



May 2020

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Next Event

May 9
11:30 am

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 CAUTIONARY TALE

By RB "Doc" Hecker, FAA Senior HIMS AME
 Play Nice With Your AME

One of the greatest satisfactions that I have been privileged to enjoy in my 51 years of working in the medical field has been to act for the past 23 years as a Designated Representative of the Federal Aviation

Administration as a FAA Senior HIMS Aviation Medical Examiner (AME). Some of the worst experiences in my professional career have been encounters with otherwise intelligent, successful people who have achieved high status within the aviation community - and none the less have decided that the AME works for them in a subservient role

- and treats that individual with contempt. There is usually a very bad outcome - and not for the AME. It is a situation that is easily avoided.

I have a saying that is apropos to these situations: **I work WITH the pilot, not FOR the pilot.** As a pilot myself, I am very much attuned to the needs, desires, fears, etc. of an airman presenting for a Medical Cer-

tificate examination. My track record of denial is **ZERO** at my level and under 0.1 percent at national level. My deferral rate is around 11 percent based upon 1,500 exams per year and my long standing history of taking on very complex aeromedical cases that require Special Issuance. I am very proud of those successful Special Issuances - especially the HIMS (Drug, Alcohol, Psychiatric based) approvals. I am always saddened by rare, adverse aeromedical outcomes.

Being associated with human beings means that I encounter a very wide range of social behaviors in the office, with most of the negative ones being tamable by me on the first visit. Occasionally I have to crack the whip a second time to get the attention of the wayward aviator. On an extraordinary rare basis, I have to involve the FAA with a difficult airman - a very bad business, that. My usual and preferred solution is to discharge the recalcitrant or boorish airman from my practice. It is a solution that is best for the two of us.

(Continued on page 4)



Featured Speaker

Scott Musselman

Texas Aircraft Colt

Development, construction and features

VIA ZOOM! - Check your email!

[HERE](#) to join



PRESIDENTS COCKPIT

DARREN MEDLIN



Welcome to another edition of your EAA 35 newsletter! I hope this column finds everyone well as we continue our social distancing. This month's gathering was an online affair using the Zoom video conferencing tool. Many of you connected by computer or smartphone to watch Vice President Chuck Fisher interview builder Jason

Cammack with his 90% complete quick-build RV-7A. Jason explained his rationale for building, why he chose this particular kit and then showed off his project to illustrate what he learned as a builder. With current and future builders, CFIs and active pilots on the video link the questions and comments were very educational. A recording of the interview is available and will be hung on our website once some technical details can be worked out.

Speaking of our website, that was one of the topics your Board of Directors addressed in the 10 April online BOD and business meeting. The meeting focus was on the BOD and committee chairs. All 10 BOD members and our Country Store manager, Rick Vinas participated. To continue with our practice of open meetings a dial-in number was provided for any member that wanted to participate. In addition to approving investments in our website the board also approved the use of the EAA roster management tool. This will help us with annual renewals, Young Eagle Youth Protection currency tracking and in other areas. In addition to more privacy options on the New Member registration form, the most visible change will be much requested member photos or "mug shot."

The board also approved recurring in-person, or electronic, monthly BOD/business meetings to be more agile in addressing chapter issues and to give more time for socializing and presentations during the regular monthly gatherings. Next month's BOD/business meeting will focus on the best way forward for food during our monthly gatherings. We've been treated to great meals thanks to a talented team led by Freda Jones. Now we need to explore options for more fun and cost effective ways to keep that tradition going.

Flying, building, maintaining, online courses and home flight simulators are all great ways to keep learning during this transition time between our pre- and post- COVID-19 worlds. Some say hand shaking will need to be replaced. For the aviation minded perhaps a vigorous flapping of the arms would be a good way to greet friends...OK, maybe something else, but it will surely bring a smile to their face.

**VICE-PRESIDENTS NOTES:** By Chuck Fisher,

MAY Event.

Although businesses are relaxing restrictions, we have decided it is still premature to gather in person for a chapter event or fly-in. So in MAY we will feature an on-site interview with Chapter 35 member Scott Musselman who will walk us through the development and construction of their superb Colt LSA built right here in south central Texas! Dialing in is easy even for the technologically averse. Just open the e-mail we'll send out in a few days and click on the link. You can be on a computer, phone or pad. It'll ask if you want to enable camera and audio. Say yes. You'll be able to see everyone you've been missing as well as the talk.

Postscript on the April gathering: If you missed it - you MISSED it! Jason Cammack not only builds a great airplane, but also gives a great talk. I want to thank him for doing so on almost no notice. The great news is that we did record it. I encourage you to check out the video on our/YOUR website. Look for a link soon.

Meanwhile, remember that physical distancing is not the same as social distancing. Please stay socially engaged with each other and look after each of our friends. Remember that some of our friends truly cannot and should not leave their homes. They are alone. Pick up the phone, send a note, or stop by and say hi (from a safe distance). Ten minutes of real interaction with a friend is tremendously therapeutic. So....I'll prescribe that for you! Stay safe, fly safely and live well. See you soon!



←—————→

"On April 11, 2020 the FAA announced in the Federal Register that expired Medical Certificates from April 1, 2020 through June 30, 2020 would not be subject to enforcement action". This notice was in response to many AME's closing or minimizing their practices due to COVID-19 restrictions. This lack of enforcement DOES not apply to individuals who did not have valid Medical Certificates prior to March 31, 2020. This notice only applied to domestic use of Medical Certificates - NOT International. THERE IS NO EXTENSION OF YOUR MEDICAL CERTIFICATE if it expires between April 1, 2020 and June 30, 2020. Please contact your AME for advice. Pilots with Special Issuance considerations may receive a one-time extension on their medical reports, but this has to be requested in writing to the CAMI AMCD FAA located in Oklahoma City, OK. Again, please contact your AME for advice. In the SW Texas region my office remains open for Medical Certification purposes.

Thanks. Doc

Richard B. "Doc" Hecker, DO, FAOCA, PLLC



CHAPTER BULLETIN BOARD

by Ryan B. Newmann

FREE EDUCATION!

“ With K-12 schools closing across the country, the world’s premier aviation institution – Embry-Riddle Aeronautical University – has ramped up free online course offerings on topics ranging from aeronautics and meteorology, to computer applications, and history and more. No-cost options are available for the general public as well as Embry-Riddle employees.”

<https://news.erau.edu/headlines/as-many-schools-close-embry-riddle-offers-free-online-courses-for-k-12-students>

Check under PG 18 events for:

MORE FREE EDUCATION!

May Menu and Notes

There will be no planned May Meal at this time.







Please follow chapter 35 e-mail, eaa35.org webpage and facebook (<https://www.facebook.com/eaa35/>) for up-date as to activities and meals



At this time EAA AirVenture is still ON.

If you plan to go to AirVenture, please let us know at president@eaa35.org or EAA35VP@gmail.com

Please follow guidance to protect yourselves and others from COVID-19

-  Stay home if you can.
-  Assume the last person to touch something might have been infected, so use tissues to grab handles and items
-  Sanitize or wash your hands after touching any public surface
-  Maintain distance between yourself and others
-  Try really hard not to touch your face with your hands, and wash hands frequently!
-  You can know you have washed for 20 seconds by singing “Happy Birthday” while washing your hands. If you sing like me, do so silently....please!

Your Chapter will be ready to resume activities as soon as it is safe to do so!



EAA
Master the Art of Aviation

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

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

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

EAA Chapter 35
787-644-7828
eaa35vmclub@gmail.com
www.eaa35.org

EAA VMC CLUB

Continued ... A CAUTIONARY TALE

(Continued from page 1)

My Personal Bugaboos

Don't wish to (or cannot) make an on-line appointment? - Send me an e-mail describing your electronic disability and I will arrange a tutorial with me. **P.S. The subtlety was intentional.**

Complain about the wait time? - Although truly sorry about that, each airman receives my undivided attention.

Complain about the cost? - Every airman is a loss leader based on time / cost. Feel free to seek out another AME. Good, Fast, Cheap: - Sorry, you only get to pick TWO items on the list. **Hint** - Good/Fast and Cheap doesn't exist.

Complain about the exam? - Don't even go there. Santa Claus lives in 0° N degrees latitude, or so I have heard.

Don't think that I understand your problem? - Your aeromedical situation is not my first rodeo. When I need advice or guidance, I call the FAA for a personal discussion of your case with one of the duty officers.

Abuse my staff? - If you complain about any aspects of the office visit to a staff member on your way out of the office, I consider this to be passive aggressive and abusive behavior. They WILL report it to me and I will note the incident in your file. Be assured that I will discuss it with you upon your return visit. **If you have a complaint - talk to me.** If you go elsewhere for your aeromedical needs, the problem thankfully travels with you.

Ask me to discount the exam? - It's hard for me to keep from guffawing as I am an aircraft owner / operator and know what the costs of flying are - **BUT**, I will listen to your situation. I have occasionally taken on **pro bono** work. This article originates with a **pro-bono** airman.

Another Senior AME's Approach to the Difficult Airman

There is a very well respected Senior AME located "up north" who only takes on difficult cases. His website states:
WARNING: Have a problem solving mentality when we work together. If you have the attitude, "Why do I have to do that, it's not necessary", we will not succeed, and/or I will refuse further work on your behalf. If I say, "the imaging really is poor" and you say, "I already sent you that, a perfect scan" should be met with, "I'll send a better scan". This is about getting over the summit, not "to what I am entitled". Believe it or not, I have encountered this, and RECENTLY. Remember, In the federal system, you are entitled to MAKE YOUR CASE. So, let's make the case!

Second Caution 08/12/2016: I will not be badgered by a pilot. I have recently encountered two very distasteful pilots who despite my repeatedly telling them their charts had not been reviewed due to lack of payment continued to insist on priority ahead of pilots who have retained me. One kept insisting "that I review". You know who you

are. Pilots who have retained me have priority over you. It is your responsibility to retain me. I ask for payment by trackable US mail, and if you fail to do that, I will correspond but AFTER payment is received. If you do not respect the other pilots you will be dismissed.

So it seems that I am not the only AME with difficult pilots - just one of many. So, let's review my Index Case. A 58 year old 1st Class freight pilot without adequate medical care was cautioned by me during his previous two First Class examinations to have his high blood pressure reviewed by an attending physician. The pilot ignored this advice and was later found to be lethargic and confused at his home. His blood pressure at the ER visit was dangerously high. A complete hypertension, cardiac and neurologic workup was begun. The pilot was placed on short-term disability. His workups were completely negative. The FAA disposition was to monitor him for 2 years and then accept a re-application. He was asked to have a cardiac loop monitor implanted to look for occult rhythm abnormalities. He sought advice from pilot friends who cautioned him not to do this. He did not discuss this failure to comply with me. During the two year period I regularly contacted the airman to inquire as to his status. He reassured me that he was complying with all of the FAA requests.

Upon his re-application, this pilot pleaded that due to his disability having run out he was in an impecunious state and I agreed to assist him with his Special Issuance **pro bono**. I determined that his cardiac loop monitor had not been placed and he argued with me that it was unnecessary. I forwarded his deferred examination and neurology and cardiac reports. The FAA responded with a 2nd request for cardiac monitoring and the airman very reluctantly agreed to have the monitor implanted. After 30 days, the airman presented to my office with an early monitoring report that I thought was going to be not accepted due to insufficient data. The airman demanded that I forward the report and do another examination. He again stressed that he was not able to pay for my time. At that time I performed a deferred First Class examination with ECG and forwarded the reports to the FAA. Their eventual response was to deny the application and they asked for 2 years' worth of cardiac monitoring.

I medically appealed that decision to the FAA. My next encounter with this airman occurred in the office when my Medical Assistant handed me some papers for a Medical Disability Application and told me that the airman had thrown them on her desk and told her to have me take care of the request. I asked her to show him into my office but he had left. She was very distraught and stated he had been extremely rude to her. I called the airman and asked him to return to the office to discuss his needs. He informed me that he was too busy to return. I then advised him that I would shred his paperwork unless he returned to the office. He agreed to do so and

I met him in the hallway where I privately counseled him about berating one of my employees and I returned his paper work to him for his attending physician to handle. He angrily informed me that he did not have a doctor - obviously wrong as he was being followed by neurology, cardiology, and electrophysiology specialists. I

(Continued on page 5)

Continued ... A CAUTIONARY TALE

(Continued from page 4)

offered him an opportunity to write a note letter of apology to my staff member. He said he would think about it. He is still thinking. I later received a copy of a letter from the FAA informing the airman that his aeromedical file had been forwarded to the aforementioned AME up north. **I called the airman to discuss his intentions and he informed me that he was displeased with my service and that he had not gotten his monies worth.** I informed him that the AME up north was personally known to me, that he was highly qualified, and I wished him good luck. A better solution for this airman would have been for him to discuss with me for arranging a second AME opinion – I probably would have recommended the AME up north as an excellent candidate based upon his senior standing with the FAA, and I would have discussed the case with that AME to facilitate that opinion.

I recently received an e-mail from the AME up north who had discussed the case with the FAA. He basically reiterated that my handling of the case was appropriate and that there was nothing more he could do for the airman other than to recommend that he follow FAA guidance. He referred the airman back to me. I assume that he was paid for his service.

I forwarded the consultant AME's email to the airman and recommended that he seek out another AME as this would be in the best interest of both of us. I felt that a fresh start may assist him in achieving his Medical Certificate. I later followed this up with a formal letter of discharge from my practice in accordance with State Regulations.

Unfortunately, this airman's behavior led to many negative outcomes: Failure to follow medical advice about his hypertension; failure to follow FAA requests; boorish behavior to my staff; and, finally, his failure to keep me medically informed about his status. His comment about my poor performance was unfortunate as the trust relationship was shattered, but it made it easier for me to discharge him from my practice after my face-to-face discussion with him. The downside? I have lost an airman ... and a potential friend. But, I have washed my hands – literally and figuratively. Your AME is there to help if you let him/her. Blues Skies - Stay Safe. Wash your hands.

PS: The Big Game Hunters in Africa had a saying about difficult Safari clients that they occasionally encountered: **"I'm still drinking their whiskey"**. When they refused to drink with the client hunter the Safari was over.

RB "Doc" Hecker is a FAA HIMS/IMS Senior AME (20969) who retired from the US Army Medical Department in 1997 after 26 years of service. He holds a CFII and MEI Single & Multi-Engine Airplane and Seaplane rating. In addition, he holds a Commercial Pilot Certificate for ASEL, ASES, AMEL, AMES, Glider, DC-3, B-17 SIC and Instrument Airplane along with an A&P / IA Mechanic Certificate. He has logged over 3,000 hours and prefers small, intimate airparks. He has restored a 1965 Cess-

na C210E (N4904U), a 1946 Taylorcraft BC12-D (NC43306), a 1946 Aeronca 7AC (NC2241E), refurbished a 1943 Aeronca O-58B / L-3B (NC47185), Stinson L-5C (N178) and a 1947 Taylorcraft BC12-D (N43928). He is currently refurbishing a 1947 Aeronca 7BCM / L-16B (N119TX). His other projects include maintaining a 1942 Boeing A75-N1 and a 2004 Aviat A-1B Husky. He has previously owned a Cessna 210-E (N4904U), a Cessna C-172 (N61785), a Grumman AA-5B (N74447) and a Mooney M20C (N10AD). In his free time, Doc practices medicine in San Antonio, TX. He is a member of EAA Chapter 35 of San Antonio, TX, EAA Chapter 92 of Orange, CA, and is an EAA Technical Counselor and Flight Advisor. In addition, he is a Life Member of the Commemorative Air Force and affiliates with the Centex Wing of San Marcos, TX. He holds a Type Rating in the DC-3 series and a SIC rating in the B-17.



Dear T82, It has been an exhausting week. The FBO has been working closely with our quality control and management team at AvFuel, aviation fuel systems specialists at Bassco, technicians at Armstrong Forensic Laboratory & Dallas Laboratory, local concerned Pilots, Tony Lombardi and the FAA. Today we confirmed the presence of Aluminum Oxide in one of our fuel samples we sent off to analyze. This sample came from our AvGas truck. This coincides with the findings of the technicians from Bassco, who found white splotches on our aluminum Avgas truck tank. When these splotches flaked off the metal they also took small pieces of aluminum with them. That is what we know.

We did not find any contaminants in our main storage Avgas tank and are currently serving fuel at this location. We are offering this fuel at \$3.00 per gallon of fuel delivered. We have also started to de-fuel affected aircraft and then refueling those aircraft at no charge. As a valued client, we are offering to have your tanks emptied and refueled. To schedule please call the FBO at 830-997-3313 or stop by the FBO to schedule a time.

As of right now the North Fueling Site and the Avgas truck are out of service. I am working hard to get another truck here, so that we can start fueling your aircraft at your respective hangars again. Until that time we will only be able deliver AvGas at the FBO's main storage tank. I know that this is an inconvenience and we will do our best to assist you with fueling when you arrive at our pumps.

We understand the trust you put in us to deliver clean, dry fuel to your aircraft. This is a responsibility we have always taken seriously and will continue to do so. If you have any questions or concerns please call the FBO at 830-997-3313.

Regards, Ethan R. Crane, General Manager & V.P.
Fredericksburg FBO



THE BUILDER'S/MAINTENANCE CORNER

EAA Builder's Log: by Paul Wurster



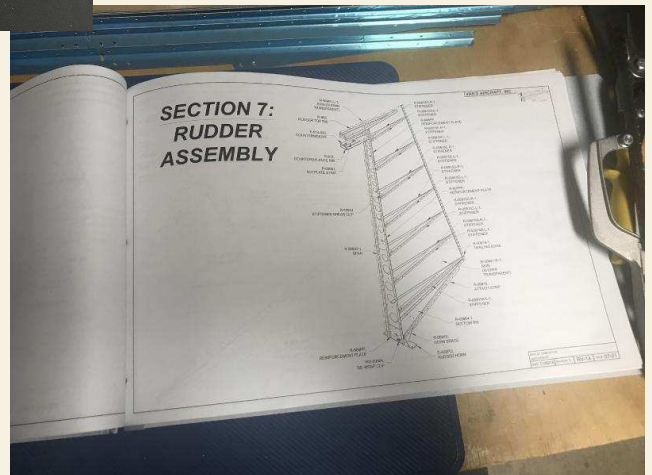
"The job's not finished until the paperwork is done." This text was under a cross-stitched picture of a toilet paper roll in my Grandma's front bathroom. The same thing applies to Experimental Amateur Built aircraft. One of the requirements for getting your aircraft signed off and declared airworthy is a record of the construction. You are responsible for proving that you completed 51% of the build of your new aircraft. The FAA requires a log, but it does not stipulate any particular method to document your work. According to Advisory Circular 20-27g paragraph 7.h, methods include but are not limited to assembly checklists, photographs, videos, drawings, manufacturers data, part inventories and histories, receipts. You also need to document any commercial assistance received so that you can show that you did 51%. You should include time and techniques used to complete the tasks.

If this sounds like a pain, you are not wrong. Most of us just want to build and fly. For about 20 minutes, I thought I would do a YouTube channel, but that is much harder than it looks, and I just want to dive into this kit. Have no fear, the EAA has just made it easier for you to comply with this rule. Enter the EAA builders log. (www.ea.builderslog.org) The EAA has set up a site that will help you organize and document all of your progress. Log entries include dates, times, and even expenses should you want to look at that number. There is an unlimited number of entries and pictures allowed so you will have historical documentation of your build. You can even upload PDFs and other files to record your work. If you are concerned about privacy, you can make the whole log pri-

ate or choose certain information and entries to be private. The ability to share and search for other logs is another key feature. If you search by your zip code, you can find other builders around you. This could potentially be the most valuable feature if you need help or want to share and borrow tools. Also, if you are building your project in a group, multiple people can update a log. Finally, I think this can be tremendous tool for accountability. If people are waiting for your next build pictures or a progress update, you will be more likely to keep on working. This is keeping me in the shop for sure. It is fun and rewarding to receive encouragement from friends and colleagues about my build and it fosters a sense of community while I am in lockdown.

I signed up using my EAA member number and setup my project. Instantly, I had an index of components to group any entry I wanted to make. I started in the Research and Tool categories. I documented my Van's practice projects in the research area and dropped all my pictures and descriptions in there. I also took a picture of my tools and workshop to show how I set things up. I chose to be open about the costs, but that is voluntary. It is easy to take a few pictures of my work on my phone and then upload them at the end of the day with an explanation of what I did. This reflection helps me see my progress and catch things that I did not see while I was in the shop. Most importantly, it is easy and it works.

Please take some time to visit www.ea.builderslog.org and look at the projects going on near you. You are welcome to follow along with my RV-14 build at <https://ea.builderslog.org/?s=Brother%27s+RV-14> and let me know if I'm doing something wrong. I am personally putting all my pictures on this site as well as making notes in the margins of my plans including dates and tasks completed. For the price of your EAA membership, this is an incredible tool and value.



FUN INFO!

By Darren:

It is my pleasure to announce member Kris "IKE" Kelly as the newest addition to our Board of Directors. You may know Kris from the bright green gyro he flies in for meetings. He keeps it hangered at Hondo.

Most recently Kris did a great job leading the nominating committee for our November elections. Before that he organized last year's Gyro Day and invited gyro owners from around the area to visit the chapter. Kris is a veteran airplane owner and is shopping for his next plane even now. You can find his "Stories from AirVenture" article in the September 2019 newsletter. We've worked together on his Rotax engine and his energy and ideas are contagious (in a good way :-)

This afternoon I took care of the EAA building mowing duties for April. We should have some great ground cover this spring. It had grown quite a bit since I mowed in March.

My (somewhat large) mower did its best, but the next volunteer should consider a smaller push mower and/or edge trimmer for some "detailed" grass cutting.

Be safe, and come by and visit. If you need to show up at my hangar with gloves for virus protection, just make sure they are work gloves!

Best Regards, Nelson Amen



Tim Carter is our Groundskeeper Chair—see # under contacts.



Welcome to the board Kris and thanks for supporting the chapter in this important role.

EAA has increased their webinar production based on the big participation they've had from us "stay at home" aviators.

Go to <https://eaa.org/eaa/news-and-publications/eaa-webinars> for details. You can log in and see the archive of a lot of great webinars and the schedule of upcoming events. Some webinars include FAA Wings credit.

The live events are a great way to feel more connected and the archives are filled with aviation gems for builders, buyers, maintainers and pilots.



More good information for the huddled masses.

In a message to the Aviation Medical Examiners (AMEs), the Civil Aviation Medical Institute (CAMI) issued some guidance regarding Chloroquine (Aralen) / Hydroxychloroquine (Plaquenil) for COVID-19 Prophylaxis (disease prevention) Bottom line – Use of Chloroquine / Hydroxychloroquine is a medically disqualifying while on the medication and for 48 hours after the last dose before participating in flight activities. For you military folks, check with your Flight Surgeon. The military, which more commonly administers these medications as a prophylaxis for Malaria, may have a different opinion. There may be more information coming out on this subject and I'll let you know, when I know.

Stay Safe, Stay 6-Feet Away, and WASH YOUR HANDS!

Ryan Newman



EAA 35 Safety Brief

by Ron O'Dea



WAYS TO SCARE YOURSELF IN AN AIRPLANE

And how to learn from them.

Hang around the airport long enough and you'll inevitably hear that familiar phrase: "so there I was..." What follows will probably involve mistakes, bad luck and close calls (often a healthy dose of embellishment, too). Such stories are a lot of fun, but there's plenty to learn from such "I Can't Believe I Did That" moments.

Most pilots aren't dare devils, but sometimes the only way to learn an important lesson is to scare yourself just a little. That doesn't mean we should seek out frightening experiences, only that we should try to learn from them when we inevitably stumble into one. This is really the way a lot of us learn to be safe pilots: we try to fill the experience bucket before the luck bucket gets to empty.

Here are some common ways to scare yourself in an airplane. Before you say it could never happen to you, remember a favorite Dick Collins line: "Pilots don't crash airplanes because they want to. That's why we call them accidents."



How did that happen?

1. Run low on fuel. This one is so common that it's almost a cliché, and yet fuel is one thing we have almost total control over. The typical scenario goes like this: poor planning combines with get-home-itis until the pilot runs low on both fuel and options. Too embarrassed to admit defeat, he presses on. Most of the time, the pilot lands before the engine quits, but usually not before a lasting impression is made. Watching 40-year old fuel gauges bounce off empty is not fun.

Lesson: Be pessimistic in your fuel burn and groundspeed calculations. Better yet, know from experience exactly how much fuel per hour your airplane burns. Have a personal minimum that you will always land with one hour of fuel in the tanks. Above all, land before your situation becomes critical.

2. VFR into IMC/scud running. This story shares many of the same mistakes, including insufficient pre-flight planning and self-induced pressure to continue the flight. But whereas "low fuel" is pretty easy to define and monitor, there is no instrument in the panel that measures "low weather." Sure, there are FARs to define legal VFR, but how do you determine 5 miles vs. 3 miles when the nearest weather reporting stations are 50 miles apart? And where's the line between safe and legal? The trap that many pilots fall into

(including me) is to become overly optimistic.

When faced with deteriorating conditions, many a pilot has taken false comfort from the fact that "the forecast says it shouldn't be this bad." The only weather report that matters is the one you see from the cockpit, with your own two eyes. Eventually, you find yourself either dangerously low or skimming in and out of clouds – scary indeed.

Lesson: When planning a flight, trust the actual reports (METARs) more than the forecasts (TAFs), and trust the trend in the weather (getting better or worse) more than forecasts. Also, think about your decision as a series of "go a little further/stop going" decisions instead of a single, binary "go/no go" decision that might subtly force you to stay committed to a bad plan when conditions change. Finally, always have a few en route diversion airports that are rock solid. If you have to go down or slow down more than once, it's time to divert.

3. Close call in the traffic pattern. Mid-air collisions are thankfully rare, but most pilots can remember at least one close call. More often than not, these aerial encounters happen in the airport traffic pattern, when one pilot is flying a standard pattern and another decides to make up his own arrival. This is often exacerbated by poor radio calls and a lack of awareness about the big picture. Both airplanes bank to miss each other and tempers usually flare soon after.

Lesson: When in doubt, fly the standard pattern and make precise position reports ("over Bill's house" doesn't count). But don't settle for that – assume other pilots won't be so conscientious and fly defensively. Keep your outside visual scan going and don't be afraid to raise or lower a wing to double check. Always have a sense of where each airplane is in the pattern; if you're unsure where another airplane is, ask!

4. High density altitude takeoff. Especially for a flatlander, the first takeoff at an airport elevation above 5,000 ft. is a real attention-getter. Combine that elevation with a high temperature and a non-turbocharged engine and you have a recipe for a long takeoff roll and a slow climbout – or worse. I can vividly remember trying to coax a Cessna 172 into the air on a hot day in New Mexico, with the mountains off the end of the runway getting uncomfortably close with each passing second. It's hard to resist the urge to pull back even more, but resist we must.

Lesson: Don't assume your airplane can do it – run the numbers, then build in some healthy margins. What you see is what you get; you can't make the airplane fly if it doesn't want to. Consider the time of day also. Mornings are a splendid time to fly when density altitude is a concern.



Six Feet and Remaining Sane

By Chuck Fisher

It seems almost impossible not to comment on the current COVID-19 pandemic in this month's newsletter. We are immersed in the hysteria of the news, case counts, body counts, and predictions for the future that range from "it'll be over soon" to "the worst is yet to come". Although we know that when we look back on this issue in another decade that answer will be a lot clearer, for now many of us and many of our friend are a little stressed by this.

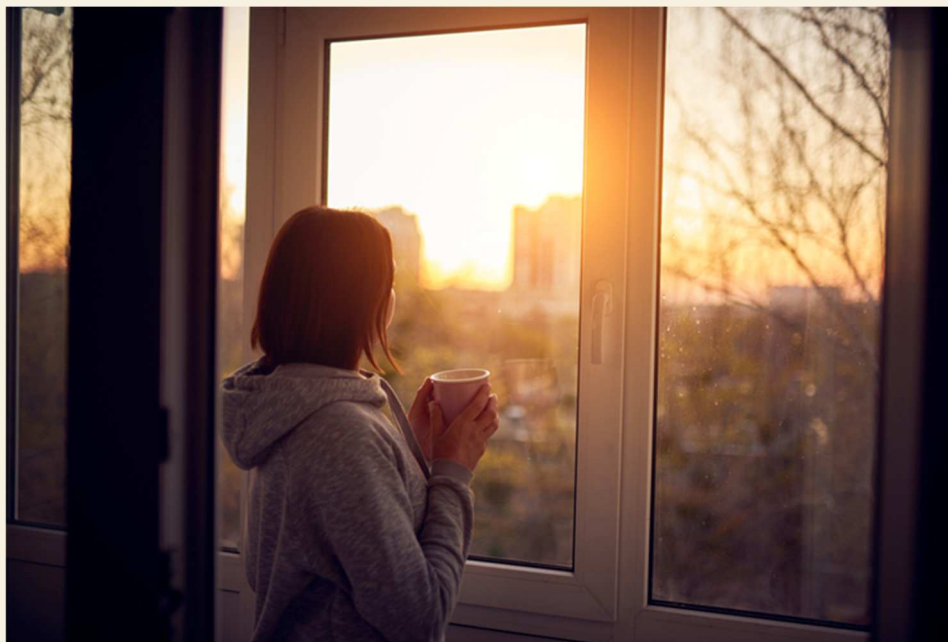
We've been asked to keep a safe distance from each other, and to avoid touching surfaces or our faces without cleansing and hand-washing. For folks who are naturally social and who draw personal strength from face to face contact with others this is torture.

As a matter of fact, physical isolation has been used AS torture for centuries.

Today, though physically distanced, we have more options for stimulus in the form of television, "social" networking, and telephones... but they cannot replace a genuine conversation with someone else. So how do we keep from going crazy while maintaining a safe distance and protection ourselves and our loved ones from this booger? Indeed, we can look at the techniques that allowed prisoners of war to survive years of horrible mistreatment and isolation from family, friends and nation.

Maintain a schedule: It is easy to allow yourself to become a couch potato and spend hours in front of the TV or just stay in bed all day. Who cares? You do. Your body will feel better if you discipline yourself to stick to a schedule, to remain active and move. Inactivity breeds self-loathing and depression which can begin a downward spiral that is unhealthy on all levels. Get out of bed!

Stay active: OK, yes, I hate cleaning as much as the next person, but it is important to set a goal for the day and achieve it. The goal may be cleaning out THAT drawer. You know, the one we all have. Set a daily goal that you can actually do. Don't set about to paint the house or cure world hunger unless you can really do it. Go for walks, ride bikes, dig in the dirt, etc. Finish each day with a sense of having done SOMETHNG.



Revel in the small victories: It feels good to accomplish things whether it's a phone call you've been meaning to make, planting a flower, changing the oil, trying a new recipe or making a new friend. Anything is a victory over nothingness and boredom.

Use all means to speak to others: Call folks on the phone or facetime. They are probably as lonely as you are. A few minutes on the phone will feel good for both of you. Use Zoom or similar to hold group meetings. We had "dinner" with friends from across town and across the country via Zoom. No, its not perfect, but it was still great to just talk in real time sitting "virtually" around the table. You can do this with a telephone too. Be creative.

Socialize safely: It is OK to talk with folks. If you can talk with folks while maintaining a safe distance, not sharing or touching surfaces they might also touch, etc. do so. A few folks stopping by the hangar while maintaining distance is OK, just respect each other's safety.

Fly: Yup, you can do that too. Obviously unless our plane is pretty darned big, you can't maintain a physical distance, so this is not the time to take the neighbor kids flying. And, respect that fact that we are supposed to be sheltering in our

homes, so minimize your trips away from home and don't turn "flying" into "shopping" along the way. But alone...I am pretty sure coronaviruses hate altitude...at least that is my story!

Speaking of flying, remember that fuel pump handles are a possible source of infection. Use a paper towel to hold the handle, to touch the buttons, and discard it afterwards. Also, and equally important, your plane has been sitting during a period of alternating hot and humid and cold weather. The risk of condensate is high, so sump and check. The same conditions are true at airports. There has probably not been a lot of use, so the fuel may be old and the risk of moisture is higher the longer it sits. Again, anticipate this and be sure to sump your tanks.

(Continued on page 10)

– SEE MORE AT <https://www.facebook.com/ea35/> AND ON [E-VERSION PAGE 22](#)

(Continued from page 9 Six Feet and Remaining Sane)

Here is what NOT to do during this pandemic. Don't go to the stores. I mean really? Lowes and Home Depot look like they are having a fire sale and I personally know of folks that just can't stand it and feel like they must still go to HEB every day. It takes ONE virus to infect you...or for you to infect someone else that can die. Stay home (or in your plane) and stay away from shopping for now... please.

Don't allow yourself to be sucked into social media for your "socialization". Remember, a lot of posts fall into two categories – stuff guaranteed to make jealous (I'm not in Aruba...) and political comments designed to make you mad. Neither is particularly rewarding and neither is really "social".

This is a finite experience, and we will emerge on the other

side even if this deepens into a bigger event rather than going away. It is important for us to be strong, resilient, and view this time as a gift. We'll be back into the humdrum of work, traffic, and crowds someday...

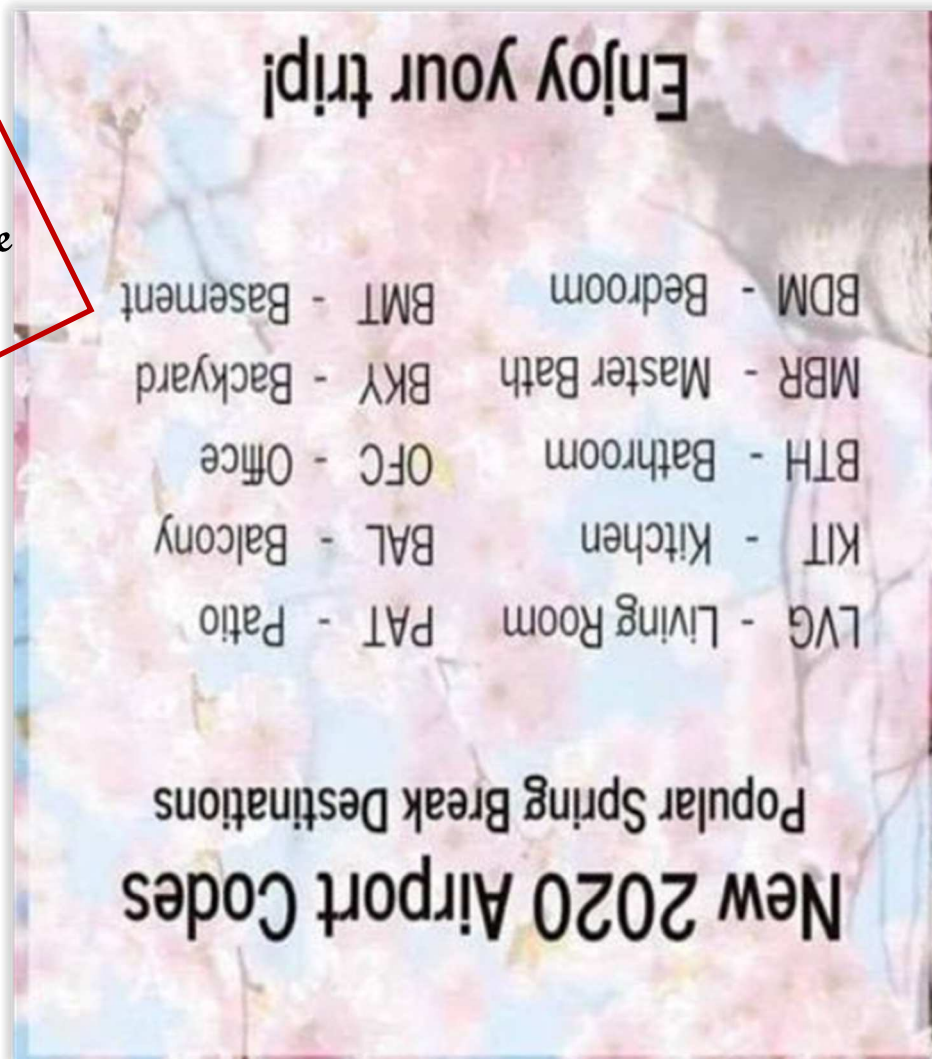
So, let's work as individuals, families and friends to turn this stressful period into a positive time; one that we can talk to our kids about in the future. This is a time to feel rested and productive – do stuff. It is a time to re-acquaint yourself with family you've been too busy to talk to and to grow closer to each other again. It is a time to truly talk to friends, and to help each other through this. It is a time to marvel at the beauty of a sunrise and to sit with your loved one and watch the sun set.

It is a time when we can take the time to marvel at every day we've been given.

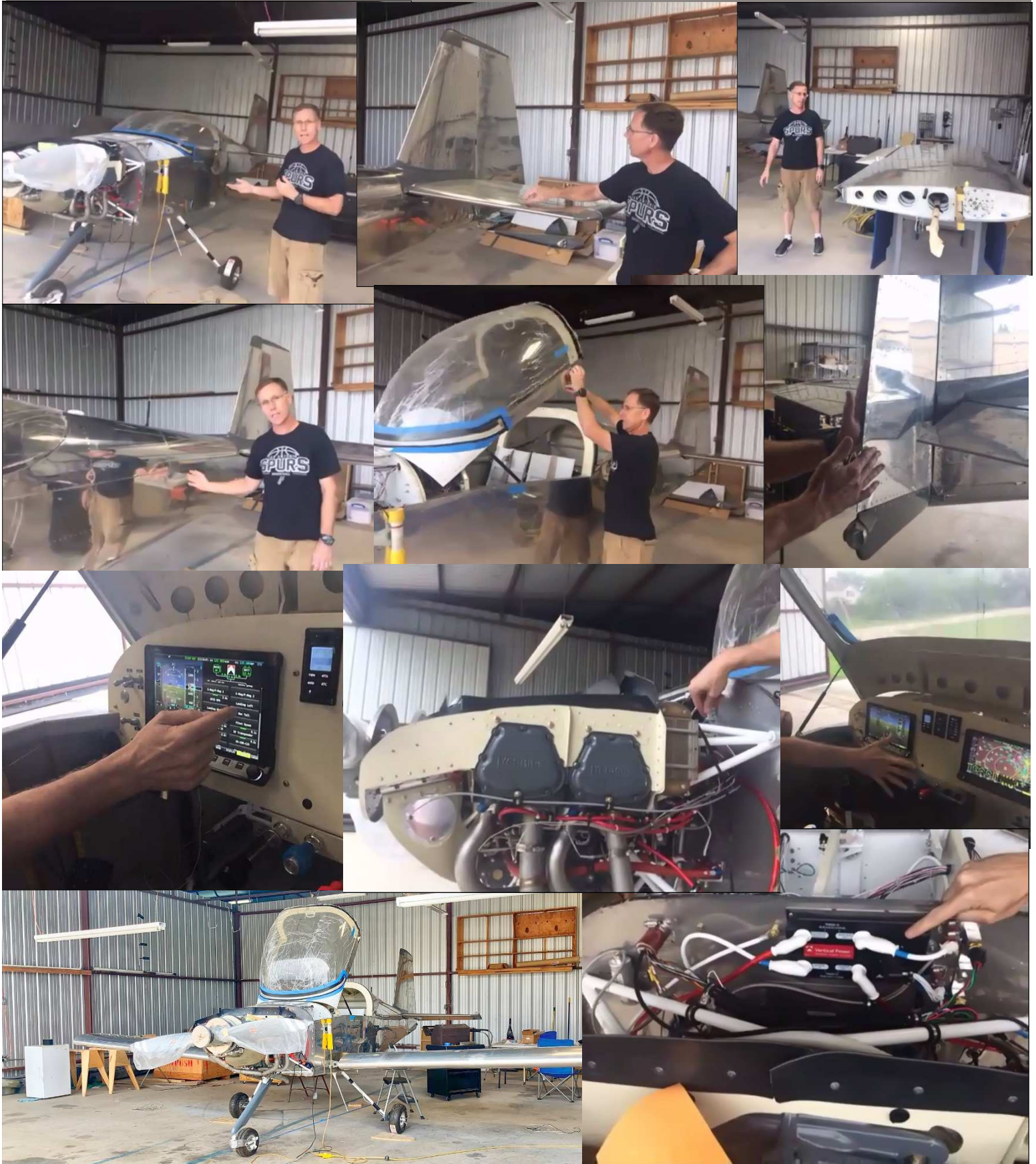
Because we can. Because we should.



Yes it is upside down, So is the world!



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MARCH MYSTERY PLANE REVEALED**DOUG APSEY**

Congratulations to John Cone and Ira Wagner for correctly identifying the April mystery airplane as the Douglas BTD-1 Destroyer. The design is credited to aviation engineer Ed Heinemann who also contributed to the design of the A-20 Hovac, the A-26 Invader, the A-1 Skyraider and the A-4 Skyhawk.

Douglas Aircraft received a contract from the Navy in June of 1941 to build two prototype carrier based dive bombers to be evaluated as a potential replacement for its aging Douglas Dauntless and Curtiss Helldiver.

The initial prototypes were designated the XSB2D-1 and the first one flew on 8 April, 1943. The design had a couple of unique features including an inverted gull-wing similar to the Corsair and, even more unusual for a carrier based aircraft of that era, a tri-cycle landing gear. During initial flight testing, the prototypes demonstrated excellent performance numbers with significantly greater speed and load carrying capability than the Helldiver.

The XSB2D-1 carried a crew of two, the pilot and a gunner, and was fitted with two remotely controlled gun turrets, a bomb-bay



BTD-1 (photo from Pinterest)

ed bomb racks were altered to allow them to carry two torpedoes.

The resulting aircraft was designated the BTD-1 Destroyer which first flew on 5 March, 1944 and delivery to the Navy began in June of 1944.

The BTD-1 was powered by an 18 cylinder Wright R-3350-14 Cyclone radial engine developing 2,300 hp. This gave the Destroyer a maximum speed of 344 mph and a cruise speed of 188 mph. Range was 1,480 miles. Empty weight was 12,900 lbs while gross weight was 18,140 lbs.

The BTD-1 never made it into action before Japan surrendered in August of 1945 and only

28 were completed before the Navy cancelled the contract for any additional Destroyers to be built. It appears that only one BTD-1 survives today. It is currently undergoing restoration at the Wings of Eagles Discovery Center in Elmira, New York.

Sources for this article include:

https://en.wikipedia.org/wiki/Douglas_BT_Destroyer

https://www.militaryfactory.com/aircraft/detail.asp?aircraft_id=960

**NAME THE PLANE****DOUG APSEY**

Here is your May mystery airplane courtesy of Chapter 35 member Dave Baker. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery airplane?

1. What is its designation?
2. Which aircraft manufacturer built it?
3. What year did it first fly?
4. How many were built?



BTD-1 (photo from Wikimedia)

and under-wing racks allowing it to carry up to 4200 lbs of bombs. It had two 20 mm wing mounted cannon while the gun turrets were fitted with two 50 cal. machine guns. The Navy contracted Douglas Aircraft to build 358 of the new dive bombers however before any were completed, the Navy requested design changes to make the aircraft into a single seat torpedo/dive bomber. The gun turrets and second seat were removed allowing for additional fuel and armor. The wing mounted 20 mm cannon remained while the wing mount-



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Mike Smith had an unfortunate injury last September. He is building an RV-10. He has completed the tail kit. As a result of his injury he is not going to complete the project and the tail kit is for sale. Link: <https://www.barnstormers.com/classified-1568594-Vans-RV10-Tail-Kit.html?catid=23352>

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- 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

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

MAY	9	11:30 Gathering: Noon Presentation via Via ZOOM Click: https://us02web.zoom.us/j/85830457177?pwd=UmsyWTJGL2t2Z2ZJCWGVjRHV4cWo3Zz09 - WATCH for EMAIL!
	15	6:00 pm VMC Club Virtual—watch for email. 7:30 pm Movie—CANCELLED
	18	Optional Activity (Fly-Out/Rally) TBA 
JUNE	13	11:30 ANNUAL CHAPTER 35 MEMBERS PICNIC
	19	6:00 pm VMC Club; 7:30 pm Movie
	20	Optional Activity (Fly-Out/Rally) TBA 
JULY 	11	9:00 FLY-IN BREAKFAST (Chef, Prep Cooks, Servers always Needed) Board of Directors Meeting to follow
	17	AIRVENTURE - <i>No VMC club or Movie this month</i>
AUGUST	8	11:30 LUNCH; Program: Casey Fox - Reincarnating a Warbird (T-6)
	14	6:00 pm VMC Club; 7:30 pm Movie
	15	Optional Activity (Fly-Out/Rally) TBA 
SEPTEMBER	12	11:30 LUNCH; Program TBA
	18	6:00 pm VMC Club; 7:30 pm Movie
	19	Optional Activity (Fly-Out/Rally) TBA 
OCTOBER 	8-11	B-17 Aluminum Overcast Media Day 8 th , Ride/Ours 9-11. Volunteers needed!!! Board of Directors Meeting to follow
	16	6:00 pm VMC Club; 7:30 pm Movie
	17	Optional Activity (Fly-Out/Rally) TBA 
NOVEMBER	14	11:30 Annual Membership Meeting and Election of Officers
	20	6:00 pm VMC Club; 7:30 pm Movie

UPCOMING EVENTS

Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>EAA <http://www.eaa.org/calendar>Fly-ins <http://www.flyins.com>Fun Places <http://funplacestofly.com>Social Flight <http://socialflight.com>Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>Milavia <http://milavia.net>EAA Facebook Page: <https://www.facebook.com/pg/ea35>

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Our local distributor Dave White will honor the free flight is from Boerne Stage (5C1) His Phone # is 830-388-0120



Country Store

By RICHARD VINAS

We were lucky enough to get a substantial order filled from the WashWaxAll folks (Aero Cosmetics) before the Social Distancing order became official. In other good news, it looks like their prices have not increased, so ours will not have to go up, either. With so many of the vendors shuttered temporarily, it may be a short while before we can get some new shirts and other merchandise for the Country



Store, but there seems to be a loosening of the restrictions soon. If everything works

out, we may see each other again for the May meeting. I will keep everybody posted. As always, we have lots of keychains,

mugs, koozies, and stickers for those who are running out of gifts for friends. I look forward to seeing everyone again soon!



These "Scrubbers" are great for de-bugging the leading edges of your wings.

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YELLOW POLO SHIRTS	One Small	\$31.00
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YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
KHAKI FISHING SHIRTS	ONE MEDIUM	
	ONE LARGE	
TEXAS FLAG APRONS	3 left	\$26.00
Additional Items available		
BASEBALL CAPS (with logo)	SIX NEW ONES	\$12.00
CHAPTER 35 DUFFLE BAGS	Only 2 left	\$31.00
COFFEE MUGS	EIGHT	\$7.00
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BUMBER STICKERS, DECALS AND PATCHES	Lots of them	\$1.00 - \$3.00
ALUMINUM WHEEL CHOCKS	3 Double sets	\$40.00
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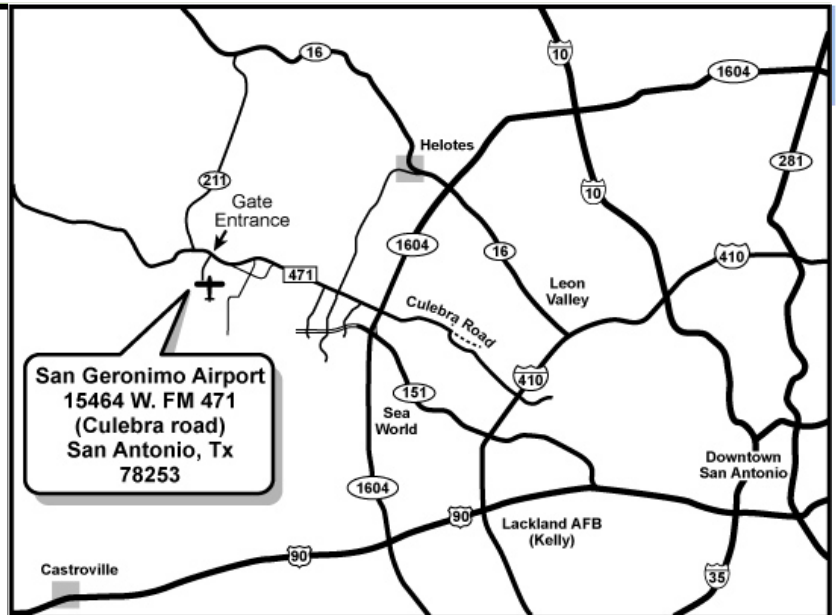
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EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For 60 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

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