



THE NEXT SIXTY

March 2017

Volume 59 Issue 3

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Next Event

March 11
Hangar Tours!
1130
Chapter 35 Club-
house

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Chuck Fisher

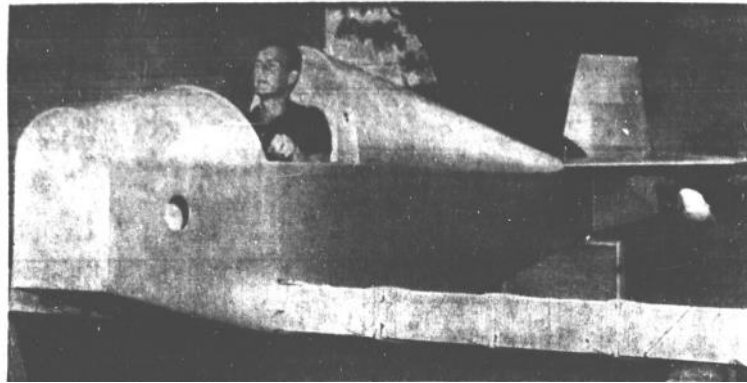
Welcome to March! We are on the cusp of the best flying in South Texas, before the scorching hot afternoons and thermals, yet out of the brown winter doldrums. We are also launching into our sixth decade as a chapter looking to a promising next half century. I hope you have your planes and your bodies ready to go!

This month I'm going to start the newsletter off standing on a bit of a soapbox...because I can.

The essence of this article is that as we celebrate our sixtieth anniversary as a chapter, we must keep looking to the future. The photo above is from the Express News in 1964. Making airplane noises is not a new phenomenon!

We will begin the chapter flying season by throwing open the hangar doors and showing the world what we have done this winter. In my case that

has not involved cleaning the hangar, so I might show the plane with the doors closed... Anyway, the important thing is that this activity and a few others we do are the very LIFE of our chapter and our hob-



PILOT AND "HOME-BUILT"—Don Knowlton, member of the San Antonio Chapter No 35 of the Experimental Aircraft Association, sits in the cockpit of the airplane he is building.

Knowlton's Jodel D9, a French airplane, is about nine months away from completion — Staff Photo

San Antonio Express August 24, 1964

by. Each of us has an obligation to make this a great event and a great year.

I have been chatting with other chapters around Texas and around the nation, and the universal refrain is that chapters are getting smaller, members older, and builders fewer. We are really blessed to have a vibrant, active chapter. We

(Continued on page 4)



Next Event!

EAA Chapter 35 and San Geronimo
Annual Hangar Tour
Rendezvous at the Clubhouse at 11:30

PRESIDENTS COCKPIT

**Steve Jones**

President's Cockpit March 2017

First, I wish to apologize for missing the February meeting. Freda's family had a health emergency that demanded our attention. This emergency turned into a celebration of her parent's 60th wedding anniversary.

For this we are truly blessed and truly grateful. Thanks to past President and board member Ulf Balldin for stepping in to lead the meeting. Ulf reported that there were no riots or fires during the February meeting. This may be a new record.

Someone else celebrates 60 years this year: EAA Chapter 35 was formed as an early unit of the Experimental Aircraft Association in May of 1957. This year, we'll mark 60 years of aircraft building, community outreach and education. Contributions by our members to the state of the art are legion; consider Mark Brown's aircraft designs the StarLite and the Pulsar, just two recent examples. We have plenty to be proud of and plenty to be thankful for as we mark this milestone and set our course for the future of Experimental Aviation. This is an outstanding chance to look back and reflect on how we got here. Break out your photo albums, pen and paper. Your newsletter editor, Chuck Fisher, is eager to help you tell the story of our first 60 years.

The San Antonio flying community lost a firebrand and advocate for military history and the contributions that this area has made to military aviation through the years. John Gibeau headed west after a valiant battle against cancer. John flew on medical rescue evacuations on Huey's in Viet Nam, and led the Commemorative Air Force Tex Hill Wing through several periods that tested the will of the members and the mettle of the unit. During John's leadership, Tex Hill Wing reached out to Chapter 35 to support several Warbird fly-in events at Hondo. John's presence was felt, and he will certainly be missed.

Thanks to James Schlattman for his presentation on his newly acquired Sport Cruiser. If you'd like to learn more, or see his aircraft in person, you're in luck. Jim has graciously added his hangar as a stop on the March Hangar Tour!

Pancake Breakfast Bivouac: We're still awaiting information from the Hondo Area Chamber of Commerce to ensure we're positioned to deliver a quality experience to pilots, passengers and guests. We're looking forward to serving breakfast the morning of April 29th, on the tarmac at Hondo Airport. If this sounds like fun, you have a sense of adventure that exceeds the norm. (and why not, you ARE a member of an elite organization) You can help! Contact your facility manager Freda Jones at (210) 570-9435 or by email, eaa35facility@gmail.com to volunteer for this mission.

The February meal proved our chapter volunteers are resourceful, resilient and eager to serve. Due to a family health emergency, facility manager Freda Jones was unable to lead the effort to prepare the meal for February. Without hesitation, Peggy Fisher stepped up and took the reins to bring you a fantastic fried chicken meal. As the meal concluded, Charlie and Dee Brame noted we had some extra food remaining, so they took several meals to the volunteer

fire department in Shavano Park. That's community outreach folks, and a real expression of appreciation for fellow volunteers.

If the weather event of February 19th/20th is a predictor of the future, we'll see March come in like a Lion. It's a stark reminder that we're entering an active weather period, where unstable air, moisture and winds mix to make your job as a pilot more challenging. Remember, the weather you see over the internet or via ADS-B may be up to 15 minutes old. Steer well clear of threatening fronts.

Speaking of March, your Vice President Darren Medlin is lining up a tour de force for the annual hangar tour. Headliners include: Maarten Versteeg, Chuck Fisher, Michael Landis, James Schlattman, Matt Van De Walle, Lew Mason, Craig Geron and Bill Kendrick. If you'd like to join the playbill, contact Darren today!

Haruko Reese, president of EAA Chapter 187 in Austin, recently let us know about an educational outreach program that they're supporting to help high school students build an RV-12. They're collaborating with a group called Tango Flight to make this happen, and they're looking for financial support. If you'd like to learn more about this worthy program, visit their site at <http://tangoflight.org>

As always, please, fly safe and have fun doing it.



MEMBERSHIP

Please welcome:

Chester and Gail Bruington

Chester is a longtime hangar owner at 8T8. He has been restoring a J3 cub which he flies from time to time. He also has a Grumman Tiger! Chester recently joined the Chapter so that he could connect with other builders and get some good advice.

You may contact Chester at ccbru@2001salesandservice.com

Bob and Patricia Cuyler

Bob is a retired CFO of a San Antonio Company and is a part time pilot for "San Antonio Business Men". He currently flies a Piper Aztec, J-3 Cub, C-150 and C-172. Additionally he is a Commercial, Instrument rated Multi-engine pilot. Bob has also expressed interest in becoming a Chapter officer with a special interest in finance.

You may contact Bob at RHCBandDERA@aol.com

Travis and Nicki Manter

Travis is a Powered Parachute Pilot! He also flies Ultra Light and light Sport A/C

You may contact Travis at Travman10@hotmail.com

Frank and Beth Pisz

Frank is a retired Professional Engineer. He and Beth live in Lake-way, TX where is 80% done building a CH-750 on amphib floats! Frank also has a Cub, C-172- and 182. He is a Private, Commercial Seaplane and Glider Pilot.

You may contact Frank at piszbeth@realtime.net



CHAPTER BULLETIN BOARD

Hangar Space Available

Building a Project? Assembling a kit?

Chapter 35 has a First-Class building space will soon be available for a nominal fee. You are not likely to find a fully equipped wide access hangar anywhere in the San Antonio area. First to contact Lew Mason at 210-688-9072 lewnan@sbcglobal.net gets it—hurry!



USPA SPRING FLY-IN San Antonio, TX March 23-26, 2017

San Antonio is currently the 7th largest city in the United States, and ranked one of the number one cities to visit. Why, you ask? San Antonio is more than just a city. It's a community of some of the kindest people you'll ever meet. Also because of the number of military bases and businesses in town, they have an eclectic mix of people. There is no shortage of fabulous attractions, from the well-known river walk to the missions, Tower of the Americas, SeaWorld, the new Pearl Brewery, and the even newer Tobin's Performing Arts Center. USPA will visit many of the city and area attractions, and still leave time to explore more on your own. In addition, we will conduct an FAA sanctioned safety seminar on Thursday evening at the HQ hotel, inviting area pilots to join us.

<http://uspilots.org/future.htm#KLRU>

The menu for the March meal is pot luck, with a focus on hearty soups and sides that go well with soup. Garden salad will be provided.

Requesting:

- Your favorite homemade soup
- Side dishes that go together with soup
- Your favorite dessert

Soup, salad and sides will be served during the general meeting, at the chapter clubhouse.

Dessert will be served at the conclusion of the tour, again at the chapter clubhouse.

The February meal went very well thanks to our awesome volunteers. Peggy Fisher stepped up without hesitation to lead this meal. Thank you also to everyone who brought a dish or dessert. Your contribution was very much appreciated and enjoyed by all. It was a huge success



YOUR Article

This Newsletter is YOUR wisdom, photos, humor a Pulitzer level author—send

Chapter needs YOUR contributions. Please share your experiences, skills and knowledge to you, may be priceless for a new pilot or builder. Even if you are not

to: ea35news@gmail.com

THE NEXT SIXTY (CONTINUED)

(Continued from page 1)

have somewhere upwards of 130 members, plenty of money, a world-class builder's facility with tools few could afford to buy themselves, and a great host airport.

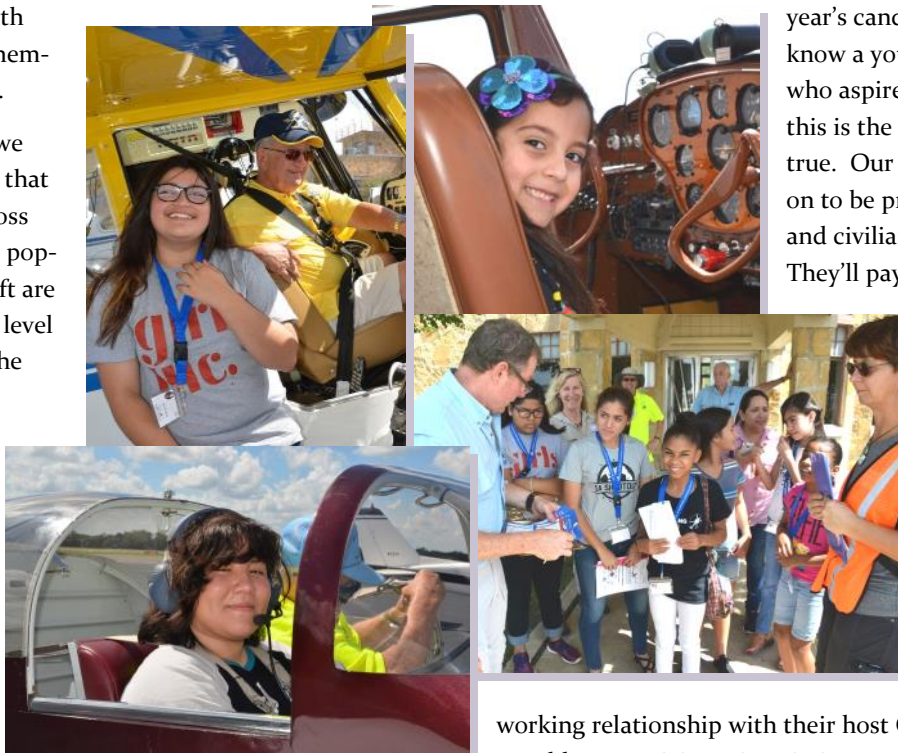
However, that does not mean we can rest comfortably assuming that it will always be that way. Across the nation the general aviation population is aging and new aircraft are way out of reach of most entry level pilots. The gung-ho pilots of the 70's are...in their 70's and 80's. Even our chapter, if we look back only a couple of decades, has changed since the days of the Southwest Regional Fly-Ins and dozens of builders' projects.

EAA chapters like ours are one of the best entry points for young, new pilots to engage with safety conscious, civic minded pilots. We can provide that first spark for a youth or young adult, and we can provide the pathway to cost efficient flying and aircraft ownership.

But we can only do it if WE (that includes you) seek out and find those future and new pilots and introduce them to our group. To that end we have several events coming up where we can really make a difference.

The first is our hangar tour. For it to be a success – and by success I mean to inspire NEW folks to fly, build or own their own aircraft – we each have to do several things.

- 1) Seek out and encourage the builders and restorers to be active in our chapter, and to show off their work. Do you know the guy in the hangar next to you? What about your renter? If they are not members ask them to join, and to show off their baby.
- 2) Find the new pilots – tell your friends, neighbors, students and colleagues. Among them, may be the very future of our chapter.
- 3) Make this a memorable tour. We have a great time each year, but will be missing some key stops. Will you step up to help?



The second major event that is looming large is that we have to select our candidate for the Air Academy. This is the absolute, no kidding, last chance for this year's candidate to apply. If you know a young man or woman who aspires to be an aviator... this is the ultimate dream come true. Our graduates have gone on to be professional military and civilian pilots and engineers. They'll pay it forward someday.

It is time NOW to ask that special youth to join the ranks.

Third we will again partner with the City for a big Young Eagles rally. I don't know of any other EAA chapter that has such a close

working relationship with their host City's leadership. We are able to participate in aviation events of a scale that would be impossible without a host of other organizations, and likewise we are the big draw to their events. And, in doing so, we are able to touch hundreds of young lives in each rally.

However, we have lost some key participants to retirement and relocation. We need you, your airplane and your time to make this a success. Please plan on volunteering for the Young Eagles rallies (the first is scheduled for late spring). Now is the time to get ready.

We also will have an opportunity to be a featured participant at the Diamond Jubilee for Hondo Airport. How often does any group get to participate in anniversaries of this magnitude. We celebrated the 100th anniversary of Stinson and are rolling right into a momentous occasion for our magnificent neighbor field. In that crowd, waiting for the perfect pancake, will be a future aviator or a pilot who needs a chapter home, or maybe someone who has been away from flying for a while, but who never gave up the dream. And, they will be the ones who carry our legacy forward. It is spring. It is time to fly. And it is time to inspire a new "crop" of aviators.

Will you be the one...the one who will inspire them to fly?



CHAPTER 35 CELEBRATES SIXTY YEARS— A GLIMPSE AT 1964

Do-It-Yourself Airplane Builders Active in S.A.

By JOE WINKELMANN

"We just don't want people to think we're a bunch of nuts."

This seems to be the general philosophy of members of one of the most unusual clubs in San Antonio, the Experimental Aircraft Association.

Members actually build and fly their own airplanes, under supervision of the Federal Aviation Agency.

For those who haven't spent hours putting together the model airplanes available in department stores, it's hard to imagine the work of putting together the real thing.

Don Knowlton is one of the six men in the city attempting to build his own plane. His reason seems simple — "the bug just hit me a few years ago," he said.

That kind of bug can be more expensive than a foot-long termite.

"About five years ago, I decided I wanted an airplane and I liked the challenge of building it myself.

"But then I got married and what with this-that-and-the-other, the plane just lay around for about two years," he continued.

A buddy of his jokingly chimed in, "Yeah, it depends on how much money and how many kids you have."

Don said it usually takes from two to five years, "but the type of tools you have makes a lot of difference."

The expense can be minor, club members say, compared to the actual cost of the airplane. A "Home-built," club name for the planes they construct, can cost from \$1,000 to \$3,000, "depending on whether you can bargain well for the materials," as another EAA enthusiast remarked.

San Antonio Express

Monday, August 24, 1964

★

Page 6-D

About 12 club members have decided to build a Pietenpol, a "vintage" aircraft designed in 1933. The plane is powered by a Model-A Ford engine and, like other projects, is being built from the ground up.

A more important project, as far as the public is concerned, is the airplane show Sept. 10-12 in North Star Mall. Ed Meyers, club president, said the show will feature completed aircraft, static displays and partially completed planes.

Although the average person might be dubious about the club's intentions, the FAA is not. Knowlton said the FAA completely sanctions do-it-yourself construction and requires only that an inspector be allowed to inspect the plane at vital stages.

Whenever a part of the plane is ready to be closed, such as the wings or fuselage, the inspector must approve it, and the plane never gets into the air without a thorough inspection.

Furthermore, the FAA regulates the flying of the plane.

Knowlton said the regulations apply to all EAA registered members. Although to be a member one does not need a pilot's license, he may not fly his plane without one.

The club emphasizes safety, Knowlton said, and no member is allowed to fly a plane which is considered unsafe.

Club members explain that "experimental" in the club name pertains to the builder's freedom to use any safe material he desires in building the plane. If the material has never been used before and proven effective, the builder must prove by results of stress tests that it could safely be used.

It was mentioned that a builder would almost have to be an aeronautical engineer to conduct such tests.

"Mostly we use wood, steel, steel tubing and fabric, or fiber glass in the planes," Ed Spieckermann, club secretary said. "You just can't beat those old wooden planes, but there are more and more incorporating steel," he continued.

The engine is sometimes a converted automobile engine, since some airplane engines could cost a lot more than the entire plane.

In Knowlton's Jodell D9, he uses a Volkswagen engine which will power his 350-pound plane at about 90 m.p.h. while cruising.

Doing most of the work himself, he says it will cost about \$900, "depending on how much it will cost to convert the V.W."

"It should take me another six or eight months," he said with a smile that showed the pride he takes in his work.

His Jodell is made primarily of birch, aircraft plywood and spruce, all tested and proven

materials. The one-passenger plane is about 10 feet long and has a wingspan of about 12 feet.

San Antonio's 27-member club is actually chapter 35 of the international organization, which numbers more than 20,000.

The interest shown is great.

For instance the international EAA recently held the 12th annual fly-in at Rockfield, Ill. and more than 200 home-built craft and about 150 vintage craft were there, along with some 1,600 campers.

The five other San Antonians who are building planes are only a part of the greater number now planning, designing or adapting designs for their own planes.

Sig Matheson recently bought a partially completed two-place, low-wing craft from Capt. Luke Nail of Randolph AFB. The plane sports a 125-horsepower engine.

M. D. Cottingham of Bandera is currently working on a Volmer-Jensen Sportsman, an amphibian plane.

Joe Gallant, building a single-place EAA biplane, and Ernie Perry, constructing a "Fly Baby," also are club members now working on planes.

The average age for EAA members is 38 and it was pointed out that the average age has increased each year, possibly because World War II planes in the club make up the majority of members.

"These young boys just don't have any interest in flying today. It's not like in the old days when flying was such a big deal," Dale McCreight pointed out.

GOPer Charges

Clean Up

WWII "FLYING MUSEUM" TO LAND PERMANENTLY IN CONROE.

From Alan Arnold EAA Chapter 712 LaPorte TX

By Meagan Ellsworth, mellsworth@hcnonline.com
Updated 9:34 am, Tuesday, January 31, 2017

The vintage heavy bomber, known as the B-17 Flying Fortress Texas Raiders, is moving permanently to a hangar at General Aviation Services on the north side of Conroe-North Houston Regional Airport in early February.

A public ribbon-cutting ceremony with WWII veterans in attendance is scheduled for March with the Conroe/Lake Conroe Chamber of Commerce. The first public event is expected to be in April, which will give people a chance to tour the cockpit and soar in the first B-17 to be restored as a "flying museum."

The Commemorative Air Force Gulf Coast Wing, which is a nonprofit organization that maintains and operates the Texas Raiders, asks for donations of \$5 for children under the age of 12, \$10 for adults and \$20 up to a family of five to help support the aircraft as an educational tool to honor and remember those who served in WWII.

CAF Spokesperson Nancy Kwiecien said Texas Raiders, which is celebrating 50 years of service to the CAF this year, has resided in the greater Houston area since the early 1970s at Ellington Field Joint Reserve base and David Wayne Hooks Airport in Spring. The CAF, however, has been looking for a better facility for the plane, according to Kwiecien. She said a significant amount of space became coincidentally available at the Conroe airport, which provides better public access for people to see and experience the plane more easily. Additionally, she said the airport is easier to operate the big bomber. "The B-17 can't reside just anywhere," Kwiecien said.

The United States deployed 12,731 of the bombers by the end of WWII as "the largest armada the world had ever seen," according to information from the CAF. Kwiecien said only nine of those aircraft still fly however.

To put size into perspective, the popular Cessna 172 single engine airplane carries four people with a wingspan of 36 feet. The 20-foot-tall B-17 carried a crew of 10 and has a wingspan of 104 feet. It had its flaws and eventually the aircraft evolved into the larger B-29 and then B-52 model, yet it remains an important part of American his-



tory.

The men who flew in them had to wear electric suits to keep warm and oxygen masks to breathe. ... WWII ended and technology moved past this particular model of bomber. The B-17 was very much the airplane of its time in WWII."

In 2016, the Texas Raiders flew 230 hours as one of the last Boeing B-17's ever built. It was manufactured by Douglas Aircraft Corporation in Long Beach, Ca. at the end of July 1945. "She wasn't born here in Texas but she got here as quick as she could," Kwiecien said. While WWII combat ended before Texas Raiders flew overseas, Kwiecien said the warplane did serve during the Korean War.

The aircraft's military career included scouting, search and rescue, and weather reconnaissance. After the war this B-17 went on to become a seismic survey aircraft and in 1967 was acquired by the CAF to be restored to her military configuration.

The bomber has been in continuous operation since she was manufactured with time out for three different major restorations in the last 70 years. It is currently being painted in Longview.

Harold Hutcheson, manager of the Conroe Visitor's Bureau is pleased to welcome Texas Raiders and the CAF to Conroe. "She will be a great addition to our community and we look forward to working with her crew," he said in a statement

The hangar at General Aviation Services will host a CAF twin-engine cargo plane from World War II, the Navy JRB-6. This year, both aircraft will appear at public events at Conroe airport, as well as other events across the country. For more information, visit www.B17TexasRaiders.org.

The CAF has more than 11,000 members and a fleet of 166 airplanes distributed throughout the country to 76 CAF units for their care and operation. For more information, visit www.commemorativeairforce.org.

<http://www.yourconroenews.com/news/article/WWII-Flying-Museum-to-land-permanently-in-Conroe-10892457.php>



LAST CALL FOR AIR ACADEMY NOMINATIONS!

Maarten Versteeg

Chapter 35 is again will sponsor a young man or woman to attend the EAA Air Academy in Oshkosh. This sponsorship will pay for the travel and cost of attending session 1 of the 2017 EAA Advance Air Academy - For Youth Ages 16, 17 and 18 year old. July 18-26 2017. The EAA Advanced Air Academy provides an atmosphere for students to become totally immersed in the world of flight. Ground instruction and introductory recreation flight experiences highlight this meaningful, action-packed camp.

It combines "in-the-air" and "on-the-ground" hands-on activities. The EAA Advanced Air Academy also includes full participation (access to forums, flightline and all associated activities) in EAA AirVenture Oshkosh, the world's premier aviation event!

Flight Training Ground School: ● Fundamentals of flight science ● Aircraft systems ● Aircraft preflight ● Flight controls and systems ● Weather ● Aerial navigation ● Flight training requirements

Aircraft Construction, Restoration and Maintenance Skills including ● Welding ● Sheet metal work ● Fabric covering ● Composite fabrication ● Aeromodeling and woodworking

Aviation history and flight: ● Tour the EAA AirVenture Museum ● Fly EAA's flight simulators ● Visit Pioneer Airport ● Experience the thrill of flight in both an airplane and helicopter ● An academic study of the history and technologies of aviation presented in the



Buehler Leadership Center at the EAA Aviation Center.

Workshop experiences, including an introduction to many of the skills required for the construction, restoration and maintenance of aircraft. This is accomplished in workstations by working with aircraft parts, the construction of full size aircraft components and Aeromodeling projects.

EAA AirVenture will provide an exciting element to the Academy program. The forums, workshops, exhibits, aircraft, and air shows provide an aviation and personal experience without equal.

This is a unique change of learning more about all kinds of aspects of Airplanes, Airplane building, Airplane operations etc. held at the lodge in Oshkosh.

More information is available at www.eaa.org/airacademy.

Members who wish to sponsor a young man or woman should contact Maarten Versteeg ASAP for details on the application process. See the application [form at the end of this newsletter](#). Contact maarten.versteeg@sbcglobal.net, for questions regarding the application process 210-859-1803.

Editors Note: Applications were due by the end of February, but Maarten might be able to accept nominees for a few more days. Call or E-mail him now!!



AIRCRAFT SCALES

Norris Warner

Aircraft Scales are truly necessary when a builder or restorer is ready to accurately determine the airplanes' weight and balance. Bathroom scales just don't provide the accuracy needed, and the old Fairbanks-Morse scales require that you weigh one wheel at a time—unless you can find three of them! When only weighing one wheel at a time, a precise means of leveling the airplane again when switching sides requires a precision instrument such as surveyors use. The set that I purchased long ago for a "coop" that I established are state of the art electronic---and are accurate to 1/10th of 1%, with a digital readout for each wheel, and it also reads out total weight. With a load-cell pad for each wheel, and the ability to zero-out tare (wheel chocks), it simply is the finest device we could hope for.

Of the original 36 coop members (who each donated \$35 to purchase the set), many have "gone West" in the last 15 years, and of those still with us, I've notified of our ongoing status.

A couple of things I want to make clear: first, this is NOT a function



of our chapter, and second, anyone who needs the service of these scales must be an EAA member (though not necessarily a member of our local chapter). You would be pleased to know the number of

non-EAA folks who joined the national just so they could have access to this service!

Now as I age out, I have passed the torch to a fellow who is widely known as one of the most helpful and knowledgeable on San Geronimo, Jake White. He will continue to service the remaining original members of the coop at no charge, and all other EAA members will be charged \$70 to cover

Jake's transportation and help with the paperwork. Jake will retain custody of the set in its fitted case, along with all of the original paperwork and the list of the coop members.

I have met some very interesting people over these years, and have truly enjoyed providing this service. From Jennies to light twins, it has been a lot of fun, and, I think, saved some lives.

Jake's e-mail Jake_white@att.net

Jake's cell 210-865-5306"



FROM HEADQUARTERS AND OTHER NEWS

Chapter Camping Now Available for AirVenture 2017

January 2017 - Returning for AirVenture 2017, chapters have an affordable opportunity to establish a "beachhead" at which to base their activities. Rather than paying by the day, a campsite is staked out until the convention ends. Chapters are able to purchase up to six campsites in advance at a flat rate in order to establish a chapter base of operations. Since the campsites will be staked out in advance, each chapter can direct its members to camp in the vicinity of this area. [Click Here For More](#)

Featured Aircraft Anniversaries Announced for Oshkosh 2017

January 5, 2017 - More than a half-dozen aircraft types will celebrate significant anniversaries with mass gatherings and activities at aviation's family reunion, EAA AirVenture Oshkosh 2017. The 65th annual fly-in will take place July 24-30 at Wittman Regional Airport in Oshkosh, Wisconsin.

The aircraft types celebrating anniversaries represent a variety of segments across general aviation, from homebuilts to vintage to aerobatic airplanes to rotorcraft. Register for a gathering today if you own one of the following aircraft and plan to attend!

- Lockheed Vega (90 years), Ryan Aircraft to commemorate Charles Lindbergh's Spirit of St. Louis flight (90 years), Piper J-3 Cub (80 years), Wittman Buttercup (80 years), Rotorway Helicopter (50 years), Christen Eagle II (40 years), Extra aerobatic aircraft, Questair Venture (30 years)

Webinars

Registration is required, and space is limited. (click links or check EAA website)

3/1/17 8 p.m. CST GA and Big Data (Part 2)
Qualifies for FAA Wings and AMT credit. Mike Busch

In his webinar this month, Mike describes how analysis of big data is now providing individual aircraft owners with specific, actionable intelligence about their individual airplanes.

3/8/17 7 p.m. CST Equipping for ADS-B 2020 - One Pilot's Odyssey
Qualifies for FAA Wings and AMT credit. Prof. H. Paul Shuch

This seminar documents one light-sport aircraft owner's ongoing path to achieving ADS-B 2020 compliance.

3/15/17 7 p.m. CDT Risk Management and the Traffic Pattern
Qualifies for FAA Wings credit. Wanda Zuege

3/22/17 7 p.m. CDT Prepare for Your Checkride, and Pass
Qualifies for FAA Wings credit. Larry Bothe

FAA designated pilot examiner (DPE) Larry Bothe provides tips to



prepare for your checkride and pass!

3/28/17 7 p.m. CDT Safety & Loss Prevention
Qualifies for FAA Wings credit. Clinton Johnson

insights on preventable losses incurred, including the most common incidents from loss of control to incidents that happen when an aircraft is not in motion.

3/29/17 7 p.m. CDT Aircraft Liability Insurance
Bob Mackey, Falcon Insurance Agency

Bob will use real-world case studies to help owners understand and then make informed aircraft insurance decisions, including details about what aircraft liability insurance covers, how much it costs, what causes premiums to increase or decrease, and how to buy the right insurance at the best price.

SPORT AIR WORKSHOPS

None scheduled in Texas



Gone West

EAA Chapter 35 has lost two friends and leaders in San Antonio aviation and in our Chapter's history.

Don Staats

Don was a long time member of our Chapter and served in almost every position from President on down. Norris Warner described him as the "nicest man you'll ever meet" at our last meeting. Don and Norma lived in New Braunfels, and at this time arrangements are pending.

Colonel John Gibeau

John was not a member of our chapter, but most of us know he regularly attended and he was a long time link between our chapter and the Commemorative Air Force and Hondo airfield. Ron O'Dea said it all: "A great man has gone to his final reward. He gave so much to others. As a Paramedic he risked his life everyday to bring our men home! That was just the start. He gave of himself in everything he did.

He was my friend."

What more can anyone say?

Please keep their families in your prayers, and remember them as they would want to be remembered—as aviators.

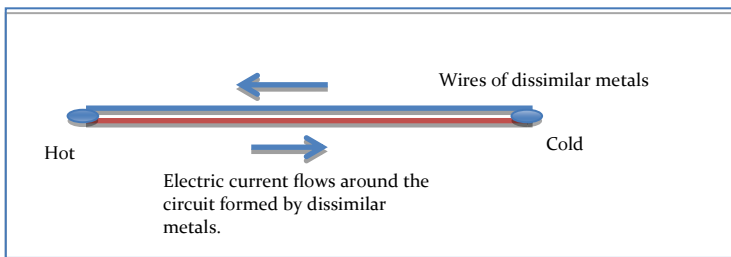
THE BUILDER'S CORNER

THERMOCOUPLES

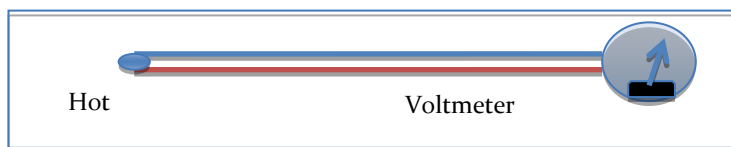
Mark Julicher

Thermocouples are used for measuring temperature, and sometimes pressure. They are elegantly simple and, when used correctly, they are accurate. Many of our aircraft use thermocouples to drive cylinder head temperature (CHT) and exhaust gas temperature (EGT) instruments. This article provides a little bit of theory and application to give you a better appreciation of these clever instruments.

In 1821, Thomas Seebeck observed that if two dissimilar conductors were joined at the ends and there is a temperature difference at the two joints, then a magnetic field is formed. Actually, an electric current flows in the two dissimilar conductors, but Seebeck saw the resultant magnetic field with his lab instruments. Remember that flowing electrons cause magnetism and that moving magnetic fields cause electric current – if you see one phenomenon you know both are present.



It is a simple step to measure this potential with a voltmeter set for direct current. Select millivolts on the DC scale.



Now in order to make this voltmeter into a temperature instrument, it is a matter of knowing what voltage is produced at what temperature and then calibrating the voltmeter in degrees instead of volts.



As it turns out, the change in voltage is linear with the change in the temperature difference. If you change the relative temperature at the ends of the thermocouple, the voltage changes in a known fashion. All that remains is for someone to chart

the relationship between temperatures and voltages. This has, of course, already been done and we consumers merely purchase the thermocouple and indicator required for our particular application.

How about a little more detail?

First of all, realize that the thermocouple is NOT the little joint at the hot end of the wires – NO, the thermocouple is the entire length of the dissimilar wires. Second of all, the joint at the hot end in our example must be firm! The dissimilar wires must be soldered, or crimped or twisted or welded together and remain tight in the environment where they are used. The alloy used in soldering or brazing does not affect the output voltage of the thermocouple.



Photo 1: Type J thermocouple (CHT)

What if the instrument must be located far away, but the thermocouple itself is too short to reach that far? A good question! Plain wire may be used to extend the ends of the thermocouple



Photo 2: Type K thermocouple (EGT) with the protective sheath burned away

wires to reach the instrument. All the voltage potential is developed in the thermocouple (the dissimilar wires) and beyond that, almost any wire can transmit the voltage potential the rest of the way to the instrument. Now, by convention, various types of thermocouple have their own colors of wire so the technician can tell what is what. So it is

nice to use the appropriate wire color for the thermocouple in use. For example, J type thermocouples use red and white wires while K type thermocouples conventionally use red and yellow wires.

(Continued on page 12)

JANUARY MEETING AND PRESENTATION



JANUARY MEETING AND PRESENTATION



THE BUILDER'S CORNER CONTINUED

(Continued from page 9)

Are there more than J and K thermocouples?

Yes, there are many types of thermocouple for many applications. There are types B, E, R, S and T to name some; however, in our light aircraft applications the J and K are commonly used.

Type J is made from iron and copper-nickel wires and is good over a temperature range of freezing to about 1400 degrees Fahrenheit. If type J thermocouples are kept below 1000 degrees they are very stable in their output. That fact combined with low cost makes J thermocouples ideal for CHT.

Typical type K thermocouples use Chrome and Constantan wires (say that fast three times) and are useful over a temperature range from well below zero to 2300 degrees Fahrenheit. Type K holds up well in high temperature environments and especially well if a shield is placed over the hot joint. Type K works exceedingly well in EGT applications.

What about the instruments – the voltmeters?

The instruments are millivolt meters because the thermocouples put out tiny voltages. The millivolt meters are calibrated in degrees and designed to use a specific thermocouple. For example, one CHT gauge states on the label, "For use with a J type, 48 inch thermocouple." Here a 36-inch thermocouple will not work correctly because it will not put out the voltage needed by this instrument. A K type thermocouple will not work correctly with this instrument either. The type K thermocouple might make the instrument show an indication, but a J instrument will not be calibrated to a K thermocouple.



Photo 3: Dual voltmeter calibrated for J and K thermocouples

How reliable and accurate are thermocouples?

Well, K type thermocouples are found measuring certain processes on nuclear reactors so they are probably OK for your more benign Continental exhaust. If the hot joint wires are kept firmly together and prevented from eroding, the thermocouple is both accurate and reliable.

One limitation is that the instrument is that it is a differential temperature system. The indicator is calibrated at a specific tempera-

ture – typically 75 degrees F. Therefore, when the instrument is at room temperature, the temperature reading is correct, but for each degree that the COLD end is above 75, the indication will be one degree below actual temperature. Confused? Don't be. If the instrument is at 100 degrees F (it is a hot summer day in your cockpit) then the instrument will be reading 25 degrees colder than what the HOT end is actually experiencing. You read 350 degrees CHT, but the actual CHT is 375.

The response time of a thermocouple is not instantaneous, there is a lag time and the temperature readout must be given some time to catch up to temperature changes. How much lag time depends mostly on the thickness of the wires; however, most aviation instruments do not specify their lag time – so just go slow with leaning procedures and wait for the instrument to catch up.

By the way, the temperature indicator is a VERY sensitive millivolt meter so don't connect a D cell across the instrument to see if it is working – that will smoke it for sure.

Could I use a thermocouple to produce useful electricity?

Yes. Although thermocouples produce a tiny fraction of a watt, if a large number of thermocouples are wired in series the power can be raised to a useful level. This is known as a thermopile. I know, it sounds like a steaming mound out in the pasture, but it is not that. Thermopiles can be used to power a radio or illuminate a light emitting diode, although I guess it would be dumb to light a candle in order to make a flashlight work!

Many gas heaters, older water heaters, and gas-log fireplaces use thermocouples powered by a pilot flame. These thermocouples can generate enough power to open and close a gas valve. Often, the thermocouple output is routed through a thermostat and that system becomes a self-powered temperature control.

Deep-space craft can't use solar cells where the sun is too dim, (due to the inverse square law) so they use thermopiles. On board the spacecraft are certain radioactive isotopes that are just naturally hot. They are used to supply heat for a thermopile and generate a virtually unlimited supply of electricity. That's elegant!



Photo 4: Here is the label on the CHT/EGT indicator showing temperature range and



FEBRUARY MYSTERY PLANE REVEALED

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Doug Apsey

Congratulations to Charlie Brame and Ira Wagner for correctly identifying our February Mystery Airplane as the **Burnelli UB-14** designed



by Vincent Burnelli. Burnelli was an early pioneer of the "lifting body" or "lifting fuselage" concept where the airfoil shaped fuselage contributed to a significant portion of the airplanes lift. The first UB-14 flew in 1934. After it crashed in 1935, Burnelli developed a modified version called the UB-14B. Only three of these unusual aircraft were built. The first two by the Burnelli Com-

pany in Keyport, New York and the final one by Cunliffe-Owen Aircraft in the UK designated the Cunliffe-Owen OA-1 "Clyde Clipper." An interesting side note about the Cunliffe-Owen OA-1, during WWII it was used as a personal transport for Gen Charles de Gaulle.

The UB-14 was designed as a civilian transport aircraft and had a cabin that could carry 14 to 18 passengers. The aircraft was all metal construction. The airfoil shaped fuselage of the UB-14 also served as the center section of the wing and resulted in a wide cockpit and large passenger area. The aircraft had twin tail booms each carrying a vertical stabilizer and rudder. The horizontal stabilizer and elevator were mounted between the twin tail booms similar to the P-38 and C-119. The cockpit carried a crew of two and was located on the center of the wing's upper surface. The UB-14B was powered by two Pratt and Whitney Hornet radial engines each producing 750 hp. The engines were located ahead of the cockpit and passenger compartment which allowed them to be mounted relatively close to the centerline compared to most twin engine aircraft. This minimized the asymmetrical thrust during an engine out situation. The UB-14 had a wingspan of 71 feet and the fuselage was 44 feet long. Empty weight of the UB-14B was 9200 lbs. and gross weight was 17,500 lbs. Maximum speed was 220 mph while the reported cruise was 205 mph. Range was 1240 miles.

The Burnelli CBY-3 "Loadmaster" evolved from the UB-14B. Built by Canadian Car and Foundry (CanCar) in Montreal, it was designed to

be used as a bush plane in Northern Canada. The Loadmaster was capable of carrying a ton more cargo than the DC-3 was said to be capable of taking off in 650 feet. The only CBY-3 built is currently under renovation at the New England Air Museum in Windsor Locks, Connecticut.



Vincent Burnelli designed many aircraft using the lifting body concept. Unfortunately, his designs were basically ignored by both the military and private sector. The following web site shows an interesting evolution of his designs from 1921 and 1964. <http://www.aircrash.org/burnelli/chron01.htm>

Sources for this article include:

<https://www.scribd.com/document/29352302/Burnelli-Aircraft>
https://en.wikipedia.org/wiki/Burnelli_UB-14
<https://www.neam.org/restoration-cby3.php>



NAME THE PLANE

Our March, 2017, mystery airplane just might be a challenging one although if you happen to be looking in the right place, you just might find it listed for sale. Also, I will warn you now that I can find very little information on this airplane so if you happen to figure it out, please send me anything you might find about it. Who will be the first to email me at dapsey@satx.rr.com with the following information?



1. Who designed and built it?
2. What is its designation and name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What year did it first fly?
4. How many were produced?
5. What was the primary purpose of the design?





Brian Goode

COUNTRY STORE NEW MERCHANDISE CONTEST

We are always on the lookout for new items to offer in the Country Store. We must be able to have the item personalized with the EAA Chapter 35 logo. Send us your ideas. Consider these items; Chapter 35 logo decals, belt buckles, survival vests, bibs, cocktail napkins, jackets, blankets, wine decanters, coasters, glasses, coffee cups, mouse pads, seat cushions, towels, desk top calendar pads, pens, money clips, or even a clip-on mini light for your headset? Give us some feedback. All suggestions will be considered.

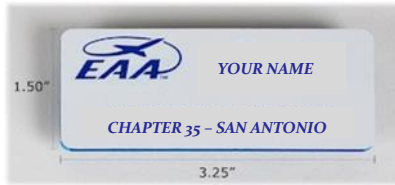
The winner will receive a free "WHATEVER THEY SUGGESTED" when the order is approved and received.

OFFICIAL EAA CHAPTER NAME BADGES.

The order has been placed for the Chapter 35 name badges. If you didn't get a chance to order one for your spouse or other family members, we can include those names on our next order, so give us your details.

SHIRT NEWS

Chapter 35 Country Store now has a limited supply of Fishing Shirts and Yellow Safety Shirts left in inventory. We will be glad to place your special order for the exact size



and color you want at no additional cost to you. We have to order 12 logo items at a time, so it might take a little time to gather up this many orders. Sized from Small to XL, or as many X's as you might need. If you don't like the standard colors shown in these pictures, pick a special one for yourself. We sold one Aggie colored.

Wash Wax All

The Country Store has been selling Wash Wax All aircraft care products for some time now and they have been well received. They do a great job without having to have water available. These fine products are manufactured right here in San Antonio by Aero Cosmetics.

The prices for EAA Chapter 35 members are better than other outlets because we have no overhead. We don't advertise these prices, but they are posted at the monthly meetings at the Country Store. Stop by and pick up a supply. They work great on automobiles, snow mobiles, boats, jet skis, trucks, golf carts, motor homes as well as aircraft. You can even wax your hangar floor with it. The Degreaser also works well in the kitchen.

We have instructional literature and videos available as well as information on which product is good for what job, so come on down to the Country Store. You will be glad you did.



MERCHANDISE FOR SALE AT THE COUNTRY STORE

"Fishing Shirts"	Men's & Lady's	\$40.00
Logoed Safety Yellow polo shirts	SM - XL	\$30.00
Cloth Baseball Caps	EAA or Chapter 35	\$11.00
Mesh Top Logo Baseball Caps		\$3.00
Official EAA engraved Name Badges		\$5.00
Chapter 35 Sew-On Logo Patches		\$3.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum (pink or yellow)	Two pairs = a set	\$45.00
"Wash Wax All" Products	Check the prices at the next meeting.	

All prices include 6.75% sales tax

For merchandise please call Brian or June @ 727-709-1159 or ladybgoode@msn.com

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>

March 18-19 **Heart of Texas Airshow**
TSTC Waco

March 18 **Chapter 1531 Spring Young Eagles Rally**
Coulter Field Bryan TX (KCFD)
www.eaa1531.org

March 23-26 **USPA San Antonio Fly-out**
Stinson Field (KSSF)

April 1-2 **Wings over South Texas Airshow**
NAS Corpus Christi

April 8 **3rd Angel Flight skeet shoot and exotic game lunch**
KBMQ - Burnet Muni Kate Craddock Field
jasonctuggle@yahoo.com

Apr 22, 2017



May 6, 2017

May 19-21

May 19-20

Sep 29

Nov 4-5

Hondo Army Airfield Diamond Jubilee
South Texas Regional Airport (KHDO)
Fly In: Pancake Breakfast, BBQ Lunch, Hangar Dance in the evening

2017 Spring Fly-In, Huntsville, TX
Huntsville Municipal (KUTS) Lunch 12:00pm

MODAERO Festival and Air Show
Conroe TX

7th Annual Armed Forces Weekend Celebration & Fly-In
Curtis Field (BBD), Brady, TX

4th Annual Texas STOL Roundup -
Hondo TX (KHDO)
<http://www.texasstolroundup.org>

JB San Antonio Air Show
Randolph AFB

Hello TX EAA Chapters,

I am the president of Chapter 187 in Austin, TX and sending this video to you, all the Chapter presidents in TX because we need your help. First please watch this video and if it is appropriate, would you share this with your members in your chapter network?

<https://youtu.be/AKcgAPWxn5I>

TangoFlight is a STEM (Science, Technology, Engineering, and Math) program for students at both Georgetown and East View high schools.

The centerpiece of this program has students build a Van's Aircraft RV-12 two-seat Light Sport Aircraft.

EAA Chapter 187 is co-sponsoring this project, providing experienced aircraft builders as mentors for the students. The aircraft is being built on the East View High School campus, with final assembly and operation at Georgetown Municipal Airport.



<http://www.tangoflight.org/uploads/9/5/1/6/95161258/tango-flight-image-25.jpg>

Funding for the project is primarily from charitable donations. EAA Chapter 187, being a 501(c)3 non-profit, is helping fund this project.

You can make a tax-deductible donation using PayPal (accepts all major credit cards and bank accounts).

Visit Tango Flight on the web at tangoflight.org, and follow their Facebook page.


We would appreciate your interest and support in this youth activity our chapter

187 embarked as a part of "Community Aviation Awareness" effort as one of the EAA's main goals.

Warm regards,

Haruko Reese
EAA Chapter 187 President
512-255-8969

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

MARCH	11	Fourth Annual San Geronimo Hangar Tour 	EAA Chapter 35 Clubhouse Lunch 11:30 Tour to Follow
APRIL 	8	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
	29	HONDO AIRPORT DIAMOND JUBILEE	VOLUNTEERS NEEDED FOR PANCAKE BREAKFAST
MAY 	13	SPRING CLEANING! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
		YOUNG EAGLES RALLY	DETAILS TBA
JUNE	10	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	8	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00-12:00 am 12:30 am
AUGUST	12	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	9	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER 	14	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
NOVEMBER 	11	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER 	9	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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Hangar for sale or rent, 30x40 on the runway, all utilities. Call 210-710-6063 (Expires APR 2017)

For Sale: 1943 Taylorcraft L2A/DCO65. Affordable War Bird (Estate of Ron Paduh) Engine: Continental C-85-8, 85 hp. Propeller: McCauley 1A90 CF7142, Max Weight: 1300 lbs., Empty Weight: 788.lbs, Fuel: 14 gal, Fuel Burn: 4.5 to 5 gph, Cruise: 95 mph, Qualifies as Light Sport TTAf 1,827.44 TTEng: 4,414.64, TTSMOH: 410.91 including new crankshaft, camshaft, cylinders, pushrods and hardware. Installed Aircraft Specialties STC #SE0097AT (Continental O-200 crankshaft, connecting rods, and pistons.) TTProp: 881.38. Compressions: 78/80, 78/80, 80/80, 80/80 4 probe EGT, Hand Held Radio, and two place portable intercom, no electrical system. \$19,500 Aircraft to be sold with new annual inspection. This was Ron Paduh's airplane! Call Ron O'Dea 210-488-5088 (Expires May 2017)



For sale Lincoln Electric SP-170T Tig Welder (Estate of Ron Paduh), Includes Gas Bottle,, regulator and cart. Call Ron O'Dea 210-488-5088 (Expires May 2017)



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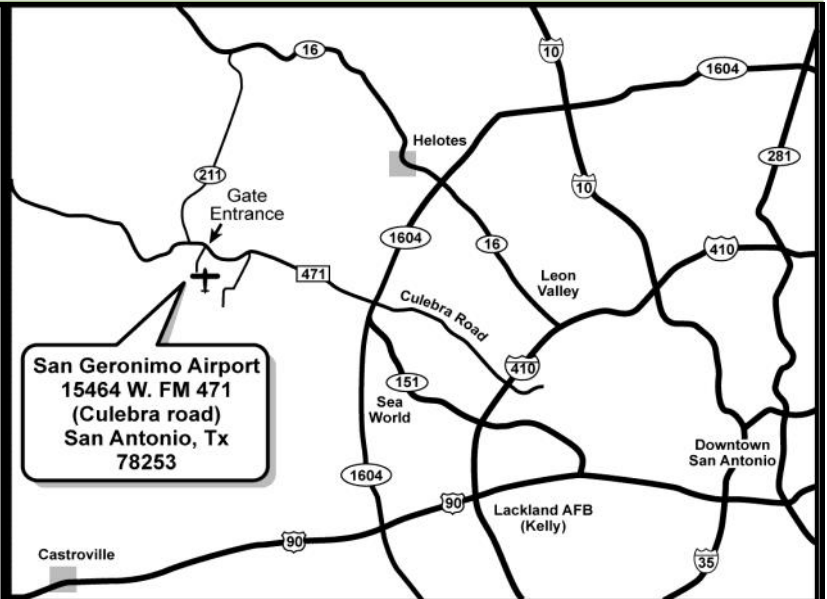
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15464 FM 471 W., #14
San Antonio, TX 78253

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

Chapter 35 meets
Each Second Saturday of the Month

March 11
Hangar Tours!

1130
Chapter 35 Clubhouse



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For over 50 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

[Click Here for Link to 8T8 on AirNav.com](#)

Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS

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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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EAA Air Academy 2017 Participant Application



EAA Young Eagles Camp – For Youth Ages 12 and 13 - \$870 (Deposit=\$200)

Session #1: July 5-9 Session #2: July 11-15

EAA Basic Air Academy – For Youth Ages 14 and 15 - \$1,160 (Deposit=\$200)

Session #1: June 19-24 Session #2: June 26-July 1

EAA Advanced Air Academy – For Youth Ages 16, 17 and 18 - \$1,455 (Deposit=\$200)

Session #1: July 18-26 Session #2: July 28-August 5

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 _____

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) _____

If you have any questions regarding the application, please contact us by email at airacademy@eaa.org or by calling us toll free at 1-888-322-3229.

Participants Name: _____

\$200 Deposit is by: Young Eagle Credits: _____ Check#: _____
Credit Card: _____ Expiration Date: ____/____

Where are you going to land?

This is a Google Map view of 8T8 with some avoid areas and possible landing areas marked. You will have about zero seconds to decide what you are going to do, so it is nice to have done that deciding in advance.

Generally, to the West is civilization and some really big powerlines. To the East, mostly (for now) flat open fields. So, engine failure on takeoff to the south—probably a left turn. To the north, a right turn.

Typically that turn will also turn you into the wind maybe helping to push you toward the runway.

To the south there is a “straight ahead option” just to the right of the farmhouse at the end of the runway. But beyond that are houses, so this is an option for a low altitude failure only.

To the north, the straight ahead options are poor. The neighborhood park/pool overrun is partially obstruct-ed. If you have altitude, the area 30 degrees to the right by the storage buildings is an option or, if you can clear the powerlines, there is an open field across Culebra.

The rings on the map are 1/2 mile circles. Unless you are flying a glider, you probably aren't going much further than that from less than 1000 feet power off.

Bottom line—Turn east

Think about these now...before you need to!



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