



## CHAPTER 35 "OSHKOSH RECAP" 2019

September 2019

Volume 61 Issue 9

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By Andrea McGilvray

The aftermath of our visit to Oshkosh is finally hitting home. Need to wait for another year for so much fun. This past year was a record! So next year, are you coming? So much to do, so little time to do it in, and it all needs to be planned at least 6 month to a year in advance. So what are your options? With your help, lets create a "best plan for mice and men/women" approach to going next year. Why did you travel the way you did? Would you do it different? And why? Tell us all! I know my reasons.

My little airplanes are far from comfortable enough to travel that far and there is not enough room to put anything besides a overnight bag at best. Also rain and weather are a major factor for me. BUT the commercial flights are a great method. In 6 hrs I was at my destination and sleep was a option! My accommodations was at the University dorms. Far from a 5 star, but this much fun does not require much sleep.

Cost and the convenience of bus schedule's were perfect. Never had to wait. Weather was perfect, but I did have a rain jacket just incase and I used it to sit on to watch the airshows. No Fire-ants! A small backpack is a must so that your arms don't get too long after you go shopping. A phone is a must so you can

keep up with your new friends that you just met or will be meeting. A camera to remind you of the things you found amazing and want to remember, this combo is called a smart phone! I met so many wonderful people from around the world this year. New Zealand, Australia, Great Britain. I con-

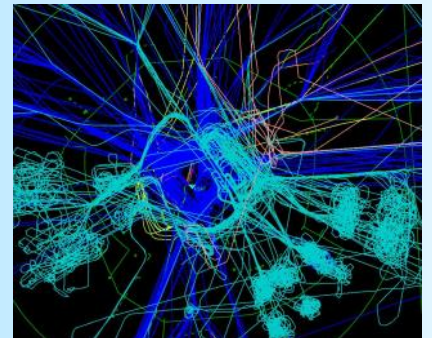
ected with those people I have been talking to on Social Media that I had never met in person yet. Great Meet up with your "group". I belong to the Hatz, Ladies love tail draggers, and the IAC and we all had gatherings over food and drink. What better way to get to get with like minded people. Next year, I hope to see you there! [Click here for Link to EAA 2019 Facts.](#)



### September Meeting: Flying into Kelly Airfield.

#### Great info from our August Speaker, Travis Uhlhorn.

He talked about the flight following services provided by SAT TRACON and what their requirements are for VFR services in the SAT terminal area. He also discussed several of the known hot spots for traffic operating into and out of airports in the local area. Boerne is a HOT SPOT and so is San Geronimo. Airpark!



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## PRESIDENTS COCKPIT

STEVE JONES



**Making a Difference.** David Gonzales returned from Advanced Air Academy with great stories of a program that exposed him to a wealth of opportunities in Aviation. And, he has soloed! Both David and Zach Ruiz spent a few moments catching us up with a status report. In David's case, he has much to tell us about his trip to Oshkosh, so look for a

presentation from him in the near future. Zach is progressing in his ground and flight academics, and has flown both a Symphony 160 and a Cessna 152. Vice President Darren Medlin spent time at AirVenture mentoring students participating with Aviation Nation. Your Board of Directors is gearing up for a follow-on meeting at Kelly Field to work out the details for Port San Antonio's Youth Aviation Expo to be held November 16<sup>th</sup>.

**Young Eagles.** The Kelly Field Expo will be underpinned by a Young Eagles event. In addition, between now and November 16<sup>th</sup>, Phil Vaneau is planning two other Rallies. But wait, there's more. If you're a Young Eagles pilot, Phil may reach out to you to help a young man or woman realize their dream of flight even if there's no rally scheduled. The take away? We're asking you to be ready. Take a moment to check your status or complete the Young Eagles Youth Protection Program requirements. You can start here: <http://www.eaa.org/youngeagles>

**Presentation.** Travis Uhlhorn, Air Traffic Controller at San Antonio International, briefed us on congestion and conflict areas all around the city. It was an eye-opening look at airspace sequencing and separation challenges as seen from the controller's point of view. Travis invites any pilot who can take two to four hours to visit the tower and ride along. You'll really appreciate all they do to make our flights pleasant and safe.

**VMC Club.** This month, we focused on TFRs and AirVenture. I get terribly excited when an F-16 decides to sidle up and fly formation with me, so TFRs are a topic of keen interest. These meetings are a great opportunity to share our experiences, talk about aeronautical decision-making, and to learn from one another. Join us again Friday, September 21st, 6:00 PM for the next installment. For more information on the EAA VMC Club, see: <https://www.eaa.org/eaapilots/EAA-pilot-proficiency/vmc-club>

**Brisket Meal.** How many different ways can we say your Facility Team rocked this meal, again!? Seventy-two members, guests and NEW members gathered for what has to be the second most anticipated meal of the year. The Christmas Banquet and Awards Ceremony trumps this, but only slightly. Our team of volunteers expertly smoked four briskets and laid out the kind of meal people write

about! (I do have a flair for the obvious, and yes, I am writing about it) Folks, that has to be the best \$5.00 plate of brisket this side of the Pecos! (and dessert, too) As always, we strive for continuous improvement, so if you think this was good, wait'll next year!

**Meeting.** We opened the proceedings with a pledge to our flag, our country, and the great people who make this land so special. Jim Humphries led us in another inspired invocation, and then President Steve Jones **held the brisket hostage** until someone stepped up to spell our Country Store managers, Brian and June Goode. We thank the Goodes for taking the Country Store to a new place, and welcome Rick Vinas as our new manager! Look for trip reports from the Goodes as they hit the road to confirm we really do live in God's country.

**Volunteering.** It wasn't just Rick Vinas stepping up. Kris Kelly answered the call to head up the Nominating Committee. It's time to look inward among our ranks and decide who will lead this phenomenal chapter into the future. Kris will reach out first to build his five-strong committee, then to incumbents and other committed members to learn who is ready to step into the role of President, Vice President, Treasurer and Secretary. The committee has a short-lived, but incredibly important task, so when Kris reaches out to recruit you, lean in. The future of EAA Chapter 35 depends on you.

**Coming up:** The Spaghetti Wars. Our November Chili Cookoff is just a couple months away. Let's ease into it this year with another Spaghetti Sauce competition! We'll bring the pasta cooked 'al dente'; you bring your secret Spaghetti Sauce recipe. If this sounds like fun, give your Facility Manager Freda Jones a call at (210) 570-9435, so we can be sure that together we've got this covered.

**Grounds Manager.** Speaking of volunteering, we need you to line up volunteers to keep our chapter and hangar grounds looking top notch. Your organizational skills will help the chapter. Even if you're a reluctant hero, you can master this role. We're talking about lining up your cadre of volunteers to sign up to a calendar month. A calendar, a name, a commitment. It's an easy way to flex your muscles as you prepare to take on other leadership roles within YOUR chapter.

**AirVenture 2019.** In September, we're going to spend a few minutes passing the microphone and recounting tales of the 50<sup>th</sup> consecutive AirVenture aviation convention at Wittmann Regional Airport in Oshkosh, Wisconsin. That's quite a milestone, and you were part of it! Forward your best photos and stories to our newsletter editor, Andrea McGilvray, at [ea35news@gmail.com](mailto:ea35news@gmail.com). We'll grab a sample of pictures to put in rotation on the big screen at the next meeting.

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



## CHAPTER BULLETIN BOARD

### HELP is NEEDED!!!

*Chapter 35 needs your help*

1. *Grounds Keeper*
2. *Young Eagles Pilots and Ground volunteers!*

### LUNCH /Spaghetti Cook-Off!

A lifetime has passed since the horrific events of Taco Tuesday. Our lives descended into chaos. This new life has toughened and hardened us all. There is no peace, only war. Prepare for combat in the EAA Chapter 35 arena. Prepare for Spaghetti War 2019!

This is how it goes down: Neutral parties bring the pasta. Combatants bring their secret weapon of choice, their ultimate spaghetti sauce.

**Main Course:** Risotto.

I'm kidding. Spaghetti.

#### Side Dish:

- Crisp Garden Salad
- French Bread
- That's it. This is war.

If you have a contender, a winning spaghetti sauce, we would very much appreciate your contribution. Please contact Freda Jones at [ea35facility@gmail.com](mailto:ea35facility@gmail.com), or call (210) 570-9435.

**To Drink:** Unsweet Iced Tea, Lemonade, Coffee, Soft Drinks, Water, Tears of the Vanquished

**Desserts:** requesting pies, cakes, cookies, brownies or anything you like.

**Shout Out:** Thank you to all our volunteers and preparers who supported the August Brisket Extravaganza!

#### Preparers/Servers

- Freda Jones – Pit Master
- Roxanne Beavers – Server
- Peggy Fisher – Server
- B.J. O'Dea – Drink Station
- Steve Jones – Blade Runner
- Danny Beavers – Blade Runner

#### Contributors

- Roxanne Beavers – Cole Slaw
- Peggy Fisher – Reeses Peanut Butter Cupcakes
- Gail Scheidt – Ice Cream
- Andrea McGilvray – Peach Cobbler, Tomatoes & Herbs
- Unknown Father and Son – Cake, Chips and Salsa
- Nancy Mason – Chocolate Cake
- Nelson Amen – Lollipops
- Dee Brame – Apple Pie
- B.J. O'Dea – Apple Pie

**There may be more – fog of war clouds forming**



**EAA**  
**Master the Art of Aviation**

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

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

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

**EAA Chapter 35**  
 787-644-7828  
[ea35vmcclub@gmail.com](mailto:ea35vmcclub@gmail.com)  
[www.eaa35.org](http://www.eaa35.org)

**VMC CLUB**

## Oshkosh 2019 all lined up and ready to go!!! , By Jane Kellogg | M.S.Ed.

Confident that the weather forecast for sunshine all week was accurate, we expected everything would be perfect for the 2019 mass arrival unlike 2018, when 150 airplanes in three ship formation suddenly had to divert to *Fond du Lac* Airport because Oshkosh went IFR, would not repeat itself, we took off from my son Jays home airport Xo9 Covey Trails in his Baron on Monday, July 15 to FTT, Fulton Airport 588 nm, half-way to our destination of Rockford, IL.

Our route involved a lot of dodging numerous cumulous clouds at various levels including 11,000 feet and above. We kept the oxygen tank beside us and checked our O<sub>2</sub> level frequently. This was a great time for me to take some pictures of what it is like flying in and out of clouds in non-convective conditions to share with the SWISD classes in the fall.

We stayed all night in Fulton, then departed mid-morning for Rockford (FTT-RFD), the host airport for departure of the Bonanza Oshkosh mass arrival event on Saturday, 20<sup>th</sup>. Jay was able to brag about being the first Bonanza to arrive in 2019 for **B2OSH XXX**, July 16<sup>th</sup>. A 2-day business meeting in Chicago was in between and we arrived Rockford on 18<sup>th</sup> ready for the exciting days ahead. Dinner at Thunder Bay Grille in Rockford was the first official Oshkosh gathering for the Bonanzas on Wednesday evening.

Many of the pilots who would be flying planes on Friday and Saturday, wives, friends, etc. were there. As you can imagine there were a lot of flying stories (tales) being shared. In fact, except for being introduced to others I think flying episodes were the only topic of conversation!!!

Traditionally on Friday evening the Showcase pilots do several flyovers in different configurations, so they hold a final practice on Friday morning and afternoon. Jay, the lead pilot for the Texas V-Tails, invited me to fly with him.

So bright and early, all members of his team climbed aboard their respective aircraft ready to depart – a “Flight of 7” to Freeport



where we were scheduled to meet up with the Beechnutz flight of 8 or lunch. At launch, the sky was vivid blue otherwise known as “severe clear”, hot, with a light wind and I was enjoying every minute!!! So much so, I was disappointed when we had to land for lunch.

We joined with The Beechnutz team for lunch. After the food, there was a general briefing then the walk

through ensued. I was fascinated to watch them practice by physically walking out the routine.

Confident any kinks had been worked out we all boarded our planes and started taxiing when the No 2 plane in Alpha group (Beechnutz) could not get his plane started, the rest of us continued taxiing and just before time to launch, No 2’s plane started and we delayed slightly to let him rejoin the flight.

Now we are a flight of 15 taxiing down the taxiway, really cool!!! We practiced the shared maneuvers this time then broke up to land single files.

While we were in the air, other pilots, wives, friends, family members and others had transformed the Emery Aviation hangar into a party hangar. With a base of 137 pilots, there must have been several hundred people there volunteering to setup tables and chairs

and the registration tables getting ready for the hangar party which had already started when we got back, and I must say the beer and cold water was welcome. This is when we get our official Fly-in apparel, and official shirts for the first day of the show. Olive drab T-shirt for fly-in day with a yellow cap, and nice tailored shirt for Monday night celebration.



After dinner we all went outside to watch the Showcase Performance that the teams had rehearsed earlier. They were flawless. A great end to the day.

Continued on pg 5...

**Continued from Pg 4..., By Jane Kellogg | M.S.Ed.**

**Saturday:** Fly-in day arrived sunny with a few clouds around. We all put on the shirts for that day, checked out of our hotels, put our luggage in our planes, quickly ate breakfast then got ready for the first briefing of the day. At the briefing they went over all the safety features, reviewed the Notams, the arrival plans, parking plans, etc. We were to reconvene at 1:30 ready to go.

We had the option to stay in the meeting room until the 1:30 briefing so that's what we did.

Back in the briefing room at 1:30, the first slide was showing the storm bearing down on Oshkosh. We all tried to keep our hopes up that maybe, just maybe, it would not be as bad as it could be. Now the next briefing would be at 4:30.

We decided to go have a late lunch at The Command Post while we were waiting for the 4:30 briefing. There was an army base there during World War II and they still have a lot of items from that period in showcases around the restaurant.

By then friends and family who were already on the ground in Oshkosh got to sending pictures of flash flooding, people in rafts on temporary ponds in the middle of the campground and in general looking like the famous EAA "sloshkosh" in 2010.

At 4:30 we got the official word:

**Formation Flight is Cancelled**

**Oshkosh was closed.**

**No arrivals were permitted,**

**No place for us to park at Oshkosh**

**Must get aircraft off RFD by Monday**



**Planes as far as you can see in multiple rows lined up and nowhere to go.**

At this point, the organizers said that it was, "each man on his own". Many of the pilots left at this point and sadly some decided not to return. Jay decided we should stay in Rockford overnight so we quickly called the Fairfield Inn and got two rooms and some of the other pilots did likewise.

Of course, now, we must get the suitcases out of the plane, get Uber to pick us up and take us to the hotel. And oh yes, we now have a huge thunderstorm coming into Rockford. We were basically running to get what we needed from the plane and Jay was securing the airplane. The storm was fairly violent and planes already on the flight lines began moving minus pilots. Fortunately, lots of pilots were out securing their planes so no harm was done.

We were able to stand inside the building where the briefing had been held until the storm subsided. Jay was able to get a slot to fly into Appleton Airport on Sunday, so we were set. It was a subdued evening but some of our friends were in the same hotel and we ended up sharing drinks and telling more flying stories in a small outdoor patio.

**Sunday** After a leisurely morning, we headed to Appleton Airport. There were dozens of planes in the air trying to get a slot to land. I was glad Jay had the forethought to call the day before. When we landed there were multiple planes holding at intersections waiting for instructions as to where to park - in many cases it was the grass. Many displaced bonanza pilots were among them. Since we were a



twin, we were fortunate to get hard surface parking. Appleton was also allowing camping on the grounds.

I had booked Jay's wife Kathy and I a room at the Doubletree, so Jay roomed with us instead of the

dreamed of camping under the wing of the airplane on the dry Oshkosh grounds. With an extra night, Jay tracked down friends from Covey Trails that he knew were in Oshkosh to have dinner with us on the river. They were neighbors in the Covey Trails residential airport so, guess what we talked about.

Continued on Pg 6

## ... More Stories from our members while at AirVenture

Continued from Pg 5

**Monday:** Jay and I popped up early and took Uber to EAA and Kathy joined us later. The Bonanza tent was busy and Jay and I had a chance to visit with the staff and other pilots. Kathy joined us on her scooter I had reserved for her – very nice!

The show itself was great and on Monday evening as they say, the show must go on. When these couple hundred + Bonanza pilots, family and friends celebrated Oshkosh in the North 40 with Bar-b-cue and drinks.

**Tuesday:** Was another great EAA day of checking out exhibits during the day and attending another major event for the Bonanza pilots, the annual Membership Meeting held off-site at an event venue – Brighton Acres. This was Jay's last event as Board President so presided at the meeting where they gave him a plaque. However, he does have to go back next year as the immediate past president so I guess Oshkosh 2020 may be on the calendar.

Fly out was Wednesday – arriving Covey Trails at 6:00 pm where everyone scrambled to get me loaded in my car and on the highway back to San Antonio before dark. A great trip with lots of excitement, you just cannot beat that.



### Kelly, Kristofor

Here are my takes;; Being there as part of EAA 35 was so cool, plus meeting my best friend James from Tampa was awesome. It's always about the people.

The night airshow on Wed was amazing, esp the Aeroshell T-6 routine. The hum of those engines at night is magical. The fireworks were both thrilling and disconcerting J. I have never seen a fireworks show that ended with a mushroom cloud being shot at by fireworks like something out of Space Invaders, and absorbing them like a black hole. Overall the fireworks finale reminded me of something out of a sci-fi horror movie. Still partially speechless.

1st time at the seaplane base ... so cool (literally 5 degrees cooler and much shadier than airshow center). This is the best place to take a nap. They have a funny sense of humor there, like the sign at the picnic table at the bus stop that reads: "Interested in time travel? Meetings held last Thursday every week."

Friday night in the theater in the woods, the Grumman Lunar Lander



panel followed by Joe Engels and Michael Collins was a lifetime bucket list event. There is nothing I can say about how awesome that was ... just tell people to watch it on YouTube: "Michael Collins Airventure 2019."

I got a selfie with Norman Surplus, 1st gyroplane Atlantic crossing. Very cool ... his story has been featured all over EAA.

This is my 4th and best Oshkosh, and I spent the most time ever in vendor booths and the Innovation hangar. Learned a ton.

Best "cheap" gear: the "nature's lounger" and similar inflatable couches were a hit. I bought one and intend to order a bunch as gifts to friends. They are even cheaper online.



### Chris Watson

Even after the horrible experience flying into Oshkosh in 2018, I decided to try again in 2019 and flew my RV-4 in on the Sunday before the show. The storms on Friday and Saturday had the field shutdown for grass parking until late Sunday which could have easily caused the same arrival disaster as 2018 but I was pleasantly surprised by much better ATC controllers at Fisk this year and got right in on the first shot.

I was eager to be there this year in my RV-4 because they were celebrating 40 years of the RV-4 and I was able to park mine in the first of 3 dedicated rows of RV-4s right at the front of homebuilt parking. This year was the first time I have attended without camping at my plane. This year I shared a house with some friends and might now be ruined for camping on the grounds... I attended the RV-4 lunch get-together and Vans provided anniversary shirts and featured our group photo on their social media feed.

One cool thing that happened to me this year is that I was contacted by the IAC a few weeks prior to the show and asked if they could include a video I had posted to YouTube of one of my aerobatics competition runs in a compilation of member videos. This video was to be shown during Oshkosh at the IAC building. I agreed and made sure that I got to the IAC center to get a "selfie" of me in front of my video on the screen. That was probably my 15 minutes of fame so I guess I can stop holding out for a cameo in the next Avengers movie.



## Dream of Flying a Pitts, by Andrea

### 1<sup>st</sup> solo flight in June 2019.

*As Budd Davison sent a txt to me, "There are airplanes and there are Pitts Specials, don't get the two confused!"*

What is a dream? And why do you want it to become a reality. Are you sure you want it? IF so, What will you do if it does become a reality??

First, don't listen to ANYONE other than those that have done it. Those that have not done it, won't do it. Most of them are naysayers.

Most dreams are dreams and stay that way because we don't think we/ourselves are good enough, deserving, smart enough etc... but those are limitations, and we put these on ourselves and, sometimes with help of those we love and love us. But we live every day and will die one day. So why not try to accomplish a dream at least a few times in life. What could happen? Dare to dream and make it happen!!



The fear of success is at times as great as failure, sounds odd. I can promise you that if you try and fail, then you know the answer or know how to not do it that way. If you don't try, you have already failed and will never know the truth if about what could be. Most inventions including the simple lightbulb would not be here today if those that tried did not fail until one day they succeeded.

My dream 30+ years ago when I say my 1<sup>st</sup> Pitts at a airshow was to fly a Pitts. I went down all the rabbit holes that I just listed above. I even stopped flying for 20+ years. There have been many people in my life I respect and that care for me that did not encourage me. BUT then, one day I said to myself, I want to try and see vs never know. The door was standing with it cracked open and I wanted to dare to open it and go and try it. I was not willing to commit to buy buying one and then figuring out I could not do it. I was skeptical. I told myself, that if nothing else it will make me a better pilot. So what happened next was amazing.

Here is the fear that I had about the Pitts.

AS anyone can watch these little airplanes when they land, they skip and hop and jump around before settling down to a roll out. THAT looked hard to do and right out scary from the sidelines. Sidelines are just that! They are looking from the outside in.

So I tried and what looked scary from the outside watching was not that scary inside. Grant you it is FAST! So then with a few good teachers and practice, I have my dream airplane. Don't get me wrong, I love my Kitten, Hatz and all other airplanes. But my true love was always a Pitts. Amazing teachers like Budd Davison and Steve Wolf made it happen for me.

N-900DK flew in from Florida by her previous owner Matt Thomas, a young commercial airline pilot.. It took almost a week before I could fly

due to weather. I wanted the day to be perfect with the least inputs.

So what happened on my 1st Flight In the SiC (lovingly called Lit'1 Bit" ). Reason for her nick name is that a little bit goes a very long way in any of the inputs.


I had the intent of the 1<sup>st</sup> flight to be at least 45 minutes so I could get used to it, and enjoy it just incase something went wrong on my 1<sup>st</sup> landing, and I wanted a full tank just in-case I needed to go around a lot of times before I got it landed. I won't say there was no apprehension, but I was not afraid. I actually was quite confident and knew inside me that "I could and would do this without an accident" My concerns were simple. Keep it straight on takeoff and on landing/rollout. Sounds simple. The light touches this airplanes needs to make it do something is amazing.

So on takeoff, I expected quiet abit of p-factor and there was not as much as I expected. The wood prop helped, and Budd taught me to keep the tail on the ground and let it fly off, which is exactly what happened. I got off the ground without any issues. After catching my breath, I laughed and laughed. I am wearing my airplane. It was as light as a feather and it reacted with just thought. I had to roll and loop it just because. That was the very first thing I had to do. And yell with joy. I had promised my mom that was playing golf, a fly over. I sent her a txt and found that my new airplane will fly straight and level hands off! Wayyyy cool? Who needs autopilot!!! I gave them 3 steep turns above them and then decided to fly over to Medina Lake. I have never felt comfortable flying the Hatz low to the ground, but for some reason the Pitts is sooo comfortable. Everything about is perrrrfect. AND it just purrs.

So then I decided I'd head back, but as I looked back home, that nasty storm had moved in and had Hondo covered up. So well there are options! It is easy to see from the air, so I decided to go to Uvalde. I had my cell phone and txt a friend to see what he could tell me about the local conditions. My Foreflight was working but not updated. I keep looking at the radar. That would help me decide what to do. I still had 1+ hrs of fuel so I was in good shape. So off to Uvalde. When I got there the wind was stiff and cross wind. So I shot a few approaches just for giggles but never let the wheels touch. Getting the "feel" of the decent and speed of things.

After my second approach I decided to look again at my radar and it shows Hondo clear again. So off I go. The day was cool and crisp. The rain made the air smell so good. On my way back to Hondo, I did lots of wingwag just Incase someone was as needing a wave. I'd hate of missed someone. To do a wingwag is as simple as moving your fingers. No extra effort.

It was 1.45hrs 1<sup>st</sup> day and it felt like minutes.

*...MORE of this story NEXT Month, I would hate to just talk about my flying! I hope to hear more about yours!* 

## New Chapter 35 Members

### *Please welcome:*

**Robert Messenger** Robert is a Commercial Instrument ATP Helicopter pilot who is a State Trooper and retired from the US Army Military Police. He flies helicopters as well as PC-12, C-206, and C208. Robert just received the plans for and is going to build a Skybolt Biplane. Contact info: 956-229-0801 or [robertmessenger@yahoo.com](mailto:robertmessenger@yahoo.com)

**Tim Carter** Tim is from Elmendorf, TX. He is retired and is building a QuadCity Challenger and is just starting his adventure in aviation. He has flown one time in a single engine aircraft, in the Hatz July 1st. He was referred to Chapter 35 by Andrea McGilvray. Contact Info: 210-289-1780 or [TexasTimCartor@gmail.com](mailto:TexasTimCartor@gmail.com)

**Tom and Danita Duncan** The Duncan's are from Medina, TX. Tom is teacher who is retired US Army and flies Gyroplanes. He has also built a Quicksilver MX and owns and flies a Tangogyro. Contact info: 972-825-7928 or [tomduncan34@yahoo.com](mailto:tomduncan34@yahoo.com)

**Robert and Teri Jarke** Robert is from San Antonio and is retired USAF Communications and is a Commercial Instrument rated pilot. He was referred to Chapter35 by Jim Edward Weaver. Edward is from San Antonio and is a Private Pilot who is skilled in Auto Engines, Avionics, Computer Maintenance and Microsoft Office. Contact info: 210-416-7288 or [RJarke@yahoo.com](mailto:RJarke@yahoo.com)

**Edward Weaver** Edward is from San Antonio and is a Private Pilot who is skilled in Auto Engines, Avionics, Computer Maintenance and Microsoft Office. Contact info: 210-241-7460 or [edward636@gmail.com](mailto:edward636@gmail.com)



## Young Eagles Program

### *From: Phil Vaneau*

Fellow Volunteers, We have allot of new information concerning our chapter's Young Eagles Program to pass on. Firstly, we are planning at least two large Rally's. The first will be October 5th at Stinson Municipal in conjunction with Women in Aviation (WAI). We have supported WAI before and it has always been a large, worthwhile event covered by the local news. The next event will be a first for us. The Port of San Antonio will be having a Youth Aviation Expo at Kelly Field on November 16<sup>th</sup>.

Chapter 35 will conduct a Young Eagles Rally during the Expo.

As you can tell, our Chapter is going to be in the limelight participating in these local events.

To plan them properly, I need a list of ground and pilot volunteers in advance. Please email [pvaneau@gmail.com](mailto:pvaneau@gmail.com) to sign up.

Additionally, Pilots need to be current with their EAA Youth Protection Training and Background Check. Sign in to EAA.org. click on "My Account" on the top of the page. At the bottom of your Account Profile, click "Go to Training" then select "Training Information" and "Go to Course." It only takes 15 minutes to complete both requirements, takes 5-7 business days take effect, and is valid for 3 years. We have lost out on getting credit for YE flights flown by non-current pilots. This is critically important because once a YE pilot flies 10 youth, we get \$5 per youth flown thru these credits. These credits go towards our chapter sending youth to EAA Summer Academy.

Besides Young Eagles Rally's, We also fly individual youth flights. There is a new EAA Young Eagles Program to make it easier for

1. A YE Pilot to perform an individual flight or
2. Our Chapter to plan & execute a YE Rally. It is called "Young Eagles Day" and is located at <http://yeday.org>.

I need ALL YOUNG EAGLE PILOTS AND GROUND VOLUNTEERS to "sign up" and "log in" to this web site please.

This site basically allows

1. a parent to register their youth for an individual flight or Rally
2. a YE Pilot or Rally Coordinator to print completed (NOT SIGNED) Registration Forms and Certificate
3. provides the YE Youth with all the benefits of the YE Program
4. provides Rally Coordinator a list of volunteers. A parent or legal guardian accompany the youth to the flight.

In summary, what does the Chapter 35 Young Eagles program need from you now...

1. Current Pilots to fly individual Youth. I have more than 5 on a list. Please contact me
2. New pilots to fly individual flights and in our upcoming Rally's
3. Ground and Pilots Volunteers to sign up at <http://yeday.org>
4. Ground and Pilot Volunteers to sign up with me for the upcoming Rally's

Thank you for your support and in helping our chapter make a difference in the local community by exposing youth to Aviation.





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



—SEE MORE AT <https://www.facebook.com/ea35/> AND ON E-VERSION PAGE 22

### Oshkosh 2019 photos



For once you have tasted flight  
 you will walk the earth  
 with your eyes turned skyward  
 for there you have been  
 and there you will long  
 to return.  
 ~Leonardo da Vinci~  
 Ross Gresley  
 EAA 20217

## THE BUILDER'S/MAINTANCE CORNER

Rotax Engine Website Information, By Allen Inks

I spent some time at the **Rotax display at AirVenture 2019**, and they asked me to pass on that they would like everyone to register their engine and ownership/contact info at

<https://www.flyrotax.com/engine-registration.html>

I did it while there, and learned that there may be some money coming from Rotax to pay for some work done by a mechanic in association with on a service bulletin on my aircraft (Rotax was going to reimburse mechanic expenses associated with some SB's, but only when the work was reported to them as being complete). This was never done for the engine in my new-to-me Sinus, so there is money waiting for someone (though likely not me since the work was done before I bought the aircraft) as soon as I send copies of the relevant log entries to my local Rotax service center (We are in Texas, so it's LEAF- Leading Edge AirFoil). If you have any difficulty registering your engine (for example, if it is registered in someone else's name), contact your local Rotax service center. I also found out that the engine registration on my previous aircraft had never been changed to me when it was sold to me by the dealer...not that it matters now, since I no longer own that aircraft. So check it out if you have a Rotax engine.

But you still **ALSO** will want to register with

[RotaxOwner.com](http://RotaxOwner.com)

so that THEY will push bulletins and information letters relevant to your engine to your inbox, among a variety of other services.

The last website they wanted me to mention was

[www.RotaxIRMT.com](http://www.RotaxIRMT.com)

where you can find the location of certified Rotax mechanics (and their level of certification) near you, as well as listings of available courses where one can learn to work on Rotax engines.

### Airworthiness Concern Sheet from FAA

#### **Regarding Latent Failure of FreeFlight Systems ADS-B Unit, Model Number FDL-978-XVR, Notice Number: NOTC9650**

The Fort Worth Aircraft Certification Office has received reports of latent failures of FreeFlight model FDL-978-XVR ADS-B units. Troubleshooting determined that some units failed completely, while other units failed intermittently. Attempts to update the software and change any unit settings failed, as most parameters were "greyed out" and unable to be changed. Additionally, the failed units gave no indication of failure to the pilot.

This failure will result in loss of ability to see airspace traffic on the ADS-B display, or be seen by other aircraft on their ADS-B display, which may reduce the capability of the airplane or the ability of the crew to cope with adverse operating conditions to the extent that there may be a significant reduction in safety margins or functional capabilities. Please read the linked document for further information.

[https://www.faa.gov/files/notices/2019/Aug/Freeflight ADS-B issues ACS.pdf](https://www.faa.gov/files/notices/2019/Aug/Freeflight%20ADS-B%20issues%20ACS.pdf)

#### **Special Airworthiness Information Bulletin:**

1) Flight Controls; Cable Terminals Used on 14 CFR Part 23 and CAR Part 3 Airplanes with Mechanical Flight Control Cables:

##### Introduction

This Special Airworthiness Information Bulletin alerts owners, operators, maintenance technicians, and inspectors of an airworthiness concern, specifically cracking and fracturing of flight control cable terminal attachment fittings connected to turn-buckle barrels on all 14 CFR part 23 and CAR part 3 airplanes with mechanical flight control cables. [\(READ MORE at this link\)](#)

2) Airworthiness Concern Sheet-Piper PA-28 Fuel Selectors: [Full Details HERE](#)



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

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

NEW Manager of the **Chapter's Country Store.**—Rick Vinas  
Thank you for taking this on!

The Country Store ensures chapter members have access to merchandise including logo'd shirts and hats that help identify us as a cadre of committed aircraft builders, pilots and enthusiasts; members of a fraternity of like-minded individuals driven by a passion to fly. Country Store sales support our mission to assist aircraft builders, provide a social space for us to meet, and reach out into the community and to our future generations to ensure we preserve the freedom to fly, experiment and advance the state of the art in aviation.

To do this, the Country Store Manager sets budget, identifies products, sources vendors, orders merchandise, controls inventory, makes sales and reports results to the Treasurer and Board of Directors. It's a vital role within the chapter. The outgoing managers, Brian and June Goode will be Rick's mentor on the finer points of running a wildly successful store.

Again, Thank you **Rick Vinas** and, and thank you **Brian and June Goode** for getting the store to this amazing level!



# Country Store

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YELLOW POLO SHIRTS	One Small
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	Two XX Large
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Additional Items available	
BASEBALL CAPS (with logo)	5 TO SELL
CHAPTER 35 DUFFLE BAGS	Only 2 left
COFFEE MUGS	Eighteen
REMOVE BEFORE FLIGHT KEY TAGS	Plenty
KOOZIES	Plenty
BUMBER STICKERS, DECALS AND PATCHES	Lots
ALUMINUM WHEEL CHOCKS	3 Double sets
WASH WAX PRODUCTS	Limited supply

## AUG MYSTERY PLANE REVEALED

DOUG APSEY

## Doug Apsey

Congratulations to Ira Wagner for correctly identifying all three of our August mystery airplanes.



They are the Brokaw BJ-520 Bullet, the Jeffair Barracuda, and the



Stewart 265.

The Brokaw BJ-520 "Bullet" is a tandem, two seat aircraft designed by Dr. Bergon Brokaw and Ernie Jones. It first flew in late 1972 and was considered the fastest homebuilt aircraft at that time. Dr. Brokaw



was an ex-Navy fighter pilot who wanted an airplane with fighter-like performance that was also stressed for aerobatics. After six years of development and construction, the Bullet was born. It was initially powered by a 310 hp Continental TSIO-520B engine which was later replaced with a 380 hp Lycoming TIO-541-E1A4. Cruise speed with the Lycoming engine is listed at 293 mph and max airspeed is 322 mph at 20,000 ft. Stall speed is 86 mph. Initial rate of climb is up to 3000 ft/min.

The Bullet has a gross weight of 2993 lbs, a wing span of 21 ft 6 in and a wing area of only 83 sq/ft which results in a wing loading of over 35 pounds, just a little less than a P-51 Mustang. Obviously Dr Brokaw did not design this airplane for the average pilot. He eventually replaced the Lycoming with a 475 hp Garrett TPE-331 turboprop engine. I was unable to find any performance numbers for the Bullet with that engine installed.

Plans for the Bullet were marketed by Dr Brokaw throughout the 1970's and 80's but there appears to be only one plans built Bullet that was completed. Dr Brokaw died in 2004 and builder support for the design has not been available since his death. Dr Brokaw's original Bullet sporting the Garrett turboprop engine is currently on display at the Sun n' Fun Museum in Lakeland Florida.

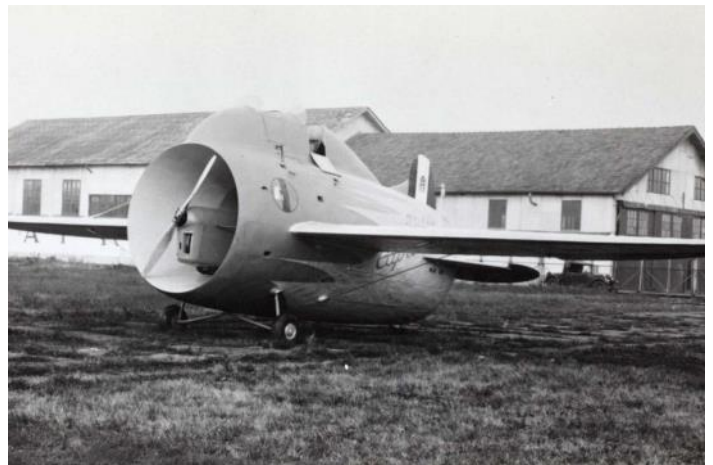
## NAME THE PLANE

DOUG APSEY




## September 2019 Mystery Airplane

This month's mystery airplane was suggested by our newsletter editor emeritus, Dr Chuck Fisher. Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about this month's mystery airplane?

1. What was its designation/name/nickname?
2. Who designed and built it?
3. What year did it first fly?



CHAPTER CALENDAR — CONTACT [EAA35VP@GMAIL.COM](mailto:EAA35VP@GMAIL.COM) - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

SEPTEMBER	14	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER 	5	YOUNG EAGLES EVENT In conjunction with Women in Aviation	STINSON AIRPORT Volunteers and Pilots needed
OCTOBER 	12	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
NOVEMBER 	9	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER 	14	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

## UPCOMING EVENTS

## Aviation Calendar of Events websites

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

**Sept 20****VMC Club EAA 35**

Anti Authority -- we'll discuss what to on situations where other pilots are doing their own thing with no regard for the rules or safety of others. 06:00 PM - 07:00 PM

**Sept 16-22**

IAC Nationals, Salina Reginal (KSLN)

**Sept 20, 2019 EAA 1094 Fly-In, Splash-In, Camp-out**

Sulphur Springs Municipal Airport (KSLR) , 1220 Cessna Lane, Sulphur Springs, Texas 7548

**Sept 28, 9am-3pm 3rd Annual East Texas Pietenpol Fly-In**

Mineola Wisener Field (3F9)  
Country Club Dr, Mineola, Texas 75773

Oct 4-6, from 9:00 am

Ranger Airfield (F23)

1402 Oddie St, Ranger, Texas 76470

<https://www.rangerairfield.org/events>

Oct 4-6,

Ladies Love Taildragger Fly-in

Natchitoches Regional (KIER)

**October 17-18-19**

HammerFest—Llano

Llano Municipal Airpot (KAQO)

IAC Competition.

**November 9****Fall Wings & Wheels Fly-In!**

190 Pershing Ln, Kingsbury, TX 78638

Old Kingsbury Aerodrome Airport (85TE)

North side of runway is a little bit rough, but otherwise good grass

9:00 AM - 03:00 PM

**November 16**

1st Kelly Airfield Fly-in and Young Eagles Event

Starting 9 am till ..... General Public Flying 9 am till ...

Military Static display,



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# EAA Chapter 35 Leadership



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Dave Baker (2010-2012) 210-410-9235 <a href="mailto:iflyaerosport@sbcglobal.net">iflyaerosport@sbcglobal.net</a>	Brian Goode 727-709-1159 <a href="mailto:ladybgoode@msn.com">ladybgoode@msn.com</a>
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Ron O'Dea 210-488-5088 <a href="mailto:r2av8r@gmail.com">r2av8r@gmail.com</a>	

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**The FINE PRINT:** Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but is not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.

Scholar headsets provided by:



The Ray Aviation Scholarship Fund is a scholarship program that is supported by the Ray Foundation, managed by EAA, and administered through the EAA Chapter network. Through the generous support of the Ray Foundation, EAA will provide up to \$10,000 to deserving youths for their flight training expenses, totaling \$1,000,000 in scholarships annually.

Once Zach Ruiz has completed his solo and passed his FAA written exam, he will be awarded a Lightspeed Zulu 3 headset!

Thank you LIGHTSPEED! And Ray Aviation Scholarship Fund!



### JOKE of the month

A fighter pilot landed at a municipal airport during a long cross country. As he was walking toward the pilot's lounge he came upon an elderly gentleman preparing to hand start his Piper Cub. The fighter pilot pointed to his F-22 and said, "I bet you wish you had something out of Star Wars to fly like I have instead of an old crate you have to wind up to get her going.

The older gentleman paused, looked at the fighter pilot in his G-suite carrying his helmet under one arm and holding his communication cables, oxygen hose, etc. Then he looked at the F-22 and giving the Vulcan hand sign said, "No, I'd rather live long and Prop Her."



#### Ladies Corner:

*Who do you know that needs to be recognized as being your heroine? They did/do something that inspires you, encourages you and stands beside you to push gently yet firmly to get you where you want to go?*

We get encouragement when we see others do what we want to do. Even though they never will know us or our names, their actions help us. **"If they can do it, by golly so can I!"**

I met such a lady at AirVenture this year. Her name is Susan Bell. She has gone from not flying a airplane to winning at the IAC (International Acrobatic Club) US Nationals in the Sportsman Category last year! <https://www.facebook.com/susanbellair/>. I personally can tell you, that is NOT easy! It is not easy to fly the sequence never mind learning to fly and winning it in less than 3 years! She is a Hero to me! I had the privilege to meet her, and she is as down to earth as anyone can get. BUT watch her, she is out to win!

#### NEXT months issue

- ◆ ... more about Oshkosh,
- ◆ Women Venture at Oshkosh
- ◆ another part of the Pitts Adventure
- ◆ More details - Young Eagles in October
- ◆ More details - Young Eagles in November
- ◆ WASPS
- ◆ And Articles that you provide!
- ◆ Candidates for Officers of our Club
- ◆ Clubhouse info.



*Chapter 35 meets  
Each Second Saturday of the Month*

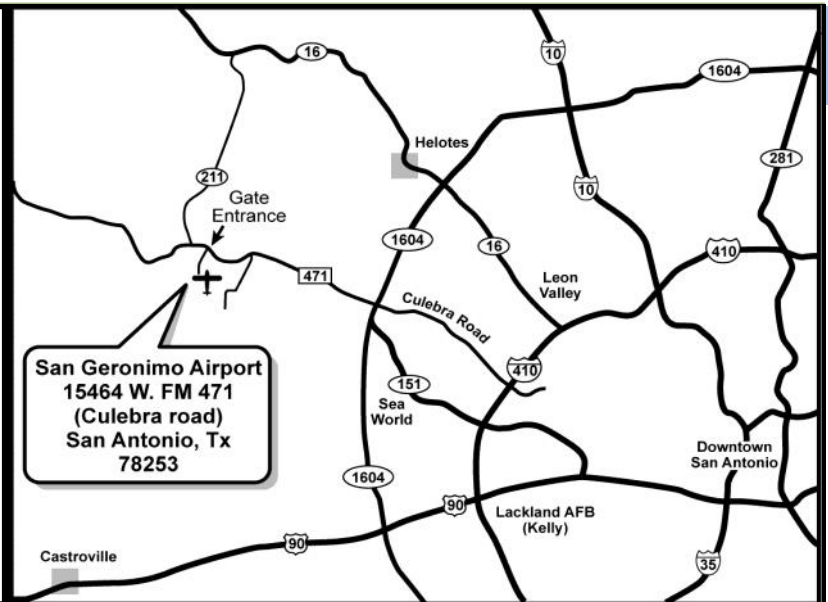
**SEPTEMBER 14**

**LUNCH MEETING**

**EAA Chapter 35 Clubhouse**

**Lunch 11:30 am**

**Meeting/Program 12:30 pm**



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

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

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

Ron O'Dea, Membership Chairman  
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# Safety Note: Pilot in Command

By Ron O'Day

Let's review what we need to do as PIC before and during the flight. How many times have you heard a pilot say, after landing, "I didn't know "the runway was closed", "the runway lights were in op", "there was an airshow" "the fuel pumps were in op" etc...

Folks, there is no excuse. It is the PIC's job to know these things before he launches. See Far 91.103.

"Keep you Brain In The Game!

Ron

*(reprinted with permission from Joe Shelton of Angle flight)  
§ 91.103 Preflight action.*

Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight.

## Non-Tower Airport Operations by Joe Shelton Angel Flight West

Since there is a high likelihood that at least one airport on most missions is uncontrolled or non-towered, we'd like to share some thoughts on uncontrolled airport operations. If you haven't flown into an airport before (towered or non-towered), familiarize yourself using all available resources including AF/M, Jepps, pilot guides, local instructors, etc.. Don't forget to review all applicable NOTAMs as well. Field NOTAMs won't be on the ASOS or AWOS.

Since the definition of "uncontrolled" (now referred to as Non-Towered) means that there is nobody separating traffic, there are a few important things to keep in mind. But you should also be aware that even towered airports are only officially responsible for separating IFR traffic so much of the following applies to all airport operations.

1. Prior to your arrival review an airport information manual or appropriate website to familiarize yourself with the airport. It might tell you the favored runway based on the prevailing winds, recommended traffic pattern (especially if it is non-standard), AWOS/ASOS frequency (if there is one), and other important information such as obstacles and other types of operations around the airport (e.g. glider or parachuting operations).
2. If available, get the ASOS/AWOS as far from the airport as you can. Knowing the winds can indicate the most likely runway or runways. It can help you plan your arrival routing and traffic pattern to fit with other traffic and help you to know where to look for other traffic. If weather conditions are changing, check it again as you reach the airport traffic area.
3. Your primary responsibility is to see and avoid other aircraft and to help them see and avoid you. Keep your lights and strobes on. Keep your eyes outside and head on a swivel at all times, especially during the arrival into the airport area, traffic pattern entry and the pattern itself. Use your passengers to help spot

other aircraft. Be very aware that many pilots operating at uncontrolled airports utilize non-standard arrival routing, altitudes, and even patterns opposite the airport's standards.

4. Listen to the CTAF for other traffic starting 20 miles or so before as well as while you are in the airport traffic area. A good job of listening and visualization can give you a sense of other traffic's locations, runways being used, and traffic locations. If you don't hear any other traffic, double check the frequency, correct radio, and volume.

5. Use appropriate communications and be succinct. Ensure that any other traffic knows where you are, where you are going, and your intentions. Announce your location and intentions 10 miles or before when inbound, and at least turning downwind, base, and final. Some pilots refer to their aircraft's type and color rather than N Number on the theory that it helps other pilots know what type and color aircraft they are looking for. Succinctly state the runway you plan to use; for example say "Runway One Two" as opposed to "Runway Twelve". IFR pilots often indicate that they are on a particular approach, but that isn't enough information for a non-IFR rated pilot to know your location. It's better to provide specific direction and distance from the airport. That's true for VFR pilots as well — transients may not know local ground references. When referring to a specific runway, use the runway number and not the phrase, "Active Runway" because there isn't an official active runway at a non-towered airport. The use of the phrase, "Any traffic in the area, please advise," is specifically NOT recommended per AIM 4-1-9-g-1.

6. Don't count on other traffic to do the "right" thing. For example, it is common for aircraft to continue to use the normal runway even when the winds indicate the use of a different runway. In this case, one option is to simply point out the current winds to the other pilots and indicate pointedly which runway you plan on using. The counterpoint is that you should always assume that other aircraft might be departing or landing in the opposite direction to your aircraft. If you are on an IFR approach or departure, be very cautious about other aircraft. Just because you are in IMC conditions doesn't mean there aren't other aircraft in the airport vicinity operating legally or even illegally.

7. Don't argue or correct other pilots on frequency. If you disagree with what another pilot is doing, operate your aircraft safely, communicate as necessary, and, if you feel you must discuss operations with another pilot, wait until you are on the ground to have that discussion. Don't tie up the frequency with a discussion; other aircraft may need to communicate.

If you would like more information, a review of the AIM chapter 4-9-1, "Airport Operations Without Operating Control Tower" is a great reference. You can also look at 91.126 or 91.127 for non-tower airports in Class G and E airspace.

Remember, safety is your primary objective!



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