



## ARIZONA GLIDER FLYING, IT'S NOT ALWAYS GREAT

June 2016

Volume 58 Issue 6

### Inside this Issue

Presidents Cockpit	2
Bulletin Board	3
From Headquarters	5
Your Health	6
Safety NOTAM	8
Scrapbook	10
Builders Corner	12
Name the Plane	14
Country Store	15
Contacts	16
Calendar	17
Classifieds	18
Sponsors	19

## Next Event

11 June 2016

Annual Chapter Picnic

1130

Chapter 35 Clubhouse

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### Dennis Scheidt

Mar. 2-8, 2016

My glider friends Bill and Charley, and myself had such a good time flying gliders in Maricopa, AZ and Marfa, TX last year that we decided to do it all again this spring.

Our first trip would be in early March. Bill offered the use of a Suburban to tow the PW-5 glider to Arizona and we would leave the glider and the Suburban there for the duration. Unfortunately the trailer hitch on the Suburban was too high and the back of the glider trailer was only about 5 inches above the ground.

Wednesday Mar. 2

With no time left to correct the problem, Charley drove the glider trailer to my house with his small Toyota Tacoma. We decided to use my new Chevy Colorado for the trip. We would leave the glider in Ari-



zona and drive the Colorado back to San Antonio as I would need it here. We would

have to work out the Suburban hitch problem later.

The drive to Arizona was pretty much the same as last year except for the tow vehicle. We left here (my house at San Geronimo Airpark) about 10

AM and took Highway 90 to Van Horn, TX where Highway 90 meets I-10. Made tourist stops at the Lake Amistad Headquarters where they have a small but interesting museum, the Pecos River Bridge, and at the Judge Roy Bean Saloon. Saw the Aero-stat (large radar antenna in a tethered balloon) near Marfa but this time it was on the ground so we could see it much closer than we had seen it last year when it was up high. We spent the night at a motel in Van Horn, TX and had a good dinner at

(Continued on page 4)

## Next Event

EAA Chapter 35 Picnic

1130

11 June



## PRESIDENTS COCKPIT



**Steve Jones**

The May clean up event was very well attended by a cadre of thirty-one hard working volunteers. Rain dampened some of our plans, but it never dampened anyone's enthusiasm. We moved the projector screen and cleaned that place like it hasn't been cleaned in a year. The post cleanup lunch was simple fare, sandwiches and chips, with some very nice des-

serts and cookies donated by our fabulous cooks. The conversation was pretty lively for a group of tired workers. We'll be taking stock of the eave repairs needed and may put a call out for volunteers in the near future to do some eave and trim paintwork. Bill Laughton has volunteered to lead the charge to dismantle and dispose of our large but sadly rusting outdoor grill. When he's ready, we'll ask for help to cut it apart and load it in his truck. One request: Danny and Roxanne Beaver are missing a strap for their weed eater. If you know the whereabouts, please contact Danny, Roxanne or me. There's a toolbox left over, so I imagine someone out there will be looking for this as well.

Chapter 35 needs you! The grounds immediately surrounding the chapter building are our responsibility to keep mowed and in order. If you have time, a mower and an inclination to pitch in for the common good of man, please contact our Facility Manager, Freda Jones.

The family of Bob and Betty Day request your support. They will be holding an estate sale at the Day residence on San Geronimo Airpark, Saturday, June 25th and Sunday, June 26th. The times are: Saturday 9:00 AM to 5:00 PM, and Sunday 9:00 AM to 3:00 PM. If you can make it, you'll be helping them settle Betty's affairs, and you may find something you need for your hangar or home.

Our June Picnic promises to be another great opportunity to come out and socialize. We'll have a brief general meeting, followed by the traditional picnic. Freda's off in the other room drawing up plans for an event that is Pax Americana – hamburgers and hotdogs; the traditional burger-burn. You're encouraged to pack a picnic basket and share in the bounty and the joy that comes from living right here, right now!

Young Eagles Rally. Rescheduled, 50+ young flyers, excellent participation by Chapter 35, the City of San Antonio, and various aviation-oriented employers. Phil Vaneau and staff ran the event with incredible efficiency. From registration, to ground school, the flights, and post-flight contact in groups, the kids were engaged in aviation and monitored for their safety and well-being. As a result, the event went very smoothly! I'd like to personally thank the staff of Stinson Airport and the City of San Antonio for their commitment and support in tying this event to the city's Fiesta celebration. Their enthusiastic endorsement of our outreach to youth means that somewhere,

sometime, a young soul will look to the sky and say, "I want to fly!"; and we'll be there to make it happen. Remember when that was you?

Air Academy. The airline reservations are made, the academy tuition is paid. We're looking forward to bidding our representative John Karako fair winds and a pleasant journey as he heads north to Oshkosh. Our thanks to Maarten Versteeg for heading up this committee of one and making it happen!

What's the latest on Pilot's Bill of Rights II and Class 3 Medical Reform? Last month, it seemed to be locked up in committee in the House of Representatives. The Senate has other ideas. It's now included it as a rider on the next National Defense Authorization Act (NDAA). It seems the Senate is sending a clear message here. If the House Transportation committee won't act, perhaps the House Defense committee will.

Have you hugged your flight instructor lately? If that's a little awkward, a pat on the back and a handshake might do. Maybe a phone call or a text? If you've outlived your flight instructor, then congratulations. Who saw THAT coming? The point is, these folks have dedicated their lives to teaching us the finer points of piloting our aircraft and enjoying a unique pastime. They deserve our undying gratitude. Thank you to the many flight instructors who didn't exit the plane muttering this just doesn't pay enough! You have passion, and now we do, too.

Experimental Aviation. As this issue goes to press the Solar Impulse aircraft has landed in Lehigh Valley, Pennsylvania, en-route to the conclusion of its around-the-world flight powered solely by the sun. That's experimental aviation! Follow their progress at <http://www.solarimpulse.com/>



## MEMBER NEWS

Please welcome:

**Frederick "Fred" Hoelke and Linda Killian** Fred just brought his "Slepcev Storch", which is a replica of the "Fielder Storch" (saved Mussolini from the Mountain Prison) which is a very short take off and landing



aircraft. Fred is going to disassemble and re-assemble the project in the EAA Hangar. You should go by, say hello to Fred, and have a look at his project.

You may contact Fred at: [fredhoelke@aol.com](mailto:fredhoelke@aol.com) or 469-417-9896

# CHAPTER BULLETIN BOARD

## Student Pilots—READ THIS

From [http://www.faa.gov/licenses\\_certificates/airmen\\_certification/StudentReplacement/](http://www.faa.gov/licenses_certificates/airmen_certification/StudentReplacement/)

If you hold a valid (not expired) student pilot certificate, you may request the now required plastic certificate replacement. There are two ways to replace the certificate:

Create an account [online](#).

[Mail request](#).

A new certificate number will be assigned with the replacement. The fee for a plastic certificate is \$2.00.

For additional information click [here](#).

If you have questions or need assistance, please contact our [office](#).

If you need to apply for a student pilot certificate because your certificate is expired or you never held one, visit IACRA [website](#) and register as an "Applicant". For additional information on student pilot applications click [here](#).

From Doc Hecker

210-391-1072



## Chapter 35 Annual Picnic

Main Course: Hamburgers and Hot Dogs. Buns, lettuce, tomatoes, onions, pickles, mustard, mayo, and chips.  
Side Dishes: Please feel free to bring anything that goes with Hamburgers and Hot Dogs.  
Desserts: requesting pies, cakes, cookies, brownies or anything you like.

I would like to say thank you to everyone who participated and worked very hard on cleaning our chapter building inside and beautifying our grounds outside on May 14th:

Jon King, Chuck, Peggy & Becky Fisher, Jim Schlattman, Ulf Balldin, Steve Jones, Doug Apsey, Mike Lovelace, Danny & Roxanne Beavers, Bill Loftin, Maarten Versteeg, Brian & June Goode, Mike Landis, Ron Damrill, Tom & Grace Weinberg, Chris Neill, Nelson Amen, Steve Sheppard, Ron O'Dea, John Killian, Cody Cherry, Lew & Nancy Mason, Dave Baker, Darrin Medlin, Fred Hoelke

## Hangar Space Available

### Building a Project? Assembling a kit?

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

To post a classified—contact the editor at [ea35news@gmail.com](mailto:ea35news@gmail.com)

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

## 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](mailto:ea35news@gmail.com)

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

[www.35.eeachapter.org](http://www.35.eeachapter.org)



## GLIDING (CONTINUED)

(Continued from page 1)

the local steakhouse. Drove 452 miles from my house here at San Geronimo Airpark to Van Horn. Charlie also drove about 100 more miles just to get to my house from Marble Falls.

Thursday Mar. 3

We had the motel breakfast and drove to Maricopa, AZ where the Arizona Soaring Operation is located. The drive was pretty much like last year. We left the glider trailer tied down at the gliderport. Then drove to near-by Chandler, a suburb of Phoenix, and stayed at the Super 8 motel for four nights. We did 591 miles this day.

Mar. 4-6

Breakfast was always at the motel. Each morning we assembled the glider and put it back into the trailer each evening. I flew the PW-5 glider once each day. The weather this year was only marginal for soaring, not nearly as good as last year. It was good enough to fly but the ability to climb to high altitudes or to go somewhere was just not there. My best flight was 52 minutes and I barely got above release altitude. Charley also flew the PW-5 once each day, also with marginal results.

Friday morning Charley and I did a short hike at McDowell Mountain Park northeast of Phoenix. I love the desert in the cool morning.

Bill and Nancy arrived by Southwest Airlines on Saturday morning. Saturday Bill did a flight in the PW-5 and stayed up just over an hour. On Sunday Bill took a flight with one of the Estrella Flight Instructors and got cleared to fly some of their single seat gliders. He may want to fly there later in the summer when the PW-5 would be back in Texas.

Mar. 7

Up early, checked out of the motel, and headed home. Stopped at Lordsburg, NM for fuel and a quick service station lunch. We made it to Fort Stockton and checked into a really nice Super 8 motel. We had a good filling dinner at a Kbob's restaurant. We drove 684 miles today. Driving without the trailer was a little easier and slightly faster.

Mar. 8

Up early, good motel breakfast and continued east on I-10. In Texas we decided to stay on I-10 this trip. We wanted to visit the Junction, TX airport which is on I-10 for possible glider flying there. At Junction we went to the airport and talked to the air-



<https://media-cdn.tripadvisor.com/media/photo-s/02/d8/7f/5f/sundance-aviation-glider.jpg>

port people there. The airport has a nice wide 5000 foot paved runway, a shorter grass cross runway, and very little air traffic. There were no take offs or landings while we were there. The people there welcomed us to come fly the glider there. It would be a great place to fly gliders but we would have to have our own tow plane, not a big problem. I-10 between

El Paso and Kerrville has an

80 MPH speed limit, very light traffic, and there are only a few small towns which the highway bypasses. You can really make good miles in those conditions.

Continued down I-10 to Kerrville where we headed to Bandera and then home by 1 PM. I had to stop at Camp Verde to show Charley the Camp Verde Store/Post Office/Restaurant and buy us each a big cookie. The store is at the Verde Creek and is where the US Army tried to use Camels for carrying freight long distances just after the Civil War. The store and its post office have been in continual use since then. Gail and I have had lunch there many times. The food is great. We only drove 314 miles today. Then Charley still had to drive about another 100 miles to Marble Falls.

Conclusions:

Total miles for the trip was 2275. It was a nice trip, got to see friends, and did some glider flying each day in Arizona. Unfortunately the glider flying there was not nearly as great as it was last year. We will have another chance to fly there a little later and maybe things will be better. Hope to be able to fly at Marfa, TX too. It was a good trip, just not the greatest ever. Attached is a picture of the OMGC (Old Man's Glider Club) members at Estrella Soaring with the Estrella Mountains in the background. Left to right; Lee, Charley, Dennis, and Bill. The Estrella Mountains rise about 3000 feet above the dessert floor.



## FROM HEADQUARTERS

### CONSIDERING DONATING AN AIRPLANE? LET IT MAKE HISTORY WITH EAA!

May 26, 2016 - EAA's STC project has gotten the aviation community abuzz about the possibilities for the future of low-cost cockpit electronics. The initial STC allows the installation of the Dynon EFIS-D10A in Cessna 150, 152, 172, and Piper PA-28 and PA-38 series aircraft, with more types to follow in the future. EAA and Dynon are completing final arrangements for the FAA and we hope to begin selling the STC very soon.

Now it is time to take the next step, and we need your help. We plan to work with many other companies and products to expand the utility of the EAA STC. This expansion will best be accomplished with a dedicated testbed aircraft. If you have a type-certificated, light-piston single such as a Cessna 172, 182, or Piper PA-28, that you would consider donating, EAA would like to speak with you! The STC project is a significant EAA program for the betterment of all of general aviation. You would be following in the footsteps of an anonymous donor who provided a Cessna 150 EAA used for the bulk of its autofuel testing in the 1980s.

EAA is a 501(c)(3) nonprofit organization, and the STC is being offered to EAA members for a revenue-neutral price. For more information about donating your aircraft, please contact John Hopkins, EAA manager of Aircraft Maintenance, at 920-426-4875. For general questions regarding the STC, contact EAA Member Services at 800-564-6322.

### AIRVENTURE TICKETS ON SALE

AirVenture 2016 dates: Monday, July 25 - Sunday, July 31. You may purchase a daily ticket for any of the seven days, or a weekly pass, which includes all seven days. [Click here to purchase](#)

### EAA AIRVENTURE OSHKOSH 2016 NOTAM NOW AVAILABLE FOR PILOTS FLYING TO OSHKOSH

May 25, 2016 - The Federal Aviation Administration has released the EAA AirVenture Oshkosh 2016 Notice to Airmen ([NOTAM](#)), featuring arrival and departure procedures for EAA's 64th annual fly-in convention July 25-31 at Wittman Regional Airport in Oshkosh.

While the overall procedure is similar to past years, there are some changes compared to the 2015 version. Some of those changes include:

- Frequencies for Departure ATIS and Runway 9/27 departures
- Taxiways north of OSH Runway 9/27

- Markings on OSH Runway 36R
  - Notification requirement for aircraft over 12,500 pounds
  - Internet URLs
  - Advisory about separate arrival and departure frequencies
- Pilots can acquire a digital version NOTAM by downloading it through the EAA AirVenture website ([here](#)). For a free printed copy, pilots can order online or call EAA Membership Services at 800-564-6322.

To further assist pilots flying to Oshkosh this year, EAA's volunteer NOTAM chairman Fred Stadler is hosting a June 8 webinar that will highlight special tips and other aspects of the NOTAM fly-in procedures. [Register](#) for the webinar on the EAA website. In addition, the National Transportation Safety Board has published an informative safety bulletin about arriving to a major fly-in event.

### LET US KNOW ABOUT YOUR ACHIEVEMENTS!

Have you reached a milestone recently? Passed a checkride, given your first or hundredth Young Eagle flight, flown your homebuilt for the first time? Tell us about it at [editorial@eaa.org](mailto:editorial@eaa.org)!

### WEBINARS

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

6/1/16	8 p.m. CDT	Suck, Squeeze, Bang, Blow
Mike Busch		FAA Wings and AMT credit
6/8/16	7 p.m. CDT	Tips for Flying into EAA AirVenture Oshkosh 2016
Fred Stadler		
6/15/16	12 p.m. CDT	Aircraft Projects – Risks & Solutions
Bob Mackey		
6/15/16	7 p.m. CDT	ADS-B, a Pilot's Guide: Equipping for
2020	Bret Koebbe	Qualifies for FAA Wings credit
6/22/16	12 p.m. CDT	Why Are You Thinking About Personal Insurance at a Time Like This?
		Bob Mackey
6/29/16	7 p.m. CDT	Low-Cost Avionics STC Breakthrough
Tom Charpentier		



## ARE YOU DREADING YOUR NEXT MEDICAL?

### Chuck Fisher

As an Aeromedical Examiner (AME) I hear lots of questions, wives tales and fears about what to put on the medical examination form. During a counseling session in Joe's Hangar & Bar, we had a discussion generally about how the process works, and what happens to the information provided. So, I thought I'd share a few comments from the AME side of the physical.

First let me start with a basic ground rule. The first person you have to convince you are medically qualified to fly is yourself. If you are concerned about your safety – it is much better to discuss your concerns candidly with your AME and to provide him/her all relevant information. Your AME's only concern is for you to be safe, and know you are safe in the air and he cannot be your advocate if you are evasive or provide contradictory or incomplete information.

The physical starts with the history that is completed exclusively online through MedExpress. There is no paper option at all and most AME's don't have a place for you to fill it out in their office. The first section of the form is pretty self explanatory. It's about you, what certificates you hold and how much you have been flying. It gets harder though.

The next section is your medical history. This is arranged as always by "system" (eyes, ears, lungs, etc.). They say they want your medical history for your whole life. But let's not go overboard. The key here is "just the facts ma'am". The FAA does not need to know that you had a cold in 1968 or that you had a sprained ankle in 1970. But, if you have a condition that requires you to take medicines, have frequent physician visits, wear a brace or adaptive equipment, or for which you are receiving federal reimbursement – you should list it somewhere on the form.

Thus, if you have chronic allergies you'd write: "Seasonal allergies treated with Claritin as needed only", and if you've previously disclosed this check the box for previously reported. Surgical history is pretty permanent, so in the surgeries section even if you had an appendectomy as a kid in 1934, that is still relevant history. So you would type "appendectomy at age 10, Uncle Jims Hospital, Toledo OH" and check the box "Previously Reported" if it was noted on a previous physical.

One block that confuses folks was added a few years ago –

"Medical Disability Payments". This block was added after some folks were found to be "fully disabled" but to have no significant history on their FAA forms – sort of hard to reconcile. It isn't intended to be a "gotcha" but you do have to be honest here.

Most military retirees do have some level of "disability" in the eyes of the VA. That is not a surprise to anyone including the FAA. Be honest as sooner or later it'll catch up with you if you aren't. You might write "Military retirement 10% for tinnitus, 50% for sleep apnea", and if previously reported check the box. Obviously if you are receiving disability for something disqualifying, the FAA will know and you and your AME will need to work on a waiver. So come prepared to do so as we'll discuss below.



<http://thumbs.dreamstime.com/t/nervous-medical-patient->

Then you list all of the physicians you have seen over the past 3 years. You do not need to list dental cleanings or routine check-ups. You should list visits that are relevant to something you've noted as an abnormality (like the sleep apnea above).

Finally, you'll have to read and acknowledge that the FAA can and will check your driver's license record for any alcohol or drug related infractions. Be advised that you really don't want the FAA to find out before you call them – they'd consider this failure to report which will make it even harder to defend.

Now PRINT the form. There will be a number in the center of the bottom that the AME requires to open the form in his office. Without that number, the AME cannot do anything.

Be sure to keep a copy of the history form from each physical as well. Med Express does not carry information forward from year to year so you have to re-type it every time. Yes every AME in the world has asked for them to fix this but to no avail. I don't know about you, but I can't remember the physician I saw last week much less the exact date and address from a visit 3 years ago.

As annoying as it is, AME's cannot access physicals done by another AME. So, if you change AME's, they cannot look up your prior exam to fill in what you forgot.

So, here you are with your AME. You have dutifully filled out the form and he now sees that you have some history to discuss. For each positive answer the AME will type in a statement ex-

*(Continued on page 7)*



## Airborne Flag & Flagpole Donates Flags



15122 W FM 471  
San Antonio, TX 78253  
1-800-258-3524



Just in time for Memorial Day the EAA Chapter was honored to accept vivid new flags to celebrate.

We want to extend a huge THANK YOU to our neighbors out front, Airborne Flag & Flagpole, LLC for the generous donation of new Flags and rope.

Chris Neill is one of our newest chapter members and Airborne's General Manager who graciously re-strung our flagpole with new rope, snap hooks and installed the newly donated flags during our spring

### YOUR EXAM (CONTINUED)

*(Continued from page 6)*

plaining why this is or is not a problem. So, for your allergies he might type: "Seasonal allergic rhinitis, symptoms fully controlled with Claritin; has used the medication for 5 years without side effects to include drowsiness noted, symptoms fully controlled". The AME has decided this is a non-problem and has told the FAA so with this statement. Done.

But, further down he'll run into your disability for sleep apnea. That is clearly disqualifying and will require a special issuance – which is not hard to obtain. However, you will need to be prepared so it can be taken care of right then and there.

I advise all of my patients who think something might be an issue to call or e-mail their AME well before they schedule a visit. Although the FAA has lots of information on their website, I try to distill this down into a checklist. That way if you followed the checklist you will have already seen your primary care doctor and obtained a note saying how well you are doing, have your printout from sleep studies performed, and have a printout showing your excellent compliance with treatment (if CPAP), etc. That way your AME can document everything right away and either ask for an initial waiver or renew the waiver you have at that visit. What you want to avoid at all costs is having to send incomplete information to the FAA.

Unfortunately, not everyone comes prepared and not everyone is up front at the beginning. By law the AME has to forward your exam to the FAA within 2 weeks, completed or not. If you show up with significant medical issues, hospitalizations, no

clean-up.

Thank you Airborne for avidly supporting the local community and aviation!

Be sure to stop by and thank them yourselves—and keep them in mind for your own displays.



medications, or specialists visits but don't have enough detail to explain them or apply for a waiver you will have to scramble to get tests and documents together in time to submit the exam in 2 weeks. This is pretty hard and chanc-

es are, the AME will have to punt the physical up to the FAA without all the information. They will assume the worst and will request oodles of tests and papers and often more behind those.

So, here are the take-home points from this treatise:

- 1) Preflight your physical. Be honest, complete and prepared so you can make your AME your ally.
- 2) You must use MedExpress for your FAA exam. Period, no exceptions
- 3) Refer to your last history form to make sure you put the same stuff on this one
- 4) Be honest in your answers but stick to relevant facts
- 5) If you have something new that worries you (medication, new conditions, etc.) contact your AME for advice at least 30-60 days BEFORE the exam.
- 6) Print out the form, take it to your exam and keep a copy for your files
- 7) If you have a new condition or medication, be sure you have a checklist and bring all the required documents to the visit along with the checklist.



# SAFETY NOTES & NOTAMS

## MORE ON DENSITY AND ALTITUDE



**Ron O'Dea**  
EAA Chapter 35 Safety Officer

Last month we had a great article about High Density Altitude Flying (*Jack Wright—I learned from That! In Runway 35 May 2016, pg 9*) that certainly made the hairs on my neck stand up. I can only imagine how Doc Wright must've felt! If you haven't read it, do so. Then read below.

Having flown the mountains of Colorado myself and having conducted mountain checkouts I would offer some pointers on how to prevent "almost not making it".

Let me start by saying that the process needs to start with a good plan. Once you have calculated your weight and balance, and then your performance calculations the most important, in my opinion, is to decide when/if to abort the take-off. So, the general rule (75/50) is if you do not have 75% of your lift off airspeed before using 50% of the available runway, abort the take-off. In other words,



<https://s-media-cache-ak0.pinimg.com/736x/40/3b/0c/403b0cf74feaabbcdfffc3cd217ff060.jpg>

use the other half of the runway to stop. In the mountains there is another condition called "down slope". Wind blowing down the side of a mountain can prevent you from climbing and can push you to the ground.

What else needs to be considered? We have been instructed to use the aircraft's Flight Operation Manual and the Engine Operations Manual to calculate the take-off performance of our aircraft. Here is the "caution". The performance figures you see in the manuals are for a "Brand New" aircraft and engines. So, have you tested your aircraft to see if it performs close to the book? Many of the airplanes we fly are older and have a few hours on

the engine. So the performance may not be the same.

So, the take away is, have a plan. Make your decisions early while you still have options.

"Be safe out there" and keep your brain in the game!



## Who Will Represent 2 Million Young Eagles at Oshkosh?

Looking for young person to win full flight training scholarship

Able to attend AirVenture

2016 with a parent or guardian

Have the recommendation from an EAA member via their member number.

That young person will receive:

- A trip to AirVenture 2016, including travel expenses, lodging, and admissions for the young person and parents/guardians.
- A Lightspeed aviation headset
- A \$7,500 flight training scholarship

The application deadline is June 17, so act now! Young Eagles volunteers have made the program successful, so their nominations will supply the representatives of our Young Eagles program.

Apply at <https://eaa.awardspring.com/Home/ScholarshipDetails/16081>



**Here is a way YOU can fundamentally change someone's life! Will YOU sponsor the winner?**

EAA News May 5, 2016 – EAA chapters and members can help find the right young person who will represent 2 million Young Eagles at EAA AirVenture Oshkosh 2016! As we approach this historic milestone for the largest youth aviation education program ever created, one Young Eagle will be able to fulfill a dream of flight beginning at Oshkosh.

We're searching for the representative of Young Eagle No. 2 million and it may have been someone you or your chapter knows! If you know such a youngster, urge them to apply today. **(NOTE: The applicant will need the EAA number of the sponsoring member or chapter member to apply).**

What are the requirements? Applicants must be:

Between the ages of 15 and 17 (as of July 1, 2016)



## AIRPLANE INVOLVED IN ACCIDENT HAD BEEN IDLE AT LEAST FIVE YEARS

*HAD BEEN PURCHASED AT AN ESTATE SALE, WENT DOWN ON CHECK-OUT FLIGHT*

Reprinted from Aero-News.net Thu, May 26, 2016

<http://aero-news.net/aNNTicker.cfm?do=main.textpost&id=9f9b6dd1-7f63-4ca8-8404-d6be860ef9f>

*Editors Note: I included this re-print article as it dovetails nicely with Mark Julicher's article to follow. Potential buyers—pay attention!*

This is a cautionary tale with the message that, in the case of an airplane that has been sitting for a long, and indefinite amount of time, you can't just gas it up and go. Fortunately both people on board the Beech Sierra survived the accident with minor injuries. The new owner of the Sierra was not quite that uncautious, but it may be a long time before his newly-acquired airplane flies again. According to the NTSB's preliminary report, On May 10, 2016, about 1215 Pacific daylight time, a Beech B24R Sierra, N2052L, was substantially damaged when it impacted terrain during an attempted departure from Pine Mountain Lake airport (E45) in Groveland, CA. The pilot and the passenger/owner received minor injuries. The personal flight was conducted under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed. The passenger, who was a student pilot, recently purchased the airplane in an estate sale. Both the pilot and owner lived in Mississippi, and had traveled to E45 to retrieve the airplane, and fly it back to Mississippi. The airplane had been kept at E45, and reportedly had not been maintained, operated, or flown in at least 5 years, and possibly 10 or more. The airplane's most recent FAA registration expired in 2011. Subsequent to the purchase, the owner contracted with a mechanic at E45 to conduct maintenance on it, in preparation for the flight to Mississippi. The day prior to the accident, both fuel tanks were filled, and the pilot and owner took the airplane for its first flight after its dormancy. The airplane departed on runway 27, and flew one circuit in the pattern, as planned. That flight was uneventful. The next day, they planned to again fly the airplane, this time departing the area for some systems evaluations before returning to E45. This takeoff attempt, which terminated in the accident, was conducted on runway 9. The pilot reported that the first part of the takeoff roll and liftoff "appeared normal but during or at gear retraction the aircraft



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started losing power." He stated with about 1,000 feet of runway remaining, the engine "was not producing enough power to climb or accelerate," and that it was apparent

the airplane not going to clear the trees beyond the runway end. The pilot focused on attempting to climb, while simultaneously avoiding a stall. The airplane struck trees and a utility pole, and then thick underbrush and the ground. The airplane came to rest about 1,800 feet beyond the end of the runway, at a point slightly north of the extended runway centerline. The fracture-separated outboard right wing was located adjacent to the utility pole, and the engine had separated from the fuselage. The fuselage was slightly crumpled and otherwise deformed, but the cabin retained its

normal occupiable volume. There was no fire. The pilot reported that for both flights, he was seated in the left seat, and was the sole manipulator of the controls. He held an airline transport pilot certificate, and reported about 22,800 total hours of flight experience, including about 4,310 hours in single engine airplanes. Prior to his flight in the airplane the day before the accident, the pilot had no experience in the accident airplane make and model. His most recent flight review was completed in May 2015, and his most recent FAA third-class medical certificate was issued in January 2015. FAA information indicated that the airplane was manufactured in 1976, and was equipped with a Lycoming IO-360 series engine. E45 was equipped with a single paved runway, designated 9/27, which measured 3,624 by 50 feet. The airport elevation was listed in the FAA database as 2,932 feet. Runway 9 threshold elevation was 2,895 ft., and runway 27 threshold elevation was 2,932 ft.

For More Information [www.nts.gov](http://www.nts.gov)

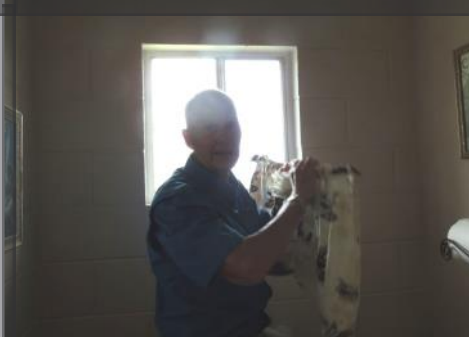


EAA 35 MAY CLEAN—UP





**EAA 35 MAY CLEAN UP**





# THE BUILDER'S CORNER

## THE PRE-BUY INSPECTION

### Mark Julicher

About half of the airplane purchasers I have known got a pre-buy inspection as part of their deal. The other buyers trusted their own judgment and trusted the seller. Both approaches have advantages and disadvantages and neither is fool proof. Recognizing that you may be a prospective buyer that will opt not to get a pre-buy inspection, this article might prevent you from purchasing a money pit.

*A word of warning: In 2015 we at Hangar 64 did major work on three recently purchased airplanes. In one case it cost the owner more than the purchase price to get it airworthy because the plane was out of conformance with its type certificate. In the second case it cost over \$10,000 to put the plane into safe condition because there were serious propeller and airframe problems. In the third case the plane had rotted fabric and rotted wood and required a total re-build. In each case, a pre-buy inspection would have revealed the issues.*

I prefer to begin a pre-buy inspection in the **logbooks and aircraft papers**. Good papers tell a story. So do bad papers.

I look to see if the engine and airframe are **in annual** and to see if there is damage history. Is the engine original? If the engine and propeller are not original is there a logical reason that they were replaced? Note the airframe and engine **times**. Later you will check to see if these match the tachometer and Hobbs. How many hours since the engine was **overhauled**? What were the cylinder **compression** values?

When was the propeller last overhauled? Some propellers require a periodic teardown so ensure that you are not buying a \$5,000 surprise.

How long ago were the magnetos worked on? When is the ELT battery due?

Is there are current **pitot-static check** and **transponder/encoder check**? Those can get expensive if there is a leak in the system or an instrument has a broken seal. When you get to the cockpit look carefully at the instruments. A cloudy instrument glass probably means a leaky instrument case.

Is there a good **Airworthiness Directives trail**? By "good" I mean is there an actual list of ADs and are there words written to describe how each AD was complied with? I don't accept statements such as, "All ADs complied with to this date." Too often that broad-brush statement hides a sloppy AD search. Oftentimes I find an AD search that only included the airframe, engine and propeller and this is generally insufficient because accessories have ADs too. A weak AD list is not always bad, but it is good to be suspicious.

I like to check the **Owners Manual and the Weight and Balance**. If the airplane was recently painted it better have a new weight and balance. If control surfaces were painted it better show in the logbook that the controls were balanced and if the control surfaces were removed there must be an IA signature when they were reinstalled.

Take time and read the **installed equipment list**. If the avionics are new, was the installed equipment list updated? If an old ADF or Loran was removed does the equipment list and the weight and balance reflect the change?

Look carefully at the registration **and airworthiness certificate**. Sometimes these are missing. Sometimes the registered owner is deceased and it may make a murky path to a clean registration for you.

If this plane is equipped with **fuel bladders**, when were they last replaced? Five or even ten year old rubber may be OK if the plane was kept fueled. Be circumspect of old rubber or a plane that sat unfueled.

Once you get this far on a pre-buy you are about half finished.

Finally, it is time to look at the airplane. This starts with a general impression – the "30-foot preflight." Look at the condition of the **paint and transparencies**. Poor condition here may indicate a need to look closer for corrosion. Is there hail damage? Does the airplane sit wings level?

Now preflight like you are going to buy it! If you can get a type-club checklist or advice then by all means do so. **Type clubs** know about hidden problems and places to double check, especially known corrosion points.

Find the airframe and engine **data plates**. If these are missing you are looking at a parts plane. Make sure the airframe and engine serial numbers match the logs.

While doing the best pre-flight ever, there are a few things to keep in mind. Look at **plastic and fiberglass** fairings for cracks; check door and inspection panel fit; see that latches work well and secure easily. Look for rusted and pitted landing gear **struts**. Look in **wheel wells**. There should be no **hydraulic leaks** and very little dirt on a well-maintained plane. Are the **hoses pliable** or petrified? Is there any sign of fluid on the **brake calipers**? Open a sample of **wing inspection panels** and look for general condition and corrosion. If you can, look under a **floorboard** or two and look for fluid and dirt. Look inside the fuselage for cleanliness and cracks and corrosion. Numerous corroded fasteners may mean that the plane sat outside for several years. If it is a vin-

(Continued on page 13)

## THE BUILDER'S CORNER

tage plane look for **good fabric** and **good wood**. Look for **water damage**. Delaminated composites can mean big trouble.

Is the engine compartment clean? Is the belly clean? Look carefully at **fuel and oil hoses**. Look carefully at **alternator belts**. Rubber items that have life limits. Look carefully at the **propeller**. Try to wiggle and twist the blades. Are any nicks dressed out correctly? Open the spinner and look for fluid.

*How about a pre-buy compression check? If the compressions in the logbook show good and the engine is young I might not do a compression check. If I know the mechanic that works on the plane regularly I might not do a compression check. If the compressions have been trending downward, or the plane does not fly much, or I have any reason to be suspicious then a compression check is a must. If you decide to do a compression check it is best done with a warm engine.*

Finally, get in the plane. Are **controls smooth**? Are any knobs loose or missing? Does the seat operate well? Are the brakes firm? Is the general condition OK? Is the carpet clean? Is there any cracked plastic? Are the placards and labels readable? Do all of the **avionics** work?

I hope this gives you some idea about how to do a decent pre-buy inspection. Naturally there is much more that could be in-

spected given enough time, but on the other hand it is not practical to dismantle the plane. Apply some judgment and experience and do the best you can.

Let me change the subject and suggest some good reading:

Hartzell Engine Technologies has an excellent web site chock full of information about their accessories. If you did not realize it, Hartzell owns several brand names and has service bulletins and troubleshooting guides on line for much of their stuff in very easy to understand language.

Here is an example from their FAQs:


"My Ammeter shows a steady oscillation back and forth. How can I cure this?"

This is one of many entries on the frequently asked questions page. Go have a look and expect some good education.


You will find Hartzell Engine Technologies at [www.hartzell.aero](http://www.hartzell.aero). This is not the same web site as Hartzell propeller.


**Editors Note: If this interests you, I'd encourage you to check out Mike Busch's "Is My Plane Too Broken To Fly webinar at <http://www.eaavideo.org/video.aspx?v=3032142640001>**







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## MAY MYSTERY PLANE REVEALED

### Doug Apsey

Congratulations to Dr Gary Saboe, Charlie Brame, Ira Wagner and John Koenreich for correctly identifying our May mystery airplane as the Douglas F4D Skyray. Charlie and Ira are chapter members who often figure out our mystery airplanes but it's great to see our newsletter sometimes



<http://www.ccdemo.info/AircraftPix/Skyray.html>

makes it into the hands of folks outside the chapter. Dr Saboe is a dear old friend from my active duty years at Brooks AFB who also happens to be my AME these days. John Koenreich is the General Manager of Skyport FBO at San Marcus. Many thanks to all of you for taking the time to respond.

The F4D was designed and built by Douglas Aircraft Company to fulfill a Navy requirement for an aircraft capable of quickly intercepting enemy aircraft up to an altitude of 50,000 feet. The prototype first flew on January 23rd, 1951, but the first production aircraft were not delivered to the Navy until 1956 and the Marines a year later. The F4D saw duty



[http://www.navalaviationmuseum.org/attractions/aircraft-exhibits/item/?item=f4d\\_skyray](http://www.navalaviationmuseum.org/attractions/aircraft-exhibits/item/?item=f4d_skyray)

as both a carrier based and land base interceptor. The name Skyray was an obvious choice for the F4D due to its sharply swept delta wing that resembled a manta ray.

The F4D was the first carrier-based aircraft to exceed Mach 1 in level flight and was the first carrier-launched aircraft to hold the world's absolute speed record of at 752.09 mph. The Skyray also set a time-to-altitude record going from a standing start and climbing at a 70 degree angle to 49,221 feet in 2 minutes and 36 seconds.

In 1962, the F4D was re-designated the F6A Skyray. A total of 422 Skyrays were delivered to the Navy and Marines by 1958 when production was stopped. The last Skyray was taken out of military service in 1964. A modified version of the F4D called the F5D Skylander was developed by Douglas

but was never put into production. However, two of the four prototype F5D's were flown by NASA for various research and development projects until 1969.

Sources for this article include:

Wikipedia

[http://www.navalaviationmuseum.org/attractions/aircraft-exhibits/item/?item=f4d\\_skyray](http://www.navalaviationmuseum.org/attractions/aircraft-exhibits/item/?item=f4d_skyray)

[http://www.militaryfactory.com/aircraft/detail.asp?aircraft\\_id=638](http://www.militaryfactory.com/aircraft/detail.asp?aircraft_id=638)



### NAME THE PLANE

OK, this is one of those airplanes that just makes you wanna say – Hmmm, what were they thinking?? Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information?



1. What company designed and built it?
2. What was its designation and name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.
3. What was the intended role for the design (i.e. why did they ever build this thing)?
4. What year did it first fly?
5. What airframe was it derived from?







# Country Store

Brian Goode

The EAA Chapter 35 Fishing shirt inventory has a good selection in inventory, ready to be worn to the next Chapter 35 meeting, so please stop by and pick yours up .



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which will be available at all of our meetings. We will be doing a show and tell of some of the products at a future meeting.

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[Click here](#) for the complete product line



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Chapter 35 Bumper Stickers		\$1.00
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**CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM**

JUNE	11	<b>ANNUAL CHAPTER 35 PICNIC</b> <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	9	<b>FLY-IN BREAKFAST EVENT</b> <u>Chef, Prep Cooks, Servers Needed</u>  BOD Meeting	EAA Chapter 35 Clubhouse 9:00-12:00 am  12:30 pm
AUGUST	13	LUNCH MEETING  Matt Van De Walle, C5/C5M Pilot	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	10	LUNCH MEETING  Richard Elder, Fire Resistant Materials	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	8	LUNCH MEETING  BOD Meeting	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm 10:30 am
NOVEMBER 	12	<b>ANNUAL CHILI COOKOFF</b> EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am  Immediately following the meeting
DECEMBER 	10	<b>CHRISTMAS PARTY</b> Christmas gathering 11-12 Lunch catered Gift Exchange ~\$10 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

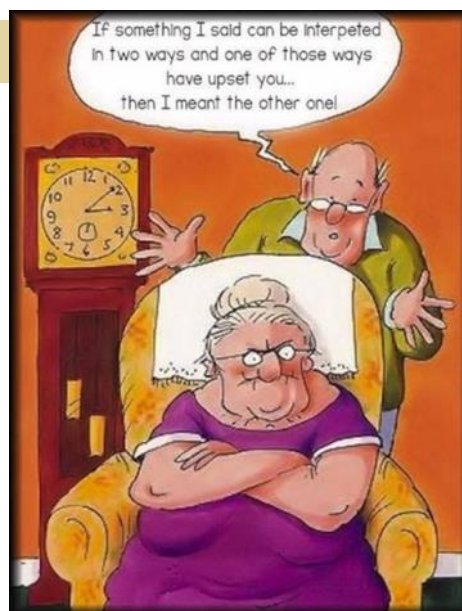
**Upcoming Local/Texas Events and Airshows**

Aviation Calendar of Events websites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-ins <http://www.flyins.com>
- Fun Places <http://funplacestofly.com>
- Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>

- Sept 17-18 Heart of Texas Airshow  
Waco, TX
- Oct 21 – 23 Wings Over Houston Air  
show  
Houston, TX

- June 11 International Young Eagles Day/EAA Chapter  
187 Young Eagles Rally  
Georgetown, TX
- July 21-31 AirVenture  
Oskosh, WI





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pilot, Garmin 296 GPS, Icom IC-A200, KT76A Transponder , \$38,000 obo or possible trades , ohlson38@gmail.com, 830-765-7481 *(expires Jul 2016)*

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"**SAN GERONIMO AIRPARK HANGAR FOR SALE:** Unit 7 of new building on west side of entry road. Contact Ulf Balldin (210 663-7391) or Tom Morgan (210 884-4597)." *(expires Jun 2016)*

**Mustang II FOR SALE!** Built 1970, 1,082.0 TT, 354 SMOH, Lycoming O-320 (160 hp) , Fixed pitch Sensenich propeller, 03-16 Condition inspection, Updated cowling, canopy, E-mags, fuel injector and other mods, Dynon D10A EFIS with auto



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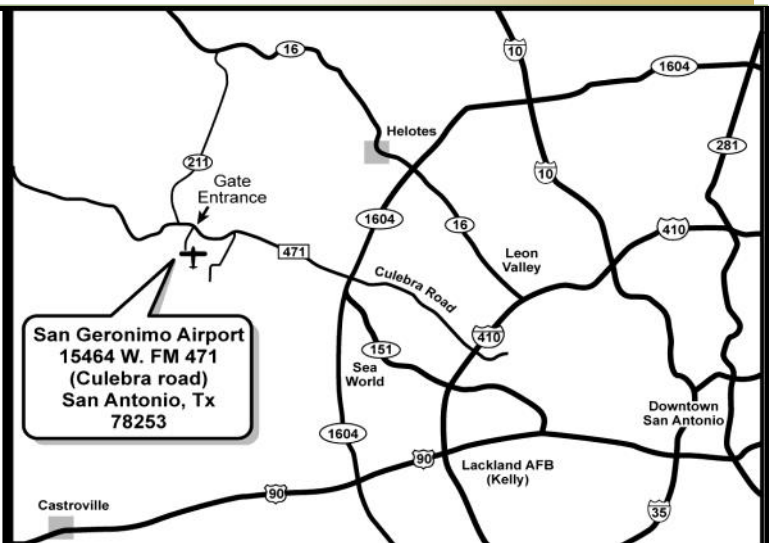
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Ron O'Dea, Membership Chairman  
15464 FM 471 W., #14  
San Antonio, TX 78253

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

*Chapter 35 meets  
Each Second Saturday of the Month*

**11 June 2016**  
**Annual Chapter Picnic**  
**1130**  
**Chapter 35 Clubhouse**



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

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

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

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

[www.35.eaachapter.org](http://www.35.eaachapter.org)



# ALL You Need to Keep it Looking New!

Water-Based, Non-Corrosive, Alcohol & Ammonia Free. Meets Boeing Aircraft Spec. D6-17487P & D6-7127M



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



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



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



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

**NEW**

**Waterless Wash Wax Mop - Faster, Easier, Safer.**

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



**NEW**



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



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



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



**NEW**

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



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



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



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



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



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



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



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



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



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



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



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