



## December 2017

Volume 59 Issue 12

### Inside this Issue

Presidents Cockpit	2
Bulletin Board	3
Builders Page	5
Safety Notes	6
Member News Items	8
Chapter Business	8
Country Store	9
Scrapbook	10
Builders Corner	12
Name the Plane	14
Upcoming Events	15
Classifieds	18
Contacts	19
<i>Please see our sponsors!</i>	

## Next Event

**Dec 9**  
**CHRISTMAS PARTY**  
Social 11-12  
Catered Lunch and  
Gift Exchange to Fol-  
low  
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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## A GIFT OF FLIGHT

### Chuck Fisher

Christmas is just around the corner! What will you get for that someone who has everything, or maybe who you want to surprise with something totally unusual; or maybe you want to suggest a truly awesome gift for yourself.

Perhaps the greatest thing we can do for our sport and hobby is to do our part to grow the next generation of aviators. And, now is such a wonderful time to set someone on a career path that can include flying as there is enormous need for professionals in every aspect of the aviation industry.

Or, perhaps your spouse, best friend or favorite relative has always longed for, but never experienced flight on their own.

How about a gift of flight?

As a parent, grandparent, aunt or uncle, there are opportunities to introduce youth to flying that aren't enormously expensive, that just might set that young man or woman on a pathway to the rest of their lives;

and that I guarantee no one else in the family has thought of giving. And, for your adult friends who already have plenty of socks and electric drills, flying is something everyone can contribute to that is guaranteed to bring a smile to your face over and over again.

So, here are a few options I'd suggest to introduce your loved ones to flying.

San Antonio is blessed to have oodles of outstanding flight schools and professional aviation and

aerospace careers academies in the local area. Most flight schools and instructors will be happy to provide an orientation flight, often at a markedly reduced rate, for prospective aviators.

Here are a few of the local flying opportunities I am familiar with that may be near you. I've included opportunities to fly in Light Sport and General Aviation aircraft, Gliders and Helicopters. Gliders are typically the cheapest and helicopters most expensive (but pretty darned fun!). It is NOT all inclusive and if I forgot your or your business accept my apologies in advance! In addition to these, there are lots of indi-



[http://www.smart-working.org/wp-content/uploads/2016/07/36091768\\_m.jpg](http://www.smart-working.org/wp-content/uploads/2016/07/36091768_m.jpg)

JOIN US FOR A

# Christmas party

Gift Exchange and general merriment for some time to follow

## Next Event

### CHRISTMAS PARTY

Social Gathering 11-12

Lunch catered

to follow

## PRESIDENTS COCKPIT



Steve Jones

**Gone West** – Chuck Imken. Norma Staats, by way of Norris Warner regretfully informs us that past president, builder and aviation adventurer Chuck Imken has passed away. Norris continues, “Chuck was the chapter president sometime in the late 80’s, and even wrote and published the newsletter with no help. At various fly-ins, he and Edna would be displaying his gorgeous RV-7. A couple of years ago, he sent an article to our newsletter about a trip to Mexico, and the adventure of losing his electronic ignition...many of us old-timers remember him well. He will be greatly missed.”

**Chili Cook-off.** There was rippin’, there was snortin’. No doubt about it, we had a rip-roaring, snorting good time. Our judges convened and our members agreed, the honors for best chili in the chapter go to: Chuck Fisher – 1st Place, Doug Apsey – 2nd Place, Bryan Nelson – 3rd Place, and June Goode – People’s Choice. That was great fun and great food. Thanks to all nine contestants for bringing their best, and to our judges for facing their fears. Thanks also to our members who brought their favorite cornbread recipe. We could almost hold a competition on cornbread alone!

**Holiday Meal.** Join us for the Christmas Luncheon December 9th. Your facilities staff is going to try something different. They’re going to take it up a notch. Turkey and Ham are holiday favorites, but we’re sure you get ample opportunity to sample these at various social and family events throughout the season. This year, we’re going to headline the menu with slow-roasted pork loin and center-cut eye of round roast. The cost to set the table with this sumptuous meal will increase, but our meal price will not! We’re going to do it again! The holiday meal will cost only \$10.00 per person. (I wish our government were this efficient) How do we do it? Volunteers. The dedication of our volunteers is nothing short of awe-inspiring. Throughout the year, your facility team and contributing members work hard to bring you home-cooked meals at prices no restaurant or caterer could match. We owe a lot to our volunteers. If you’d like to be one of them, contact Freda Jones by email [ea35facility@gmail.com](mailto:ea35facility@gmail.com) or by phone (210) 570-9435.

**Fly Mart.** It’s one of the highlights of the year, and it was busy this time! Norris Warner and Suzanne Logan anchored the event with a broad selection of aircraft components, instruments, tools and supplies. Kris Niswonger even jumped in to help. I heard a lot of haggling and laughter. Thanks everyone for taking time from your already busy Saturday to participate. Freda learned a lot from last year’s Fly Mart. As I made the rounds this time, I noticed I had no purchasing power. She had lifted my wallet.

**Bylaws.** The membership approved the Bylaws amendments. The most immediate impact will be greater flexibility in convening and conducting meetings of the Board of Directors. We can expect greater participation, more responsive decision making, and much less friction in electronic board of directors meetings and motions. By friction, I don’t mean ‘too close for missiles, I’m going to guns’. I mean it has been a royal pain to raise motions, discuss and vote on measures via e-mail. That should be behind us now.

**Election.** You also elected a slate of officers to lead the chapter for the next two years, and for the first time in the history of the chapter, you’ve elected the same officers for a second term. They are: President – Steve Jones, Vice President – Darren Medlin, Secretary – Mike Landis, and Treasurer – Dee Brame.

**Movie Night.** Vice President Darren Medlin began what we hope will be a new tradition at the Chapter 35 clubhouse: Movie Night. Fourteen members gathered Friday Night, November 17th to watch “Living in the Age of Airplanes”, from the producers of “Runway One Six Right”. We experienced some teething pains with the audio, and we’ve worked them out so next movie night should be even better!

**Get Involved.** A new year is almost upon us. We’re entering our 61st year as an outstanding chapter of the Experimental Aircraft Association. It’s time to make a resolution. This year, stand up and be counted. Your talents are needed! With over 100 members, we have a vast trove of knowledge, experience and skill to share with one another and with our local community. We also have long-standing volunteers who would like to pass the mantle of responsibility to the next generation. Come find us at the next meeting, or wandering the hangars, drop an e-mail or pick up the phone. Let us know where you would like to contribute to this outstanding chapter.

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



## Gone West—Chuck Imken

Because I fly  
I laugh more than other men  
I look up and see more than they,  
I know how the clouds feel,  
What it's like to have the blue in my lap,  
to look down on birds,  
to feel freedom in a thing called the stick...

Who but I can slice between God's billowed legs,  
and feel then laugh and crash with His step?  
Who else has seen the unclimbed peaks?  
The rainbow's secret?  
The real reason birds sing?

Because I Fly,  
I envy no man on earth.

*Grover C. Norwood*

Chuck Imken was a former chapter president, edited the newsletter, and loved his chapter. Many of us did not know him, yet all of us did. Because he was one of us. Chuck Imken...was a pilot.

## CHAPTER BULLETIN BOARD

### EAA Chapter 35 Holiday Meal – Taking It Up a Notch!

#### December Menu:

- Perfect pork loin
- Skillfully center-cut eye of round roast
- Delicious dressing, southern style
- Delicious dressing, northern style (fight's on)
- Mercilessly mashed potatoes
- Mercifully mashed sweet potatoes (I STILL play favorites)
- Great green bean casserole
- Steamy vegetables (oooo, baby!)
- Craazy cranberry sauce
- Gravy, by the boatload!
- Delightful desserts: Pies, cakes, and ice cream
- To drink: coffee, tea, soft drinks, and whatever holiday spirits you bring.



I'm requesting your help! If you see something you'd like to make, contact me as soon as possible so I can put your name next to a menu item. We'll be buying groceries and supplies soon, so we'll want to know what to get and who to reimburse. Call Freda Jones at 210-570-9435, or email [ea35facility@gmail.com](mailto:ea35facility@gmail.com).

#### November Chili Cook-off Accolades and thanks to the following people:

Our Chili contestants:

- Bryan Nelson
- Charlie Brame
- Chuck Fisher
- June Goode
- Freda Jones
- Peggy Fisher
- Danny Beavers
- Nancy Mason
- Doug Apsey

Our Chili Judges: Darren Medlin, Erin Logan and Nelson Amen  
Our Kitchen help: Roxanne Beavers, Peggy Fisher

And the folks who brought other great food, too!

Dee Brame – Chocolate Cake  
Bryan Nelson – Banana Pudding  
Jim Schlattman, Nancy Mason, Freda Jones, Doug Apsey – Corn Bread

There were others, but as you know, Chili Competition is a blur. I may have failed to mention yo-

but your contributions were very much appreciated. Thank you everyone, and congratulations to our chili masters:

- ◇ Chuck Fisher – 1st Place,
- ◇ Doug Apsey – 2nd Place,
- ◇ Bryan Nelson – 3rd Place
- ◇ June Goode – People's Choice Award

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



## DISCOVERY FLIGHT CONTINUED

(Continued from page 1)

vidual flight instructors that your local airport office can recommend. If you are interested in do so, just stop in at the local airport and ask someone. We'll be happy to talk flying pretty much any time!

#### North and Northwest San Antonio

**Anderson Aviation**—(<http://www.andersonaviationtx.com>) – Bulverde Airport – Anderson Aviation offers part 61, individualized training from light sport through multi-engine aircraft. They have ten aircraft and a several available instructors. They are convenient to North San Antonio either from Highway 281 or Blanco Road and have rapidly grown to one of the largest training enterprises in the area. Contact them at (830) 438-4359 (IFLY) or email [info@andersonaviationtx.com](mailto:info@andersonaviationtx.com). See their ad on page 17

**Helicopter Experts**—(<http://www.helicopterexperts.com>) – Bulverde Airport – Helicopter Experts is a professional flying academy, one of the oldest in South Texas. They offer all levels of instruction from beginner through professional pilot training. Because helicopter training is expensive, their very efficient part 141 training model is shorter and less expensive than many schools. Helicopter experts offers introductory flights for interested students. Contact them at [administrator@helicopterexperts.com](mailto:administrator@helicopterexperts.com) or by phone 210-930-0125 for details.

**Boerne Stage Airfield:** The folks up at Boerne stage airfield, northwest of La Cantera and The Dominion, have a fleet of first rate aircraft that range from antique tailwheel aircraft and modern Light Sport aircraft all the way up to complex, retractable airplanes and a cadre of independent instructors who are experienced in each type of aircraft and mission. These instructors provide flight training under Part 61 training rules, which allows individual, one-on-one training on your schedule. At Boerne you will select an instructor and arrange aircraft rental and flight time with him or her. Contact the Boerne stage business office at [office@5c1.net](mailto:office@5c1.net) or 830-981-2345 to learn more.

**San Antonio Soaring Society:** Also located at Boerne Stage Airfield, the San Antonio Soaring Society is a non-profit club founded to provide soaring opportunities and training in the San Antonio Texas area. The club has two club gliders, a tow-plane, and a ground-launch winch. Club instructors offer a wide variety of introductory "Discovery" flights. Contact the Boerne Stage Airport front desk 830-981-2345

#### Northeast San Antonio corridor

**Black Hound Aviation** Mike Hathaway and Martin Faas have a small fleet of superb aircraft and provide flight instruction from Sam Marcos Airport/Redbird Skyport. They can not only provide orientation and instruction, but have aircraft for rental for trained pilots. Their prices are competitive, and they'd welcome your call. See them at <https://www.facebook.com/blackhoundaviation/> or call Mike at 951-675-5380.

**Texas Aviation Academy** ([www.texasaviationacademy.com/](http://www.texasaviationacademy.com/)) – New Braunfels Airport – Texas Aviation Academy offers training from private through multi-engine and commercial ratings and are affiliated with Liberty University School of Aeronautics so students can earn credit toward their bachelors degree while training and can use tuition grants and loans as part of the training. They offer discovery flights for those interested in pursuing flying training. See <https://www.texasaviationacademy.com/discovery-flights> or Contact them at (830) 629-2110

**Texas State Aviation** (<http://tsaviation.com>)– San Marcos Airport – Texas State Aviation offers a full repertoire of flight training with a large fleet of modern aircraft. They offer introductory discovery flights that you can book online at <http://tsaviation.com/flighttrainingcourses/discoveryflight/>. Contact them at (512) 396-2212 or [office@tsaviation.com](mailto:office@tsaviation.com)

#### South and Southeast San Antonio

**SkySafety** – Stinson Municipal Airport (KSSF). Sky Safety is a full time flight school that offers a structured (part 141) classroom and flying training environment. I've worked with them personally, and they run a top notch enterprise. Email: [info@skysafety.com](mailto:info@skysafety.com), They are next to the main terminal/FBO at Stinson Airport. Call them at (210) 921-2504

**Alamo Helicopters** – Stinson Municipal Airport (KSSF). Alamo Helicopters offers discovery and sight-seeing rides and professional helicopter pilot training. Their website describes their introductory flights as including ground school time and actual air time in Helicopter with you taking controls. Check them out at <http://alamohelicoptertours.com/> or 210-921-2359

#### Southwest and West San Antonio

**Barrio Aviation** – Barrio has operations at Castroville Municipal Airport (KCVB) and at Port San Antonio (Kelly). To my knowledge they are the only flight school operating out of Port San Antonio, which puts them within easy drive of pretty well anywhere in San Antonio. Berne and Mario have grown Barrio aviation from a dream

(Continued on page 5)

## DISCOVERY FLIGHT CONTINUED

(Continued from page 4)

to a first-rate Part 141 formal training academy. Give them a call at Tel: (210) 390- 6444 or Mobile: (830) 776 -1831 and check them out at <http://barioaviationinc.com/>

Local resources at our home field, San Geronimo Airpark (8T8) – There are no official flying *schools* at San Geronimo, but there are instructors and there are aircraft. One excellent resource is Bill Kendrick at **G4K aviation** at 210-994-6049 who can help arrange instruction, discovery flight or aircraft rental. There are several certified flight instructors on the field including Bob Cabe ((210) 289-5375 or (210) 493-7223 [bob\\_cabe@hotmail.com](mailto:bob_cabe@hotmail.com)).

### Your Local Chapter

I would be remiss if I did not mention the flight opportunities within Chapter 35. Although the chapter does not sell flights or gift certificates, we do work hard to introduce youth to aviation through our Young Eagles and Air Academy programs.

The EAA Young Eagles program allows pilots to donate their time and aircraft to provide FREE flights to youth. The EAA and other agencies contribute free membership and even flying training re-

sources to kids that participate. Our chapter holds Young Eagles events through the year, and individual pilots may offer flights on a one-on-one basis as well. If you have a son or daughter that would like to participate, contact [pvaneau@gmail.com](mailto:pvaneau@gmail.com) or one of the officers listed in the back of this newsletter.

And, for those high school age kids that are really enthusiastic about aviation, our chapter sends one very lucky young man or lady to the EAA Air Academy in Oshkosh Wisconsin each summer. This immersive camp provides a deep dive into aviation and technology skills in a fun summer camp environment. If your child is interested in doing this, join us at a chapter meeting and get to know the members. A chapter sponsor will be needed to help with the application process.

If you are holding this newsletter in your hands, chances are you love aviation. And, somewhere in you past was a moment, an event or a person that changed your life. Most likely you know what a cloud feels like, or what the sunset looks like from above them. And, you wouldn't trade that for anything.

You can share that with someone this year. Merry Christmas!



## CHAPTER BUILDER'S PAGE

CRAIG GERON

EAA Chapter 35 has a solid group of current project builders as members. The variety of the projects is a testament to the diverse and robust nature of the experimental aircraft community at large and is a testament to the support and encouragement EAA Chapter strives to give each and every member. Below you will find a name, email, and project for our current active builders. We would also like to invite builders to send us pictures and/or short "blurbs" keeping us all abreast of progress and other interesting observations we can share in the newsletter. We also want to say thanks to each of you for preserving the spirit and intent of our chapter in supporting builders with encouragement, training, and admiration for your efforts. Craig Geron is also looking for interested builders who would like to coordinate the Builders Page efforts for the Chapter. Craig has been doing it for the past five years, has completed his RV-8 project and wants to offer the position to a current builder. Please send Craig an Email or call him if you are interested or have any questions. It is a low level of effort and high payoff position that supports our growing builder community.

RV-7A

Matthew Johnson [matt@rv7a.com](mailto:matt@rv7a.com)  
Richard Vinas [vinas@sbcglobal.net](mailto:vinas@sbcglobal.net)

WagAero 90hp Cub

Richard Reiley [reileyr@yahoo.com](mailto:reileyr@yahoo.com)

Merlin GT

John LaTour [dalelatour@att.net](mailto:dalelatour@att.net) "Team Merlin"

Titan Tornado

John Kent [jfkent@sbcglobal.net](mailto:jfkent@sbcglobal.net) (Tornado S with a

Zenith 601 HDS)

Zenith CH 750

Frank Pisz [fpisz@austin.rr.com](mailto:fpisz@austin.rr.com) CH 750 on amphibious floats

Sonex/Onex

Steve Law [SLawFlies@aol.com](mailto:SLawFlies@aol.com)

Mini-IMP

Bob Hieronymus [hierony@gvtc.com](mailto:hierony@gvtc.com)

Pietenpol Air Camper

Steven Dortch [steven.d.dortch@gmail.com](mailto:steven.d.dortch@gmail.com)

Bryan Nelson [ozzietx@gmail.com](mailto:ozzietx@gmail.com)

Cozy MK IV

Nelson Amen [nelson.p.amen@gmail.com](mailto:nelson.p.amen@gmail.com) (hangar 56)

Builder Assist

Marvin W. Cole [marv\\_cole@juno.com](mailto:marv_cole@juno.com) Would like to help out any builder

## SAFETY NOTES & NOTAMS

### DECLARING AN IN-FLIGHT EMERGENCY



#### Ron O'Dea—Safety Officer

Some pilots think that if they declare an emergency that they will have to contend with endless paperwork and visits to the FSDO afterwards. Good news, that is simply not true! This might be responsible for some fatal accidents because pilots were afraid to "Confess" instead of getting the help they needed.

FAR Part 91.3 says "a pilot may deviate from any regulation in an emergency". It goes on to say that if the pilot does violate a regulation he or she will have to provide a report to the FAA *if* the FAA requests one. I am told by our local office that this is rare. The FAA noted that pilots are very hesitant to admit they have an emergency. For that reason declaring an emergency does not automatically result in any reporting requirement. The FAA is more concerned that you get the assistance you need and save a life!

It's the pilot's responsibility (obligation) to use all available resources to deal with a problem, that means using ATC's assistance. Dick Durden,

in his AVweb article, gives an example of a pilot who had to shut down one engine on a twin and couldn't hold altitude. He was talking to ATC but refused to declare an emergency so ATC had to route him around two restricted areas. He barely made the runway! Had he declared the emergency ATC could have cleared him directly to the airport.

Dick Durden further points out that failing to declare an emergency when one exists may also increase the risk a pilot will be found negligent in a post accident lawsuit. In most states, the law gives a person dealing with an emergency a lot of latitude; there's less second guessing. If the pilot did not declare an emergency why would a jury believe that there was an emergency? Also, if the pilot didn't declare, then he or she did not use all available resources and could potentially be considered negligent!

So, if you need it, let the system help you.

Be safe out there!

#### The Pilot's Lounge #56: I Ain't Declaring No Steenkin' Emergency

By Rick Durden | December 29, 2002

*Editor's note: This has been edited for brevity. Please see the full discussion at <https://www.avweb.com/news/pilotlounge/182061-1.html>*

There are days in the pilots lounge at the virtual airport that I learn by just sitting and listening to my betters. It so happened that I recently had an opportunity to pick up some pointers on dealing with emergencies due to a drama that played itself out over two days. Not surprisingly, Old Hack was one of the protagonists. I have a lot of respect for Old Hack. He's been flying for more than a half century, and only got his instrument rating a couple of years ago after realizing that his long practice of scud running was simply becoming too dangerous due to the proliferation of towers. Hack is a good, generally pragmatic pilot, but he is a bit set in his ways, has some strongly held opinions and holds loudly to some old wives tales. ...

The other player in the drama was Sandy, owner of a nice Citabria. The other airplane she flies on a regular basis is a wide-body. She gets paid for that activity but has to wear a uniform with four stripes on the sleeve when she goes to work; however, she says that she can put up with that because, at least on the flight deck, the other two folks laugh at her jokes even when they aren't funny. She is one of the finest pilots I've ever flown with.

**Sandy's Emergency**— The first act in the play occurred over at the controlled airport, where Sandy had gone to meet some friends for lunch. Passing through about 1,500 feet on climb out for the flight home, Sandy became aware of a strong odor of fuel. She started a turn back for the airport and advised the controller she was returning. The controller did what he was supposed to do and asked about the nature of the problem. Sandy told him that she had a fuel smell in the cockpit.

The departure controller responded with a heading directly to the airport and asked if she wanted the trucks.

Sandy didn't hesitate; she said she wanted the trucks and that **it was an emergency**. The controller did his thing to alert the crash crews and asked the standard questions needed to help the crash crews in case things go south: "How many souls aboard and how much fuel?"

Sandy provided the information as she turned base and watched the trucks start to position themselves. The departure controller had coordinated traffic with the local (tower) controller and issued the landing clearance. Sandy advised him that she was going to turn off the electrical system and radios after this transmission, then land, shut the airplane down on a taxiway and get out. The controller said he'd relay the information.

Sandy cut the master switch as she turned final. After touchdown, she pulled the mixture and cut the mags. She turned onto an intersecting taxiway, rolled just past the hold bars before stopping the airplane, got out and walked about 50 feet away from the airplane. She was met by two firefighters as others took positions around the airplane. She explained the situation. The chief said that his crew would look things over from outside first and see if any further action were needed. The firefighters walked around the airplane without observing any sign or fire or dripping fuel. The chief asked Sandy for permission to look inside, which she gave. He stuck his head in and immediately commented on the fuel odor.

Over the next 15 minutes the chief arranged for a tug to take the airplane to the shop Sandy selected and gave her a ride to the FBO in his truck, shook her hand and departed. The only information he asked of her was her name and where the airplane was based.

At the FBO, Sandy arranged with the head of maintenance for someone

*(Continued on page 7)*

## SAFETY NOTES & NOTAMS CONTINUED

(Continued from page 6)

to find and repair the fuel leak. She made two discoveries: that the shop wouldn't be able to get to her Citabria until Monday, and Old Hack was there because he had outlived his nonflying wife and was using the life insurance money to get his multi-engine rating and would give Sandy a ride home in his Super Cruiser.

**Hack's Annoyance**—During the flight back, Hack asked Sandy what happened. She described the situation and Hack, being merely opinionated and verbal on his good days, jumped all over Sandy for telling the controller why she wanted to return to the airport and for using the "E" word.

By the time the two of them got back here, Hack was in fine voice. He allowed as how Sandy shouldn't have told the controller anything because it was absolutely none of his business why she was returning to the airport. ...In Hack's eyes, Sandy had done nearly everything wrong ... Sandy should never, ever have asked for the trucks or declared an emergency. "You idiot," he said to Sandy in his diplomatic way, "You'll never see the end of the paperwork for declaring an emergency, especially because they rolled the trucks...."

**Sandy's Rebuttal**—Old Hack glared at Sandy as she spoke, "First of all, I know the systems of the Citabria cold and I can draw you the fuel system right here, right now. I know where the fuel lines run in the cabin, but what I didn't know then and still don't know, was where the leak was that gave me the fuel smell. It could have been benign. You know what? The chances are excellent that when the mechanic calls, that's what it's going to turn out to be. Maybe I could have flown back here. But there's no way in the world to be certain that the leak wasn't going to start a fire, which means the only thing to do is land immediately. Because I know that fabric-covered airplane well, I know exactly how bad things could be and how fast they can go bad, so I wanted the trucks and I wanted to make sure there wasn't any delay in getting back to the airport.

Hack jumped right back at her, "Yeah, but you declared an emergency, why didn't you just tell the controller you wanted to be number one to land? Now you've got all that paperwork to deal with because you declared an emergency."

**How Much Paperwork?**—"I don't know where you or those half-wits who show up in magazine articles talking about not declaring an emergency because of paperwork, get your information." Sandy remonstrated and correctly pointed out, "There is no paperwork involved with declaring an emergency. None. Take a look at FAR 91.3. The only time there is any paperwork is if you have to violate a reg when you are dealing with the emergency, and then only if the FAA asks for a report. ..."

Sandy recounted the steps the airlines had to take to get their crews to declare emergencies because they had suffered too many dead passengers because of pigheaded captains. The airlines had to set out procedures that said that if certain irregularities or abnormalities occur, the crew *must* declare an emergency. [E]ven if 40 times out of 41 the airplane landed safely, the 41st, which led to a crash or fire, meant that the crew had to prepare for the worst every single time because you had no

way of knowing which time this was.

**Hack's Emergency**— There is an almost poetic sequel to the Friday-night fight. On Saturday afternoon I saw Old Hack wheel-land the Super Cruiser ... He climbed out, hurried into the office, found Sandy and, to her open-mouthed astonishment, hugged her tightly and thanked her profusely for yelling at him the previous evening.

Hack told the story. He was back for another lesson in the Aztec. On climb-out he'd shut off the aux fuel pumps.. one of the engines started to cut in and out. ...He turned them both back on. They leveled off, set low cruise power ...Everything continued to run fine. Hack shut off the left aux pump. Twenty seconds later the left engine quit, restarted momentarily and quit again.

Old Hack and the instructor decided the engine-driven fuel pump on the left engine had expired. ...Hack called departure control and said they wanted to return. The controller gave them a vector for the airport and asked the nature of the problem. Old Hack said he was about to tell the controller it was none of his business when he was struck by the nagging concern that it was strange that it took the engine so long to quit after the aux pump was shut off and maybe, just maybe, his diagnosis of a failed engine-driven fuel pump might be in error. He said he had been thinking about what Sandy had said ever since last night, and found himself telling the controller that he had a problem with one engine.

When the controller asked if Old Hack wanted the trucks, he saw the instructor shaking his head "no" but heard himself intoning in his clearest airline-pilot voice, "Affirmative, roll the trucks, I don't know the full nature of the problem, better consider it **an emergency**."

**Hack's Enlightenment**—Looking steadily at Sandy as he went on, Old Hack said, "I felt kind of funny flaring to land with those trucks on the taxiway, gumball lights flashing away. On rollout someone on the frequency said that there were flames coming from the left engine of the Aztec. I glanced over and saw them, stood on the brakes and told the instructor to pop the door. As we stopped I turned the fuel off, pulled the mixtures to idle cutoff, turned off the mags and master, and I think I beat the kid out the door. The trucks were right there, I mean right there, and had the fire out pretty quickly."

Hack said, "It turned out not to be the engine-driven fuel pump, it was a cracked fuel line. When we decelerated the fuel started to hit the hot exhaust and lit off."

There was a circle of very wide-eyed pilots around Old Hack and Sandy. Old Hack said, "If this would have happened yesterday, I would never have called for the trucks. The instructor and I would have talked each other out of admitting an emergency ... you know how two guys are in a general aviation airplane, they will not ever do anything to admit that they might have a problem. Neither of us would have seen the fire until it was bigger, and that airplane would have either burned to a cinder or exploded with us in it. We had about 130 gallons of 100 low lead in the tanks. There's no way the trucks could have responded in time to help because we would not have alerted them. Sandy, by telling me I was full of crap, you saved my life."



## CHAPTER NEWS &amp; FROM MEMBERS

## FROM THE WEB-GUY

## Dave Baker

As most of you know, we have a **NEW Website** (<http://eaa35.org>) that is being developed by **Kyle Jester** along with input from **Jose Garcia** and **Steve Jones**. The website will be the primary website for our Chapter effective January 1, 2018. The old website ([www.35.eaachapter.org](http://www.35.eaachapter.org)) will still be available for past references of newsletters, photos, videos and other info but will not be updated after December 2017. It has been a pleasure building and maintaining that site for the past several years but the web developer does not maintain support for it any longer so when the "old/New" website became available again, Steve snapped it up for us. If you have questions and / or input for the new website, please contact **Jose Garcia** (our new Public Affairs officer at [eaa35pr@gmail.com](mailto:eaa35pr@gmail.com)).

"Blue Sky's and strong Tailwinds"



## FROM THE HANGAR

## For Lou Mason

Are you handy with power equipment? Want to really help out your chapter? The Chapter needs you.

Our extremely well equipped chapter building hangar has several excellent pieces of equipment that have fallen into disrepair. If you can tune a band-saw, replace a few belts, and tighten up what needs tightening—please let Lou Mason know. We need help to keep the equipment in tip top condition—perhaps *your* help.

Contact Lou at 210-688-9072 or [lewnan@sbcglobal.net](mailto:lewnan@sbcglobal.net)



## FROM EAA NATIONAL

Looking for other gift ideas for your pilot? Here are a couple I guarantee you did not think of. How about tickets to AirVenture 2018? They are now on sale at a discount <https://www.eaa.org/en/airventure>. Or, how about an EAA life membership. The full price of a life membership is a hefty \$1295 that is discounted \$10 a year for membership for up to 10 years (\$100 discount). But, not only does the life membership pre-pay the next 30 years dues (no more remembering dues) but you do get some cool stuff too.



## PICTURES OF THE DAY: CROWNING THE WINNERS

November 15, 2017 by *General Aviation News Staff*

The 10th Sport Air Racing League race season wrapped up for the year with the Rocket 100 Air Race in Taylor, Texas, and the crowning of the league's National Champions for 2017.

From left to right: Race 53 William E. Dubois, Production Silver;



Race 35 Charles Cluck, Katalina Ramirez, and Dove Ramirez, Production Gold and points leader; Race 118 Ken Krebaum, Experimental Gold; Race 32 Mike Patey, Experimental Silver; Race 83 Dave Adams, Experimental Bronze. Not present was Race 112's Stu Morse, who took home the Production Bronze title. (Photo by Lisa F. Benson)



## WELCOME NEW ADVERTISERS!

EAA Chapter 35 welcomes our newest advertisers to our aviation family.

**Big Bib BBQ** is one of the top rated BBQ places in San Antonio, and we are truly fortunate that they have set up shop at Stinson Airport KSSF. Many of us remember the amazing food at our Women in Aviation/Young Eagles rally and thank them for it. Looking for some place to hop over to? Go visit the Big Bib, and thank them for supporting EAA Chapter 35!

**Black Hound Aviation.** San Antonio is growing and Northeast and our chapter's Aviation family gets ever larger! San Marcos's Black Dog Aviation has superb quality aircraft to rent, does flight instruction and has the advantage of a huge multi-runway airport free of city congestion. If you are looking for a place to learn or upgrade, give these folks a call. Help spread the word, and, thank them for supporting EAA Chapter 35!







# Country Store

BRIAN GOODE

**GREAT CHRISTMAS STOCKING**

**STUFFERS** Pick up a few EAA Chapter 35 Coffee Mugs to use as stocking stuffers on Christmas Day. They are 11 Ounce White Ceramic Coffee Mugs with the Chapter 35 color logo imprinted on them before they were glazed so the logo should not come off in the dishwasher. Final pricing came in at \$7.00 each. The first dozen and a half went fast at the October and November meetings, so if you would like to reserve some for your kitchen, Christmas stocking stuffers or gifts, please contact Brian or June and we will put some on lay-away. We have a supply at our hangar if the store is closed, so stop by and we will help load them into your sleigh.



should not

come off in the dishwasher. Final pricing came in at \$7.00 each. The first dozen and a half went fast at the October and November meetings, so if you would like to reserve some for your kitchen, Christmas stocking stuffers or gifts, please contact Brian or June and we will put some on lay-away. We have a supply at our hangar if the store is closed, so stop by and we will help load them into your sleigh.

**THE KOOZIES ARE STILL WAITING**

The special order that everybody talked about, the EAA Chapter 35 Koozies are just waiting to be purchased. The Chapter 35 logo is imprinted in color on both sides of the Koozie. They are only \$5.00 each. They will fit around most standard beverage size cans and bottles as well as fit into the beverage cup holders in your aircraft, golf cart, automobiles and trucks and boats. You can even fold one up and carry it in your pocket or keep one in your travel bag, shaving kit or knitting bag.



**60th ANNIVERSARY DECALS** We have plenty of the Chapter 35 60th Anniversary logo decals available in the Country Store. They are only now only a Buck a piece. They are 3 inches in diameter. They can be applied to almost any surface except where your wife says not to, like to her aircraft, her boat, her car or truck.



**SHIRT NEWS** All of the discounted shirts have finally been sold. We have picked up the latest special order of shirts and have already delivered some of them at the November meeting.

We also have a some new Fishing and Polo shirts in inventory. Stop by and see if we have your size. We will always accept

your order for your size and color at no additional charge. There are many colors available, even some school colors, so you don't have to stick to the same four colors we have been offering.

*Year-end request...*

*If you ordered Shirts or Wash Wax products and have not yet paid for your merchandise, The Country Store is asking you to please send a check in the proper amount, made payable to EAA Chapter 35, to Brian Goode, 15464 Culebra Road, #53, San Antonio, TX 78253. We will then hold your order forever, or at least until you can get out to San Geronimo Airport to pick it up. Thanks.*



**Wash Wax All** :The Country Store sells Wash Wax All aircraft care products at specially reduced prices for

Chapter members. We purchase directly from the manufacturer so we can pass on the savings to our members. All of their products do a great job without having water available. 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.

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.

**More New Merchandise News** We are getting quotes on some new merchandise with the Chapter 35 logo, like duffle bags and large metal beverage containers. Stop by and see what's new.

We have recently reduced the prices of the 60th Anniversary decals to \$1.00 each, and now we are reducing the price of the sew-on logo patches to the same \$1.00.



## MERCHANDISE FOR SALE AT THE COUNTRY STORE

COFFEE MUGS	CH. 35 logo	\$7.00
"Fishing Shirts" Short sleeves	Men's & Lady's	\$39.00
Long Sleeves		\$43.00
Polo shirts with Ch. 35 Logo	SM - XL	\$30.00
Baseball Caps		\$10.00
60 <sup>th</sup> Anniversary decals		\$1.00
Beverage Koozies		\$5.00
Chapter 35 Sew-On Logo Patches		\$1.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum	Two pairs = a set	\$45.00
"Wash Wax All" Products	See page 21 for selection	Below retail

All prices include 6.75% sales tax

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

NOVEMBER MEETING & CHILI COOKOFF- SEE MORE AT <https://www.facebook.com/ea35/>

The November meeting featured a hard fought, deeply contested chili cook-off by a huge field of competitors....well, relatively speaking. Selections this year included all meat, game, and white bean chili's in addition to traditional red bean and meat chili of all different levels of heat. The event was prefaced by a fly-mart of goodies and gadgets from around the community. And, our president held all of us hostage, impounding the chili until the membership unanimously voted for a new slate of officers and approved a new set of chapter bylaws updates. Having been released to indulge in the nearly dozen chili's and a mountain of deserts, none of us were awake enough to fly afterward! In all seriousness, this event marked another successful year of growth and prosperity for the chapter and a great time was had by all. Winners of the cook-off are pictured below and include Chuck Fisher - 1st Place, Doug Apsey - 2nd Place, Bryan Nelson - 3rd Place & June Goode - People's Choice Award. The entire list of entrants is on page 3



NOVEMBER MEETING & CHILI COOKOFF- SEE MORE AT <https://www.facebook.com/ea35/>



# THE BUILDER'S CORNER

## Mysteries of Paint

### Mark Julicher

Painting techniques and procedures is a recurring theme found on the web sites of many type clubs. It seems that there are numerous experts sharing the best way to paint an airplane, and of course that means there are numerous best ways to do the job. Naturally, because you studied logic in high school, you know there are not numerous best ways to do a task. I will submit to you, however, that there are numerous very good ways to paint an aircraft. Here then, I shall share some tips and techniques. I won't claim that any of these are best, but certainly they are good.

One quick caveat, I shall use the generic term "paint" to mean "coatings" in this article but understand that technically not all coatings are paint.



Photo 1: Degreaser. There are many brands available. Buy over the counter to save hazmat shipping.

First and foremost, no paint job will go well unless you well prepare the surface to be painted. That goes for fabric, metal, and composite. Paint does not stick to grease or dirt – CLEAN is the watchword. Silicone contamination causes "fisheye" in your paint so keep the WD-40 somewhere away from your paint shop. Skin oil and fingerprints are only good for finger painting. Use nitrile gloves to keep your hands off the work piece. If

you ever waxed something with a silicone wax, well, it will be difficult to paint... sorry. Just before painting you should degrease the work using a paint degreaser or even denatured alcohol and lint-free paint rags.

Photo 1: Degreaser. There are many brands available. Buy over the counter to save hazmat shipping.

Paint will not hide imperfections. Any irregularity in a surface merely becomes a painted irregularity when you spray it. Back in the "Golden Age", high-end manufacturers applied as many as 32 coats of "hand rubbed" dope to get the gloss they wanted. What that means is that they applied dope and sanded it and applied dope and sanded it, etc. The sanding process knocks

off the high spots and fills the low spots. Eventually the weave on a fabric airplane would be filled in leaving a smooth, shiny finish. The old timers figured out that it is NOT



Photo 3: When a low spot is really more like a crater, spot putty is used to fill the hole. Spot putty sands easily. Color compatibility is also important for the spot putty unless you want a measles finish.

are doing dope and fabric there are at least five systems and each one works a little bit differently. Personally I have used three of the systems and naturally I have preferences, but other builders I know are adamant that their favorite system is best. OK. You say tomato I say tomahto. There are pros and cons with every system. How about for metal? There are too many systems to even hazard a guess as to how many. The system you choose may be limited to having low VOCs (volatile organic compounds). You may have to paint where the temperature is not optimum. Perhaps water borne systems are required where you live. You may want a one-part system (enamel) or a two-part mix (epoxies or urethanes). You may want to use a base coat-clear coat system or a one-shot paint job. The bottom line is **compatibility**. You should not use two chemicals that were not designed to work together. A non-compatible topcoat may lift and wrinkle a primer coat or maybe not harden/dry correctly leaving a gooey mess on your plane. Pick

(Continued on page 13)

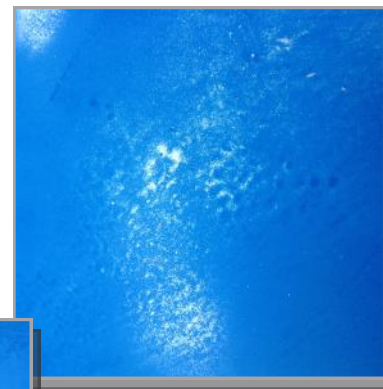


Photo 2: As a surface is sanded, in this case using 400 grit wet sanding, the high spots are knocked down and the low spots fill in.

how much paint you put on that gives you the best finish but rather how much you take off. That same fact holds true with modern finishes.

So what paint system is best? It depends. If you

## THE BUILDER'S CORNER (CONTINUED)

a system and keep everything compatible.

Again, let me say that different metal coatings spray differently. You have to fiddle just a bit until you learn how heavy a coat you can apply without causing a run. Different painter technique and different spray guns will work just a bit differently from one another. Practice helps. I have used

Ranthane, Mark II, Sherwin Williams, Stewarts, and a few others. All will give good results but some are prone to runs and some are more dangerous to lungs.

Safety. Safety. Safety. Breathing spray is hazardous. Many chemicals will go through your cornea so goggles are often required. Many chemicals go right through skin, so gloves and Tyvek suits are important. A charcoal respirator is sufficient lung protection for spraying



Photo 4: Part of a silver wheel pant. Looks good... this IS a color photo.



Photo 5: The same wheel pant held up to bright light. Green primer makes the silver look like silver-green. Places where the primer was sanded through or too thin let light pass. In the bright sun this will probably look like a mottled finish.



Photo 6: Paint strainers are a must. You can't blow chunks through a spray gun.

short answer is yes. The longer answer is that primer helps the topcoat stick. Primer shows up many surface flaws and lets you sand/repair them whilst only sanding relatively inexpensive primer instead of high-dollar finish coat. Primer provides a consistent background color for the topcoat.

Let me expand on this last statement. Many colors of paint are translucent. Yellow, red, silver and others are translucent and will show differently depending on what is sprayed underneath. If you want your plane to be all one color then be

sure to use one color of primer. Dark primer is OK for dark colors, but light color primer is much preferred for light colored finish coats.

There is no way to cover all aspects of paint in this short article, but Internet resources are a huge help. If you want to learn a LOT about spraying metal in a very short time I recommend [www.thegunman.net.au](http://www.thegunman.net.au).



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## NOVEMBER MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to Nick Leonard and Ira Wagner for correctly identifying the November mystery airplane as the Ford Flivver. Both Nick and Ira shared with me that the Flivver was more than just another airplane to them. Nick had considered building a replica of it at one time and Ira said that pictures he saw of this little airplane years ago helped fuel his passion for aviation.

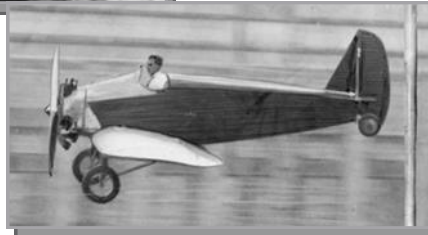
The Flivver was built by the Stout Metal Airplane Division of the Ford Motor Company. Henry Ford himself unveiled the Flivver on 30 July, 1926, which was also his 63rd birthday. With his great success in the automotive industry with the Model T which was dubbed "everyman's vehicle," Ford decided that he would also come up with a mass-produced airplane that would be "everyman's airplane."

His direction to the designer, Otto Koppen, was that the airplane be small enough to fit in his office. And small it was with a wingspan of only 15 feet and a fuselage just 15 ½ feet long. It is said that Koppen actually measured Mr. Ford's office while designing the airplane. Construction of the airplane was wood with fabric covering. A unique feature of the Flivver's wing was that it had full span ailerons that also functioned as flaps. The flaps were attached to the control stick so that when it was pulled back to raise the elevator, the flaps moved downward simultaneously. Another unique feature was the large tailwheel with a friction brake attached to it. The first two prototype Flivvers were powered by a 36 hp three-cylinder air cooled Anzani radial that provided a cruise speed of 90 mph. Empty weight of the original prototype was reported to be in the 325 to 350 lbs. range. Ford intended to sell the aircraft for \$498.00.

A third Flivver prototype was developed with a longer wing measuring 21 feet, 9 inches and powered by a twin cylinder 40 hp engine produced by Ford Motor Company using Wright Whirlwind parts. As many as three of this version may have been built. One of these, built specifically for the purpose of setting a long distance record, had a strut braced wing and 50 gallon fuel tank. During his second attempt to set a non-stop distance record for this weight class of airplane, Ford's chief test pilot, Harry Brooks, flew non-stop from Dearborn Michigan to Titusville Florida. Brooks had to make a forced landing 200 miles short of the intended final destination of Miami due to a fuel leak but still set a record with the flight by logging 972 miles without refueling. The prop was bent during the forced landing but Brooks able to repair it and took off a few days later for Miami. The engine failed shortly after takeoff and Brooks crashed into the ocean. His body was never recovered. Some parts of the airplane washed up on shore and it was discovered that toothpicks had been placed in the fuel cap vents, appar-



Will Rogers posing for a publicity photo in the Flivver (he never actually flew it) <http://theoldmotor.com/?p=92346>



Harry Brooks flying the Flivver [https://en.wikipedia.org/wiki/Ford\\_Flivver](https://en.wikipedia.org/wiki/Ford_Flivver)

ently by Brooks to keep moisture out of the fuel tanks while it was parked overnight. Distraught over the loss of his test pilot and close friend, Ford stopped plans for production of the Flivver. The sources don't seem to agree on just how many Flivvers were built but it appears that as many as five were built, two of the short wing and three of the long wing versions. Other than Harry Brooks, it is said that the only person who flew the Flivver was Charles Lindbergh who later said it was "one of the worst aircraft he ever flew."

The only surviving original Flivver is on display at the Henry Ford Museum in Dearborn Michigan. A replica was built by EAA Chapter 159 from Midland Michigan and that airplane is on display at the EAA Museum. A second replica is on display at the Florida Air Museum in Lakeland, Florida.

As a side note, Otto Koppen became a respected professor of aeronautics at MIT and went on to design the Helio Courier STOL aircraft in the early 1950's.

Note – Facts about this airplane including the exact number built and the specifications were difficult to find and sometimes contradictory so I cannot vouch for the accuracy of the details of this article.

Sources for this article include:

[https://en.wikipedia.org/wiki/Ford\\_Flivver](https://en.wikipedia.org/wiki/Ford_Flivver)

<https://www.eaa.org/en/eaamuseum/museum-collection/aircraft-collection-folder/ford-flivver---268>

<http://theoldmotor.com/?p=92346>

[http://www.wikiwand.com/en/Ford\\_Flivver](http://www.wikiwand.com/en/Ford_Flivver)



## NAME THE PLANE







Here is your mystery aircraft for December. Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about this month's mystery aircraft?

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



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

JANUARY	13	BOD Meeting LUNCH MEETING Program: PreFlight Aviation Camp	10:30 am Lunch 11:30 Meeting/Program 12:30 pm – 1:30 pm
FEBRUARY	10	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 pm Meeting/Program 12:30 pm
MARCH	10	5th Annual San Geronimo Hangar Tour	EAA Chapter 35 Clubhouse Lunch 11:30 Tour to Follow
APRIL 	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
MAY	12	SPRING CLEANING! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE	9	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	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
AUGUST	11	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	8	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER 	13	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	10	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 	8	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

### 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>

Dec 2

EAA Chapter 59 Pancake/Fly-In  
7:30 AM - 10:00 AM, McGregor TX

PA32R-300



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**Hangar on the runway for rent.** Utilities furnished, side door parking and entrance. Call 210-710-6063. (Expires Jan 2018)

**For Sale—2 Continental O-65's.** Fresh overhaul, one with a whole bunch of brand new parts. One \$4000, the other \$6000. Call Dan Martinez at 210-688-3037 (Expires Jan 2018)

**Aeronautical Engineer's library** from the slide rule days. Quite complete, and nearly a pickup load. Price is *free*, but the "buyer" must take all---I am thinning the herd! Norris Warner 830-510-4334 to make an appointment to view. (Expires Jan 2018)

To post a classified—contact the editor at [eea35news@gmail.com](mailto:eea35news@gmail.com)

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
- PLEASE Notify me when your item sells!!**
- You must contact the editor by e-mail or phone to extend your ad beyond the expiration date

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25%	\$ 8	\$ 86.40	10%
50%	\$ 15	\$ 153.00	10%
100%	\$ 30	\$ 324.00	15%
Classified ads	(Members Only)		Free

# 2016 EAA Chapter 35 Leadership



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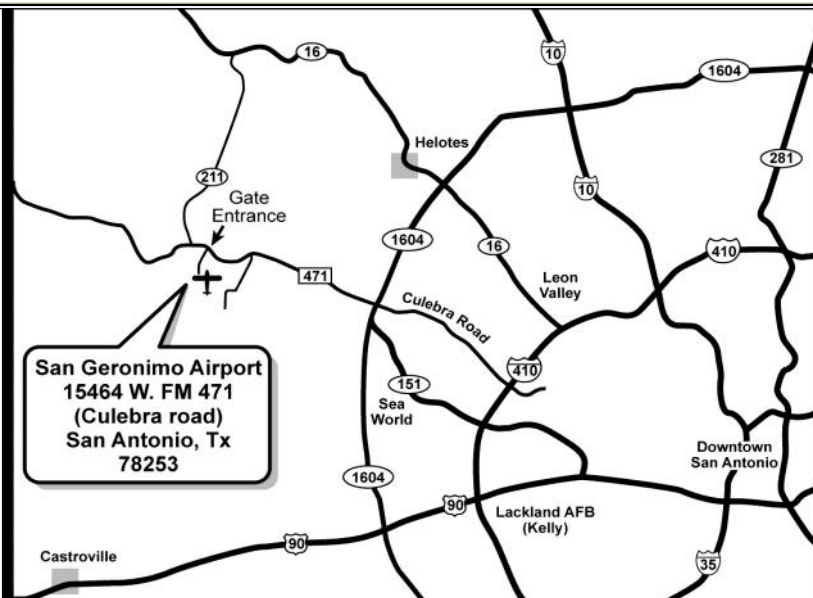
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*Chapter 35 meets  
Each Second Saturday of the Month*

*Dec 9  
CHRISTMAS PARTY*

*Social 11-12  
Catered Lunch and  
Gift Exchange to Follow  
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.

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