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Next Event

December 10
Chapter Clubhouse

Noon

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
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RETURN OF JOKER BILL FAHEY

The Return of Joker is wrapping up. All major repair work is completed. With my move to Bulverde, Thanksgiving, church holiday events and now the flu, Joker has been lonely.

The new fuel gauge (what brought me down) is installed, the tinted doors are installed, the struts are assembled. We still need to mount the wings to the fuselage and will need about 4 or 5 people to make that happen. It isn't difficult, just bulky and cumbersome.

New propeller is supposed to be on the way from France. A new lightweight gearbox will be shipping soon and a new style radiator that allows more cooling air from under the cowl instead of through the cowl will be added.

Speaking of the cowl, I brought the damaged section home to work on it here in my garage. Fiberglass is not my forte but I bet it will be pretty soon!

The plane does not need paint to fly! But it would be nice to have it looking good again. Afterall, it is supposed to be on display at Sun-N-Fun in April. I purchased a large paint booth and have it setup in a



friends hangar at Castroville. He is painting his C-172 in it at the moment.

The new seats have arrived and are installed, and sitting under my Christmas tree right now is a brand spanking new Dynon 10" HDX glass panel.

I think it is safe to develop a To-Do list at this time to ensure we knock out the final systems. For all that have assisted with this rebuild, thank you so much!



Next Event: Holiday Luncheon
10 DECEMBER – Buy Tickets at www.EAA35.org

Gift Exchange to follow :
if you wish to participate:
 please bring a gift for each participant
 Funny is OK—tacky or offensive—not so much!



FROM THE PRESIDENTS COCKPIT

CHUCK FISHER



As you read this we will be heading into December and preparing for our big Holiday Luncheon. This year will be a fully catered affair with a full New York Strip Steak or Turkey dinner. Followed, of course, by a chapter gift exchange!

Holiday Luncheon: Buy your tickets online right away – December 3rd we owe the attendee list to the caterer so tickets MAY NOT be available at the door! <https://chapters.eaa.org/ea35/2022-holiday-luncheon> to buy tickets online. Contact vicepresident@ea35.org if you have any questions or difficulty purchasing tickets. Gift exchange is always entertaining. We do an exchange – exchange - exchange format and the rules are printed elsewhere. Bring something you'd like to take home with you....you might end up doing that! So here at the end of the year it is time reflect on what we have done and what we plan to do next.

Looking back at 2022: We started 2022 with a new leadership team that almost immediately was shaken up by the departure of our Vice President elect for his dream job. Rick Vinus stepped in and was a hero in the breach. We heard from speakers including our Air Traffic Control and FAA Team colleagues, had a great technical session on riveting, and saw amazing new aircraft.

Our builder's facility and hangar were barely useable, and the chapter repaired, cleaned, emptied and turned it into a facility that has been well utilized for most of the year for...can you believe it...airplane building!

We rescued a member's airplane. This is not a small deal when your pride and joy is stuck in a field in pieces. On literally a moment's notice a dozen or more folks with trailers tools and talent arrived, disassembled, moved and secured the aircraft within a couple of hours. What a load off the shoulders when already dealing with FAA and emotional baggage from a mishap! That is what chapters are all about!

Despite repeated weather cancellations...we were totally "snake-bit" this year...we still flew 100 or more Young Eagles. Paul Wurster put together our very first adult Learn to Fly event in which we invited adults to our facility, spent a morning teaching them all about what it takes to learn to fly, then matching some with their flight instructors.

This year we expanded our scholarship and grants. We offered a new grant, that I really hope you all will use, to reimburse up to \$500 for your spouse, loved one or best friend right-seater to do a pinch-hitter course where he or she will learn to recover the aircraft if you become ill or incapacitated.

We celebrated the success of our 2021 Ray Scholar Gabriella Pfang as she earned her PPL and hopefully weather and good fortune permitting, by the time you read this our other 2021 scholar Thomas Reyna will also have earned his PPL! We awarded new full scholarships to Jeffrey Davila and to Henry Wurster and sent Nolan Haecker to Air Academy. And we have put together a financially sound program that will allow us to expand scholarships and grants for both youth AND adults in the future.

We had a healthy turnout at AirVenture and got to watch two of our members, Ian Heritch and Lew Mason earn national awards and Casey Fox earn a trophy and two silver wrenches for his T-6. We also marveled as our members Chris Watson and "Bones" McCoy guided a massive formation of RV's through some stellar formation work during the airshow. And a bunch of us were also able to watch our resident aerobaticist Andrea McGilvray take home the hardware during the IAC competitions. You go girl!

Do I sound proud of this group? I am!

Looking forward to 2023: We have some challenges to meet in this upcoming year though, and I need your help to address them.

The demographic of our chapter is changing as fewer of our members are San Geronimo residents and more are commuting through the worsening traffic snarl around the airpark. This had led to poor showings at VMC clubs and Movie nights on Friday evenings and has made it hard for some of our volunteers to make it to some events. Our Challenge is to continue to attract new folks to the chapter and to keep our activities helpful and relevant and easy to access for our aviation community. So, in 2023 we are going to try some different time slots for VMC club and we need YOU to participate and keep these great sessions healthy! Even more, we need your input on how we can or should adjust programming for your chapter. You'll be receiving a chapter survey soon from EAA, and I hope you'll give us some good suggestions.

We have some work to do on the facility and grounds – in some cases a lot of work - and our infrastructure is aging as well. We anticipate some high dollar repairs soon and are squirreling away some funds to do so.


And, on a very positive note, we have a healthy scholarship budget, but we need suggestions and help to select and administer scholarships and grants for adults and other training needs within our fiscal means. We'd love your ideas.

But mostly – we need YOU. We desperately need to get our country store back on track, get new uniform shirts for folks, and all the great merchandise you are used to having. We need someone to pick up the History and Archives responsibilities and need a deputy or assistant for almost every duty role as few of us can be present for every event. If you are not already a volunteer...I'm looking at you!

For your New Year's resolution – please make part of that to e-mail president@ea35.org and tell me how you would like to help your chapter!



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Third Friday of the Month
Meeting: 6:00 p.m.

Location
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EAA Chapter 35

eea35vmclub@gmail.com
eea35.org



VMC_CHAP_PS_2006

WE NEED YOU!

Need Volunteers for:

- **Country Store Manager(s):** Do you like to SHOP? Looking for someone to take over country store, manage inventory, find and purchase cool stuff for our members!
- **Public Information Officer:** Keep Facebook and other social media outlets current
- **Grounds Keeper:** Maintain the grounds in and around the Chapter facility and hangar

From the Kitchen

The November EAA meeting complete with the chili cook-off has come and gone. Much chili was consumed, and all had a great time. The Fisher entry took home the top honors followed by the Brame chili and the entry of chili by the Mason clan. Many thanks to all who brought chili. Also, a great big thank you to those who brought cornbread and desert.

A great big thank you goes out to all those who helped in the kitchen, Roxie Beavers, Pam Perdue, and BJ O'Dea. I know these events would not happen without this help.

After the meeting several elves busied themselves and transformed our clubhouse in the holiday season. The holidays will be in full swing next month as we enjoy our catered meal and fun activities that will ensue afterwards. If you have not bought your tickets make sure you get them soon. The food will be awesome, and you will be treated to a full wait staff.

In January we are bringing back the share your favorite soup with the group. No contest involved just bring a crockpot full of your favorite soup. Not into making soup but want to contribute bring a desert. Crackers and the like will be provided.

Reminder: PLEASE stay after the presentation and help clean up. After every gathering the trash needs to be taken out, dishes done, serving items put away, carpets vacuumed, etc. It is all of OUR clubhouse, please help keep it nice.

Chapter 35 Gift Exchange Rules

- 1) You must bring a gift to receive a gift
- 2) When you put your gift under the tree or on the table you should receive a ticket with a number on it.
- 3) When your number is called, please come to the front of the room where you will be presented a gift.
- 4) The FIRST person called will NOT OPEN their gift.
- 5) Each subsequent recipient may either:
 - a. Open their gift
 Or
 - b. Generously Give their gift to someone else (in exchange for their opened gift).
- 6) Gifts may only be exchanged 2 (TWO) times.
 - a. Thus, the THIRD owner keeps the gift and should place it on the floor/out of play. This is an honor system so no “hiding” of gifts still in play.
- 7) At the end of the round, the FIRST recipient may either
 - a. Open the gift
 or
 - b. Generously Give their gift to someone else (in exchange for their opened gift).
 - i. Gifts that are out of play....are out of play.

PLEASE TAKE AT LEAST ONE PHOTO WITH YOUR CELL PHONE AND SEND TO: EAA35NEWS@GMAIL.COM



Movie Review

Peggy and I had a date night at the Alamo Drafthouse and saw the movie DEVOTION as it opened there. Up front – if you like airplanes, heroes and amazing cinematography you have to go IN THE THEATER.

The movie is the true story of comradeship between naval officers Jesse Brown and Tom Hudner during the Korean War. Brown was the first African American naval aviator, one of the first Aviation casualties of the Korean war and Hudner earned the Medal of Honor for efforts to save him.

This movie is as “unHollywood” as Maverick IS “Hollywood” in that, although the acting is superb and the action memorable...this is a true story, and the movie does not notably embellish it with any over-the-top exhibitionism.

If there is a downside, it is exactly that. This is a movie that is warm, respectful, and even as it addresses the racism of the time it fills you with pride. It is not a superhero adrenaline rush. There are heroics and beautiful women. But the women are clothed, and the heroics are actual human heroics. So, adrenaline junkies might find this a little unfulfilling in that respect.

Glen Powell and Jonathan Majors are great in their roles. Powell, who has the lead carries his part well though always seems to have a smile on his face even when he isn't. I think he walks the pilot walk well may be partly because he is one of us – a pilot, so does know the role.

The aircraft, the flying and the cockpit scenes are extraordinary and pass the scrutiny of even a critical warbirds fan. The aerial cinematography was by Kevin LaRosa and the pilots were a Who's Who of the world's best warbird pilots. A lot had to have been computer graphics, but it is done in such a seamless fashion that there was no video game feel. The movie was filmed in Georgia...but you'd never know that if I hadn't told you. This is a movie that a round-engine warbird lover will appreciate as even the rumble of the jugs and pop of the propellers was correct.

We saw this at the Alamo Drafthouse Cinema – our go-to date night haunt. A great movie with a handful of good burger and a beer makes for a nice evening. This movie gets a big thumbs-up from me and I'd highly recommend seeing it on a big screen where you'll almost feel the propwash of these magnificent planes.



MID AIR COLLOSION AVOIDANCE

CHUCK FISHER

I have grown to love....and hate...ADS-B. I love it because it has probably helped me avoid having to take drastic evasive maneuvers to keep from hitting someone in the air. And I hate it at times, because I had no idea there were so many other folks near me in the air!



It is great technology. Nonetheless we have recently seen a spate of mid-air collisions between well-equipped aircraft even at controlled airfields. How can that happen?

<https://d.newsweek.com/en/full/2117205/midair-collision-watsonville-california.webp?w=790&f=5823ac66a188d847fb1f0bea28d5eaa>

The ultimate answer is that although the pilots in several of these incidents KNEW the other aircraft was nearby, neither apparently actually SAW the aircraft or turned away until they did. It is possible that because of the technology and/or knowledge that a controller was watching that the pilots believed the other guy was avoiding them. Or maybe

The FAA just released a new advisory circular to this effect. Read it at https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-48E.pdf. It addresses both ground and air operations and used with the AIM may provide a few good reminders.

The purpose of this quick article, though, is not to regurgitate the AIM or the circular, but moreover to offer some reminders that probably are not in either document.

First, the doctor in me must talk just a little about vision.

Deer hunters are well aware that animals like us see MOTION. If the hunter stays perfectly motionless or moves so slowly that they are below the threshold for detection, the quarry is likely to NOT see them.

So, we see MOTION, not simply objects. The aircraft or bird that is on a dead collision course with you is a tiny spot in the windshield that is NOT moving very much. So, just like the hunted, you may know he's there, but it is easy to fixate and NOT see him, until he suddenly gets very big in the windscreen.

This is amplified by the way our eyes work. Go out tonight and find a bright star and look directly at it for a few seconds. You'll notice it seems to move (we call that autokinesis). It isn't moving, but your eye needs to recharge the receptors so is doing so for you. Or, it'll or the stars around it will vanish altogether. That's because as we look directly at an object, part of the field of vision is within the area of our retina where the nerve enters and where there are no receptors. We don't notice this normally because our other eye fills in the image, or if looking through just one eye our brains fill in the image for us. But, when looking for a solitary spot on a solid field, when the brain fills in the "hole" it does so without the spot. So, if that spot is a star (or another plane), you will see it vanish. You can demonstrate your blind spot using the demonstration below. Just hold the paper at pretty normal reading distance and stare at the R with your right eye. Where did the "L" go?



they were watching their little triangle target on the box instead of the large piece of aluminum over their shoulder. We'll never know, but these cases serve as a good reminder to refresh our own see-and-avoid practices.

figure 2 Wikipedia

(Continued on Page 6)

(Continued from Page 5)

An aircraft against the sky is a tiny spot. So if you fixate on where you think it is....you may be putting it directly in your physiologic blind-spot where you cannot see it. For that reason, we recommend you use a continuous scan across the sky. No spot remains in your blind spot for more than a second if you keep your eyes and head moving.

These are also good reasons to use your aircraft strobes even in the daylight. Have you ever noticed how you immediately see and look at a tiny reflective grain of sand, or maybe the reflection of a windshield 50 miles away although there are trillions of other grains of sand or gazillions of other cars or houses below you. That glint triggered your visual axis in the same fashion that movement does, even if seen only in the periphery, and that is what those blinky lights do too. Even during daylight, they may offer just enough “glint” to trigger the visual axis of the other guy a few seconds earlier than if you were just a stationary black spot.

Remember that the other pilot or passenger are your eyeballs too. In at least two of the mishaps recently there was an instructor pilot aboard. What were they looking at? It obviously was not the aircraft that hit them. My hunch is that they were both either head-down or were focused on the runway in front of them. That’s natural. But, this is where cockpit resource management comes in. It is good practice, if you are going to be head-down, like for an instrument approach or trouble shooting an issue, changing a radio, etc., to tell your other set of eyes you are “head-down” and ask them to watch outside.

And, of course, if you KNOW you are in close proximity to another aircraft....that is the wrong time to be looking inside the aircraft.

OK, back to ADS-B. I love having ADS-B awareness in the aircraft. One tip I’ll suggest, both for ground and air operations, is that it is helpful to hook your ADS-B device to your headset audio. If you have a panel mount system that is probably already done. However, if you are using a phone or iPad, you can also do so using a Bluetooth compatible headset. Most ANR headsets will allow you to Bluetooth your pad to your headset, and can get traffic call-outs, runway warnings and the like in your ears instead of having to look across the cockpit at your pad. That half a second of warning could be important!

So, in my plane I have ADS-B in on my iPad(s) and I have TIS on my panel mount equipment as well. So, really, I should know where all the airplanes are around me, right? Not so. And especially not so around here!

I think we are probably all aware that the crop dusters will not show up, the parachutists (not the plane) will not show up, gliders at Boerne Stage are unlikely to show up and the cubs that like to make an unannounced short pattern in front of you at Castroville will not show up as targets on your pad.

The fact that you don’t see any traffic in the pattern in your box does not mean the pattern is clear.

Can collisions occur enroute? And certainly en-route you’d see all the targets on your box. It is a big sky and an en-route incident unless you



are transiting a high-density area like Dallas is certainly less likely. But, sadly, the database is full of collisions and near misses.

The other day I returned to 8T8 across San Antonio. There was a C5 beating up the pattern around the home-drome and the controller called him out. I did see him on my TIS (which is related to the tower radar), but what about my all-seeing ADS-B? Nothing! You see, the military, for Operational Security reasons may NOT activate ADS-B.

Some of you were military pilots or aircrew and, like me, may have flown some of the military low-level routes around our area. There are several routes around here, and especially in the vicinity of Garner Field, Uvalde. I remember smoking along at the speed of heat down VR140, right on the deck in what seemed almost a super-fast downwind for the airport.

There are two types of military low level routes, and they are depicted on your sectional. Visual Route (VR) are flown at 500-1500’AGL at 300-450 knots. The Instrument Route (IR) are also 500-1500’AGL at 300-450 knots and require a reservation, so a controller will know about them....if you are talking to a controller. An SR is a Slow Route and they may not be on the sectional, and no prior clearance is needed so even the controllers don’t know the planes are there. That red route between San Geronimo and Hondo is a low level “slow route”.

(Continued on Page 10)

CLASSIFIEDS

Rotax 503 for sale. Freshly overhauled Rotax 503 engine with muffler, new pistons and rings, rebuilt carbs and ready for your air-plane. TTSN 150 hrs TTSO 0 hrs. Asking \$5000.

Contact Tim Carter at 210-289-1780



BUILDER'S SPACE: The Return of Joker project will be finishing up in the next month or so. This will open up the 10x20 builders space in the chapter hangar, access to chapter tools, equipment and room to temporarily expand (e.g. to mount wings, etc.). This is about the size of a garage with lots of extra room and for building up till you need a full sized hangar and costs less. Contact Rebecca at youngeagles@eaa35.org or chuck at president@eaa35.org



WANTED: HANGAR

Mark Vondrasek is looking for a hangar at the San Geronimo Airpark. Looking for something larger than a T - hangar. Must have electricity. I need room to finish my gyrocopter project and store a trailer.

Please call me at (608) 438-9077

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Continued from Page 6)



So, in fact, that T-38 or T-1 may be at pattern altitude (1000 feet) smoking along at 300+ kts about over the solar farm east of Uvalde. Sort of like the same place you are likely to be as you set up for your downwind entry.

Did I mention you won't see them on your ADS-B?

Finally, since I am on the topic of military avoidance, there IS a military operating area directly above us.

You might hear the fortunate young trainees boring holes in the sky many days. Those are pretty high, so would not affect most of us locally. But remember that when they get done, the aircraft are likely at bingo fuel and will be descending rapidly back to the home drome. All of this information about military routes can be found in the JBSA anticollision guide at https://www.jbsa.mil/Portals/102/Documents/Safety/JBSA-MACA_Pamphlet.2021.pdf?ver=uZ6lEhxK3J-19pzdC4yVrw%3D%3D.

So, back to the initial premise of this missive. Despite all the electronics in our modern cockpits, mid-air collisions still occur. Tragically several have occurred recently even with two pilots on board and even with controllers watching. So, it is imperative to definitively identify another

aircraft as soon as possible, which means scanning with your mark-1 eyeballs.

If you see an aircraft and think it is a threat...don't think about, just turn away from it - immediately.

Think afterwards. Moreover, if your box is screaming at you and you do not have the other aircraft in sight...turn away. Think later. And always be aware of the danger areas. The area east of Uvalde, on a weekday, especially, is like crossing a highway. Expect traffic and look for it. The area around Castroville and Boerne Stage is very likely to have ADS-B "invisible" aircraft. Do not expect an ADS-B marker for them, and do not assume "no traffic" on the box to mean no traffic in the pattern.

Eyeballs out. Go Fly - and be safe!



C-130 Midair collision with C-27. Fortunately no fatalities on either aircraft. Photos courtesy of Air Safety.

Approximate distance	View	Approximate time to impact
1 nm		19 s
1/2 nm		9 s
1/4 nm		5 s
1/8 nm		2.3 s
1/16 nm		1.2 s



NOVEMBER CHAPTER GATHERING



NOVEMBER CHAPTER GATHERING



Items of Interest

FAA Extending Aircraft Registration Period to Seven Years

From 17 Nov 2022 Aviation International Online News by Kelly Lynch

The FAA is releasing a rule next week that will extend the duration of aircraft registration certificates from three years to seven years. According to the draft of the direct final rule, aircraft owners will be required to confirm their registration information and renew their certificates every seven years unless an event or circumstance requires a new registration before that time. If the agency determines that the registration information is inaccurate, an owner may be required to submit new registration forms.

The agency in 2010 mandated that aircraft owners re-register their aircraft every three years. Before then, the registration period was indefinite, but with the stipulation that owners keep their registrations up-to-date. However, the agency found that owners failed to do so, creating numerous outdated registrations and raising concerns of law enforcement and other government agencies.

But in the FAA Reauthorization Act of 2018, Congress directed the agency to extend that three-year period to seven for noncommercial general aviation aircraft. The FAA, however, said it cannot distinguish between commercial and noncommercial general aviation aircraft and added, "It is impracticable to have different durations for commercial and non-commercial general aviation aircraft registrations. Therefore, the FAA is extending the registration duration for all aircraft to seven years."

The rule will apply to existing registrations—one issued in 2020 will now expire in 2027, for instance—as well as new issuances.

While the agency has opted for a direct final rule, rather than the more traditional and time-consuming notice of proposed rulemaking process, it will accept comments for 30 days after it is published in the *Federal Register*. The rule is to take effect 60 days after publication.

NBAA praised the rule, saying not only will it help expedite FAA's approvals with a reduced workload but also expands authority for aircraft owners to operate beyond the registration renewal date from 90 days following expiration to 12 months, giving a buffer from any delays in renewals stemming from an agency backlog.

"We applaud the FAA for hearing our concerns over the current requirements and making this change," said Brian Koester, NBAA director of flight operations and regulations. "The new rule comes with tangible benefits that will help drive convenience and efficiency for business aircraft owners."

Pilots Flying Under Basic Med Can Act As Safety Pilots

General Aviation News, November 28, 2022—When FAA Acting Administrator Billy Nolen signed a final rule requiring medical certificates for commercial balloon pilots, it affected a very small number of pilots.

But one of two "miscellaneous amendments" to the final rule does impact general aviation pilots who fly under BasicMed.

The final rule makes a "minor change" to "allow a required pilot flight-crew member who is not acting as PIC to operate under BasicMed."

Translation? That means the more than 60,000 pilots who now fly un-

der BasicMed can take advantage of opportunities to fly as a safety pilot, according to officials with the Aircraft Owners and Pilots Association (AOPA).

The second miscellaneous amendment changes the regulations to allow a pilot to act as pilot in command (PIC) during a special medical flight test authorized under Part 67 without holding a medical certificate.

The new rules become effective Dec. 22, 2022.

Number Of Fatal Accidents In Homebuilts Ticks Up

General Aviation News, November 26, 2022—Fatal accidents in amateur-built aircraft were up slightly over the last year, but still remain below the historic average.

For the federal fiscal year ending Sept. 30, 2022, the [FAA](#) reported there were 56 fatal accidents in experimental category aircraft over the preceding 12 months, including 39 in amateur-built aircraft.

That compares to 42 total accidents — 33 in amateur-built aircraft — during the 12-month period between October 2020 and September 2021.

"The fatal accident totals, for both amateur-builts and experimental aircraft overall, remain 30% to 35% below where they were just a decade ago, including when looking at the three-year rolling average on which the FAA bases its annual not-to-exceed number," said Sean Elliott, vice president of advocacy and safety for the **Experimental Aircraft Association** (EAA).

"While that's good news, we never want to see an annual increase in the totals," he continued. "That's a reminder that we all must continue to work to make safety the top priority even with the small numbers we see each year."

The higher accident totals in experimental category aircraft mirror an increase for all of general aviation over the same 12-month period, according to EAA officials. This also coincides with preliminary figures that show an increase in flight hours in 2021 and into 2022, they said.

"EAA has been deeply involved in FAA's safety analysis teams for several years, and we consistently see that experimental aircraft accident causes are very similar to accident causes for all GA accidents," Elliott said. "It shows that the accidents overwhelmingly do not occur because a pilot is flying an amateur-built or experimental aircraft, but because of factors relating to pilot decision-making or flight procedures. Those are areas where EAA safety programs and resources can make a difference."

EAA has worked with the FAA and NTSB on efforts to reduce fatal accidents, such as distributing thousands of copies of the EAA Flight Test Manual to amateur-built aircraft owners and recommendations such as the increased use of an additional safety pilot during initial flight testing in amateur-built aircraft. Other safety initiatives, including regular safety webinars, have also put the spotlight on safety for experimental category aircraft, EAA officials said.



Chapter 35 Youth / Scholar Programs

Jeffrey Davila—Recently, I had the privilege of being invited to attend an advanced screening of the Sony Pictures movie “Devotion.” The film, which stars Jonathan Majors and Glen Powell, whom you may know as “Hangman” from the recent Top Gun sequel, is based on a book of the same name that focuses on the relationship between naval officers Jesse Brown and Tom Hudner and their involvement in the Korean War. As someone who is passionate about aviation and history, I did not know what to expect from the film. Many recent film adaptations of historical events have been disappointing, often lacking decent acting, cinematography, and historical accuracy. Knowing that, I walked into the theater with somewhat low expectations. To my surprise, it quickly became apparent that the filmmakers had every intention of making this film as accurate as possible. The movie was filmed using three F4U Corsairs, two F8F Bearcats, an AD Skyraider, a MiG-15, a Hawker Sea Fury, and the world’s only flying Sikorsky HO5S-1. In addition to the aircraft used in the film, the studio constructed a 1:1 scale replica of the USS Leyte’s island structure on an airport in Statesboro, Georgia. For the flying sequences, a modified L-39 camera ship was used, which was piloted by Kevin LaRosa, the aerial coordinator for the recent hit film “Top Gun: Maverick.”

The casting was very well thought out, with Jonathan Majors, a rising star, portraying Jesse Brown and Glen Powell portraying Tom Hudner. Powell, who rose to fame for his role in the recent “Top Gun” sequel, is currently a private pilot, having earned his certificate shortly after filming “Top Gun: Maverick.” In combination with his practical flying experience, Director J.D. Dillard’s personal experience with naval aviation, being the son of a former U.S. Navy Blue Angel, and a very detailed book written by Adam Makos, a war historian, the film was bound to be entertaining, motivating, and accurate.

After watching the film, I walked away with a greater appreciation for the life of Jesse Brown, the hardships naval aviators faced during the war, and the people who sacrificed so much to ensure the safety and wellbeing of others. This film was clearly made by a group of individuals whose intentions were nothing more than to tell the stories of those involved in America’s Forgotten War. It is a movie I recommend everyone watch, especially if you have an appreciation for history and aviation.

Evan Carrell — Since I’ve last given y’all an update I’ve had quite an exciting month, I got my airplane flying again and made the trip to Reklaw ‘22, it was a little over 2 hours there with a 30 mph headwind! I flew a day early so that the airport would be less busy and it would be easier for me to get in without any traffic conflicts. I stayed all weekend and had a blast being around airplanes and airplane people.

My return journey was less than an hour with the crazy 40 mph tailwind that Sunday morning (That also meant I took off with an over 20 mph crosswind component in my tiny airplane haha). I’ve been really enjoying bettering my stick and rudder skills solo in my airplane, and I can’t wait for what the future holds.

Hopefully I’ll have some very exciting news for you next month regarding a new airplane from a chapter member at chapter 35!

I’m in a loop of not being able to get my written done due to working Monday-Friday 9-6 and testing centers not being open on weekends. I’m supposed to get to request a day towards the end of this month but now we’re getting swamped with service calls at the A/C and Heat business so I’m stuck working those until we get a slow day.

I’m getting consistent good scores on my practice tests, but I’m just struggling to get a day off.



MYSTERY PLANE REVEALED!**BY DOUG APSEY**

Congratulations to Charlie Brame for correctly identifying our November mystery airplane as the XB-42 "Mixmaster" built by the Douglas Aircraft Company. The prototype made its initial flight on 6 May 1944. It was designed to be a high-speed medium bomber. Only two prototypes were built before the program was cancelled due to the end of WWII and the introduction of the jet engine that provided a

better option for high-speed aircraft.

Douglas Aircraft developed the XB-42 as a private venture and submit-



ted an unsolicited proposal to the USAAF in 1943. The concept behind the design was to offer a more economical alternative to the B-29 bomber. The USAAF agreed to purchase two flying prototypes and one static test airframe to evaluate the design.

The XB-42 carried a crew of three with the pilot and co-pilot sitting side-by-side but under individual bubble canopies while the bombardier sat in the plexiglass nose of the airplane. The double canopy was later replaced by a single bubble canopy to improve pilot/co-pilot communication. The XB-42 had tricycle landing gear configuration for obvious reasons and the tail empennage consisted of a four surface "cruciform" arrangement with the lower fin designed to prevent the propellers from striking the ground during take-off and landing. It was powered by two 1,800 hp liquid-cooled V-12 Allison V-1710-25 engines that were mounted side-by-side in the fuselage. Each engine drove one of the two rear mounted inline contra-rotating propellers. Max speed of the XB-42 was 410 mph and the airplane had a range of 1800 miles. It was believed that, due to its speed, it would most likely only be intercepted from the rear so the only defensive armament consisted of two retractable rear facing 50 caliber machine guns mounted in the trailing edge of the wing. These were aimed by the co-pilot using a sighting system mounted in the rear of the cockpit. The bomb load consisted of up to 8,000 lbs of bombs carried in an internal bay.

In December of 1945 the second prototype XB-42 set a transcontinental speed record flying from Long Beach, CA. to Bolling Air Force Base in Washington D.C. in 5 hours and 17 minutes. Average speed for the flight was 433.6 mph. This airplane crashed a few days later during a routine test flight after suffering a dual engine failure. All three crewmen survived with the pilot bailing out at an altitude of 400 feet. If it has not occurred to you already, think about the prospect of bailing out of this airplane without getting mangled by the propellers. The reason for the pilot's late departure from the doomed aircraft was because he had crawled to the back of the aircraft to jettison the propellers. The

XB-42 was equipped with jettisonable propeller technology that was considered classified at the time.

Douglas aircraft developed a jet powered version of the XB-42, the XB-43 Jetmaster. The first prototype was built from the XB-42 static test airframe the company had built for the USAAF. It was powered by two



General Electric J-35 engines giving it a maximum speed of 515 mph and a cruise speed of 420 mph. The XB-43 was considered the first US jet powered bomber but only two prototypes were built and it never went into production.

The first prototype XB-42 was removed from the USAF inventory in 1949. It, along with the only remaining XB-43, are in storage and currently awaiting restoration at the National Museum of the United



States Air Force in Dayton, OH.

Sources for this article include:

https://en.wikipedia.org/wiki/Douglas_XB-42_Mixmaster

<https://oldmachinepress.com/2017/08/05/douglas-xb-42-mixmaster-attack-bomber>

I truly hope that you have enjoyed reading the mystery airplane articles as much as I have enjoyed doing the research and writing them. My first mystery airplane article appeared in the September 2012 issue of our EAA Chapter 35 newsletter and, after 10 years, I have decided it is time to take a break. If anyone would like to take over writing the monthly mystery airplane articles for our award-winning newsletter, please contact our newsletter editor, Bill Fahey.



CHAPTER CALENDAR — CONTACT VICEPRESIDENT@EAA35.ORG - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

2022		
DECEMBER	10	CHRISTMAS PARTY - PLANS TOTALLY PENDING 1100 Social Hour; 1200 Lunch Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details)
	16	1800 pm VMC Club (see FAA Wings page and e-mail)
2023		



Upcoming Area Events:

- <https://socialflight.com>
- <https://eaa.org>
- <https://funplacestofly.com>
- Facebook Group: Texas Aviation Event Calendar

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- 1-31st Christmas Lights Night Flites, Ft. Worth
- 3rd Breakfast Taco and Pancake Shindig, Lockhart, TX
- 3rd Rio Grande Planes n Coffee, Las Cruces, NM
- 3rd Hangar Hang Out, CAF Houston Wing, West Houston Airport
- 10-11 Coastal Bend Holiday Fly In, Rockport, TX
- 10 Fair Weather Fly In, Brookshire, TX at TX42
- 10 Santa Arrives at The Lone Star Flight Museum, Ellington
- 17 Open Ramp Day, The 1940 Air Terminal Museum, Houston Hobby

- Every month, First and Third Saturday: Hangar Hang Out, CAF Houston Wing, West Houston Airport
- Every month, First Saturday, Pancakes and Airplanes, Lockhart
- Every month, Third Saturday, The 1940 Air Terminal Museum



Hopefully, everyone who needed an official-but-unofficial Chapter 35 Texas Flag shirt got one before Airventure. We badly underestimated how many small- and medium-size members we have and overestimated how many XL and 2XL would be called for, made worse by the shirts running a little large! We can always order more so let us know your size and we'll make sure to get enough so everyone can have one. Of course, the Oshkosh shirt is also a good one to wear for the monthly Chapter 35 meeting!

The Country Store is your source for all things Chapter 35. Apparel, key chains, coffee cups, and hats are only a small part of the merchandise we have for sale. Our most popular items lately are the excellent aircraft cleaning products from WashWaxAll, so let us know what you need. We may have another shirt or two that you want in addition to your official Texas Flag shirt, so come browse our selection.

If you think you have a flair for the retail side of life, let us know. We are looking for a new proprietor for the Store! As always, if you have an idea for a product or clothing that you would like to see us carry, or just want to browse through the inventory, let us know and we'll see if we can accommodate. If there is something that you think our members would be interested in, we will see about adding to our inventory.



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	ONE LARGE	
TEXAS FLAG APRONS	3 left	\$26.00
Additional Items available		
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CHAPTER 35 DUFFLE BAGS	Only 2 left	\$31.00
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REMOVE BEFORE FLIGHT KEY TAGS	Plenty	\$5.00
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WASH WAX PRODUCTS	Limited supply	\$8.00 & up

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Pd Thru Dec 2022



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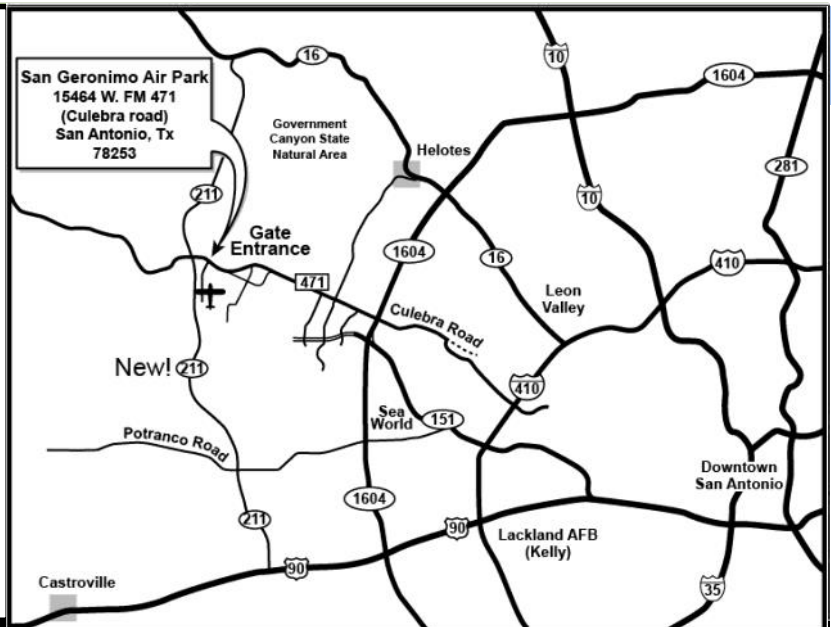
NEXT EVENT

December 10—Noon

Christmas Party

Chapter 35 Clubhouse

8T8 (San Geronimo Airpark)



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

For over 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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CHRISTMAS LIGHTS NIGHT FLIGHTS

DECEMBER 8, 9, 22 & 23, 2022

FLY IN THE BEECH C-45, "LONE STAR LADY", A WORLD WAR II AIRCRAFT WITH SEATS FOR SEVEN PASSENGERS. FLIGHTS DEPART FROM THE CAF HANGAR AT SAN MARCOS REGIONAL AIRPORT. SEE THE HOLIDAY LIGHT SPLENDOR OF THE SAN MARCOS AREA FROM SANTA'S VIEWPOINT. FLIGHTS DEPART HOURLY FROM 6:30PM TO 8:30 PM .



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WINGS & WHEELS

DECEMBER 17, 2022

10:00 AM-3:00 PM

- Santa Visits the Air Terminal
- Fly-ins and Drive-Ins
- Family-Friendly Fun
- Historical Talk
- Food Truck

LEARN. BUILD. FLY.

EAA Homebuilders Week

That time of year is coming! Join us January 23-27, 2023, for experts from every corner of the homebuilt aircraft community to bring their knowledge to builders through free and interactive webinars. As a previous Homebuilders Week participant, you receive early access to register for popular webinars such as Panel Planning and Wiring, Gas Welding, Sheet Metal Basics, and more!

Registration is required and space is limited. View the schedule online and reserve your spot before registration goes public on December 1, 2022.

Monday, January 23

11:30AM CST	Building an Aircraft — What You Need to Know Presenter: Charlie Becker Register >
1PM CST	Wiring Basics Presenter: Dick Koehler <i>Qualifies for FAA WINGS and AMT credit.</i> Register >
2:30PM CST	TIG Welding Presenter: Charlie Becker and Earl Luce <i>Qualifies for FAA WINGS and AMT credit.</i> Register >
4PM CST	Sonex Aircraft Presenter: Mark Schaible Register >
5:30PM CST	Sheet Metal Basics Presenter: Mark Forss <i>Qualifies for FAA WINGS and AMT credit.</i> Register >
7PM CST	Kit Selection Presenter: Paul Dye Register >

Tuesday, January 24

11:30AM CST	Composite Construction Basics Presenter: Mark Forss <i>Qualifies for FAA WINGS and AMT credit.</i> Register >
1PM CST	Buying A Used Homebuilt Presenter: Vic Syracuse <i>Qualifies for FAA WINGS and AMT credit.</i> Register >
2:30PM CST	The REAL Culprit in Homebuilt Acc Presenter: Ron Wanttaja <i>Qualifies for FAA WINGS credit.</i> Register >
4PM CST	Fabric Covering Basics Presenter: Mark Forss <i>Qualifies for FAA WINGS and AMT credit.</i> Register >
5:30PM CST	Dynon Avionics Presenter: Michael Schofield Register >
7PM CST	Van's RV Aircraft Kits Presenter: Greg Hughes Register >

Wednesday, January 25

11:30AM CST	The Top Five Project Killers Presenter: Lisa Turner Register >
1PM CST	Flight Testing Basics Presenter: Gary Baker <i>Qualifies for FAA WINGS credit.</i> Register >
2:30PM CST	Zenith Aircraft Kits & Plans Presenter: Sebastien Heintz Register >
4PM CST	Advanced Flight Systems Presenter: Rob Hickman <i>Qualifies for FAA WINGS and AMT credit.</i> Register >
5:30PM CST	Gas Welding Presenter: Budd Davison <i>Qualifies for FAA WINGS and AMT credit.</i> Register >
7PM CST	Finding an Engine for Your Homebuilt Presenter: Mike Busch <i>Qualifies for FAA WINGS and AMT credit.</i> Register >

Thursday, January 26

11:30AM CST	EAA's Homebuilt Movement: Past Accomplishments and Future Opportunities Presenter: Jack Pelton and Charlie Becker Register >
1PM CST	Lycoming Engine Installation Presenter: Dave Pridio <i>Qualifies for FAA WINGS and AMT credit.</i> Register >
2:30PM CST	Panel Planning Presenter: Stein Bruch Register >
4PM CST	Garmin Experimental Avionics Solutions Presenter: Brad Brensing Register >
5:30PM CST	Choosing Wheels and Brakes Presenter: George Happ <i>Qualifies for FAA WINGS and AMT credit.</i> Register >
7PM CST	Painting Your Plane: DIY or Use an Expert? Presenter: Craig Barnett <i>Qualifies for FAA WINGS and AMT credit.</i> Register >

Friday, January 27

11:30AM CST	Amateur-Built Aircraft Certification Process Presenter: Joe Norris Register >
1PM CST	Working With Wood 101 Presenter: John Egan <i>Qualifies for FAA WINGS and AMT credit.</i> Register >
2:30PM CST	Advocacy Update: MOSAIC, Fuels & More Presenter: Tom Charpentier and Rob Hackman Register >
4PM CST	Plansbuilt Aircraft: The Affordable Option Presenter: Tim Hoversten Register >
5:30PM CST	Van's New High-Wing RV-15 Presenter: Greg Hughes Register >
7PM CST	Maintenance Horror Stories Presenter: Vic Syracuse <i>Qualifies for FAA WINGS and AMT credit.</i> Register >