



March 2021

Volume 64 Issue 3

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Winter Arrives in San Antonio Beautiful—and darned ugly!



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Next Event

March 13th

11:30

ZOOM link via e-blast

Or email

vicepresident@eaa35.org
for link



NEXT EVENT

Builders Corner

Inside the hangar

Via ZOOM—see your email for link

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
Publisher: Chuck Fisher
Editors: Andrea McGilvray
Chuck Fisher
eaa35news@gmail.com

PRESIDENTS COCKPIT

DARREN MEDLIN



Hopefully all the broken pipes and water damage from the February freeze has been repaired and your house and/or hangar is serviceable again. A big thankyou to our facility managers Diane and Larry, who were stuck in Nebraska due to weather, for remembering the bottled water stored in the clubhouse as a possible option for airpark residents dealing

with the “boil your drinking water” guidance and a bottled water shortage in stores. Board member Ron quickly put out an email and provided building access to those in need. We are working on options to repair damage to the clubhouse from a broken water pipe.

The Saturday before the bad weather, power outages, etc.... was our February online gathering. Our topic was “Going to the Big Shows.” If you missed it, you can watch the recording from the link on lower right side of the chapter website www.eaa35.org and take advantage of all the information shared from veterans of Sun N Fun and AirVenture.

Our most distant online visitor was Rahul from Singapore. It was 2:00 am in the morning his time when he joined us; now that’s an aviation enthusiast :-). Rahul earned his private pilot certificate in Florida and said the few general aviation aircraft flying in Singapore have US registrations since the local procedures are more complex and expensive than the FAA registration process. He is looking at building a plane in the future and found our chapter through the EAA national website.

If you have not attended either Sun N Fun or AirVenture, and even if you have, reviewing the presentation may save you time, money and aggravation on a future trip so check it out. Sun N Fun in Lakeland,



Florida is scheduled for 13-18 April. See <https://flaysnf.org/> for all the info. AirVenture 2021 is scheduled 26 July to 1 Aug and the link for details is <https://www.eaa.org/airventure>.

When I started this article it was snowing outside, quite a contrast to the sunny skies of my last Sun N Fun camp site weather. COVID vaccinations are slowly being administered so remember the FAA policy of a 48 hour no fly/no safety related duty period after each dose. With vaccinations and improving weather we should see more opportunities for in-person gatherings with our first face-to-face chapter gathering planned for club house and grounds spring cleaning in April. In the meantime, I look forward to seeing everyone online for our March online gathering.

Fly Safe, - Darren



Cruise Director’s Notes

For those of you who were unable to attend, our February meeting was a really in-depth discussion of factors to be considered for your big cross-country to AirVenture or Sun & Fun. The video is at <https://mail.google.com/mail/u/o/?tab=wm#inbox?projector=1> and I’d encourage you to take a look.

For March we will do what might be our last totally socially distanced ZOOM gathering. Ike Kelley will take us inside another workshop and plans to introduce us to Mark Julicher who has entertained us for several years with amazing, amusing and instructional lessons from the inside of our planes.

After that we are planning a chapter work-party and picnic for April. Given the water damage we’ve had and a number of delayed projects that need to be finished we will have plenty to do.

We are REALLY hoping to get back to in person sessions thereafter though we will continue to broadcast via ZOOM for those who are unable to join. So please get your COVID vaccinations as soon as you are able. We miss each other!



CHAPTER BULLETIN BOARD

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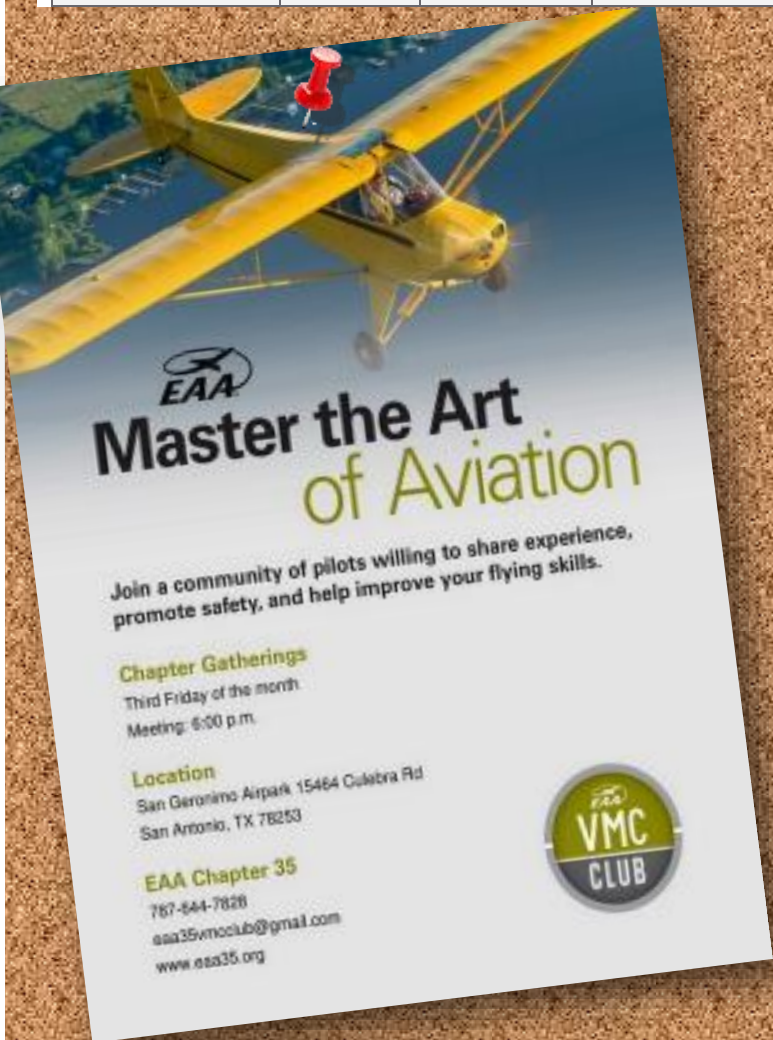
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HELP WANTED

VMC CLUB Coordinator: - Wanted a pilot with a passion for education and flight safety. Rafael has done a superb job and hosted attendees from around the nation—but work/schedule prevent him from continuing.

The role is to plan and host the VMC discussion group once a month. This is a group that has had attendees from around the nation and is a super experience. Are you the one! Contact president@eaa35.org or eaa35vmclub@gmail.com

*This is important:
Need a new VMC
coordinator please!*




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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
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www.eaa35.org




2021 BLUEBONNET AIR SHOW
MARCH 20TH - BURNET, TEXAS

Did you know?
The Texas Zephyr flew in the 2014 Bluebonnet Air Show? Well - we plan on having her ready for the 2021 Air Show, maybe with a change or two...

Highland Lakes Squadron, Central Texas

Winter (cont.) - The Beautiful



(Continued from page 1)

Chuck Fisher

First 2020 then 2021 will live on in our collective memories as historic years. 2021 is only just starting and we have already had Capital Riots and now Snow and ice. accompanied, unfortunately by massive power and water outages. Most of us were camping in our homes.

The snow on the airpark was beautiful and I think member Tom Rich for preserving the time in the photographs that follow.

(Continued on page 5)



Winter (cont.) - The Ugly

(Continued from page 4)

Unfortunately, with several days and nights in single digits, water pipes fared poorly. According to internet sources, ice in a confined space can exert over 100,000 PSI. That is somewhat in excess of the 400 PSI rating of PVC pipes. Despite the water being shut off, the PVC pipes in our clubhouse shattered in multiple locations during the hard freeze drenching areas of the building when the water was briefly restored.

Fortunately, members from all over SGA raced to move items, squeegee and vacuum the building before the water had a chance to do more damage. With a dozen fans, several shop-vacs and a few significant backaches—they saved the day...and the building.

As of this writing facility manager Larry Geiger has effected a quick and effective repair and even improved the system to help prevent a similar problem in the future. We'll most likely have to replace electronics (see the photo of Darren pouring water from the sound system), but repairs are well underway and we should be ready for our first face to face event in a year as we gather for a well-timed work-day and picnic in April!



Craftsmen's Technique

by Mark Julicher

Winter Flying

It seems like every time my plane gets snow on it, water finds its way into the systems. We all know about frost and snow on wings. Important, yes, but not what I'm talking about.

Think about snow that mounded up over a fuel filler cap. Chances are that as the snow melts that water will find its way into the fuel tank. That could be bad, but what if the water re-freezes? Now you might have ice in the fuel sump, ice in the gascolator or even ice in the carburetor.

Snow melt that finds its way into a wing or fuselage could freeze trim components or autopilot or what have you.... I'm not saying to wait until spring to go flying, just think ahead about where water/ice might be and what might be the result.

Winter flying is beautiful but think about what you are flying over and carry at least a minimum of survival gear.



Photo 1: Survival gear might ought to include a rope?

Monday the 15th of February was cold and icy –that is not news, but one of my customers really, really needed to fly out of town on Tuesday and at the same time was in bad need of an oil change. Well actually, he had scheduled the oil change well prior that Monday, but weather and time would not permit doing the oil change.

Now my driveway was coated in ice and I could not get my truck up the small incline to the road, and if I had done so I would have slid a quarter mile to the bottom of my street. So, I figured no way is an oil change happening on Monday. But no. It turns out that this customer is from Alaska. He not only has serious radiant heaters for the hangar, but he also has TIRE CHAINS on his van!

Well, what else was I doing besides sitting at home? I say go for it, and a while later a van with perhaps the only set of tire chains in San Antonio comes chugging up to my house. Neat! We go chugging along at 30 mph with the chains slap-slap-slapping along the road and have absolutely no problem getting to Bulverde Airpark.

The plane started and oil was warmed up as I gathered fresh oil, drain bucket, filter etc. Working under a fantastic radiant heater we got the oil changed – slowly. I mean we did not set any time record, but we got it done. Photo 2 is me reasonably dressed for the weather and enjoying a large radiant heater to work under. Crazy? Probably yes. But we did it.



Photo 2: Changing oil under a radiant heater.

Now here is interesting news. Aircraft Tool Supply purchased Eastern Tool. Eastern tool

had one of the best magneto timers on the market, but darn if ATS didn't go and re-engineer it. What an improvement!

With this improved tester, you know right away which wire goes to which magneto because they are color coded. NICE! The device warns you

(Continued on page 7)



Photo 3: Here is an excerpt from the current ATS catalog:

Craftsmen's Technique Continued

(Continued from page 6)

when the battery is getting low. NICE! You don't have to listen to the buzzer during the entire timing process. NICE! I ordered one and discovered it is backordered. DRAT the luck! But I'm looking forward to getting this tool.

While on the subject of tools, here is a gem that I can't live without. It is called a skin wedge. Of course, it is immensely valuable to hold pieces apart. My favorite trick is to use this to hold cowling pieces apart whilst aligning the quarter turn fasteners. If you have a cowling of this ilk you know what I'm talking about. If your cowling goes together easily then consider yourself lucky.

That wraps it up for this month. Do a good winter preflight it might save your life.



Photo 4: Skin wedge. Available from

Who Needs a Pilot? or Another Reason to Monitor 121.5

By Darren Medlin

We have seen big changes in our cockpits. As analog and vacuum instruments are replaced by electronic panels comes the potential for more automation. The latest big development is a system from Garmin that automatically lands the plane if it calculates the pilots is incapacitated. Right now, the system is approved for three certified airplanes, but that list will likely grow. You may think "My plane doesn't have this so I'm not impacted." Think again. Unlike ballistic chutes, which end the flight for the plane involved, this emergency system locates an acceptable airport and flies the plane to a landing, possibly near you.



Today, a properly equipped Piper M600, Daher TBM 940 or Cirrus Vision Jet SF50 can make an emergency landing using the Garmin Autoland system.

While EAA 35's home airfield of 8T8 is not a field the current system would choose, Castroville (CVB), Boerne Stage (5C1), Gillespie County (Fredericksburg - T82) and Hondo (HDO) are candidates for an automated emergency landing.

The FAA Safety Team put out a Notice called "You Could Hear an Autopilot Announcing its Intention to Land" to alert pilots. Here is a recap.

If the system detects erratic flying or cabin pressure loss and gets no response from the pilot, or if the pilot or a passenger turn it on an Autoland sequence begins. Once the system is engaged it changes the transponder code to the emergency code of 7700 and broadcasts

a Mayday on whatever frequency is in the radio, and on Guard/121.5. If you were on one of those frequencies you would hear "Mayday, Mayday, Mayday, November (aircraft's N-number), Emergency Autoland activated, standby for more information." After a 25 second pause the system broadcasts "(aircraft N-number), pilot incapacitation, XX miles (north, south, etc...) of (nearest airport identifier), landing (airport identifier) airport. Emergency Autoland in XX minutes on Runway (runway number)." The pause after the Mayday call is to allow ATC to move conflicting traffic. The Autoland system will broadcast updates on Guard until reaching 12 miles from the landing airport. At that point, the system will transmit on the appropriate CTAF or ATC frequency and, once on the ground, will broadcast on Tower/CTAF/Guard "Disabled aircraft on Runway (Runway number) at (airport identifier)."

I am sure the system will save lives. Two things the system is not able to do right now are 1) see and avoid other traffic and 2) taxi off the runway after landing. So, if you hear a Mayday call from an Emergency Autoland equipped aircraft - it cannot "see or hear" you and it will not exit the runway when it lands. As pilots we give way to any aircraft experiencing an emergency. If you want to see the notice in its entirety go to <https://www.faa.gov/SPANS/noticeView.aspx?nid=11667>

MEMBER NEWS

Gone West—Dan Cerna

Long time EAA and Chapter member Dan Cerna passed away recently. Dan was an architect and designed, among other things, the Palacio Del Rio Hotel downtown...and the Chapter 35 clubhouse.

He was one of the builders of San Geronimo Airpark who spent countless hours picking up truckloads of rock to smooth a runway and create a pilot's paradise far from the noise and lights of the city.

He built and flew a Starduster Too biplane and was an enthusiastic supporter of our chapter even after he could no longer come to many of the gatherings.

As we, newer members, look about San Geronimo Airpark and our own clubhouse, we should envision Dan Cerna, Lou Mason, Bubba Hunt, their families and others spending every available moment literally building the Airpark and building our clubhouse building block by block, rock by rock, and inch by inch. There's a reprint of a newspaper clipping about Dan on page 23 of the e-newsletter.

So now, take a moment to look into the sunset...and say thanks and wish safe travels. Like all of the founders, the very ground we walk and the runway we gently touch...is his legacy, his gift to us. And we are thankful.

Dan Cerna was a pilot.

Fair Skies and Tailwinds always.



New Members

Ron O'Dea Membership Chairman

Please welcome these new folks to EAA Chapter 35!

Damian and Maribel Ketcham. The Ketcham's are from San Antonio where Damian is an RN, has 14 hrs in a Cessna 152 and is a Navy Reservist.

Thomas and Yolanda Gould, welcome back!, are from Big Foot, Tx. Thomas is a past Chapter 35 member who is rejoining us. An avid builder, Thomas has built Aeronca Champ, and restored a Zlin S26, Cessna 140 & 180, Stinson V-77, Cessna T-50, a Challenger and Citabria! He is currently installing VG's on his Champ. You may contact Thomas at Puma78ta@gmail.com

Kate and Jeff Zimmer are from San Antonio where Kate is an HR Professional. They have a Piper Tripacer which is in Michigan and will be moved to Texas in the Spring. You may contact Kate at: mrskatezimmer@gmail.com.

Craig Rose is from San Antonio. Craig is retired from Continental Airlines and is a private pilot and educator. He is involved in Environmental, Engineering, Education Development and STEM Careers in Aviation. You may contact Craig at crose@amu.edu

Greg and Danielle Thomas are from San Antonio where Greg is an Aircraft Mechanic. Greg, who is a Private Pilot, flies a Piper Tomahawk and a C-170. You may contact Greg at: Gathomas24@aol.com.

Mark and Julie Holden are from San Antonio. Mark is retired Navy where he was an Avionics Tech on F-4's and C-130's. He is also a Boeing Flight Sim Technician. You may contact Mark at: usafgreaser@gmail.com

Jesse and Heeyoung Marroquin join us from Bulverde, TX where Jesse is a retired UAL A-320-CA Pilot. He currently flies a Bellanca 17-30A and is restoring a BL 17-30A. He is working on his I.A. rating which he hopes to complete by July. You may contact Jesse at: N4085B@gvtc.com

Bill and Sue Fisher. Bill is retired in Boerne, TX where he is involved with Hallmark College and other educational Institutions developing youth aviation programs! You may contact Bill at: billfisher@gmail.com.

RAY SCHOLAR UPDATES

ea35scholarship@gmail.com

Evan Carroll



Three years ago when I took my first young eagles ride and subsequently joined the EAA chapter, I had no idea that that decision would change the course of my life.

From that point on I have been obsessed with the idea of flying for a living, and I

have been chomping at the bit, at any opportunity I am given to go fly.

At the Boerne Stage Airfield, I first started flying gliders with Dave White who many of you know as a friend or acquaintance, he has been flying the Pipistrel Sinus there at 5C1 since 2014 and has been instrumental in helping students earn their glider ratings. I first learned about the motor-glider at the Chapter 35 Christmas Party, when I saw Allen Inks, a chapter member here at San Geronimo fly into the airpark in a Pipistrel of his own.

After a little bit of nagging he finally agreed to give me a short flight around the pattern. I was hooked, although more difficult to fly than the Cherokee's I was used to, the fact that I could fly solo at just 14 years old, was a driving factor behind my interest.

From there he gave me a pamphlet about the Pipistrel and connected me with the instructor that he knew locally, Mr. White. I was only able to take a flight every month or so because of me being out of work, but that changed very soon after I applied for this Ray Aviation Scholarship.

I was finally able to take flight lessons regularly, and for the first time, experienced real progression in my training. From August when the scholarship was issued, it only took until October to finally in my instructors eyes be ready for my first solo flight, but little did I

know, that the feeling of flying by myself would be incredibly short lived. The same afternoon after my first solo flight, the aircraft went into its annual inspection.

Throughout this process my family had been looking for land to buy so we could sell our current house, and they had finally settled on a decent sized chunk of land in Texarkana, Texas. The first day our house was on the market, it sold for above asking price, and although my parents were thrilled I however was not.

I never have been able to fly the Pipistrel again, but little did I know that there was actually another kind of motor-glider at the only flight school in Texarkana.

The Stemme S10-VT has a 50:1 glide ratio, turbocharged engine, retractable landing gear, and folding propeller. So in other words, it's very complex. I took my first flight in the Stemme the second day I was in Texarkana, and I was astounded by the performance. We took it up to 11,000 and shut off the engine, at this point my new instructor Caleb Batista and I both took our headsets off, and just listened to the sound of the wind whistling around the canopy.

It was the most serene flying I had done up to that point, and I was astounded.

With this new aircraft being a tailwheel, I was hesitant to try and land on my first flight, but it really isn't that different from the Pipistrel other than the landing attitude. The Stemme has a steerable tailwheel, so it's not as challenging to taxi as a castoring tailwheel.

Other than trying to learn to talk to the tower the switch from 5C1 to KTXK hasn't been anything noteworthy, although it is very nice to have a crosswind runway. I am now doing takeoffs and landings on my own, and I am currently looking forward to my seventh lesson next week.



Maryjane Marroquin



This past December I was granted the Ray Aviation Scholarship. I think I may have sounded calm on the phone with Frank Covington as he delivered the news, but do not be fooled—I definitely screamed afterwards. To receive this scholarship meant not only that I would finally begin flying which is something one must do to obtain a career as a naval aviator, which is what I will one day be; but it also meant that

y'all, EAA Chapter 35, trusted in and believed in me. My whole life I had to believe in myself and work really hard for what I want and oftentimes I felt as though I was overlooked and that made me kind of doubt what I was doing. So to have earned this scholarship solely based on my character and my accomplishments reassures me that I am doing something right.

I was extremely doubtful of my abilities to fly my first lesson when Dave White threw me on the...(stick?). I remember thinking that planes were not the type of thing you can make mistakes on so

(Continued on page 12)

February 2021—Going to the Big Show <https://mail.google.com/mail/u/o/?tab=wm#inbox?projector=1>

20210213 EAA35 Feb Online Gathering

20210213 EAA35 Feb Online Gathering

GETTING THERE - THE ARRIVAL

- Once you have landed taxi onto the grass and follow the marshals' instructions.
- If you have not already done so, once safely off and buffed up, pull your destination sign in the window.
- Plan to taxi on grass and watch for ruts and bumps - take it easy on your wheel pants and tail.

BRING TIE DOWNS/GRASS STAKES

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BACK TO THE SUN & FUN

PERFORMANCE SHOW
APRIL 13-18, 2021

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EAA AIRVENTURE OSHKOSH 2021



20210213 EAA35 Feb Online Gathering

CAMPING VS. OTHER PLACES

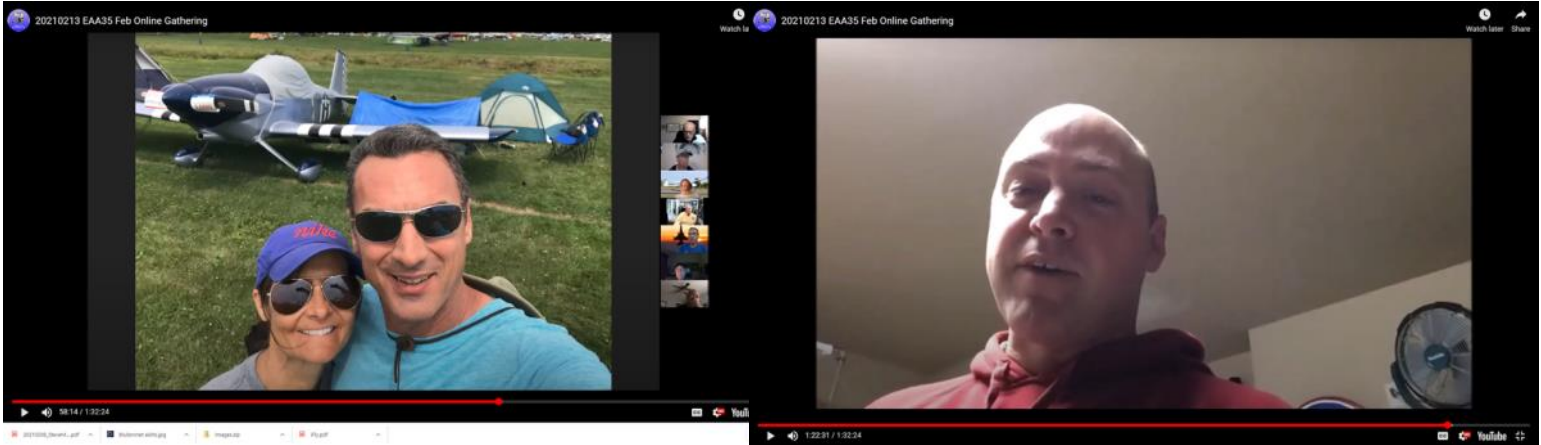
- Camp Scholler and a RV, motorhome or camper, is the best way to stay and enjoy AirVenture
- You are on the AirVenture grounds and have access to the evening air shows
- No transportation problems
- You have a parking pass so you can come and go whenever you want.

...ready to head back to 8T8

20210213 EAA35 Feb Online Gathering

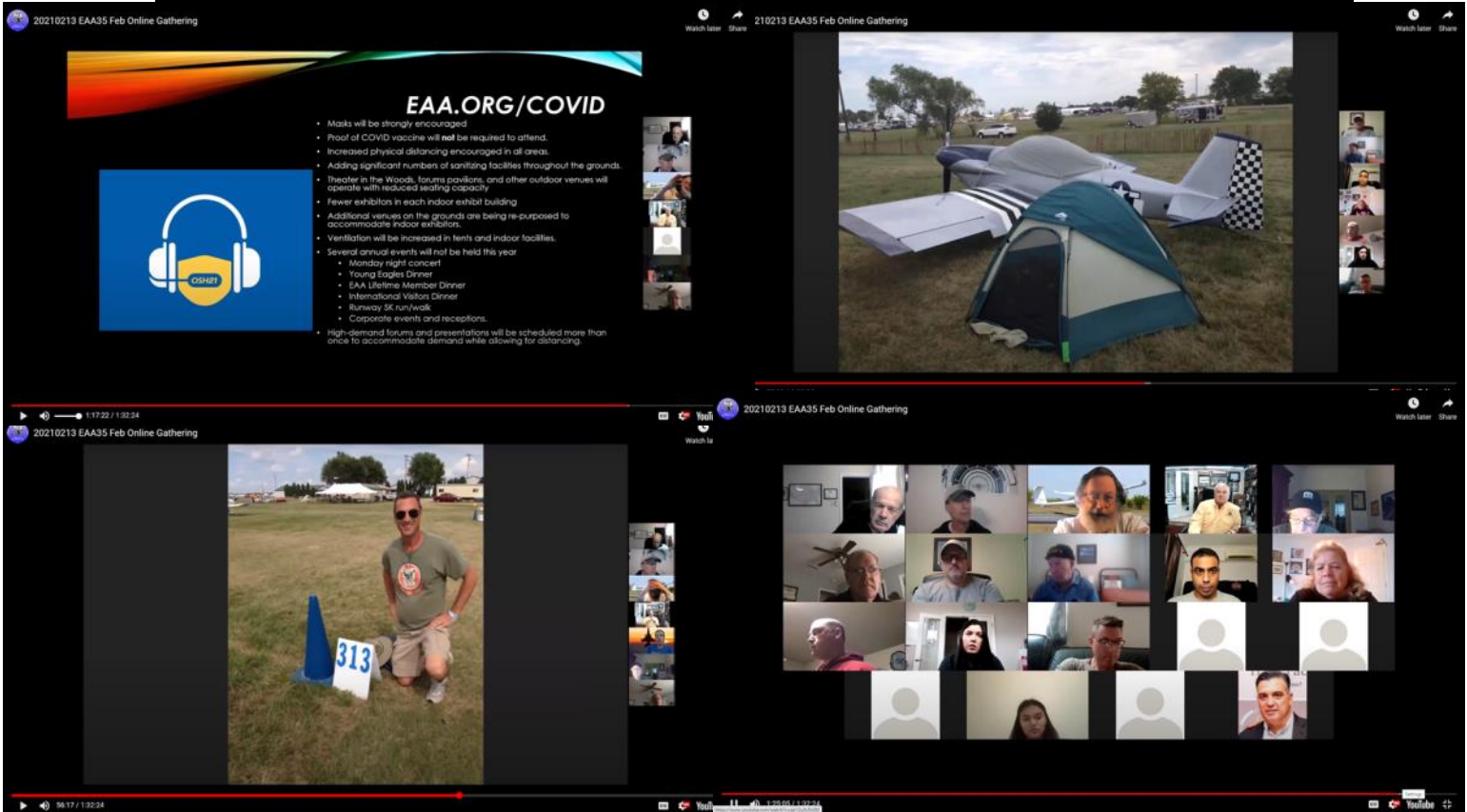
CAMPING VS. OTHER PLACES

- In my 17 trips to AirVenture I have stayed at numerous places around Oshkosh including:
- Farm houses. The family leaves town and you feed the horses
- The Old Holiday Inn. It's really old now
- The University dormitory
- Motel 6, Best Western, No-Tell Motel
- Nice hotels in Appleton



COVID EFFECT – PERSONAL SAFETY GUIDELINES

- Dining
 - Plan to Picnic on the grass
 - Generally, avoid the big crowd tables (may not even be available)
- Crowds
 - It is booking up fast so there WILL be crowds
 - Assess your own comfort level
 - Go EARLY to everything – expect capacity to fill quickly
- Take lots of comfortable masks
 - Expect a COVID tan
- Tram and buses likely to fill quickly – expect loooooong lines. Prepare to walk....a lot
- GET YOUR VACCINE!



(Continued from page 9)

when he handed off the stick to yours truly I definitely gave him a wild look...I quickly got comfortable though. Throughout my flight lessons I performed every maneuver relatively well, I do not know if that is because my love for flying is so grand or because I have the natural ability. Well, whatever it is, it's helping. I have not got too many lessons in for the month of January due to weather and such, I swear I have never been so aware of weather till I began flying, but I hope I can get more in as the weather stabilizes some. I really want to solo! Even on days where I feel my flight performance could have been stronger I am just grateful I got the opportunity to be in the air. Every time I fly I feel my complete best. Being in the air is hands down

...it's more than an experience, it's a feeling...

the finest feeling there is. I deal with a great workload and I am quite stressed a lot of the time, but when I fly it all vanishes. When I fly I am solely focused on the task at hand and I am entirely in the moment...It is a beautiful moment with a delightful sight. It can be

quite stressful at times, but not stressful like calculus homework or working a

nine hour shift at Walmart, but more so a good stressful? I am unsure how to explain it, but as fliers yourselves I am sure y'all know exactly what I am describing...Or maybe I sound weird I don't know.

Every time someone asks me about flying I stumble on my words. I don't think that is because I am unsure of what to say, but more so that I have so much to say and I am unsure how to say it because it's more than an experience, *it's a feeling...* And I have never been too great at expressing those.

Upcoming Events:

20 MAR 2021—Bluebonnet AirSho—Burnet TX <https://www.bluebonnetairshow.com/>

23 MAR 2021—EAA Chapter 34 VMC/IMC club <https://clicktime.symantec.com/3BZcfySjd6ULTwSiYEHc5017Vc?u=https%3A%2F%2Ffuso2web.zoom.us%2Fmeeting%2Fregister%2FtZEqf-urrD0sHdYhCYdBnYdwcNAXmjR3Opv3>

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For Sale: Experimental Avionics: GARMIN GXM 42 SIRIUS XM RECEIVER, GDL® 39 3D ads-b, GARMIN AERA 660 TOUCHSCREEN PORTABLE GPS, uAvionix skyBeacon ADS-B Out Transmitter, Bendix / King KY 97A Radio, Bendix / King KT 76A Transponder & Encoder, PM3000 High-fidelity Stereo Intercom System, VSI, Airspeed knots, Airspeed mph, Altimeter, Artificial Horizon. Prices and details: Contact Steve Moliterno (210) 287-4074 steve.moliterno@gmail.com

FOR SALE: Zenith Zodiac 601XL-B - 2008 - ELSA (Experimental Light-Sport) 284 hrs. Airframe and Engine - Rotax 912 UL (80hp). All ADs complied with. Located at San Geronimo Airpark (8T8). Call or Text Rafael Cortes, 787-644-7828 Asking \$23,000



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

LOOKING FOR A FLYING CLUB? EAA Chapter 35 members are looking for individuals interested in joining a LSA Partnership Flying Club. Please call or text Mark Holden at (210) 488-4219 or email USAFGear@gmail.com.

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FEBRUARY MYSTERY PLANE REVEALED !

DOUG APSEY

Congratulations to Charlie Brame and Robert Moehle for correctly identifying the February 2021 mystery airplane as the Wing D-1 Derringer. There are less than ten of these in existence so it's very rare to see one. While I was attending Sun N' Fun in 2012, I spotted one of these sleek little two seat twins on the flight line. I initially assumed it was a homebuilt but after some research discovered it is a certified, factory built airplane.

John Thorp designed the prototype for this airplane in 1958 and designated it the T-17. It was based on his single engine T-11 Sky Scooter. The prototype first flew in May of 1962. George Wing of Hi-Shear Corp. developed the aircraft and it was certified by the FAA in 1966. As many as five were built by Hi-Shear Corp. for testing and certification but problems within the company kept it from going into production. George Wing left Hi-Shear Corp and started Wing Aircraft Company which began building the Derringer in 1978. Wing built one pre-production and six (possibly seven) production aircraft. Unfortunately the company



Planeandpilotmag.com

of parts required to assemble the airplane, and therefore cut labor costs, the Derringer was built using stretch-formed exterior skins that were butt-joined with flush rivets resulting in a very aerodynamically clean airframe. By using the stretch-formed skins, only eight separate aluminum pieces are used to form the fuselage. The simple rectangular wing uses a single wrap around sheet. The result is the entire airframe is formed using only thirteen aluminum skins. Match holed tooling

was also used in the construction process of the major components. Although the utility of a two place twin may make it somewhat impractical, you cannot deny the beauty of this little twin. In reviewing the FAA database, I was able to find six Derringers currently registered. Two of these are in Texas. Just as a side note, aviation author and pilot Ernest Gann once owned one of the currently registered Derringers, tail number N8601A.

Sources for this article include:

- https://en.wikipedia.org/wiki/Wing_Derringer
- <https://www.planeandpilotmag.com/article/wing-derringer>
- <http://all-aero.com/index.php/56-planes-v-w/9150-wing-d-1-derringer>



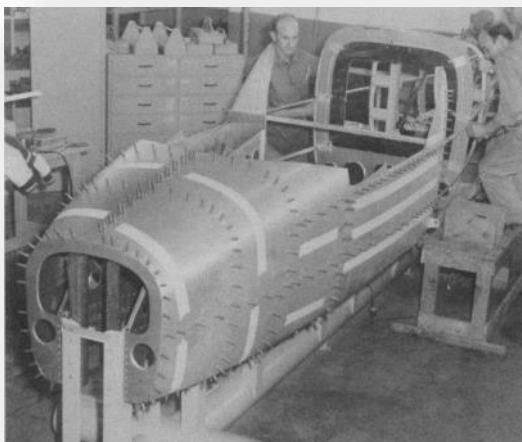
Flyer.co.uk

went bankrupt in 1982 bringing an end to the Derringer production.

The original design called for twin 100 hp Continental O-200's but the single engine performance was unsatisfactory so the

production model used twin 160 hp Lycoming IO-320's. It is reported to have a cruise speed of 212 mph. Stall speed is 63 mph. Rate of climb is an impressive 1700 ft/min. Empty weight is 2070 lbs. and max take-off weight is 3050 lbs. It carries 88 gallons of fuel giving it a range of 1100 miles.

In an effort to reduce the number



all.aero.com

NAME THE PLANE





DOUG APSEY

Here is your mystery airplane for this month. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery airplane?



- * What is its designation/name?
- * Who designed it?
- * What aircraft manufacturer built it?
- * What year did it first fly?
- * How many were built?

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

2021		EAA Chapter 35 Activities Calendar	
MARCH	13 19	11:30 ZOOM gathering PROGRAM 12:00 BUILDERS CORNER [tentative] 6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail)	
APRIL	10 16 16	09:00 SPRING CLEANING FOLLOWED BY ANNUAL CHAPTER 35 MEMBERS PICNIC 6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail) 7:30 Movies on the lawn (weather permitting)	
MAY	8 14 18	11:30 RE-EMERGENCE FLY-IN BBQ and new plane unveiling! (if permitted) 6:00 pm VMC Club (see FAA Wings page and e-mail) 8:30 Movies on the lawn (weather permitting)	
JUNE	12 18	0900 FLY-IN BREAKFAST (if permitted) 6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail)	
JULY	10 16 26-01	11:30 Social/12:00 Program: Oshkosh planning 6:00 pm VMC Club (see FAA Wings page and e-mail) AirVenture	
AUGUST	14 20	11:30 Social / 12:00 Program: BUILDERS CORNER 6:00 pm VMC Club (see FAA Wings page and e-mail)	
SEPTEMBER	11 17 17	1130 Social/1200 Program: Summer wrap-up 6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movies on the lawn (weather permitting)	
OCTOBER	9 15 15	0900 FLY-IN BREAKFAST (if permitted) 6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movies on the lawn (weather permitting)	
NOVEMBER	13 19	11:30 Annual Membership Meeting and Chili Cookoff 6:00 pm VMC Club (see FAA Wings page and e-mail)	
DECEMBER	11 17	CHRISTMAS PARTY - PLANS TOTALLY PENDING 11:00 Social Hour; 12:00 Lunch Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details) 6:00 pm VMC Club (see FAA Wings page and e-mail)	

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Chairpersons

Facilities	Larry Geiger	(210) 875-9971	facility@EAA35.org
Newsletter Publisher	Chuck Fisher	210-878-5561	eaa35newspublisher@gmail.com
Newsletter Editor	Andrea McGilvray	210-413-7392	eaa35news@gmail.com
Air Academy	Maarten Versteeg	(210) 859-1803	maarten.versteeg@sbcglobal.net
VMC	Rafael D. Cortes	787-644-7829	eaa35vmclub@gmail.com
Scholarship Coordinator	Frank Covington	254-707-1429	eaa35scholarship@gmail.com
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Membership	Ron O'Dea	210-488-5088	r2av8r@gmail.com
Webmaster	Ian Heritch	210-421-1295	iheritch@gmail.com
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Safety Officer	Ron O'Dea	210-488-5088	r2av8r@gmail.com
Country Store	Richard Vinas	210-912-1699	vinas@sbcglobal.net
Builder's Coordinator	Kris "IKE" Kelly	210-621-5405	krisikekelly@att.net

Flight Advisors

Flight Advisors	RB 'Doc' Hecker	210-391-1072	tcflyingdoc@yahoo.com
Flight Advisors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
Flight Advisors	Ron O'Dea	210-488-5088	r2av8r@gmail.com

Technical Counselors

Technical Counselors	RB 'Doc' Hecker	210-391-1072	tcflyingdoc@yahoo.com
Technical Counselors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
Technical Counselors	Nick Leonard	830-765-7481	ohlson38@gmail.com
Technical Counselors	Lew Mason	210-688-9072	lewnan@sbcglobal.net
Technical Counsellor	Steve Formhalls	210-289-3984	sf3543@sbcglobal.net

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Richard B. Hecker, D.O.
Senior Aviation Medical Examiner
FAA HIMS / IMS AME

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Richard B. Hecker, D.O.
Senior Aviation Medical Examiner
FAA HIMS / IMS AME

SCHEDULING PORTAL: SA-AME.COM

5108 Broadway
Suite 203
San Antonio, TX 78209

Office: (210)226-2485
Fax: (210) 957-0882
Email: faaexamdoc@yahoo.com

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Country Store

By RICHARD VINAS

Now that the blizzard is over, it might be time for some merchandise from the Country Store. Maybe it is time for a good airplane cleaning, and what works better than WashWaxAll products? It isn't the same, flying your plane to a breakfast or lunch and having friends see it all streaked and dirty. This social-distancing thing can't last forever and when we get together in person, it will be time for some new Chapter 35 gear. Beat the rush by letting me know what you need, so I can get it as soon as possible. As always, let me know if you have any ideas for products you think we might put in the Country Store that would be in demand by the members of the Chapter. If I don't see any of you soon, I hope you had a great Valentine, that you didn't lose pow-

er or water, and that I see you before Easter. Or before July 4th. Or at least by Labor Day!

Rick Vinas

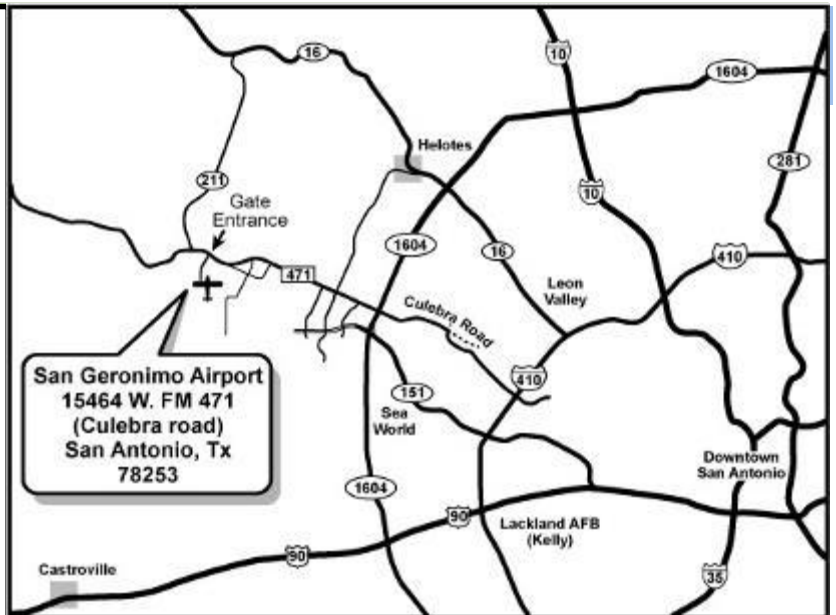


These "Scrubbers" are great for de-bugging the leading edges of your wings.



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YELLOW POLO SHIRTS	One Small	\$31.00
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YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
KHAKI FISHING SHIRTS	ONE MEDIUM	
	ONE LARGE	
TEXAS FLAG APRONS	3 left	\$26.00
Additional Items available		
BASEBALL CAPS (with logo)	SIX NEW ONES	\$12.00
CHAPTER 35 DUFFLE BAGS	Only 2 left	\$31.00
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KOOZIES	Plenty	\$4.00
BUMBER STICKERS, DECALS AND PATCHES	Lots of them	\$1.00 - \$3.00
ALUMINUM WHEEL CHOCKS	3 Double sets	\$40.00
WASH WAX PRODUCTS	Limited supply	\$8.00 & up

Chapter 35 meets Each Second Saturday of the Month



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
15464 FM 471 W., #14
San Antonio, TX 78253

Paste Address Label Here

EAA Chapter 35 Data Information Sheet

Date: _____ Check #: _____ (make check payable to EAA Chapter 35) Cash: \$ _____ Chap 35 Life Member?
(National EAA Membership Required – to join or renew call 1.800.564.6322, please mention Chapter 35)
*****PLEASE PRINT CLEARLY*****

Please complete all of the applicable blanks below. Dues for new members are pro-rated the first year you join based on the number of months left in the current year. Annual dues for regular members are \$24.00 and must be paid NLT the February meeting of the current year. (Hand to/or mail to: Ron O'Dea, Membership Chairman EAA Chapter 35, 15464 FM 471 W #14, San Antonio, TX 78253 - Phone: 210.488.5088, e-mail: r2av8r@gmail.com)

NAME _____ SPOUSE NAME _____

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Do you have a particular area of interest or Hobby? (USE BACK IF NECESSARY) _____

Type of employment (optional) i.e. Retired, Student, etc. _____

Previous employment aviation related: _____

Military experience: _____

We are a volunteer organization! Please review the following and check areas you would be willing to help with:

How did you learn about Chapter 35? _____

Aircraft currently building: _____ Status: _____

Aircraft currently restoring: _____ Status: _____

Aircraft you have built or restored in the past: _____

Aircraft you own: _____ Aircraft you fly: _____

Pilot certificates (please check): A – Private ; B – commercial ; C – Instruments ; D – Multi-engine ; E – ATP ;

F – Seaplane ; G – Helicopter ; H – CFI ; I – CFII ; J – Ultralight ; K – Student ; L – Ready to start ; M – Glider ;

N – Ground School Instructor ; O – Light Sport ;

Aircraft Maintenance Skills (please check): 1 – A&P ; 2 – IA ; 3 – Sheet metal ; 4 – Dope & fabric ; 5 – Composites ;

6 – Welding ; 7 – Wood ; 8 – Electrical ; 9 – Engine maintenance ; 10 – Avionics ; 11 – Auto Engines ; 12- FAA Certified

Light Sport Repairman with Maintenance Rating for Aircraft

Other talents: _____

Most interesting/unusual aircraft you've been associated with (use back if necessary): _____

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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.
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NEW

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



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



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THE EAA CHAPTER 35 COUNTRY STORE

Face of San Antonio

A city has many faces, the faces of its people, and behind each face is a story. Here is a profile in drawing and words, one of a series through which you may meet interesting individuals. Their features, together with yours, make up the face of San Antonio.

By Bob Dale



Dan A. Cerna

San Antonio architect Dan A. Cerna will attend the Experimental Aircraft Association's 9th annual Fly-in later this week.

No great news item? That may be true except that Cerna will fly to the Georgetown, meet in a 160 H.P., 2-place open cockpit biplane that he and partner Joe De Baun built literally "from the ground up".

De Baun and Cerna built their Starduster Too airplane in a hangar at Westside Air Park on Kriewald Road.

Working an average of 30 sparetime hours per week apiece, the pair spent 4 1/2 years building their sleek biplane.

Cerna estimates he and De Baun have spent about \$7,500 for materials and engine. The aircraft is valued at about \$15,000, he added.

The intrepid pair and their homebuilt flying machine will depart San Antonio Friday morning to join hundreds of other flyers in the Central Texas town. The fly-in will feature static displays, films, an aviation flea market, displays of homebuilt and antique aircraft and air shows starting at 1 p.m. Saturday and Sunday, Cerna said. There also will be continuous fly-bys of the hand-crafted airplanes.

De Baun is chief judge for the homebuilt competition. Awards will be presented in several workmanship categories. Last year the plane flown the greatest distance to attend the meet was a low-wing homebuilt from Oklahoma, powered by a Volkswagen engine.

Cerna is vice-president of the local chapter of the EAA. Meetings are held the second Saturday of each month at 7:30

p.m. at Westside Air Park.

Anyone interested in sport flying is invited to attend the next gathering which will be held Saturday, Oct. 20, because of the Georgetown fly-in, Cerna said.

The EAA is an international non-profit organization dedicated to the advancement of Aviation Education, Amateur-Built Aircraft, and Private/Sport Aviation. It is an international organization with representation in 52 countries and with more than 408 chapters located throughout the United States. Texas has 18 chapters, he noted. It is the organization for the fledgling builder, the flyer, and the sport plane devotee. The veteran pilot and aeronautical engineer alike find it an excellent forum for the exchange of views and evaluation of findings with their peers.

The FAA has found the organization an important ally in enhancing flying safety. The EAA's Designee Program has motivated hundreds of highly qualified and experienced individuals to donate their time and talents to the task of providing guidance and assistance to amateur builders. The devotion and professionalism of the Designees has earned the respect and admiration of the FAA Inspectors, and has done much to create the excellent safety record enjoyed by the "homebuilt" movement.

Cerna, a sport flyer since he was 17 years old, is president of Cerna, Garza & Raba, Inc., the architectural & engineering firm which created the Hilton Palacio del Rio Hotel and the soon to be finished Metropolitan General Hospital.

He is a graduate of Central Catholic High School, and the University of Texas and also attended St. Mary's University.

Cerna and wife Rosalie have eight children ranging in age from 9 to 23. They reside at 123 Stardust Dr.



Bob Dale