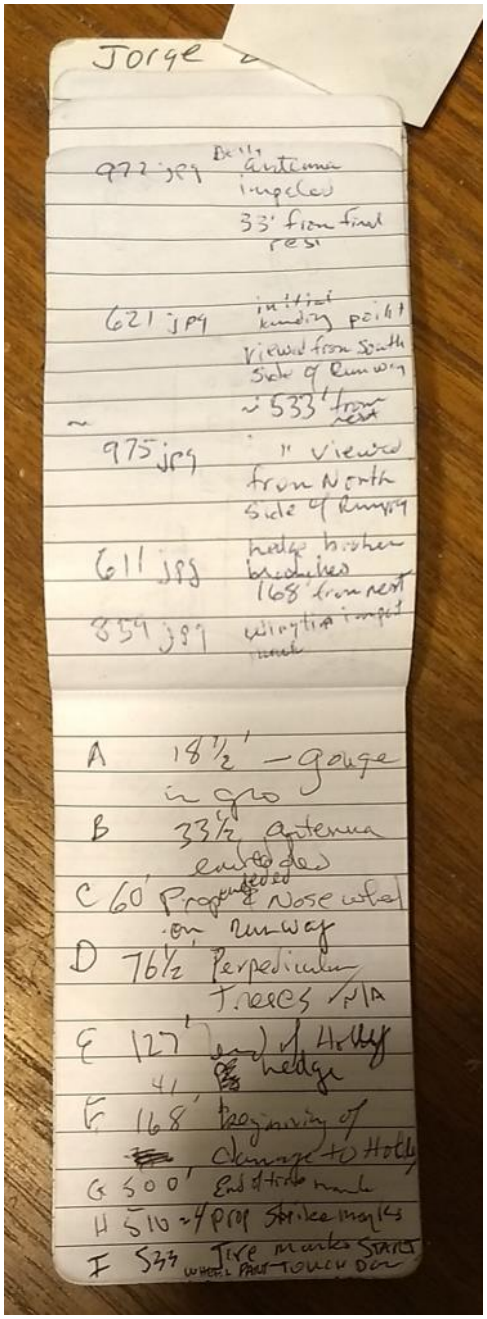
He told me to answer the questions put to me truthfully and succinctly, and to call him back if the FAA indicated that they were going to take try to take some action with respect to my pilot's license.

Later that day, the Insurance company's representative showed up. He took some photos of his own, and my friend and I walked him around the airport, showing him what we had found where ("Here's the tire marks where we first touched down, you can see the main wheels splay outward as the plane hits, then come together as it rebounds. You can also see the four prop strike marks in the turf, but the only debris here was part of the wheel pant for the nose wheel" "Here you can see the broken branches of the hedge where the left wingtip struck" "here you can see where the nosewheel collapsed, and the prop exploded (there are still some bits of the carbon fiber coated wooden prop, here see?.) We discussed the approach, who was flying, the whole sequence of events. He obtained copies of my license and that of my passenger who was also a licensed pilot (even though he wasn't the pilot flying). After about an hour maybe two (or twenty... it seemed like), he had taken a photo of the avionics on the window sill in the bedroom I was staying in, made copies of the ARROW documents (and I HAD both R's ... I had just gotten the aircraft radio license before we left, on the off chance that we might fly up to Canada after AirVenture), and then he left, but instructed me to send him copies of all the engine, airframe, and prop logs, and a copy of the page of my pilot log book showing my latest BFR (but surprisingly, not any other pages) when I got home.

That night, I put one of the Dynon SkyView displays back into the aircraft, powered it up, and downloaded the user data, then pulled it back out again. Then we pulled out the data into an Excel spread sheet, and went through reconstructing the data ("Here's where we are on short final. Here's the descent rate ... here's the engine RPMs starting to increase. There's the impact, look at the vertical speed (-564 fpm), look at the g-force on impact! (4.8 g's!) ... Look at the heading change ... and the bank ... and there must have been the wing tip impact, because heading is changing rapidly now ... Slowing down ... another impact ... engine transients ... spinning slower, velocity rapidly slowing... and at rest after a 270 degree flat spin." It was fascinating and painful... like pulling off a bandage. This information also helped clarify what had happened when (you could see the engine rpm's start to increase LITERALLY a fraction on one second before the g-forces of impact on the runway started to rise, and altitude stopped going down; gratifyingly, you could see from airspeed and the angle of attack (I had an AOA probe) that I hadn't unknowingly stalled the aircraft and dropped it onto the runway).

The next day, Wednesday, the FAA guy showed up. It was largely a repeat of the walk-through we had given the insurance guy the day before, except we had the data from the SkyView which we went over on a laptop. I gave him copies (via email) of some of the photographs I had taken to show the airport environs, the progress of the accident, and the damage to the aircraft, like this one. In it, you can see the nose wheel at the far left, one of the propeller blades embedded in the ground, pieces of the wheel spat, gouges in the ground and the resting place of the aircraft relative to the runway (to the right)

He asked me to prepare a written statement, and send it to him via email. He also (later) asked for a copy of the file from the Dynon SkyView, which I emailed to him. He made copies of my ARROW documents. When he was leaving, I asked if I should be worried about an action from the FAA. He said while nothing was final and he couldn't give an official answer, he wouldn't be worried if he were I. "You would be surprised how often this happens up in these mountain airstrips" he said. "Wind shear, downdrafts, turbulence even in the light air conditions that we were experiencing, can unexpectedly catch people not used to flying into these valleys."



I had been told that it was just going to be the FAA doing the investigation, because there wasn't an NTSB inspector available. No sooner than the FAA guy leaves, when the NTSB calls and says that they are going to be looking into it after all, and were

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THE AFTERMATH CONTINUED

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assigning an inspector based in *Alaska* to the case (apparently, he wasn't busy). Great, more delay while the guy gets here, I thought. However, it turned out he wasn't actually going to show up in person, he was just going to collect and go over information. He was easy to work with and I could call him in the evenings and get him at work. The NTSB inspector had me fill out the NTSB Form 6120.1 (Pilot Operator Aircraft Accident Report), with a pilot's statement Conveniently, I already had a Pilot's Statement that I also filed with the FAA.

You can see the documents I filed here, if you are interested: https://dms.ntsb.gov/pubdms/search/hitlist.cfm?docketID=61784

You can see that there is a lot of information asked for it the 6120.1 form that I may not have written down. One thing asked for was the Meteorological Conditions existing. The airport we took off from was KTOC, a few miles away. The wind had been either calm or light (different at different moments as we prepared to take off. I looked up and saw some clouds, high enough and dispersed enough that they weren't going to be a problem. We listened to the AWOS, but didn't write down the information. So, what was I going to put into all the blanks on the form? One thing I found out is that the University of Iowa maintains "... *an ever growing archive of automated airport weather observations from around the world*! " (see https://mesonet.agron.iastate.edu/request/download.phtml) All I had to do was select the "Georgia network", select TOC airport data, select my date, and I could download AWOS data every 20 minutes through the day of my accident.

With the immediate concerns met, my brother and I needed to get back home. What remained was to find out if the aircraft would be repaired or totaled, and if totaled, could we buy the wreck. Since there was a possibility that we would not end up with the aircraft, we unloaded all our personal equipment. We also boxed up all the avionics and put it in the baggage compartment (in case the wreck was later stored outdoors in a salvage yard, we didn't want the avionics to get ruined in the rain, but we wanted to keep it together). We thought about "safeing" the ballistic parachute rocket by opening up the launch tube and inserting the shipping safety pin, but thought that that would perhaps be asking for trouble (would open the top of the parachute tube, and maybe be a source of leakage to water leakage to ruin the parachute), so we settled for zip-tying the activation handle in place and also zip tying the "remove before flight safety pin" in place. AND we hung a warning tag on it for whomever came to recover the aircraft for the insurance company if we couldn't keep it in our friend's hangar, warning that that the rocket of the ballistic parachute was live, and that pulling the handle could result in serious injury or death. We also hung a big tag on the engine indicating that it should be carefully lifted as a unit with the aircraft, since cutting the wiring and other controls would result in a "substantial loss of value" for the aircraft. Don't know if it was true, but the wiring and throttle control lines seemed intact, and would be a pain in the butt to replace. In retrospect, I wish I had called for the insurance company and arranged for the aircraft removed to a commercial storage facility before we left Georgia, because the insurance company would have paid for it, and because the aircraft was in the way for my friend for a lot longer than I anticipated (it was finally removed the weekend before Thanksgiving). But at the time, I figured that the aircraft would be better protected in my friend's hangar, and expected the process to take only a few weeks... not many months. After that, my brother and I returned to Texas via commercial flight.

Next came a long delay while I obtained an estimate for repairing the aircraft. I had taken extensive pictures of all the damage I could find, and sent it to Robert Mudd of Composite Aircraft Repair. Then we sent off a list of parts needing replacement to Pipistrel (including the fuselage; it was thought that shipping over a new fuselage would be cheaper than stripping the wrecked one, sending it back to Europe to be put back into the fixtures it was made in so that the firewall could be correctly reattached and aligned, then shipped back). There was an extensive list of repair parts needed. And a detailed disassembly and inspection and repair of the engine (or a new engine). And... And... And... In the end, the insurance company (AIG Aerospace) decided I could have the choice: The big check insured value of the aircraft, or the wreck plus a check for $49,000 less than the insured value of the aircraft. Realizing that there are many desirable AIRWORTHY aircraft (including a few Pipistrels) that are on the market for $50,000 or just a bit more, I took the big check.

It may be worth mentioning that the "big check" wasn't for as much as the money I had sunk into the aircraft building it. But when I inquired, I was told that if I had insured the aircraft for much more, I would NOT have had the opportunity to get the check... the insurance company would have chosen to pay for repairs. Which would have tied things up, conservatively for at least a year. As it was, the check was just enough to pay for a used Pipistrel of the same vintage as our aircraft. So, in the end, it looks like I insured the aircraft for exactly the right amount.

So then we needed the aircraft moved to the salvage yard. My friend took care of working with the recovery team to take the aircraft out of the hangar. We removed the data plate from the aircraft, since it had been declared a wreck, but was told to send it with the wreck, and that the insurance company would return it to the manufacturer (me). Unfortunately, that doesn't seem to have happened. I wish I had sent it in the package with the log books and a signed Bill of Sale sent from my home to the insurance company's offices in Los Angeles, but instead it went with the aircraft in the box of manuals and such that were in the aircraft.
Then hoped I'd win the auction for the aircraft. I mean, how much would someone be willing to bid for a homebuilt aircraft that was totaled? Sadly, apparently somebody or many somebodies thought it was worth more than I did. Probably because I took such good care of the avionics. And that was the end of my association with the aircraft we built.

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THE AFTERMATH CONTINUED

The final concern is that someone will rebuild the aircraft, poorly, and I might have some liability as the manufacturer in the event of another accident. There's not much I can do, but one thing I did do was to send a request to de-register N608US for being a total loss in a wreck. The person I talked to at the FAA registry said that since I was the (still) the registered owner, I could send in the request, It will need a new inspection and certificate of airworthiness to be issued before it can be registered again. Apparently because of the government shutdown, it hasn't happened yet, but here, at the end of February, the FAA is now processing requests near the time I sent in my request to de-register.

All that needs to happen now is buy a new to me aircraft. I said the check was enough to pay for a used Pipistrel of the same age and type as ours. But, I had a concern with that specific aircraft, and passed. I've looked at some others, but either missed out because they were sold before the insurance company made their decision that I would get the check, or because of various other issues, including sellers changing their minds about selling.

The search continues.

MEMORIAL FLIGHT GARY JONES

February 2013

We arrive home Tuesday, 26 February 2013. Wednesday Pat got a call; someone was looking for a Gary Jones that was a pilot. Pat said she knew one and handed me the phone. An uncle was looking for someone to give his niece a plane ride to memorialize her father (A former Alaskan bush pilot). She would not be able to attend the funeral and wanted to drop some rose peddles over a lake. OOOKKK, I had been gone for 55 days, not been home yet 24 hours. It was a cold February morning and I did not even know if the plane was still in the hangar after 2 cold months. We decided we would try for Friday at 11AM.

After hanging up the phone, I sat stunned for a few moments then decided I had better head out and check N9285A. The plane appeared OK; but, there was too much snow to shovel on the ramp to the taxiway. I made arrangement with the nice guys at the airport to blow the snow the next day and headed home. Thursday the snow had been blown away and very little shoveling was required. After I got home I realized I had not tried to get the 42 foot door open. Back to the hangar, yes it was froze; but, with a little rocking it back and forth it broke loose and I could get it open. I plugged in the electric pad heater on the oil pan and turned the power off so all I had to do in the cold morning was throw the switch.

Through this whole process I was a little leery; Tuesday, Wednesday, and Thursday were cold, windy, overcast, and dreary. Not very pleasant for getting 85A out to go flying. But God is good and Friday dawned bright. So early and cool I switched the heater on, hooked up the battery charger and replaced the oil dipstick with a thermometer. By 10:45 the oil pan showed 40 degrees. I pulled the prop through several times to circulate the oil and the "Armstrong Compression Test" appeared OK. Shortly Mary Magdalene* arrived with rose petals. She asked if we could fly over Lake Thompson where her dad fished a lot. I had planned Lake Byron - closer. Also I had another appointment that day – I needed to pick up granddaughter Chyler, first grader, from school at 3PM in Pierre. I had planned to leave Huron at 12:30. Lake Thompson would be a stretch time wise; but I could see it was important to Mary* so we headed out. Her husband was not into riding in small planes so he did not go. The ride over was quiet. Over the lake I idled back and made a slow sweeping turn. I now have rose petals in the back seat of the Cessna 170A. On the way back she was more talkative. That helped me to connect some of the dots although not all. How did they know about me, get ahold of me? It was a good flight, smooth as setting in the living room, and Mary* was very appreciative. I closed the hangar door quickly, called Pat that I was on the way home, changed clothes, grabbed a bite; we were off to Pierre at 12:41, and arrived just in time.

Helping someone or creating a memory is what flying is all about. God has truly blessed this old pilot.

Gary A. Jones
N9285A

*Name changed

"Being a pilot, I do not have to play the lottery, I have already won!"

Upcoming Local/Texas Events and Airshows

Aviation Calendar of Events websites

Aero Vents	http://AeroVents.com
EAA	http://www.eaa.org/calendar
Fly-ins	http://www.flyins.com
Fun Places	http://funplacestofly.com
Social Flight	http://socialflight.com
Council of Air Shows	https://www.airshows.aero/Page/ASCalendar
Milavia	http://milavia.net

Please send any and all aviation activities that you may know of or come across in your travels to eaa35news@gmail.com Thanks.

02-07 April Sun' n Fun Fly-in
Lakeland Linder Regional Airport
Lakeland, FL

06 April Conroe Texas Raiders & Friends
Conroe-North Houston Regional Airport
Conroe, TX

06-07 April Heart of Texas Airshow
TSTC Waco Airport
Waco, TX

13-14 April NAS-CC Wings Over South Texas 2019
NAS Corpus Christi
Corpus Christi, TX

03-05 May Central Texas Airshow
Draughton-Miller Airport
Temple, TX

03-05 May Go Wheels Up
San Marcos Regional Airport
San Marcos, TX

11 May Corsicana Airshows
C. David Campbell Field
Corsicana, TX

11 May Wings Over Paris
Cox Field
Paris, TX

18-19 May Warbirds Over Addison
Addison Airport
Addison, TX

CHAPTER BUILDER'S — MARK JULICHER

Dreams Come True

Bob Sabia of our chapter purchased a 1947 Aeronca 7BCM 17 years ago. This plane was originally bought under Army Air Corps contract as a L-16 liaison bird, transferred to the brand new US Air Force before delivery, was farmed out to the Civil Air Patrol very early in its flying career and it spent much of its life in N. Carolina.

Well Bob dreamed of owning a War Bird, and not just any old War Bird, but something he could give rides in and introduce the next generations to the joys of flying. Sort of a payback for all the awesome times he had as a Marine Aviator flying the F-8E OV-10, and a passel of Navy/Marine trainer aircraft now long out of the military inventory.

So when this humble War Bird became available, Bob bought it.

Now Bob has a flying record that is the envy of most any pilot, but Bob had never turned wrenches on an airplane and he really did not have a place to pursue such an undertaking. But over the years, Bob kept his ear to the ground and he just knew that someday his War Bird would fly again. Well, through the EAA Chapter 35 grapevine Bob met Doc Hecker and Mark Julicher. Doc and Mark had rebuilt a couple antique/classic planes together and Mark had even done a classic in Marine colors! To keep the story short, Bob twisted some arms and offered Doc and Mark shares in his War Bird if they would contribute a hangar to build in and the know-how to do it.

So a partnership was formed and a tired and sorry looking Aeronca that Bob had been carting from place to place for 17 years was transported one more time from Midlake (28TE) to Bulverde (1T8) and the adventure began.

The formula is familiar to most of us. You mix steel, wood, fabric, aluminum, plexiglas, dope, elbow grease, blood, sweat, tears and dollars. Eventually the persistence pays off. You do a dozen Supplemental Type Certificates. You straighten out 70 years of incorrect FAA paperwork. You overhaul a little 85hp engine and bring it to life. Finally it all comes together!

So Bob and Doc and Mark are pleased to say that Bob's dream is now reality and as of this writing there are four sorties and a dozen landings logged on N119TX. More importantly, Bob took his wife for a ride and it was a big success. It just does not get any better!

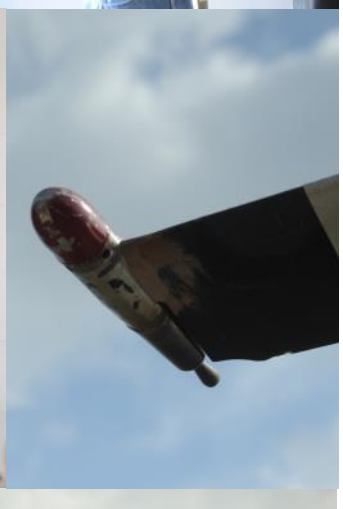
MARCH MEETING– SEE MORE AT https://www.facebook.com/eaa35/

RICHARD POENISCH

The March meeting was an exceptional affair. Not only did we have a fantastic program by Kris Kelly on his Calidous autogyro, but we also had four different types of autogyros on display, along with their builder/owners. Kris was more than generous with his knowledge of his unit and the guys displaying the Dragonfly autogyros were just as open during the display time before the meeting. After a true "Kentucky" lunch, by Colonel Jones and Jones (excellent, as always), Kris gave a program on his choice to build a Calidous autogyro. He explained why he chose the autogyro over a conventional fixed-wing experimental, his research on which autogyro to build, the reasons for his choice of make of autogyro, and his experience building and flying the Calidous he chose to build. After the meeting, he gave more than just a few rides in his absolutely stunning Calidous. In addition to Kris's Calidous, there were three examples of the Dragonfly autogyro. One was the proof-of-concept prototype using microjets on the ends of the rotors, the second was a manned operational example, and the third was an ROV example of the Dragonfly. Though the Dragonflies did not fly, the examples got plenty of attention as did their owners.









H2O2
TEST

THE BUILDER'S CORNER

Mark Julicher

Between the Propeller and the Firewall

Typically, the experimental aircraft builder has a lot of an airframe constructed before beginning to fit an engine and accessories into the cowling. In fact, many builders do not even own an engine until much of the fuselage is completed. But finally the project is far enough along to contemplate engine fit-up. This brief article is to spark your thinking and give you some ideas about hanging and rigging an engine.

When you began your aircraft you probably had some idea about which engine would eventually provide propulsion. The engine dictates several design parameters that should already be factored into your plans. For example, if the engine is going to pull the airframe, the airframe has been designed to accept a strong pulling force without damage. The engine weighs a certain amount, so the engine mount is designed to place the engine weight at the correct moment arm for aircraft balance. This is a starting point. You select an engine, determine how it shall mount to the airframe, and get at least an initial idea about how the weight and dimensions of this particular engine will fit the airframe. Obviously the homebuilder may deviate from the suggested engine, but any deviation must be done with an understanding of the ramifications.

So you have an engine. You have an engine mount, and said engine mount mates to your airframe. You have a good starting point. What next?

Consider both the accessories and the engine's needs: fuel, oil, alternator, starter, vacuum pump, propeller governor, hydraulic pump, fuel pump, magnetos, wires, hoses, and control cables. Don't forget instrument hookups. Remember also ancillary items such as battery, voltage regulator, gascolator, brake reservoir, induction system and exhaust. How about baffling and cooling? A lot goes into a good firewall forward installation.

Photo 1: Engine mount, tubing, hoses, wires, etc. A lot is happening inside the cowling

Are you daunted yet? Don't be. You are not the first person to work through these issues. Your aircraft plans will have good information. Your aircraft type-club will be a big help too. Read on and let's dissect the details of a good engine installation.

The Basics: Fuel Air Spark

Start with fuel. Generally speaking, high wing aircraft use gravity for fuel pressure; low wing aircraft use fuel pumps. Gravity never fails, but fuel pumps do, so a good low wing installation will have an engine driven fuel pump as well as an electric fuel pump. If the engine is a diminutive A65, the fuel lines can be ¼ inch inside diameter (ID) but larger engines will use 3/8" ID fuel lines or possibly larger. In front of the firewall, fuel lines are usually hoses, not metal tubing. Why? Engines shake and tubing breaks. Hoses go with the wiggle and don't work harden. Fuel hoses should be encased in fire sleeve. Fire sleeve minimizes chafing and, up to a point, protects the hose from heat.

Here is a quick sidebar on fabrication. Hoses, tubing, fire sleeve, wires, controls, etc. require knowledge to fabricate and install. There is no way an article of this length can impart such a vast amount of information. Seek out literature or other builders to develop your skills. If you need a special tool to fabricate something then buy, beg or borrow it. This is important. Our chapter is blessed with great resources in our workshop and some experienced builders!

Fuel needs to be clean. Usually that means having a gascolator or some other fuel filter. Most often the gascolator is at a low point in the fuel system. That is a good thing because water is heavier than gasoline and will tend to remain at the low spots where it can be drained off during preflight. Now pay attention here… the hose running from the gascolator to the carburetor (or throttle body) normally runs all uphill or all downhill. If the fuel hose forms and arch, it is possible to trap an air bubble at the top of that arch – obviously not good.

Now for air. Induction air can be tricky. There is a mind-bogglingly large number of induction systems for small aircraft. Some are rather labyrinthine and others employ a straight shot to capture ram air. Turbo-charged engines introduce a quantum leap in complexity. Here simpler is better. Any complexity in the induction system should be the result of sound purpose. Perhaps you desire streamlining the cowling, perhaps minimizing dirt ingestion, perhaps something else, but complexity makes maintenance more difficult so add complexity only with good reason. Don't overlook the fact that carbureted engines need carburetor heat. An air filter is essential if your engine is to last a long time. Grit kills engines. Make it easy to change air filters!

Finally spark. Spark means either magnetos or electronic ignition or sometimes a combination of both. Magneto technology is over 100 years old and very reliable. Electronic ignitions generally need battery power, so the battery is the weak link. Dual batteries may be the correct answer if you use

Continued on page 18

MARCH MYSTERY PLANE REVEALED

DOUG APSEY

Surprisingly, I didn't have any responses to the March mystery airplane. I really expected to hear from our resident Swede since this little airplane comes from his home country. Actually, there are two correct answers to this month's mystery airplane. If you would have guessed the Swedish built Malmo Flygindustri MFI-9 Junior or the German built Bolkow Bo-208 Junior, you would have been correct.

The prototype of this cute little two-seat airplane was designed and built by Swedish engineer Bjorn Andreasson while he worked for Convair in the US. It first flew in October of 1958. After returning to Sweden to work for Malmo Flygindustri, Andreasson improved the design and the company began production as the MFI-9. The MFI-9 first flew in August of 1962. Bolkow Apparatebau was licensed to manufacture the design in Germany and their version, the BolKow Bo-208, first flew in April of 1962 and gained German certification in April of 1963. Bolkow built most of the design with over 200 Bo-208's being manufactured. Malmo Flygindustri built only 25 civilian versions of the MFI-9 and 43 MFI-9B military trainers.

As with most light aircraft, different models were produced as the design evolved. The Bo 208B was certified in May of 1965 and had electric flaps. The "B" model also had an optional wing with increased span and area. The final version of the German built aircraft was the Bo-208C. This was powered by the Continental o-200A and had a maximum speed of 145 mph and a cruise speed of around 130 mph. Not bad at all on just 100 hp. Empty weight was 835 lbs while maximum take-off weight was 1,375 lbs.

A variant of the MFI-9B trainers was modified to carry weapons suspended from hard-points under the wings. These were designated the MiniCOIN (Miniature Counter Insurgency). While none were sold to the Swedish Air Force, several ended up in Nigeria and saw action during the Nigerian Civil War. Flown by a squadron known as the Biafra Babies, they were responsible for destroying a number of Nigerian jets during a ground attack on a Nigerian airfield.

While production of the MFI-9/Bo-208 Junior ceased by both manufacturers around 1970, it remains a popular civilian sport plane with many still flying throughout the world today.

Sources for this article include:
http://www.pilotfriend.com/aircraft%20performance/Bolkow/bolkow_junior.htm
https://en.wikipedia.org/wiki/Malm%C3%B6_MFI-9

NAME THE PLANE

DOUG APSEY

The mystery airplane for April, 2019, comes to you courtesy of David "the Artist" Baker. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery airplane?

1. Who designed it and built it?
2. What was its designation/name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What year did it first fly?
4. How many were built?

Country Store

BRIAN GOODE

HELP WANTED.....

The current managers of your Country Store would like to turn over the operation of the Store to someone else. This is our 8th year of running the Store and have enjoyed the opportunity.
It is time to let someone else enjoy the opportunity.

SHIRT NEWS

For those of you who have placed orders for Chapter 35 logo'd shirts, the order was placed on March 14th. They should be available prior to the next Chapter meeting.

Remember, every dollar you spend at the Country Store goes towards aviation education, research, development, safety and other purposes as outlined in our EAA Chapter 35 By-Laws.

Here's what is currently available in the Country Store:

Fishing Shirts	Short sleeve	$40.00
	Long sleeve	$44.00
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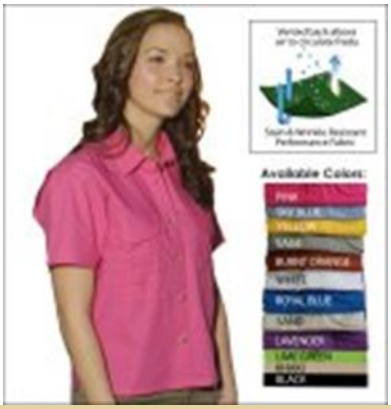
Wheel Chocks - Aluminum	Two Pairs	$40.00

In addition to what we have in inventory right now, we are always taking orders for another batch of shirts, so stop on by and fill out one of our order blanks and your shirt will be custom built to your specifications. There are many different colors available. The most exciting shirt color is the Texas State flag on the back of a white fishing shirt.

BTW, the Polo shirts are only available in unisex (men's) sizes.

The Country Store has the best prices in town for Wash Wax All products.

Stop by and pick up some at the next meeting.



THE BUILDER'S CORNER (CONTINUED)

only electronic ignition. Electronic ignition can make starting easier but troubleshooting harder. Consider the tradeoffs. Many an aircraft has been constructed with so little room between engine and firewall that the magnetos can't be installed without dismounting the engine. Difficult to maintain! Educate yourself and know your system. Getting sparks to the spark plugs is merely a matter of purchasing an off-the-shelf ignition harness. Trivial pursuit point here: An ignition harness is for two magnetos. One magneto requires a half harness. Pay attention to the spark plug threads… not all spark plugs use the same size connections.

OK for fuel air and spark. What next?

Photo 2: A neat installation. This could be improved with cushion clamps replacing the zip ties, but OK if you watch out for chafing and cutting.

Oil.

The engine manufacturer specifies quantity and grade of oil. You the builder must not only service that oil but also clean it and cool it. That means oil filters and oil coolers. You do not have many choices about which oil filter to use, but you have a lot to say about the real estate around the filter. Wires, hoses and engine mount structure in front of an oil filter mean that filter changes are going to be difficult. A little extra wire or hose in this area can make your life much easier. If you plan to use a remotely mounted oil filter such as Air Wolf, then plan the real estate around it carefully. Remote filters are excellent, but don't put something under them that can't stand to be oily. You WILL drop a bit of oil when you do oil changes.

You probably have a bit more flexibility about mounting the oil cooler. You could mount the cooler on the forward part of the engine cooling baffles or on the back shell of the engine baffles. Some builders hang a cooler behind the engine and direct air to it using a large SCAT tube. There are many choices. Here are some considerations. First, oil coolers are delicate. They seem robust in your hands, but they are not. Anything within ¼ inch of the cooler can be expected to vibrate against the cooler during flight. That means a leaking oil cooler in a matter of only a few hours. Mount the oil cooler securely and do not let hoses, or parts of the cowling, or possible chafe point get near that cooler! Secondly, oil coolers need airflow. If SCAT tube is directing flow to the oil cooler then fasten that SCAT tube securely using good quality hose clamps. NO ZIP TIES here. Zip ties get brittle. If the SCAT gets loose the oil gets hot very quickly. And speaking of airflow, birds love to nest on horizontally mounted oil coolers. Nice, warm, cozy, and impossible to see during pre-flight -- perfect a set up for an in-flight emergency.

Electrics

You will likely have an alternator, starter, battery, voltage regulator, EGT/CHT probes, etc. There are a lot of wires in an engine compartment. Rule one here is to use good wire of the correct size. Aircraft wire is stranded, insulated with aircraft-grade insulation, and terminated with crimped connectors. Stranded wire is mostly immune to vibration. Aircraft-grade insulation does not give off toxic fumes if it is overheated and it can withstand SWAMP – Severe Wind and Moisture Problems. Crimp terminals, when done correctly, are as strong as the wire itself if not stronger. Solder terminals, on the other hand, are rarely used in aircraft because they degrade under vibration and melt at about 680 degrees F…like in an engine compartment. Buy, beg, or borrow good crimp tools. Get them for small wires and large battery cables too.

Leave a service loop! Tight, short wires will break under vibration. Someday you will need to work on those wires and at that time too-short wires are just no fun at all! There should be nothing in the engine compartment smaller than AWG 22 wire. (That's American Wire Gauge.) Smaller wire breaks too easily. Definitely use the wire charts to determine minimum wire size according to loads and distances (you do have a copy of AC-43.13 right?) Definitely use cushion clamps (aka Adel clamps)– everywhere. Zip ties on wire can mean repairs later on. Plastic wire insulation creeps under load. That nice, tight zip tie will migrate through the plastic someday. By the way, don't clamp wires to fuel lines.

Controls

Push rods, Bowden cables, clevis fittings, there are many types of controls and attachment fittings. Plan your control routing with care. Sharp bends in control cables will cause damaged and stiff controls. The location of a firewall penetration for a control cable is important. There must be real estate on both sides of the firewall. What may be all clear on the front of the firewall may be up against a fuel tank behind the firewall. Hoses and cables should not rest on exhaust tubing. The mixture control, throttle, carb heat, cabin heat, etc. should work smoothly. Some manufacturers are making Teflon-lined Bowden cables and they are very smooth in operation – worth a few extra dollars and never need to be lubricated. If you want to spend some bucks to get fancy firewall penetration hardware that is fine. There are all sorts of gizmos that make good firewall penetration – just be sure to protect the control cables and wires from being cut by the sheet metal. Secure the control cables with cushion clamps! Control cables don't work well if they are not secured…you just can't push on a rope. And while we are talking about securing

CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM - *PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!*

APRIL 	***13***	**FLY-IN BREAKFAST EVENT** **Chef, Prep Cooks, Servers Needed** **BOD Meeting**	**EAA Chapter 35 Clubhouse** **9:00 - 12:00 am** **12:30 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** **9:00-12:00 am** **12:30 am**
AUGUST	***10***	**LUNCH MEETING**	**EAA Chapter 35 Clubhouse** **Lunch 11:30 am** **Meeting/Program 12:30 pm**
SEPTEMBER	***14***	**LUNCH MEETING**	**EAA Chapter 35 Clubhouse** **Lunch 11:30 am** **Meeting/Program 12:30 pm**
OCTOBER 	***12***	**FLY-IN BREAKFAST EVENT** **Chef, Prep Cooks, Servers Needed** **BOD Meeting**	**EAA Chapter 35 Clubhouse** **9:00 - 12:00 am** **12:30 am**
NOVEMBER 	***9***	**ANNUAL CHILI COOKOFF** **EAA Chapter 35 Fly-mart** **Annual Membership Meeting and Election of Officers**	**EAA Chapter 35 Clubhouse** **10:00 – 11:30 am** **11:30 am** **Immediately following the meeting**
DECEMBER 	***14***	**CHRISTMAS PARTY** **Christmas gathering 11-12** **Lunch catered** **Gift Exchange ~$15 target for gifts but that's up to you!**	**EAA Chapter 35 Clubhouse** **Social Hour 11:00 pm** **Lunch Served Noon-1:00 pm** **Gift Exchange 1:30 to 3:00 pm**

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- *You must be an EAA Chapter 35 member.*
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- *PLEASE Notify me when your item sells!!*
- ***You must contact the editor by e-mail or phone to extend your ad beyond the expiration date***

THE BUILDER'S CORNER (CONTINUED)

stuff forward of the firewall, plan to use castle nuts with cotter pins or metal lock nuts—NO nylon locknuts in a hot area.

Photo 3: A clean installation on a big six cylinder, fuel injected and turbocharged engine. Everything neatly routed, clamped, and fire sleeved. Nice use of spiral wrap to keep wire bundles neat.

Let me re-emphasize, clamp and secure everything. No chafing allowed anywhere. Things that wiggle and vibrate need to be a minimum of 1/8 inch and preferably ¼ inch away from anything else. That means protect ignition wires, primer lines, SCAT tube, everything.

Rigging must be adjusted so that the control reaches the stop out at its respective appliance BEFORE that control hits the stop in the cockpit. Plan accordingly.

Cooling.

Last item, unless I think of something else…

Most likely you are going to build an airframe that uses a pressure cowl. Make the tightest fitting engine baffles that you can and use quality baffle edge. Old timers used monster staples to fasten baffle edge that was made of felt. Current practice is large-headed pull rivets or special male-female screw clamps. The choice is yours, but you need to make 95% of the cooling air go down through the cylinders and not leak out around the edges. Baffle edge material comes in many flavors. Some is stiff and coarse. Some is Teflon and slippery, some is custom cut. Eventually the coarser grades will wear into any sheet metal it happens to touch, so keep an eye on the wear in this area. Teflon tape on the sheet metal can be a big help here!

Finally, Cheat! As the saying goes, if you're not cheating you're not trying. Go steal ideas from every other builder you know, even some you don't know. People have been solving these installation problems for 100 years; so there is no way you are the first person with a difficult installation problem.

Photo 4: Another look at a really nice installation. The owner of this plane spent months doing cleaning, clamping, wrapping, and rigging.

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FOR SALE: 1961 Piper Colt, N5050Z, restored by John Kuhfahl. Excellent condition, great time builder. Hangared at Spirit Field, SC (3SC2) $12,500. Contact Bernard Groceman (314) 258-1917

FOR SALE: "as delivered from factory" and untouched **Velocity SE kit** for sale to be sold for pennies on the dollar. It was bought complete, even with the seats factory upholstered! It is a fixed gear model with many, many accessories.
Interested parties should contact Robin Ream, Shertz, TX

Phone: 210379-3885, **email:** robinream@gmail.com

Landing On The Butter-Side Up

I have been accused of, and appear to have, this ability of landing on the good side of things (butter side up). I think lots has to do with how I look at life. Perception of life is, in my opinion, the 1st step of a result.

The adventure of being a test pilot has been exhilarating, rewarding and fun. The JOB position as Marketing/Sales/Pilot was an adventure for 1 month + 2 days at Texas Aircraft. I learned lots in those 32 days and worked hard to make things happen. The staff and partners from Brazil all worked hard to get this to happen. The 1st class act that was created for the Inauguration of the facility mid-February shows that they want to make sure this project will succeed, and they have financial backing that is required for this adventure. Here is their temporary website: http://www.texasaircraft.com/

My position was working with a DAR, to creating the temporary website, setup of email forms/YouTube, doing photography, creating a checklist, working on the Pilot Hand Book, made placards, corrected metric to imperial and some graphic work. BUT the fun part was the last 3 days when I got to fly.

Flying a new airplane without a person beside you is like riding a horse you know nothing about. Scary and exhilarating. You don't know if it will run or buck you off. Thankfully neither happened.

Test pilot 101, my version. Go slow. All those that ventured on this path know that it is both exciting and scary. I had amazing support from friends including providing 3 books on "how to". Thank you all for this help. Jerry had lots of inputs also which I was grateful for.

This is my 1st Pirep: So take what I say with a grain of salt.

The preflight will most likely take you longer than in the 172 because of the way you check the oil, but other than that, it is simple and typical.

Getting into the cockpit and out is extremely easy - absolutely amazing, if you can sit down on a chair, you can get in! easiest airplane ever!

I flew 9 flights, 3 on/off the runway and then 6 more circling the airport.

The TA01 (Colt) has a quick take off due to the number of horses it has under its cowling. The nose at 20 knots becomes light, in the mid 40s is willing to fly without any hesitation, and she climbs out quickly and gracefully, and the controls are smooth. I saw mid 100 knots and we were not yet complete with the tweaks on the prop. In flight it felt light and needed very little rudder in turns, but my feet work without me, so that part is a bit grey. I made some steep turns and it handled quite well, and NO, I did not loop or roll it. The elevator in my opinion is very light and after flying my Hatz, I had to be careful at first not to balloon in my landings. One of my 1st landings was a funny one I had my feet up a little bit too high and as we touched down, my toes touch the brakes a bit each time we touched down so we did a kangaroo back-and-forth a few times as it settled onto the ground. I was laughing to myself saying, "No, you are not as twitchy as my tailwheel friend and I over corrected, you are nose wheel airplane, so we will be OK." So, keep your feet off the brakes, they work very well! The last two landings were as graceful and as beautiful as they could get as she touched down softly holding the nose off for a little while and stayed straight, needing no effort, with me toes only on the bottom of the rudder.

I put in full flaps slowly and then retracted them up in one of my test flights, and they performed as required. I did not do any landings or takeoffs with flaps, but I bet it would be helpful. For the 1st few flights, I wanted nothing extra to think about, just a airplane.

All the control buttons and displays are very easy to be seen and used. This was my 1st Glass cockpit, and navigating it was easy and efficient.

One of the things I did not like about the airplane was it's light wing loading, which is required for the LSA. On a non-bumpy smooth day or early morning flight this airplay is fun, but any afternoon bumpy swirling wind thermal day, if you don't have your seatbelt fastened well then you will hit the roof.

In total, this is was a fun airplane and if could fly it with the little experience I have flying, anyone should be able to. She is beautiful inside and out with very sleek lines. I look forward to flying it one day again!

If may or may not come to one of our fly-ins. If or when it does, you will see a pretty airplane. I feel very fortunate to have flown it!

Next month I am working on a article about a amazing human from the moon (there is a more to this one), Ron Blilie. He has gone where most people have not dreamed of and I would like to share his story (my idea, not his). BUT Ron will be proofing what I write before I release it.

So Back to Cowboy Capital Realty business, The grass is not greener on the other side. I will have much more time to fly my Hatz and perhaps Jerry's completed EAA project.

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PHIL VANEAU

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Saturday, April 6th

Registration—Anytime between 9:30 AM—Noon (Weather Permitting)

Ground & Flight Experience takes 1 1/2 hr

San Geronimo Airpark

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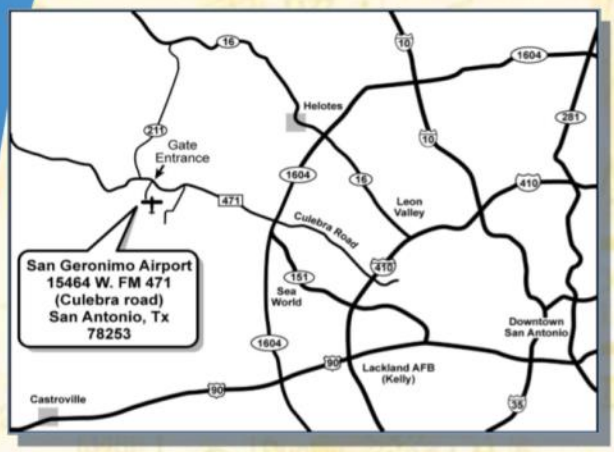

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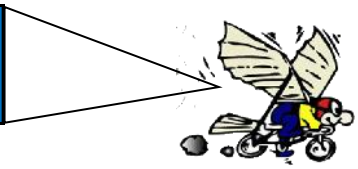

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Technical Counselors

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Chapter 35 meets

Each Second Saturday of the Month

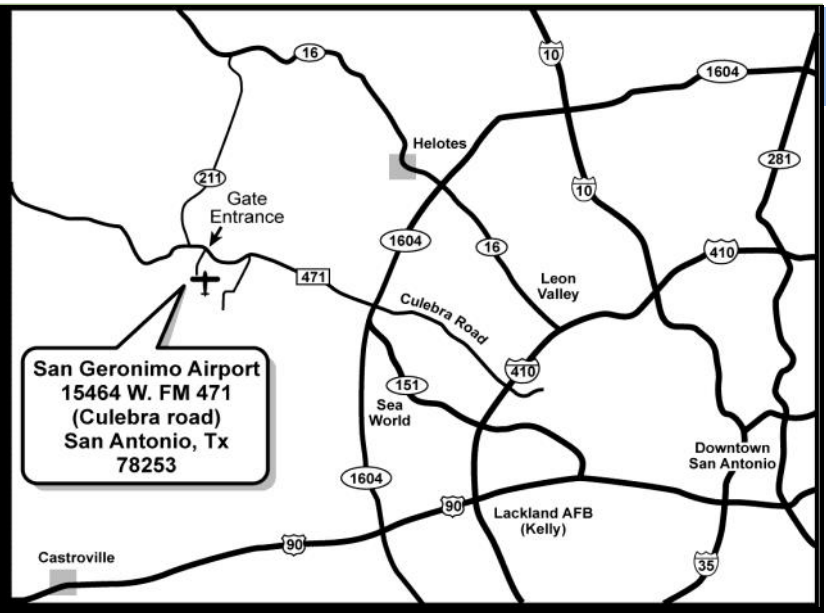
April 13th

Fly-in Breakfast

Featuring the Massive Mike Logan Memorial Grinnin' Griddle

0900hrs—1200hrs

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 60 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

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

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ALL You Need to Keep it Looking New!

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Wash Wax *ALL*
All purpose cleaner/ wax that you can safely use on everything you clean. Leaves an anti-static protective coating on aircraft, cars, boats, motorcycles, and RVs. Lifts dirt without scratching.
Spray On - Wipe Dry

Wash Wax *ALL* Degreaser
All purpose Degreaser/ wax that you can safely use for those tough, greasy, oily cleaning jobs such as, aircraft engine and exhaust areas, landing gear, car wheels and tires, boat transom and water line. Removes dirt and black streaks without scratching.
Spray On - Wipe Dry

Belly Wash
The quickest and easiest way to clean the dirtiest aircraft bellies, engine areas, and landing gear. Safely removes grease, oil, hydraulic fluid, and exhaust soot without scratching the surface.
Spray On - Wipe Dry

PlexALL
leaves an anti-static protective coating on all aircraft windows, both plastic and heated glass. Plex ALL is also safe to use on cockpit instruments and displays.
Spray On - Wipe Dry

NEW

Waterless Wash Wax Mop - Faster, Easier, Safer. NEW
The only mop with two sides. one wet and one dry. Now you can waterless wash and wax with the *reach and leverage* of an extension pole. This allows you to clean a much larger area faster and with less effort, while also eliminating the safety hazards associated with constantly climbing and moving a ladder. Our customers report time savings of up to 50% over waterless hand application.

Aero Scrubber
Soft, non-scratching, long-lasting, reusable scrubber pad. Use with Wash Wax ALL for removing bugs from leading edges and for tough cleaning jobs such as aircraft bellies and engine areas.

AeroTowel
All purpose microfiber towel. Super soft, absorbent, long-lasting, and lint-free. The best towel for all of your cleaning needs.

AeroDiaper
Soft, absorbent, lint-free, 100% cotton 1-ply diaper for all your cleaning and polishing needs.

NEW

Waterless Wash Wax Mop Starter Kit
All you need to get started with the new Wash Wax Mop.

Starter Kit
All you need to get started with Wash Wax ALL.

Leather/Vinyl Kit
All you need to clean, restore and protect leather and vinyl in one kit.

Cabin Cleaner
Cleans and removes beverage spills and stains from carpets, seats, tray tables, side panels, cockpit, and galleys.

SafeSolv
All purpose citrus solvent. Removes tar, oil, hydraulic fluid, adhesives, and gum. A safe, effective, alternative to toxic chemicals that is safe to use on paint, plastic, glass, bare metal, carpet, and seats.

Leather Soap
Safely and gently cleans leather and vinyl. Removes dirt, grime, body oils, and lotions.

Leather Care
Restores, moisturizes, conditions, and protects leather and vinyl. Repels dust and dirt without leaving oily residue. Provides long lasting protection.

Rubber Care
Easy to use water-based rubber and de-ice boot care product. Restores and protects rubber, giving that new semi-gloss look, without leaving an oily residue. Excellent on weather stripping, tires or any rubber or plastic item.

Water Spot Remover
Quick, easy, safe way to remove hard water spots from paint, plastic, vinyl, clear coat, gel-coat, bare metal, and other hard surfaces. Use Wash Wax ALL to prevent hard water spots.

PolishALL
Easy-on, easy-off liquid polish. Removes oxidation and fine scratches from paint, plastic, aluminum, silver, and other metals. Can be used by hand or with power polisher.

Wash Wax Clay
Safely removes surface contaminants allowing wax to bond better. Removes overspray, tree sap, acid rain, & rail dust. Safe to use on paint, plastic, glass, chrome, gelcoat, and other hard surfaces.

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