



THE SPIRIT OF AVIATION

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RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX



November 2013

Volume 55 Issue 11

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Next Event

9 Nov 2013

**EAA 35 Fly-Mart, Chili Cook-Off
General Membership Meeting and Elections**

Fly Mart 10:00 am to 11:30 am

Annual Membership Meeting/
Election of officers 11:30

Annual Chili Cook-off /lunch to
follow

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Ed Seurer: Publisher
Chuck Fisher: Editor
ea35news@gmail.com

A NEW HOME FOR A SPORTSTER

Chuck Fisher

This month's feature is another that starts with a trailer. Fortunately, as the EAA35 family and San Geronimo community grow; there seem to be a lot of those lately, as folks arrive with new aircraft and projects. Recently one sweltering August afternoon I stepped around the corner of the new row of hangars and saw a remarkable, pristine aircraft I did not recognize perched atop a flatbed trailer. The new proud owner, Wesley Brown, was installing the plane into his new hangar. New to San Geronimo, new to our chapter and with a unique new ride, I'd like to introduce him and his new baby to the group.

Wesley started flying in Ultralights. A chemical engi-



neer of sorts, he is involved in the petroleum industry and has spent much of his career moving about the country. During that time he was an avid RC airplane enthusiast flying giant scale aircraft. Like many RC'ers he dreamed of having his own "full scale" plane, though, and an opportunity presented itself in 2009 as he was en route to a new home in Pennsylvania. He purchased, sort of on a whim, a bedraggled FliteStar. Over the next several months he totally restored it and had it flight ready. Therein was

(Continued on page 8)

Next Meeting

Annual Chili Cook-Off and Fly-Mart!

Fly-Mart starts at 10:00am

Chapter 35 Annual Membership Meeting and elections
11:30 am to 1200 pm. Lunch following meeting.

For Fly-Mart, bring your stuff and man your table! Limited amount of tables. (POC Doug Apsey at 210-913-2539)



PRESIDENTS COCKPIT



Chapter 35 Friends,

Of course, I hope to see all of you at the chili cook-off at high noon on Saturday, November 9th. AND ... come browse the fly-mart for some great deals on aviation related items at 10:00 am. AND ... please be there at 11:30 am for our Annual EAA Chapter 35 Membership Meeting. This is when your participation is needed for the election of our officers for the next two-year term. Let's make this the largest turn-out ever. I will bring my larger chili pot!

I am writing this column on October 23rd and tomorrow will be driving to Reklaw with two of my Chapter 35 friends for 3 full days and nights of airplanes. Yes, I have flown in a couple of times and (tiny) tent camped, always enjoying it to the fullest.



Unfortunately, my Star*Lite will never be making that trip again, so this year it's

the camper van. Maybe next year I will have wings ...

I enjoy this fly-in (Reklaw) more than



any other aircraft event ever! The only downside for me (ok, admittedly due to my up-bringing and safety attitude) are the potential hazards I notice concerning pedestrians and aircraft. If you attend, don't let your guard down after managing the airborne traffic and landing. Reminder yourself that this is an open runway environment and always be looking and aware. In fact, keep that in mind at any airport. Thanks.

Be safe, fly safe, taxi safe, fly happy,

Nelson Amen

GONE WEST

BRAD DOPPELT



As this Runway 35 was headed to print we learned of an EAA 35 tragedy. On October 27 2013 our friend and colleague Brad Doppelt perished in an aircraft crash.

Brad was featured in the May 2013 issue of this publication. We knew him as a brilliant, meticulous mechanic, engineer, skilled pilot and totally devoted father and husband.

He was the leader of our successful Young Eagles program. We will never know how many young lives he touched and inoculated with a love of flying.

Brad has flown west without us. He leaves behind his high-school sweetheart and life-mate Jodi and two successful sons. They will always be part of our EAA 35 family, please keep them in your prayers.

Brad leaves a wonderful legacy in those he touched, but his untimely absence is painful for we who remain earthbound.

So please pause, take a moment to say a prayer or make a toast for Brad.

“Fair weather and tailwinds forever”

CHAPTER BULLETIN BOARD



ELM CREEK FLY-IN

Elm Creek Airpark's
17th Annual Fly-In
Saturday, November 2, 2013

10am to 3pm
Lasagna Lunch starting at 11:30
\$9.00 per person
Raffle at 12 pm

FAA Identifier: OTX6
Multicom Frequency 122.9
2280 x 80 ft. turf
Elevation 550 ft MSL
4 mi. SSW of Seguin

AIRCRAFT PARKING

Monitor 122.9
Look for "Follow Me" golf carts
WX ASPS at BAZ
119.325 (830)629-7979

TRAFFIC PATTERN

RUNWAY 14 LEFT
RUNWAY 32 RIGHT
LAT/LONG: 29-30-18N/097-59-49W

Fuel @ New Braunfels 12 nm N
Aviation related questions?
Call Steve Sewell – 210-844-2156 or
email at sisewell@gmail.com

Sponsored by Elm Creek Homeowner's Assoc. Social Committee
For info and prior year photos see www.elmcreekairpark.com
Carol Sewell – Publicity – 210-844-2155 or carolamessewell@gmail.com

LUNCH MENU:

Chili Cook Off!

Bring your best chili to share

*If not bringing chili please
bring sides and trimmings*

BIG SALE

Here's an opportunity to get rid of those aviation related items you have that you no longer need and pass them on to someone who just might be looking for what you have.

Date/Time: 9 November 10:00 to 11:30 AM

Location: EAA Chapter 35 Clubhouse Patio

Rules of Engagement:

- Bring any items you care to sell that are related to aviation in any way – airframe parts, engines, avionics, instruments, pilot gear, aviation books or movies, etc. We'll even park your whole airplane out front if you are selling it.
- Please bring your own table if you have one since the club has a very limited number available.
- You will need to man your own table or leave your items in the hands of a trusted friend.
- There is no cost to participate in this event and the profit you make is yours to keep although any donation to the chapter will be greatly appreciated.
- We will have a donation table set up and manned by one of our chapter members for items that you want to sell and give the proceeds to the Chapter.

Finally, any items that do not sell must be removed **by the owner** at the end of the Flymart. This includes items placed on the Chapter donation table.

Questions? Please contact Doug Apsey at 210-913-2539 or dapsey@satx.rr.com.

YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: ea35news@gmail.com

OCTOBER EAA 35 GATHERING



OCTOBER EAA 35 GATHERING



CHAPTER 35 ELECTIONS

Chapter 35 Elections will be held during the November General Membership Meeting. All members are asked to be in attendance and ready to vote.

The Nominations Committee presents, below, a slate of nominees that can be elected by accolade. However, as always, members may nominate from the floor.

If you wish to nominate a candidate from the floor please ensure that:

- 1) **The nominee knows you intend to nominate and that he/she will accept the nomination**
- 2) **Please notify the president in advance (nelson.p.amen@gmail.com) that you will be putting forth a nominee.**



The slate of nominees proposed by the nominations committee and accepted by the executive leadership are:

For President: Ulf Baldin

Ulf Baldin was born in Sweden where he got an MD and a PhD degree related to decompression sickness in divers. He was a Diving Medical Officer (reserve) and was trained as a Salvage Diver in the Royal Swedish Navy and later a Senior Research Flight Surgeon for the Swedish AF and Defence. After that he was Professor in Aerospace Medicine and Head of the Department of Aerospace Medicine at the Karolinska Institute Medical School in Stockholm. Simultaneously he was also Director of the Institute of Aviation Medicine at the National Defence Research Establishment. He and his family with 3 sons moved to US 1992. He was a Liaison Scientist for the Swedish Defence working for USAF at Brooks AFB. For many years he was Clinical Associate Professor at UTMB providing expertise to its Aerospace Medicine Residency Program. He became a US Citizen 2002.

Ulf Baldin has during many years conducted research in diving, hypobaric, exercise, thermal and acceleration physiology and in hyperbaric medicine. The main intent was to decrease the risk of decompression sickness in diving and flying and to increase the G-protection of pilots. At the Karolinska Institute Medical School and the Institute of Aviation Medicine in Sweden he was in charge of the Acceleration physiology research program and the human-rated centrifuge. He directed research and development resulting in a new Tactical Flight Combat Suit for the Swedish Air Force fighter

aircraft SAAB Gripen.

He has continued similar research at the Air Force Research Laboratory, Brooks AFB, Texas, benefiting USAF development of COMBAT EDGE and ATAGS pilot equipment under a Memorandum of Agreement between the US and Swedish Departments of Defense. During the last 10 years he has worked as a Senior Scientist at Wyle in a contract to Air Force Research Laboratory with acceleration, altitude and thermal physiology research. He has published more than 275 scientific articles and technical reports in these areas. He is currently Consultant in Aerospace Medicine research for Wyle Laboratories.

Ulf Baldin has received many scientific awards in mostly in US, but also in Sweden, Finland, UK and India, and was made Honorary Doctor in Aerospace Medicine at the Russian Forces' State Scientific Research Test Institute. He is an Academician of the Royal Swedish Academy of War Sciences.

He has also been the Vice President of Aerospace Medical Association (US) and President of the International Academy of Aviation and Space Medicine.

He has earned a US commercial pilot license with instrument rating with more than 1250 flight hours in over 25 different types of aircraft, from Piper Cub and the French MS Rallye Club to Piper Malibu and Cessna 337 push and pull. He also had a Swedish Glider license with about 30 flight hours. Together with Lex Brown and Thomas Morgan he is currently building a Zenith STOL CH701 aircraft.

For Vice President: Steve Jones

I've been a member of Chapter 35 since 2006, and served as newsletter editor for six years. Following years of support and encouragement from Chapter 35 members, I earned my Private Pilot certificate last year. I don't have any appreciable building experience, but I do most of the maintenance and modifications on our small fleet of aircraft. (Cessna 152, Zenith 601HDS, Glastar GS-1, Falcon UL)

Other memberships include AOPA, and CAF where I serve as loadmaster for the B-17 'Texas Raiders' and webmaster for the Gulf Coast Wing. (www.gulfcoastwing.org). Other aircraft flown range from a Pterodactyl Ascender II (my first solo) to a Grumman GA-7 Cougar.

I retired as a MSgt from USAF in 2001 and continue to contribute as

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CHAPTER 35 ELECTIONS**LOCAL INTERNATIONAL AEROBATIC CLUB (IAC)
CHAPTER RE-BORN**

(Continued from page 6)

a defense contractor.

I hope to build on Doug Apsey's success and help our incoming President take Chapter 35 to the next level. Experimental aircraft enthusiasts are making great contributions to all facets of aviation, including General Aviation. AOPA and EAA are leading an initiative to open GA to a new set of flying privileges and reasonable restrictions based on a private pilot certificate with no class 3 medical. The FAA has issued rulings and letters acknowledging the non TSO'd clocks and flight instruments, like the Dynon DioA, are contributing to aeronautical situational awareness and safety and is now permitting owners of certificated aircraft to install these. Experimenters like yourself paved the way for these decisions. You make a difference! I would be honored to be of service to Chapter 35.

For Secretary: Darren Medlin

I earned a private pilot's license in 1985 in Lubbock Texas after graduating from Texas Tech with a degree in Mechanical Engineering Technology. I entered the Air Force that same year and in 2012 retired out of Peterson AFB in Colorado Springs as a Colonel. I have been a Civil Air Patrol (CAP) member in Texas and Colorado. Currently I am a member of the Bexar County Senior Squadron of CAP. I am a low time pilot in Cessna's and have always wanted to build my own plane. After many years of looking I test flew and put down a deposit on an Earthstar Odyssey designed by Mark Beierle of Santa Margarita, California. It is a high wing, HKS powered, two seat, pusher configured, beauty www.thundergul.com. I'll be building it as experimental, amateur built plane at Mark's facility in 2014.

I joined EAA Chapter 35 when we were stationed here from 2004-2006 and became a life member when the push was on to pay off the chapter hangar. Knowing we'd come back after retirement we bought a T-hangar on the field. It was great to re-connect when we moved back into our house (west of Sea World, outside 1604) this year. Susan (LTC, USA Ret) and I have 2 boys in college. One is at Texas State in San Marcos and another at Texas A&M Maritime Academy in Galveston. We often drive our Honda Odyssey to visit them at school, we can't wait to visit them in our Earthstar Odyssey J

I'd be honored to serve in any capacity to help our Chapter; what we've got it special and it takes everybody pitching in to keep it going.

For Treasurer: Dee Brame (incumbent)**Doug Jenkins**

Do you have a burning desire to fly upside down? Would you like to know how to confidently stall and spin an airplane? Would you be happier if you knew how to safely and quickly return an airplane from inverted to upright flight? Does flying loops and rolls sound like fun? Do you already fly loops and rolls but want to be better, maybe even compete?

If you answered yes to any of these questions then I may have just the group to help you get started! The International Aerobatic Club (IAC) is the EAA division that supports and perpetuates sport aerobatics in the US. Here in San Antonio IAC home of aerobatic flight. Known collectively as "The Alamo Area Aerobats" our membership spans the gamut from Private Pilot to ATP neophyte to seasoned competition pilot.



If you have a glimmer of interest in aerobatics, stalls and spins, unusual attitude recoveries or other "not the heart of the envelope" flying we would love to have you join our group. If your interest is only in watching aerobatics or helping keep aerobatic flight alive and well we would love to have you as part of the group too. Whether you own an aerobatic airplane or not, whether you have ever flown aerobatics or not we want you. Maybe you used to be into aerobatics but drifted away...come on back; we'd love to have you as a member too!

Our current activities include pursuing an aerobatic practice box in the local area (KHDO), sending members to judging school, gathering to critique each other's flying to improve our competition scores, meeting to talk flying over dinner and laying the groundwork to host a competition in the next two years.

If any of this sounds like fun to you please contact me! My name is Doug Jenkins and I am the Lead Aerobat of Chapter 127. You can reach me at bagsf15@yahoo.com or 210-485-8025 and I will happily get you in the loop.

[Editors Note: Please click here for a flyer suitable for posting in your FBO or place of business](#)



SPORTSTER (CONTINUED)

(Continued from page 1)

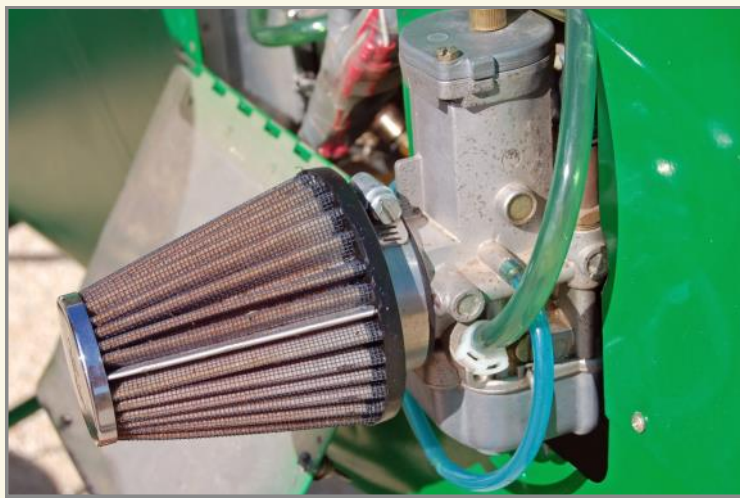
the problem. He'd never flown anything, and there were no ultralight instructor pilots. Fortunately, he found a fellow ultralight pilot with a 2 seater who took him on enough rides that he felt confident he could do the basics. So after several weeks of working up his courage, one evening as the sun was setting his taxi turned into a take-off and he was hooked for life.

Wesley is a trader. Over the next couple of years he bought another ultralight and a series of aircraft – a Piper 140, a C150 and a Musketeer – while he took private pilot lessons. All of this was interrupted, though, with relocation. Wesley decided it was time to settle down, changed jobs and along the way sold his aircraft collection. But he was hooked.

So, having settled nearby and discovered San Geronimo the hunt was on for a new toy. And he found a beauty up in Denton, Texas. Wesley happened upon a Hipps Sportster that was plans built by an A&P, IA, FAA inspector who loved to build probably more than fly. He crafted the aircraft a decade ago, but it

had essentially never flown so every fitting and the gorgeous covering still glistens as if it was built yesterday.

The Sportster (J-4) is a parasol wing, single pilot aircraft that is designed to weigh in under 254 pounds – making it an ultralight aircraft though it certainly has the lines and looks of a much larger classic aircraft. They are designed to use a Rotax 28HP 2 cycle engine and cruise at around 52 kts. The useful load is 258 lbs. The plane is small standing only 5 feet from ground and has a 16 foot wingspan. Yet the thick, beefy wings give it great lift and docile handling. The sportster line features a welded steel cage giving them a rigid structure.



Wesley's sportster was modified from the original design by changing the parasol wing mount from a single triangle apex attachment to a traditional box attachment which gives the wing much more stability. That also permitted installation of a Ballistic Recovery System that anchors to the uprights. Yup, this ultralight has a parachute.

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The engine is essentially a very large remote control engine, and in fact often suppliers handle both. It is started with a pull cord on the rear of the engine. The propeller is a wood, ground adjustable prop. Wesley explained that with 2 cycle engines pitch adjustment is critical to balancing

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SPORTSTER (CONTINUED)

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the RPM and speed to optimize performance of the tiny engine without allowing it to overheat.



The single place cockpit is surprisingly spacious for a tiny plane. It features machined aluminum and birds eye maple panel and throttle quadrant and a hand tooled maple stick. A central feature of the panel is an electronic engine management system and the plane has other standard VFR instrumentation.

Wesley's Sportster is finished in stunning green with Airmail logos, but I don't think he'll be carrying any trans-continental mail.

With a characteristic 2 cycle whine, Wesley had the aircraft in the air in a few hundred feet.



Alongside Lew Mason's Flybaby, also a tiny plane, its small stature was apparent, but its classic lines demanded attention. This is a real head-turner.

Wesley is finishing up his pri-

vate ticket and I suspect one day his Hipps will have a big sibling. But for now, he has a showpiece that allows him to enjoy the wind in his hair on gorgeous south Texas evenings. I'm sure he'd be thrilled to show her off, so be sure and stop by to welcome him to San Geronimo.

Editors Note: This is part of a series featuring local members and their projects or aircraft. If you would like your baby highlighted or to tell your story, please contact me at EAA35news@gmail.com. Projects, certificated planes, LSA, and just general interesting items are welcome!!



WHAT DID YOU DO THIS SUMMER?

GOODE'S SUMMER ODYSSEY

Brian Goode

July 23, 2013, was a beautiful day in San Antonio as we started on our summer trip. We departed San Geronimo Airpark bound for Wiley Post Airport in Oklahoma City. Once airborne, we picked up our IFR clearance from San Antonio Departure control and received the clearance exactly the way I had filed the flight plan several days before. This was the only time on the whole trip that this happened. I had filed 14 separate IFR flight plans using FltPlan.com.



They kept everything on file and then sent the flight plan to the FAA about 2 hours before the scheduled departure time. I could follow this activity on my smart phone using their mobile app. Great stuff Maynard.

For those of you who have not spent a lot of time in Oklahoma, we found an activity that might attract you there, called Zip lining. With some skill and cunning, our friend Stephan had set this up as a surprise for our wives Bobbie and June. I was in on the plan from the beginning. Camouflaged as a side trip to Davis, Oklahoma, to see Turner Falls and get some Fried Pies, a local delicacy, we ended up driving down a dirt road in the Arbuckle Mountains. After about 3 miles we came across a sign on the fence titled "Air Donkey Zip line." With a long gasping of air from the ladies we turned right into a field of dreams, so to speak. Not our dreams, but it was for the young group of folks making a living scaring the dickens out of first time Zip liners. After checking in at the scheduling desk and coughing up the required fees, we were led to the equipment shed to get suited up for the day's activities. The rigging we wrestled into was a cross between a skydiving harness and a utility pole climbing rig, complete with leather gloves, hard hat, carabineers, trolley, lanyard and lobster claws. The next stop was the bunny slope, as they called it. This turned out to be a cable stretched between two trees with an old empty wooden cable spool at one end to get you

high enough to ride down the line about 20 feet to the other end. They took the time to fully explain each part of the equipment and its function. The big thing they said to do was to relax and sit in the harness and let the equipment do its job. Yeah, right bucko.

After a couple of times on the bunny slope we piled onto a flatbed trailer equipped with old school bus seats for the trip up to the start of the first zip line. This rig didn't look near a cool as the Chapter 35 trailer with our coach airline seats bolted to it.

At the beginning of the first zip line we had to climb 20 plus feet up a pole on a circular staircase using our equipment to grapple onto a steel cable that was wrapped around the pole.



June getting checked out on the bunny slope



Land on lower level & Depart from upper deck



Brian's full stop landing

Then the fun began. That first step off the launching pad was a mental challenge. They forgot to mention at the bunny slope that our adrenaline would be off the Richter scale the first time we launched on the real thing. On the first line we all tried to hang on to the trolley with both hands instead of sitting back in the harness as we were instructed. Try holding up your own weight while sliding across the pucker-brush on a cable 50 feet above a ravine or a lake. Tough to do. The first landing was like your first solo airplane landing, high and hot. We had two safety guides along with us, one helped launch us to be sure we were hooked up properly and the other was the human brake

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GOODE'S ODYSSEY

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at the landing zone. The LSO (Landing Signal Officer) placed his hand on his head at the time we were to place our properly gloved hand on the cable behind the trolley to act as a brake before we slammed into him standing on the landing pad at the pole knocking him to the ground. After the first landing I was able to judge the landings fairly well and never came into contact with the pole or the LSO. Others said they had to wrestle with him a couple of times.

All of the lines started with us standing on a wooden box so we could get the trolley on the line. Some of them ended at ground level, but most of them ended high up on a pole so we could make the next run without having to climb as many circular stairs again. What a rush.

There were six of these zip lines which totaled about one mile in length, arranged in golf course fashion so you ended up back at the Clubhouse on the last run. Keeping with the golf course idea, on the last run each of us were given a golf ball to hold onto and drop into a 5 gallon paint bucket sitting towards the end of the line. My toss hit the rim of the bucket and bounced back onto the grass. In doing this I had turned around on the trolley was riding backwards. This was not intentional but it gave me a better shot at the bucket. If the ball had gone into the bucket I would have received a free Tee shirt. The end of the last line was about six feet above the ground on yet another pole.

To sum it up, it was a thrill after you get the hang of it and let the harness do its thing. I would do it again, but I would get a helmet camera to record it all, or at least rent one for the occasion. After an hour and a half ride back to OKC, we had a couple of barley pops and reflected on the day's fun activities.



The sky was beautiful and clear at PWA on our departure north-bound for the Magic City Airport at MOT, but soon the clouds

built up and we had to zig and zag, with proper deviation clearance, around some pretty good sized towering Q. Somewhere around the middle of Nebraska, we found the bases of these Q were a tad bit above 7000 ft., so we asked and received clearance to descend to that altitude. The ride there was

smooth with some light rain. Sure beats getting tossed around in the middle of these things. We did our customary lunch stop in O'Neil, NB, borrowing an old police car for the short ride for lunch at the Blarney Stone Café.

The economy is popping in Minot, thanks to the petroleum companies. Rooms are hard to find as some oil companies have lease entire hotels for months to come. We had reserved ours well in advanced and there were no discounts to be had.

In keeping with the recent US Customs regulations, we had filed our eAPIS departure and arrival manifest forms a month or so prior to our departure and everything went smooth in that regard. Prior to departing for Regina, Saskatchewan, I called Canadian Customs on their toll free number, gave them the number of souls on board and which FBO we were going to stop at in YQR. They asked if we had any alcohol or tobacco on board, which we didn't, and were told to "Have a nice day and call us when we get to Regina." Upon arrival we taxied to the Customs area, called customs on our cell phone from the airplane, received a clearance number and were on our way. Simple as that.



We pressed on to La Ronge, via Prince Albert. (He's no longer in the can) We enjoyed our 5 days at the lake with the cool late summer weather, even wearing our jackets in the evenings. It stayed light until about 2300 and dawn came before 0500. The Northern Lights were nowhere to be found during



our visit, but the cold beer was. A new rule is in effect at La Ronge. You can no longer buy beer in bottles. Seems like the locals like to fight with broken ones. We did create a new mouse trap

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GOODE'S ODYSSEY

(Continued from page 11)

this year, peanut butter spread on a Shiner Bock bottle suspended on a wire, hanging over a bucket of antifreeze. The mouse goes for the peanut butter, but when it steps on the bottle it spins and, oops, down into the preservative.

Saturday afternoon found us visiting with friends at the Lake La Ronge Cabin Owners' Picnic, held on one of the islands, during which we were attacked by a Canadair CL-215 water bomber on the way to fight a fire. The pilot's wife was at the picnic. They sent 3 of these water bombers to fight



this fire and each of them made 25 water drops. A tired crew when they got back to base. Later that evening we presented some Tee shirts we had carried along with us to give to a handful of guys that take care of their own cabins in a manner that can only be described by the inscription on the shirts, "Close Enuf Construction Co. "No job too tough. We'll get it close enough."

Capt. Bob, as he is known at the lake, has a cabin which is an exception to this saying, as it would be the envy of a lot of us if



it was here on the Airpark. It is one of the few cabins with indoor

plumbing. I have included some pictures so you can idea of summer life at the lake. Bob spends his other summers on the Gold Coast in Australia, just south of Brisbane, which we have also visited.

The true purpose of this trip was to give our oldest daughter and son-in-law a 25th wedding anniversary party, so we piled back into our trusty steed and headed south, clearing customs in Great Falls, MT, without incident. It must have taken all of 2 minutes. No paperwork just showed him our passports and my pilot's certificate. That's one benefit of the eAPIS manifests.

That was the easy part of Montana. We ended up staying an extra day due to weather. Mountain top obscurations with tops reported at flight level 390, caused it to put the airplane into the hangar for the night, borrow the FBO's courtesy car and head back across the highway to the Bye-De-Way Motel.



This put us a day behind in our schedule, which cut short our visit with friends in Tacoma. Due to this lingering weather, which had moved a little to the north, our route from Great

Falls to Tacoma took us south to Pocatello, then a turn west up the river to Boise, steadily working our way IFR past Mount Rainier at 11,000 ft. We could only see the middle of the mountain and it was remarkably bright between the cloud layers. Hardly any contrast, so our pictures of the mountain are mostly blue. This little weather deviation doubled our flying time from GTF to TIW, but we got there without incident.

The only instrument approach we had to shoot on the trip was into Tacoma Narrows Airport (TIW). Seattle approach control had vectored us onto an extended downwind, between layers, for the ILS 17 approach. After a couple of minutes of not hearing our call sign, I asked if they had forgotten us. During this long silent time, they had switched controllers and had left us steadily heading for SEATAC's airspace. Anyhow, we received a couple more left turns, intercepted the localizer, then the

glide slope and were soon on the ground.



The next day we had lunch at one of our favorite places in Gig Harbor, Tides Tavern, right on the water. Great salmon

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GOODE'S ODYSSEY

(Continued from page 12)

burger, onion rings and a cold local brew right out of the tap. Yummy.

After calling ahead and making a change in hotel reservations in McMinnville, OR (MMV), we flew down to see the Spruce Goose at the Evergreen Aviation and Space Museum.



Have you ever seen a Boeing 747 sitting on the top of a building? There it is, plus another one sitting in the front yard. It was an

easy stop since the museum will pick you up at the airport, which is right across the highway, and with a little bit of schmoozing will assist you in getting to your hotel. We had seen the Spruce Goose in Long Beach Harbor a number of years ago; in fact I held a Cessna dealer meeting aboard the Queen Mary and then had a private reception and catered dinner in the Spruce Goose hangar, back in 1984. It is still had to conceive this behemoth actually got off the water, but it did and Hughes won his contract. There are books written about this feat.



Besides housing the Spruce Goose, the museum has

two aviation sections, one with space displays and hardware like a Titan missile, a lunar lander and a RB-71, the other side has everything else. There is also a 3D movie theater, two cafeterias, two souvenir shops, a water park where the rooftop 747 is perched, and a RV park. A B-17 in the building is dwarfed by the Spruce Goose, as is everything else.

On down the I-5 interior route to Livermore, CA (LVK) instead of the coastal route, we went, with VFR Flight Following. The

coastline was covered with fog at least 5 miles inland, which prevented June from getting that low level coastal run experience. Instead, we had to dodge TFR's which had been set up around the multiple forest fires in Oregon and Northern California so the water bombers could operate safely. This was our longest leg of the whole trip at 4 1/2 hours without a potty break.

We arrived with plenty of time to make the final preparations for the big party. I had previously made up special anniversary invitations using pictures from the actual wedding day and mailed them to the invitees. The whole wedding party that is still on this planet showed up. The young ring bearer, Kevin, now married with his own family, was also there and later provided vital transportation to the beverage store for emergency supplies



after Grandpa left the party. We estimate 56 adults, 6 teenagers and one toddler attended. Thanks to Costco and Safeway for having everything we needed. A special thanks to Steve and Laura Goode for opening up their house, grill, pool and back yard for the occasion. They got the leftovers, plus all of the trash.

After a week and one grandchild flight later we headed IFR down through the San Joaquin Valley, across the Tehachapi Mountains and landed at General William J. Fox Airfield in Lancaster for fuel, and food at Foxy's. As a side note, General Fox was an Engineer who designed the five Marine Corps airports on the West Coast.

After that it was across the Mojave Desert, the Colorado River and on into Phoenix-Mesa Gateway Airport, for a visit with a longtime friend from Florida who lives in Gold Canyon, by the Superstition Mountains. Her oldest Son, a Check Airman for Southwest Airlines, stopped by for a glass of iced tea, as he had to give a route check the following morning. We later enjoyed a couple of adult beverages with another couple we met a few years ago who have found a niche market in baking and selling designer cupcakes. Ever had one with Tequila icing? Yummy.

(Continued on page 14)

GOODE'S ODYSSEY

FLYING THE NEW RV-12

David (the Artist) Baker

(Continued from page 13)

Our final day of flying had us crossing back over the Continental Divide and back into Texas, where we were once again met by some nasty towering Q's and a very bumpy ride passing El Paso. Of course we had to stop in Loose Crotches, I



A tired crew almost home

mean Las Cruces, for fuel and a sub sandwich. We borrowed a car and crossed over I-10 to the truck and sub

shop. Close to the Junction VOR, we had to take some serious deviations around the weather, as did all of the airline and biz jet traffic going into SAT and AUS from the West. So, down and around we went, staying clear of the active MOA's, and made a full scotch landing at 8T8 on August 14th.

It was nice to get home again and not to have been hassled by any airport security, rental car companies or long term parking lot shuttle drivers. We put 45 hours on the hour



Home sweet home 8T8

meter. Actual flying time on the tach was 41.6

hrs. covering over 5,830 statute miles which gave us an average ground speed of 140 MPH at 13.44 miles per gallon. The highest price we paid for fuel was at one stop in Canada at \$2.10/liter, or \$8.14/US gallon. Overall the average fuel price was \$6.35/gal. We averaged 9.5 GPH for the entire trip. All of this in 22 days, whew! Our only real casualty was the horizon gyro, who after 31 years decided to roll over and go to sleep. The new GPS lost its terrain overlay, but never quit working.

Our next planned trip is to Reklaw in October. November is undecided. Christmas time will probably find us beating a path back to California. We had so much stuff (survival gear) in the airplane on this trip that we couldn't even fit a case of wine in the baggage compartment to bring home. Maybe next time.

"Fly Safe and keep the blue side up"



I recently had the opportunity to photograph and fly in one of the first Van's RV-12 ELSAs to be built in the San Antonio area. Completed in 2010 after less than 1,000 hours building time--including a builder-applied paint job--this RV-12 now has over 200 hours on the Rotax 912ULS engine. We cruised smoothly at 115 knots and 5,000 RPM to the re-



duction unit behind the prop...empty weight 751 pounds...fuel capacity 20 gallons...burning 5

gal/hr. 92 octane car gas. Note the 5:00x5 tires with main gear leg fairings, aftermarket



additions to Van's -supplied wheel pants. I have to say that the view out the bubble is spectacular, and the feel of the RV

controls are very precise, as advertised. I feel lucky to have experienced the great variety of light aircraft over the years through my association with EAA 35 as a member. For now I'm a right seat passenger (photographer) tire kicker. Who knows if I will ever decide to switch seats, but if I ever do, I will seriously consider the RV-12.



THE BUILDER'S CORNER

OCTOBER HAPPENINGS AROUND THE MAINTENANCE HANGAR

Mark Julicher—EAA 35 Technical Advisor

Seat Support: Airplanes are designed to be light weight but strong. The design engineers are always trading off weight and strength. In the case of aircraft seats, the design point appears to be centered on the mythical 170-pound person we read about in the CFR.

Keep that in mind the next time you are yanking and shoving and racking around during seat adjustment.

When a pilot pushes a sticky seat aft, it is possible to generate 300 lb. feet of torque at the seat roller. That is more than enough to damage the seat support.



Piper Cherokee Aft Seat

The following photo is an aft seat support from a Piper Cherokee used in a local flying school. The roller and U shaped fingers run along the seat track during seat adjustment. Apparently this roller stuck and somebody pushed firmly against the seat back to force it to move. The result is

bent metal where the support grips the seat track. This took several hours to remove and repair.

Plugs: A pilot pulled up to the hangar the other day and said he had a 50-rpm drop on the left and a 175-drop on the right magneto. I happened to have been watching during the engine run up and noted that the exhaust stack shook like a wet dog during part of the mag check. Immediately suspecting the spark plugs, we started pulling them and found this gem. The problem was solved with a bit of cleaning after which the engine performed perfectly. I have to say, that is an amazing brown gob of something shorting out the right hand electrode. Just to satisfy



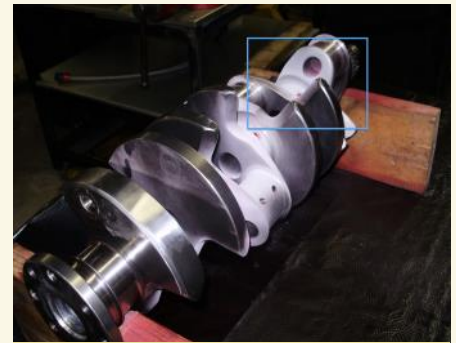
Fouled Plug

curiosity we put this plug in the tester and no, it did not spark. Should have guessed that.

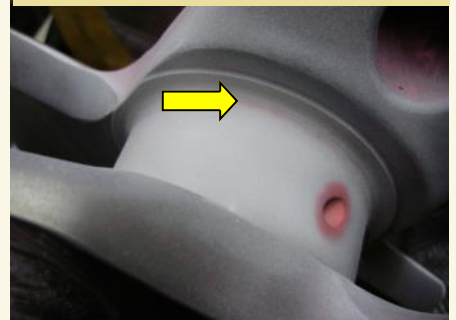
Propeller Strike? The current definition of a propeller strike means that the prop encounters something that is not air. OK, that is a little bit of license with the definition, but it is not far from the truth. Ask yourself what happens when the propeller hits something or even if the propeller is just impeded and does not stop.

The answer to the question is that a lot of spinning and moving things are suddenly, and violently stressed. Whilst the cylinders are firing and producing power, the propeller is holding against pressure from the cylinders. It is the old conundrum of

an unstoppable force meeting an immovable object. But unlike philosophical arguments, in real life something has to give. The photo below is of a rather commonplace crankshaft. The blue box shows the area enlarged in the next photo. Now look at the close up photo of number one journal. With the assistance of dye penetrant, it becomes obvious that this journal is cracked. If this crankshaft had let go completely, it would have turned the engine case into expensive junk and turned an airplane into a glider.



Crankshaft. Blue box is enlarged in next photo.



Dye Penetrant Reveals a Circumferential Crack

Cold Starts and Camshafts: Remember a few months back I waxed eloquent on cold engines and high RPM starts? Do you recall me telling you that lots of engine parts rub metal on metal until the oil pressure builds up? Well, one of those un-oiled

(Continued on page 16)

BUILDERS CORNER (CONTINUED)**MEMBER NOTES***(Continued from page 15)*

parts is the camshaft. When the camshaft runs dry, the cam lobes get worn down. Over time, the cam lobes lift the valves less and less, the intake and exhaust flows become more and more restricted, and the engine gradually loses power. This occurrence is neither sudden nor catastrophic, until finally one day the intrepid aviator needs full POH performance chart power to get out of a short, soft, or high elevation airfield and the engine can't deliver the goods.



OK Cam Lobe

Badly Worn Cam Lobe

Or, perhaps you like stories with alternative endings. Ending number two is that the aircraft owner feels something is just not quite right and springs for big bucks to tear down an engine. No one gets injured, the airplane is down for a month or so while the engine is rebuilt, and yada yada happily ever after.

The next photos show two views of the same Lycoming O-360 camshaft with 2600 hours on it. Yes, it is above TBO, but the engine was still making good oil pressure and legal to fly.

The compressions on this engine were excellent. Oil pressure was perfect. The plane was running very well. None of the regular flyers suspected anything was wrong, but the owner had a nagging feeling that IT WAS TIME. And when we cracked open the crankcase this is how the camshaft looked. Wow. Two cam lobes are worn significantly.

So think a moment. Is there any check done during a 100-hour inspection that might indicate a bad camshaft? Not really. Oil pressure tells you the condition of the bearings. Compression indicates the health of rings and valves. A full power run up will eventually show that the engine can't make nominal rpm, but the camshaft can be badly worn before the engine can't make full run-up rpm.

So I suppose the take-away item here is that if your engine is at or above recommended TBO, maybe you should not rely on getting full performance in a tight situation. Meanwhile, change your oil religiously and save up for an overhaul.

Doc Hecker

The 1945 Tex Hill Wing Stinson L-5 is back in service at KHDO...all are invited to look/see. The meetings are on the 1st Saturday of the month at Hon-do. We are looking for new tail wheel qualified pilots.



Also, I just procured a 1942 Boeing A75-N1 (PT-17) in USAAC colors (Blue/Yellow) that was completely restored in 2011. It was ferried by my financial partner and our CFII from Shelby County Airport (Alabama) to Dry Creek Airport (Houston, TX).

Editors Note: We are looking forward to seeing her at our meeting/fly-in!

MEDICAL NOTES FROM YOUR AME**Chuck Fisher**

Unfortunately not everyone sneaks through life without medical issues. Having to address those with your AME can be scary.

Although almost always eventually approved for private pilots, many conditions will require a special issuance (waiver) from the FAA. And, they take time and effort to obtain. Before the partial government shut-down SI's were taking around 90 days to turn around. Now, with an even greater backlog it is reasonable to suspect they will take even longer. Therefore it is very important to come to your AME totally prepared for your special issuance. Here is how:

- 1) For a new medical condition talk to your AME *before* your first visit, if you can, and obtain all the required documents first
- 2) For a renewal—look at your SI letter for directions and follow them exactly
- 3) See your private physician(s) and obtain ALL required tests and studies within 30-60 days before your AME visit
- 4) Make and use a checklist to make sure you have everything
- 5) Help your private doctor write required memos to the FAA. They often do not know what goes into them (and what does not!).
- 6) Fill out your MedExpress history form *completely*. That includes 3 years doctor visits and your entire medical history. The computer will not remember last year's data.
- 7) Tell your AME you'll be doing an SI when you make the appointment
- 8) Bring *EVERY* document you'll need and your checklist to your AME.
- 9) Once completed send the package YOURSELF via traceable service (FedEx, UPS, USPS traceable) to the FAA

OCTOBER MYSTERY PLANE REVEALED

Doug Apsey

Our October mystery airplane was identified literally within minutes of our newsletter being posted. Dr Matthew Waack, my AME and one of our advertisers (Saboe AvMED), called to tell me it was the Fisher P-75 Eagle before I even knew the newsletter had gone public. Although Matt is not a chapter member (we're working to change that) he gets a courtesy copy of our newsletter from our editor. Charlie Brame emailed me later that day with the answer to be the second to correctly identify the mystery plane.

The Fisher XP-75 was built by the Fisher Body Division of General Motors to serve as a fast climbing interceptor for the Army Air Forces. Development started in September of 1942 and its first flight was in November of 1943. The early XP-75's could certainly have been given the nickname "Frankenstein's Airplane" since it was partially assembled from other aircraft of that era and, let's face it, it's a pretty ugly bird. The outer wing panels were from the P-40, the landing gear came from the Vought F4U Corsair and the tail from the Douglas A-24 diver bomber. The early prototype had some serious flaws that resulted in the need for significant redesigning before it went into production and flight testing in 1944.

The P-75 Eagle was powered by the Allison V-3420-23 engine. As you may recall from last month's mystery plane, this was the same engine that was eventually installed on the XB-19. The P-75's engine was mounted mid-ship with



a drive shaft running under the cockpit to spin two 3-bladed contra-rotating propellers. The Eagle was 40 feet in length with a wingspan of 49 feet. It had an empty weight of 11,495 lbs. and a loaded weight of 19,420 lbs. While the Army Air Forces never completed its testing of the P-75 to validate these numbers, the company claimed a top speed of 433 mph, a rate of climb of 4200 feet per minute, a service ceiling of 36,400 feet and a range of 2,000 miles. These numbers were probably not realistic and reports indicate that even after several modifications, the Eagle's performance was disappointing. Armament was going to be ten 50 caliber machine guns, three in each wing and four in the fuselage plus under-wing racks for two 500 lb.

bombs however, none of the airplanes Fisher delivered ever had their armament installed.

Under the original contract Fisher was to deliver 2500 P-75 Eagles to the Army but the contract was cancelled after only 6 aircraft were delivered. Poor performance,

three crashes during testing and a change in the

Army Air Forces' need for long range escort aircraft rather than an interceptor doomed the P-75 program. By the time the first aircraft were delivered, the P-51, P-47 and P-38 were filling the role of long range bomber escort so the P-75 Eagle was no longer needed and the contract was cancelled in October of 1944.





Country Store

Brian Goode

The Fishing Shirt program is off to a roaring start. With everybody's great participation, we were able to submit an order for more than the minimum number to our supplier. The shirts are going to be available before the next Chapter 35 meeting scheduled for Nov 9th. We will be inventorying some additional shirts for those desiring to purchase later and they will be on display at future meetings and events.

These shirts are a cotton/poly blend with lots of pockets in which to keep your phone, pens, pencils and glasses handy during your flying experiences. They are available in many colors and all of the standard men's and ladies' sizes, both short and long sleeves. The prices are \$39.00 for the short sleeved ones and \$43.00 for long sleeves. An order form is included at the end of this newsletter, so fill it out and email it to Brian Goode at ladybgoode@msn.com, or drop it by Hangar 53 at 8T8.

All of the Chapter 35 logo Tervis Tumblers have been sold. Many thanks to all of the members who helped with this venture.

We have come up with yet another small program that will benefit members as well as Chapter 35. We are now able to provide you with some of the WASH WAX ALL aircraft care products. The benefit to the members is that the product will help keep your aircraft, boat or motorhome clean and shiny. The benefit to the Chapter is a little commission on each sale, while holding the price to the same level as all of the other outlets who sell the products. In addition, you don't have to drive to town to shop. We will have a supply of the cleaner and the degreaser on hand at all times. See the Catalogue for details.

In addition, we have an opportunity to offer "Airplane Aprons" which are made by a little old gal on her little old sewing machine one apron at a time, for \$19.95 each. If there is enough interest, we will order some for the store.

EAA CHAPTER 35 CATALOGUE

Fishing Shirts with Chapter 35 logo	Short Sleeve	\$39.00
	Long Sleeve	43.00
Chapter 35 Baseball caps		10.00
Mesh Chapter 35 Caps		5.00
Chapter 35 sew on patches		3.00
Bumper Stickers		2.00
Aluminum Wheel Chocks – Set of four		42.00
Wash Wax All cleaner/wax:	16 oz.	9.95
	Gal.	27.95
Wash Wax All Degreaser:	16 oz.	9.95
	Gal.	27.95
Wash Wax MOP: Includes pole and pad		99.95
Extra pads (four)		29.95
Aero Scrubbers (5 pads)		28.95
Airplane Apron		19.95



EAA CHAPTER 35



Fishing Shirt Order Form

Name: _____ Date: _____

Mark the appropriate selections below

			SLEEVES			
Qty	Men's	Lady's	Short	Long	Size	Color

Short Sleeve Price: \$36.03 +\$2.97 tax= \$39.00 ea.

Long Sleeve Price: \$39.73 +\$3.27 tax= \$43.00 ea.

_____ x \$39 = \$_____

_____ x \$43 = \$_____

Total Order = \$_____

Paid by: Cash \$_____

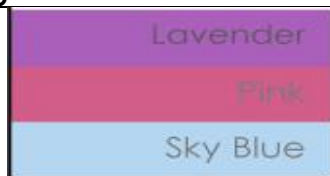
Sizes: XS, S, M, L, XL

Paid by Check: #_____, Amt. \$_____

Men's Long and Short Sleeve & Lady's Short Sleeve selected colors



Lady's Long sleeve colors – Only 3 colors available



2012 EAA Chapter 35 Contacts List



President: 210-834-1991	Officers Nelson Amen nelson.p.amen@gmail.com	Builders Academy 210-688-9072	Lew Mason lewnan@sbcglobal.net
Vice President: 210-913-2539	Doug Apsey dapsey@satx.rr.com	Young Eagles 210-380-2025	Brad Doppelt brad_doppelt@yahoo.com
Secretary 210.540.8926	BJ O'Dea iknit8t8@gmail.com	Flying Start 210-380-2025	Brad Doppelt brad_doppelt@yahoo.com
Treasurer 210-493-5512	Dee Brame DeeB@satx.rr.com	Tool Crib 210-382-9658	Don Woodham dhw_2@yahoo.com
	Board of Directors	EAA Hangar: 210-382-9658	Don Woodham dhw_2@yahoo.com
	Past Presidents	Public Affairs 210-494-7194	Bill Bartlett bbartlett5t@satx.rr.com
John Latour 860-612-2232 latourjohn@att.net		Membership 210-488-5088	Ron O'Dea r2av8r@gmail.com
Lew Mason 210-688-9072 lewnan@sbcglobal.net		Website 210-410-9235	Dave Baker iflyaerosport@sbcglobal.net
Dave Baker 210-410-9235 iflyaerosport@sbcglobal.net		Country Store 727-709-1159	Brian Goode ladybgoode@msn.com
	At Large		June Goode junegoode@msn.com
Brad Doppelt 210-380-2025 brad_doppelt@yahoo.com			Flight Advisors
Brian Goode 727-709-1159 ladybgoode@msn.com		RB 'Doc' Hecker 210-391-1072 tcflyingdoc@yahoo.com	
Ron O'Dea 210-488-5088 r2av8r@gmail.com		Mark Julicher 210-382-0840 mjulicher@earthlink.net	
	Chairpersons		Technical Counselors
Facilities 210-688-3210	Gail Scheidt gailps@att.net	Brad Doppelt 210-380-2025 brad_doppelt@yahoo.com	
Newsletter 210-878-5561	Chuck Fisher eaa35news@gmail.com	Mark Julicher 210-382-0840 mjulicher@earthlink.net	
Air Academy 210-256-8972	Maarten Versteeg maarten.Versteeg@sbcglobal.net	RB 'Doc' Hecker 210-391-1072 tcflyingdoc@yahoo.com	
Garden & Grounds 210-688-9072	Nancy Mason lewnan@sbcglobal.net	Lew Mason 210-688-9072 lewnan@sbcglobal.net	
Board Advisor 210-889-0664	John Killian jmkilliani@gmail.com		

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CHAPTER CALENDAR

NOVEMBER	9	ANNUAL CHILI COOKOFF AND FLY-MART Annual Membership Meeting	EAA Chapter 35 Clubhouse EAA 35 Fly-Mart 10:00-11:30 am (POC Doug Apsey at 210-913-2539) Chapter 35 Annual Membership Meeting/ Election of officers 11:30 am Chapter 35 Annual Chili Cook-off to follow
DECEMBER	14	<i>EAA 35 Holiday Luncheon</i> 	EAA Chapter 35 Clubhouse Social Hour 12:00 pm Lunch 12:30 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Events (200 mi of 8T8)

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>

Saturday, November 2, 2013 8:00 AM - 4:00 PM
The Great Southern Sonex Gathering
 Coulter Airfield, Bryan, TX, USA (KCFD)
<http://gssg.robbarber.com>
 147nm

Saturday , November 2, 2013 10:00 AM - 3:00 PM
Elm Creek Air Park Fly In
 oTX6 Elm Creek Airpark Seguin, TX, USA
 Lasagna Lunch, Homemade Desserts, and Raffle
 Cost \$9/person. 2280 x 80 GRASS TURF runway.
www.elmcreekairpark.com
 Distance: 41.9nm

Saturday, November 2, 2013
Fly-in/Drive-in Open House, Free Lunch and Wings Seminar
 KDWH Hooks Memorial Airport, Spring, TX, USA
 American Flyers invites you and a friend to join us for our open house. Enjoy a complimentary lunch and stay for the optional WINGS seminar. All attendees will be given a certificate for a free 2-hour VFR or IFR simulator session.
http://www.americanflyers.net/about/aviation_seminars.asp
 200 miles

Courses at KDWH by American Flyers:

- Nov 1-3, 2013 Private Pilot Written Class
- Nov 2-3, 2013 ATP Written Class
- Nov 8-10, 2013 Commercial Pilot Written Class
- Nov 9-10, 2013 CFI-Instrument Written Class
- Nov 16-17, 2013 Flight Instructor Refresher Clinic
- Nov 22-24, 2013 CFI-Airplane and Fundamentals of Instruction Written Class
- Nov 22-24, 2013 Instrument Rating Written Class Friday -
http://www.americanflyers.net/faa_written.htm



WANTED AND FOR SALE

FOR SALE: Subaru EJ-22 engine, Ser. # 589390. Includes single 4-barrel carburetor, Mallory ignition, planetary reduction drive. Proven system, removed from flying aircraft. \$3100 Chuck @ 979 218 6153 *(expires Nov 2013)*

FOR SALE: Main wheels for UL or light experimental. One pair Matco Model MH6B wheels, with brake calipers, new brake pads, new wheel bearings, new Air Trac 15X6.00X6 4-ply tires. \$295 Chuck @ 979 218 6153 *(expires Nov 2013)*

NEW HANGARS FOR RENT @SAN GERONIMO AIRPARK

Available soon - construction is almost complete. 40 FT. Wide x 32 FT. Deep Reserve one now by contacting either:



Brian Goode (210)-688-0420 (727)-709-1159 n9785b@gmail.com or Ron O'Dea (210)-488-5088 r2av8r@gmail.com *(expires NOV 2013)*

HANGAR SPACE FOR RENT (8T8): I will have a t-hangar (30A) available 6-1-2013 Contact. Doc Hecker. 210-391-1072. *(expires Nov 2013)*

FOR SALE: Hangar at Boerne Stage Airfield, 5C1. 30' x 40', elevated office and storage, shop, storeroom, and, toilet. Airport fee \$540 per year, includes water, trash disposal and runway access. See at HangarHunter.com



Contact Bill Bartlett 210-865-4591 Email: bartlettsat@gmail.com *(expires Nov 2013)*

For Sale: C-85-12 fresh overhaul with log. Std crank, .015 fresh ground cylinders, new rings, bearings, valves and pistons. \$7000. Dan Martinez. 210-269-1920 *(expires Nov 2013)*

Airpark Property For Sale: One acre lot at San Geronimo Airpark. Water and electricity, buyer installs septic. Plenty of shade on this treed lot with large open area for hangar. Asking \$109K, contact Gary at (210) 722-2977 or gary@zwheelz.com *(expires Nov 2013)*

For Sale: ROTAX 582 BLUE HEAD • \$4,000 • YOU SNOOZE, YOU LOSE • 582 Blue Head 120 hrs. Runs perfect. Jet Hot Coated exhaust, Stainless Clamps, Warp Drive 3 Blade 68"pusher prop, C box 3:1 with RK400 Clutch, Grand Rapids EIS with all senders .Rotax electric starter. Will include Motor Mounts If needed. Will be on plane a couple weeks if you want to hear run. Contact Chuck Sharrar Sharrc10@hctc.net 210-861-9331 *(expires Nov 2013)*

Lots of expiring ads. If you want them continued please e-mail the editor to continue, cancel or change them!

To post an ad—contact the editor at ea35news@gmail.com.

- You must be an EAA 35 member.
- Ads will run for 3 Months from the last date you re-verify that the item is still for sale. If I do not hear from you the ad will be deleted
- 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

NAME THE PLANE

Doug Apsey

his month's mystery plane is a pretty rare bird so let's see how you do.



- Who will be the first to tell me:
- What company built it?
- Where was the factory located?
- What is its designation? i.e. C-172, PA-24, etc.
- Who designed the airplane?
- Within 5 years, what year did it first fly?



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Richard B. Hecker, D.O.
 Senior Aviation Medical Examiner

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Chapter 35, San Antonio, TX

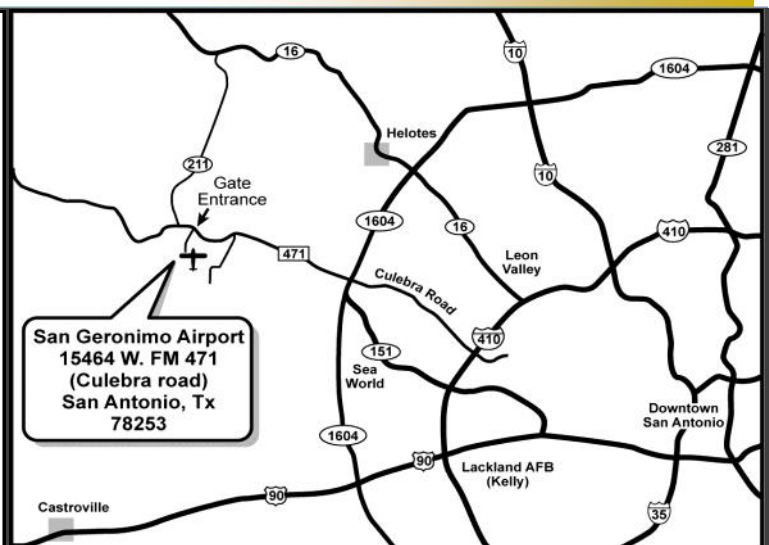
*Chapter 35 meets
Each Second Saturday of the Month*

November 9, 2013

**EAA 35 Fly-Mart, Chili Cook-Off General
Membership Meeting and Elections**

Fly Mart 10:00 am to 11:00 am
Annual Membership Meeting/Election of officers 11:30
Annual Chili Cook-off /lunch to follow

EAA Chapter 35 Clubhouse



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

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

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

www.35.eaachapter.org

International Aerobatic Club, Chapter 127

“The Alamo Area Aerobats”

San Antonio's Home For Sport Aerobatics

If you are interested in recreational aerobatic flight we are the group for you!

- Be a safer pilot...learn stalls, spins and upset recoveries
- Have more fun...learn basic aerobatic maneuvers
- Be a better aerobatic pilot...get your skills competition ready

Whether you are a student pilot or ATP...just curious about aerobatics or an experienced competitor we can help you achieve your dreams and polish your skills!



IAC Chapter 127 Contact Information:

Chapter President Doug Jenkins

Phone: 210-485-8025

e-mail: bagsf15@yahoo.com

