



The Official Newsletter of EAA Chapter 35, San Antonio TX
Founded in 1957



NOVEMBER 2024

Volume 67 Issue 11

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Next Event

9 November
1000 VMC Club
1130 **ANNUAL MEMBERSHIP MEETING**
Chapter Clubhouse

Runway 35 is published monthly as a free service for our members and our flying community by
EAA chapter 35.
Edited and Published by
Chuck Fisher

newsletter@eaa35.org

NEXT:

Annual Membership Meeting and Chili Cookoff

Featured Speaker: Eric Knight

Boeing, previously of SWHS. He will speak about electrical grounds and bonding.



FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



Chapter 35's bylaws require an annual meeting of the membership to be held in the month of November, this year, as in most, that annual meeting will take place during our November Chapter Gathering.

Since our annual meeting of the membership will happen later this month, this seems like a good time to look at every-

thing your Chapter 35 accomplished in 2024. This year we will have hosted nine of our very popular VMC Club meetings which were ably led by either Matt Van De-Walle or Paul Wurster. These scenario-based educational opportunities aim to improve our VFR decision-making.

By the end of the year, we will have held eleven monthly chapter gatherings, a monthly general membership meeting that also includes a meal; this includes two pancake breakfast fly-ins. The reason we did not have a chapter gathering in June is our preference to participate in the EAA's International Young Eagles Day, which falls on our regular second Saturday of the month meeting day. I can't mention meals and not acknowledge that our volunteer kitchen crew served well over 1,000 meals this year; lots of delicious burgers, dogs, pancakes, chili, and soup.

Speaking of Young Eagles, this year we held three Young Eagles Rallies and flew a total of 165 youth. Two of our Rallies were held at San Geronimo Airpark, and the final one was held at Stinson Municipal Airport. Chapter 35 has been holding Young Eagles Rallies for over thirty years, and we know with certainty that many of those youth are now our fellow aviators: pilots, aerospace engineers, and maintenance professionals.

Three of our Young Eagles became the recipients of the three \$10,000 (in one case, it is \$11,000) youth flight training scholarships we awarded this year. One recipient is very close to earning his Private Pilot certificate, and the other two are not far behind.

I hope many of you purchased items from our robust Country Store; we sell many of our classic merch along with several new offerings. Our various colored polo shirts are quite popular.

Like many of you, I look forward to the first of each month when our newsletter, Runway 35, arrives. This award-winning newsletter, along with our 24/7/365 website keeps us up to date on everything going at Chapter 35.

Notice of Annual Meeting

An annual meeting of the Experimental Aircraft Association Chapter 35, Inc. membership will be held during the chapter's November 9, 2024, Chapter Gathering and Chili Cook-off. Doors will open for the Chapter Gathering at 11:30 AM. The purpose of the meeting is to update the membership as to the current condition of the chapter, to elect any officers as may be necessary, and any other business as determined by the President.

Ian Heritch
Chapter President
October 13, 2024

A solid twelve months of programming, 165 Young Eagles flown, plus a 365 web presence; not too shabby for a sixty-seven-year-old chapter. Stay tuned!



Young Eagles Wrap-Up

Dean Doolittle

On October 5th Chapter 35 pilots flew 76 Young Eagles, which is the most we have flown at an event in the last couple years. This was accomplished with the generous assistance of nine pilots and several ground support volunteers. Despite being a few ground volunteers short of a full team, a dodgy printer, a closed runway, and a closed taxi lane we were able to pull off a great event thanks to the extra effort of the ground volunteers and tower personnel.



flight simulator trailer while waiting for a flight. Some of the families enjoyed food and drink at the Trailblazer Café in the terminal building while waiting.

At our three Young Eagles Rallies in 2024 Chapter 35 flew 165 participants. The chapter earns credits for each of our Young Eagle flights which is typically used to send a youth to the EAA Air Academy. Thank you to everybody who has volunteered, in the air and on the ground, for our events this year. Your help is very much appreciated.

Rebecca and Marilyn did a great job of checking in the participants and assigning pilots. The escorts were kept busy rounding up the Young Eagles for the pilots as well as keeping track of paperwork.

Let's make 2025 an even bigger year for Young Eagles.

Dean Doolittle
EAA Chapter 35 Young Eagles Co-coordinator

The Young Eagles had access to the San Antonio Airport System's



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Featuring a fully catered luncheon

(we'll give the "Kitchen Crew" a day off!)

Holiday Gift Exchange...with a new format (gotta read next month's newsletter for that information).

TICKETS will be on sale soon at EAA35.org and as always, seats will be limited. Don't wait to the last minute!

From the Kitchen

Peggy Fisher

I can hardly believe that we are in the last of October and it still feels like the middle of summer, but I am hoping for fall as we are fast approaching one of the favorite events of the year.

The annual meeting and the *Great 2024 EAA Chapter 35 CHILI COOKOFF*. Who will be the Royalty of Chili 2024?

This is a great event and fantastic Chapter 35 tradition. PLEASE ENTER a chili or if you are not a chili cook, please feel free to contribute cornbread or dessert...or whatever you think everyone will enjoy.

Before we dwell on the November 9 event, a recap of the October 12 Pancake Breakfast is in order. We served *over* 60 breakfasts by my count and had folks fly in from around the area. Despite some technical difficulties with our awesome pancake grill, pancakes were grilled, several pounds of bacon and sausage cooked, and breakfast served.

Thanks to *Danny Beavers*, who was up with the sun working on the griddle, we had oodles of awesome flapjacks. With the addition of some fantastic, scrambled eggs (contributed by *Chuck Fisher*), fruit and some flavored breads I believe that all feel the breakfast was a success. A great big for all their help to *BJ O'Dea* for helping in the kitchen and setting up, *Roxie Beavers* for being everywhere including making pancakes and not to mention the pancake batter, *Mary Ann Schlattman* for cutting bread getting items on the table and generally helping all around. Also, a big thanks to all who helped clean-up, and take out the trash. All help is greatly appreciated.

November 9 promises to be a great meeting. Please bring chili, cornbread, or dessert. All is very much appreciated. I hope to see everyone in November (With Chili Pots in hand!)

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.

WE NEED YOUR ARTICLES!

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: newsletter@eaa35.org

FROM THE VICE PRESIDENT

Paul Wurster

We were privileged to have another fantastic speaker at our chapter gathering this month. Larry shared the details about one of our local A&P schools and the current state of the profession. I think he made it pretty clear why there is an extreme lack of general aviation mechanics out there. They cannot compete with the current wages and benefits offered by commercial manufacturing operations and airlines.

It was also interesting to learn about how incredibly affordable St Phillips College A&P program is. The Alamo College District offerings are a real treasure of our community. I



know all of my kids have taken advantage of some the classes offered on their paths to a post secondary education. Maybe I should too.

If you enjoyed this presentation or any others this year, please let me know. If you have any ideas that you think would be good for a chapter meeting, please let me know about it. I can be reached at vicepresident@eaa35.org. I need to start building the slate for next year. Some things might be better as a newsletter article. If so, type it up and send it along with any pertinent pictures to newsletter@eaa35.org.



What is your ideal airplane? Send your answers to PlanePolls@eaa35.org

CHILI COOKOFF!

Bring your best or favorite Chili to the next meeting!

Texas Chili, Bean or not, Hot or Not, White or Brown...or whatever. It's all good...so please share!!

Not a Chili-maker—Bring cornbread...or favorite desert.

We LIKE to eat!

Who will be the 2024 Chili Master?



Membership Update Zac Morton

Please welcome our newest members!

Byron Oyler

Byron is a private pilot with a nice Cessna 172A, and he has already participated as a Young Eagles pilot!

Richard and Savannah Becton

Richard's father was already a member of the chapter. Richard, Savannah, and their son Logan have moved into San Geronimo and are hoping to get into aviation. Meanwhile, they are looking forward to supporting the chapter.

Wayne and Holly Woldt

Wayne and Holly are looking forward to connecting with Chapter 35. They look forward to their time in San Antonio, and getting to know fellow aviators and neighbors. Wayne has been flying for almost 50 years starting with hot air ballooning, and is currently flying

his trusty Cessna 152. It has sufficient "juice" to fly over the South Texas Plains and Hill Country areas, and provides him with an opportunity to enjoy the wonderful views. Be sure to ask Wayne about his 152's interesting story!

Josh and Katie Brandt

Josh is a private pilot with instrument rating and tailwheel endorsement. He has a Saratoga and part-owned RV-8 in which he and Doug Dodson fly in to the pancake breakfast and he joined the chapter. He is also starting on an RV-14 project. There are a few other RV-14 builders here, Josh, so let us know if you have questions!

2025 Membership Dues

I've sent out a request for 2025 Chapter membership dues. Please check your email, and remember to pay your dues. Let me know if you have any questions. You can email me at membership@eaa35.org.

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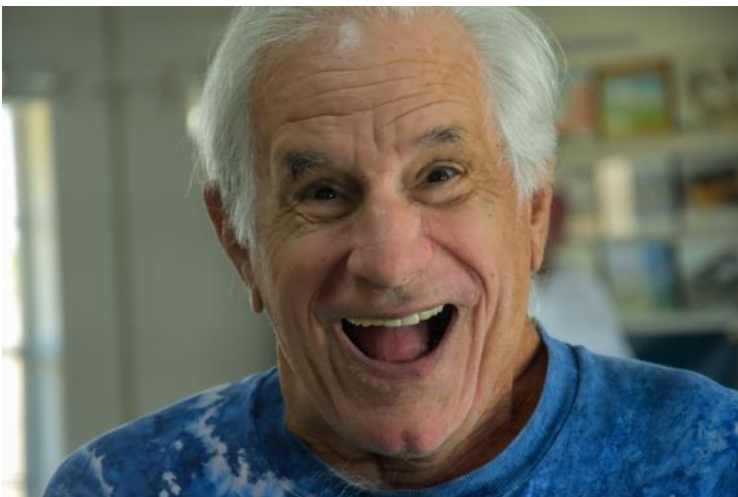
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Caught in Action Frank Pisz

Frank Pisz is an Aircraft Builder and a mentor for the Southwest High School program. When he's working on his plane, his trailer is usually by his hangar. Stop by and say hi! As a hearing impaired pilot, he is also a role model for hearing impaired students, and for all of our chapter membership. More importantly, he's a great friend and inspiration for all of us!



Volunteer Spotlight Marilyn Doolittle

Some folks shy away from the spotlight, but are the fuel that makes the machine work. Marilyn, and hubby Dean, are that fuel.

Marilyn works tirelessly with our Young Eagles program. She has been doing so for several years both in Houston and here.



She is usually one of the first onsite at every rally and by the time the rest of us have had enough caffeine to notice, has the check in set up and eager parents and Young Eagles signing in.

Marilyn is also a highly educated professional, which leads to her skill with writing. She's a frequent contributor to this newsletter, for which the editor is incredibly grateful!

Thank you Marilyn for being a great Chapter 35 Volunteer!

What's In a Name?

Marilyn Doolittle

EAA Chapter 35 recently held a very successful Young Eagles Rally at Stinson Municipal Airport. Seventy-Six eager young people got a hands-on taste of general aviation, and you can be sure some of them will end up pursuing a career in the aviation industry or enjoying aviation as a hobby.



the fourth woman to receive a pilot's certificate. While still living in Arkansas in 1913, Katherine and her mother Emma founded the Stinson Aviation Company, to manufacture, sell and rent aircraft. She then pursued aerobatic exhibition flying, for which she was dubbed "the flying schoolgirl." At the encouragement of Max Lillie, Katherine was eventually given permission to use the hangars at Fort Sam Houston, where she trained both U.S. and Canadian military pilots, and discovered that San Antonio had an ideal flying climate.

Many folks may not know the background story of how Stinson Municipal Airport got its name. It all started over 100 years ago with a family whose last name was, as you might expect, Stinson.

The Stinson family included parents, Edward and Emma Stinson, and their children, Katherine, Marjorie, Eddie and Jack, who lived in Birmingham, Alabama. Edward left the family through an amicable divorce, leaving Emma alone to raise the children. Emma and the children later



moved to Mississippi and Arkansas before coming to San Antonio, Texas.

It was Katherine who first caught the aviation bug (and yes, I do think it is some type of incurable virus that all pilots have). She had dreamed of a career as a pianist, but in 1911, she got the opportunity to take a ride in a hot air balloon, and her newfound passion for flight eclipsed her dream of a music career. So she sold her piano in order to have the money for flight lessons instead. Her instructors included Max Lillie, one of the pilots for the Wright Brothers, who did not want to teach her at first because she was petite (barely five feet tall), young (19) and female. However, she soloed in a Wright Model B in 1912 after only four hours and ten minutes of training. In 1912, she was



The Stinson family then leased 500 acres in San Antonio, cleared the mesquite off the land, and established Stinson Field in 1915, along with the Stinson School of Flying. Emma managed the school, and Katherine financed it. During World War II, Stinson Field served as



an Army Air Corps training facility, as an auxiliary field to Kelly Air Field. In addition, Katherine flew out of Stinson Field carrying mail for the U.S. Post Office – becoming the first female airmail carrier. In addition, she was the first civilian pilot to fly mail to Canada.

Also in 1915, Katherine pioneered the art of night skywriting by attaching flares to her plane and spelling out "CAL" over California, the first pilot to ever do so, and was the first woman to fly solo at night. In 1917, she organized a six-month tour in China and Japan to demonstrate aviation.

In 1946 Stinson Field was given back to the city. An interesting fact is that Stinson Municipal Airport is the second oldest continuously operated general aviation airport in the United States, after College Park Airport in Maryland. Another noteworthy historical note is that Charles Lindbergh kept a plane at, and flew out of, Stinson Municipal Airport when he was stationed in San Antonio at Brooks Field.

Marjorie Stinson was inspired by her big sister and trained to be a pilot, obtaining her certificate in 1914. She also became a flight instructor at Fort Sam Houston, earning the nickname "the flying schoolmarm." She later trained Canadian Air Force cadets at Stinson Field, and also worked as a stunt pilot at airshows. After World War I, the Stinson Flight School closed and Marjorie went to work for the U.S. Navy in its aeronautical division.

(Continued on page 7)

Stinson (continued)

(Continued from page 6)

Not to be outdone by his big sisters, Eddie Stinson obtained his pilot's certificate in 1915, after training at the Wright Flying School in Ohio, following in Katherine's footsteps. He went on to work as a flight instructor and mechanic at Stinson Field before forming the Stinson Aircraft Corporation in 1926 in Michigan. The company was quite successful and produced aircraft for several decades, including the Stinson Voyager, some of which still fly today. Sadly, Eddie perished in a plane crash in 1932, but his company continued, eventually becoming part of what we know today as General Dynamics.



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The youngest brother John (Jack) followed in his siblings' footsteps and became a pilot in 1927. It was then that all four of Emma Stinson's ambitious children had taken to the skies.



In honor of these four brothers and sisters who significantly advanced aviation in San Antonio, a citizens' memorial has been placed near the corner of the current terminal building at Stinson Municipal Airport, close to the tarmac. It has a black marble base with four gold columns rising from it, one for each sibling. On these columns, plaques commemorating the aviation achievements of each sibling are attached. The finials atop the columns are eagles with wings open. Next time you are at the airport, stop by and remember this amazing family who made a lasting mark on aviation in San Antonio, and whose passion for aviation continues to do so when we fly our future aviators from the very airfield they

created.

[Note: the locations, dates, and sequence of events are the author's best interpretation of conflicting information found on various aviation websites and other sources. Any inaccuracies are purely my own.]

Editors Note: There is a brief video about Katherine Stinson at <https://youtu.be/XyphgIH9Mms>



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Jolly “Old” England

Allen Inks

My wife, Kitty, has two nieces who have emigrated from Hong Kong to Europe. One to the Netherlands, one to the United Kingdom. And this summer, we visited the British niece’s home in Bristol England. And just outside the city was a treasure I had not expected... a museum which is the subject of this article: Aerospace Bristol (<https://aerospacebristol.org/>)

In and around Bristol, Sir George White began a transportation revolution... when he, as managing director, replaced the horse-drawn trams of the Bristol Tramways and Carriage Company with electric trams ... the first in the UK. That was in the 1890s. Sir George was always looking for innovations in transportation, and introduced motor busses in 1906, and began manufacturing buses in 1908.



Figure 1 Model of Bristol Boxkite



Figure 2 Replica Boxkite -minus fabric

The first model to meet commercial success was the Bristol Boxkite (Figs. 1 & 2)– in their first year of operation, the company had already sold Boxkites to the Russians...

When WWI came, the company was ready with a race plane they had designed, which became the Bristol Scout (Figs. 3 & 4), a single



Figure 3 Replica of a Bristol Scout



Figure 4 Bristol Scout (Replica.... No original aircraft exist)



Figure 5 Bristol Fighter



Figure 6 model of Bristol Pullman

You all can see why I’m writing about him in our Chapter newsletter, right?

In 1909, Sir George saw Wilbur Wright flying in France. In February 1910, he founded the British & Colonial Aeroplane Company, and set up to manufacture aircraft on a commercial scale at the end of Sir Whites tramway terminus in the town of Filton. A flying field was established on the top of Filton Hill.

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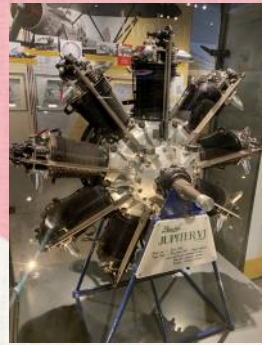


Figure 7 Jupiter Radial Engine

seat reconnaissance aircraft; the Company produced almost 400 of these. Evidently, it’s top speed of 95 mph was considered pretty speedy, because it earned the nickname “Bristol Bullet”) Next came the Bristol Fighter (Fig. 5), which went into production in 1916, about halfway through WWI. 5,329 were produced in various locations before production ended 6 years later.

After WWI, the, in a tax saving move, the assets of British & Colonial Aeroplane Company were sold to another company owned by the same shareholders, The Bristol Aeroplane Company. The company acquired some assets of other companies as well and began to build civilian airplanes.

For example, the Bristol Type 26 Pullman (Fig. 6)

was a tri-wing passenger airplane based on a WWI bomber design. It is notable for being the first British aircraft with enclosed seating for passengers AND crew. But despite that innovation, it failed to find a market, and only the prototype was built.

The company also acquired the remaining assets of an engine manufacturer, Cosmos Engineering, which was crippled when substantial assets in Russia were lost to the Bolsheviks. The Jupiter engine (Fig.7) that the Bristol Aeroplane Company produced between 1918 and 1935 was prized for simplicity and good power to weight ratio, and the company sold about 10,000 of them.

During WWI, the Royal Flying Corps had built a base next to the company’s factory in Filton. This base was the Royal Flying Corps. No. 5 Aircraft Acceptance Park. There was a runway and several hangars. After the war, these facilities were “retained for use” by the Bristol Aeroplane Company. Part of the museum is housed in one of these WWI hangars (Fig. 8). The hangar is constructed with something called a Belfast Truss. The lattice design of these roof trusses was strong, and able to support a wide span roof like a

hangar. It’s a pretty amazing design.

But wait...there is more!
To be continued...



Figure 8 Museum is in WWI-era Hangar



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OCTOBER 2024 Gathering and VMC Club

Photos Chuck Fisher



It was October! The blazing heat finally abated, well at least for a few days, and we had clear South Texas weather! What a great day for a fly-in. Several other groups in the area though the same...so we had head to head "competition" across the city and region. But we had a standing room only turnout for the Fly-In and a superb discussion by Larry Canion from St. Philips college. See the summary later in this issue.



October 2024 Gathering and VMC Club

Photos Chuck Fisher



Special thanks to our amazing PitMaster Danny Beavers for laboring over the hot, and on this day cantankerous, huge griddle, and to all of the kitchen volunteers for keeping piping hot food out for everyone.

And, welcome to the new members, new volunteers and guests who joined us for the October Pancake Breakfast. Mmmmm Yummy!



The Anatomy of a Rally -Young Eagles Rally—October 2024

Young Eagles Rallies such as ours don't just happen. With a goal in mind of providing a super safe event in which every kid who wants to fly gets to fly requires a vast amount of pre-work and effort on the ground. That is why Ground Volunteers like you are SO important. So, here are a few photos of our October Rally including some "behind the scenes" looks.



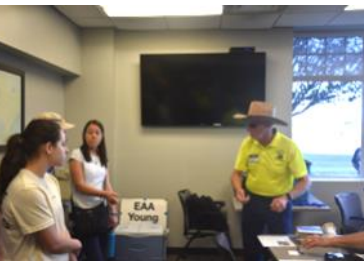
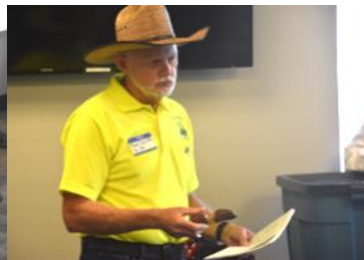
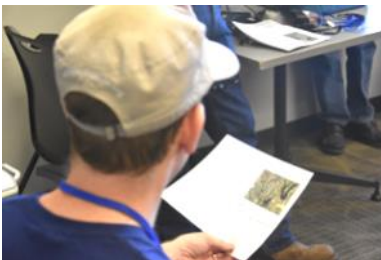
The Rally starts weeks in advance. The YE coordinator sets up the registration portal and pilot coordinator starts canvassing the area for YE pilots. Though we have a group of dedicated pilots, every rally poses unique challenges with aircraft in maintenance, pilots unavailable, or some aircraft less suited to certain airfields or weather conditions. On the morning of the Rally, as the sun rises planes and pilots begin to arrive. Some pre-position to avoid the morning mist. Coordinators will have already set up security conditions, parking, and coordinated with the tower for a route and call signs.



Set up early because the kids and parents will be eager to go. For our rallies it is not uncommon for families to travel several hours for their flight. We are fortunate to also have a simulator hosted by the San Antonio Airports to set up and use during our rallies.



Safety , Safety, Safety. The morning starts with a **pilot and volunteer briefing**. The pilot-coordinator has made line up cards that contain the route, frequencies, alternate landing fields and phone numbers. . Each pilot's weight capacity and preferences are verified and an escort assigned to them. Pilots are reminded that our flow includes the pilot bringing the young eagles back to the briefing room to complete log-books and certificates, not only to give them information, but also as a forcing function to give the pilots time to hydrate and reset.



The Anatomy of a Rally -Young Eagles Rally—October 2024

Then *IT STARTS*. Pilots will make their way to their planes, and escorts wearing safety gear will begin to round up their assigned Young Eagles. Introducing them to the pilots, the pilots then take their Young Eagles on a brief walk around. . The escort and pilot then will ensure the Young Eagles are properly secured, and the area is clear. The line boss or in some cases the escort can then clear the area and signal for the engine start when safe.



The Anatomy of a Rally -Young Eagles Rally—October 2024

After the flight, the line boss will park the aircraft and escort meet and help deplane the Young Eagles. It's time for photos. The chapter photographer will snap some photos, and the escort will usually snap some photos with the passengers own phone cameras.



Finally the escorts and pilot head to the briefing room. During the flight the escort will have completed the logbooks and ensured the certificates are ready. The pilot can wax poetic about student membership and benefits of being a Young Eagles, and answer parent's and Young Eagle questions about ... well just about anything. Afterwards...its all about smiles. No one leaves a Young Eagles rally without a memory or a smile on their face. In this case, most made their way over to the *Trailblazers* restaurant and enjoyed massive burgers and sandwiches. Nicely done everyone!

The Anatomy of a Rally - Young Eagles Rally—October 2024



Scholarships Update

Allan Inks

As you will read in accompanying articles, our 2024 scholars continue to make progress. Ethan has passed most of his check ride, and just needs to demonstrate a short field takeoff and landing. He will be meeting with his DPE next week to finish his check ride. Rory is working on cross-country flying, and has her check ride scheduled for her 17th birthday in December! Lily, has soloed and is progressing nicely. Meanwhile, Jeffrey is also getting ready for his check ride and expects to take the exam in mid-to late October.

Since my stable of scholars will be empty in the next couple of months, it is time to make plans to replace them.

During the board of Directors meeting earlier this evening, I presented our preliminary plans for next year. We had a generous \$10000 donation earlier this year from Charlie Brame that we are going to use most to pay the Chapter's 25% share of two matching fund Ray Scholarships for 2025 (or, as I'm calling them, Brame-Ray scholarships) Jane Kellogg has generously donated another \$10000 (third year in a row) for another Kellogg scholarship. We are always looking for additional scholarship funding... we always have more applicants than scholarships. Obviously, every dollar helps a student pilot. If you would like to contribute, I would encourage you to contact me or our treasurer, Dee Brame I would also refer you to my newsletter article on page 15 in the November



2023 newsletter about how to donate: <https://chapters.eaa.org/ea35/newsletters/-/media/f05bc5727c694f13a24b8b6c641087a1.ashx>

Finally, as always, if you know someone who will be between 16 and 18 next March (2025) and might be interested in competing for one of those scholarships, start bringing them to chapter meetings and activities. It would also be better if they've

already had a Young Eagle flight and thus have all the benefits that accrue to Young Eagles including Free student membership in EAA national and EAA Chapter 35, free introductory flight lesson, free ground school course (*Sporty's* learn to fly course) to prepare them for PPL written exam, and reimbursement of exam fee when they pass the written exam. They don't have to wait for a Young Eagle Rally to take a Young Eagle flight. You may become a Young Eagle pilot and give them a Young Eagle flight on your own or contact any one of several pilots in the chapter who would be willing to give a 1 on 1 Young Eagle ride. And of course, applicants who have already completed the written exam will be very favorably viewed during the application evaluation process, so get them started on that.



Flight Training Scholarship Announcement :

Please keep an eye on our EAA Chapter 35 website and newsletters (<https://chapters.eaa.org/EA35>) for information about the youth flight training scholarship (s) we will be offering early next year (as of now, the plan is to have a deadline for applications at the end of February). We will be especially interested in candidates who have already passed the FAA written exam for private pilot - airplane, so if you are interested, you should be studying to take and pass that exam in the next 3 months. And of course, if you are already taking flight lessons, that's good too. Perhaps review some of the chapter newsletters from about a year ago to see some more information about our chapter scholarship application process, especially the article at the top of Page 14 of the February 2024 newsletter (see <https://chapters.eaa.org/ea35/newsletters/2024-newsletters>)

Finally, even if this is not something you may be interested in, if you can think of a friend, a classmate, or a relative here in the greater San Antonio area who is obsessed with flying and might be interested, pass on this information, and invite them to attend a meeting. For further information, please contact Allen Inks, Scholarship Coordinator, scholarhips@ea35.org.



Ethan Palumbo— 2024 Ray Scholar



This month was plentiful. I have been flying quite a bit and plan on continuing to fly as the month goes by. Flying brings a joy to my day that nothing else does. I'm glad to have the opportunity to be able to fly and very thankful to all the wonderful people that make the scholarships happen.



Editor's Note: At print-time Ethan was VERY close to his PPL check-ride...watch for updates!



Rory Sorola—2024 Kellogg Scholar



Hello, everyone, I'm pleased to update you on my progress with my training. I recently did my first dual cross country flight, which took about 2 hours. It was a really unique experience for me: I got to see hills, dried up rivers, and masses of forestry all from above. I've never been out traveling much at all, so it was quite the shock! I never realized how exhausting flying can be: I fell asleep right when I got home! Aside from

training, I'm working on a side project involving flight training finances. As of right now, I'm attempting to program a website (later on, I'd like to turn it into a mobile application) to help people who are interested in flight training or already student pilots to plan out their training. I'm currently working on the finance calculator, which takes the types and amounts of hours you have and calculates how many of that type you need, and how much completing the rest of those hours will cost. The goal of the website is to show anyone that they can become a private pilot, and to help them get started. After all, a survey conducted by AOPA found that there was an 80% drop-out rate for student pilots, so why don't we try to fix that?



Lillian Cavanaugh—2024 Brame Scholar



Hello everyone, a quick little update from the Brame Scholarship recipient. Although I haven't had too much

happen in terms of flying the past few weeks, other than continuing to work on my solo flying and learning performance landings and takeoffs, I have been very busy in all other areas of my life. Just this past weekend, October 12th, I had my first JROTC competition where I competed on the female physical training team. After a lot of hard work and months of training my team was able to earn 1st place out of the 33 teams that competed! Below is a picture of all the peo-



ple who attended the competition. I also took another SAT this month just trying to get that grade higher and higher as I begin applying for scholarships. Because of both of these things, sadly, I was not able to attend the monthly meeting or volunteer at the Young Eagles Rally, but sometimes that's just what happens when things don't align quite how you want them to. Well that's all from me, I hope everyone has a fantastic month!

Editor's Note: Lilly is flying with Chapter Member Dean Howard and making great progress. She's a busy lady—please give her plenty of encouragement!



CLASSIFIEDS

To post a classified—contact the editor at 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.

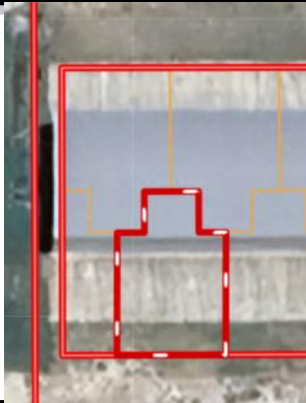
PLEASE Notify me when your item sells!!

You must contact the editor by e-mail or phone to extend your ad beyond the expiration date

8T8 Hangar For Sale

T-Hangar 40' wide x 30' deep with concrete pad out front. Photo below is not in proportion. Asking \$66,999.

Call Andrea cowgirlcapital@att.net Direct: 210-413-7392



San Geronimo AirparkSM Property Owners Association

So We May Fly ForeverSM

Crossfeed from the San Geronimo Property Owners Association. See [About San Geronimo Airpark POA \(sgapoa.org\)](http://About San Geronimo Airpark POA (sgapoa.org))

BUILDER's SPACE: Need more space? The chapter has a now vacant 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 president@eea35.org for more information.

For Sale: Quiet Technologies HALO Headset.

Bought for my wife several years ago but she never used them so these or in "like new" condition. There is an August 2023 AOPA review of these on Youtube. New they cost \$350, selling for \$175 or make me a reasonable offer. Also have some other headsets available. Contact Doug Apsey at 210-913-2539.



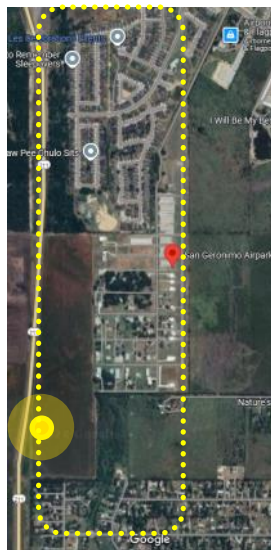
SAFETY NOTE: TOWERS—including a new one at 8T8

Perhaps you saw the recent helicopter mishap in Houston. It was a tragedy, in many ways including a family perishing in a flash during what should have been a highlight moment. It took a split second.

The helicopter, a tour helicopter, departed a Ellington Airport under tower control for a tour of Houston. Flying at about 600 feet the aircraft struck a 1000 foot radio tower. That tower appears to have had at least one operating light, but was NOTAM'd for lights inop.

OK, fess up. How many of us have scanned through the NOTAMS before a flight and more or less brushed over the often lengthy list of obstacles and unlighted towers? I suspect many. Why is this a topic for today?

Because 8T8 surrounded by BIG towers, and unfortunately is being surrounded by more a more medium and lower towers. Do YOU know where they all are? If you arrive at San Geronimo, or any other airport at dusk, sun in your eyes or perhaps in the dark of night...how are



Location and route of flight approximate

YOU avoiding those hazards.

Tower markings on sectionals help, but are definitely not current, and are a little vague. Your collision avoidance system, TCAS, ADS-B, etc. may call out towers—as you approach them.

But, the only tried and true method is the Mark 1 eyeball. As part of your descent or trip planning locate the towers likely to be on your route of flight. Find them visually. If you don't have them visually, fly away or well above them...before your system gives you a warning.

San Geronimo has a new cell phone tower near the downwind to base turn to 35. It's about the same height as the one on the departure to the south, so not necessarily a problem on a clear blue day. BUT, although I know no one would fly under scud, if your downwind is a little lower than usual, it could be a factor.

Know the towers in your area. They may be very hard to see. Don't take chances!

THE WORKSHOP

Aviation Maintenance Perspective



This month we heard from Mr. Larry Canion, the programs director for St. Philips College. He brought with him decades of experience as an Army A&P, director of technical ops for Hallmark College and owner of his own A&P preparatory school. He discussed the state of the industry, how to become an A&P and some of excellent options here in San Antonio.

Mr. Canion related the need nationwide for aviation mechanics.

Across the nation the median salary for an A&P is in excess of \$75,000, and the need is expected to continue to grow. Here in San Antonio, with several major aerospace employers, graduates are typically hired quickly for good paying jobs, though with current career shortages in many workplaces extended hours and overtime are the norm.

A&P's can be trained via two routes; the first is via a part 147 school. This will require 45 credit hours of hands on and another 15 credit hours of academics. This translates to about 10 ½ months through St Phillips. The other route is via OJT that requires at least 18 months of practical experience for airframe or at least 30 months of practical experience for airframe and powerplant and in both cases passing a practical examination. Aviation is no long

just hardware as aircraft now are digitally operated, controlled and programmed. So in the future, additional special certifications are likely in Avionics and in commercial Drone maintenance.

St. Philips hosts about 90 college students in either a day or an evening curriculum program that takes about 10 ½ months. And, they also host the Aero Space program at 15 different high schools and have two PTECH High School programs at Kennedy and Highlands and graduates can expect to flow right into well paying jobs.

That said, what about General Aviation. Mr. Canion was asked how many of the oodles of graduates go into General Aviation. "Almost zero".

He posed a question to the group. What would attract a graduate to GA? In industry there is high demand for A&P's, good pay, benefits, training and professional worksites. In GA...a graduate buys their own tools, also works long hours, but typically solo, in a hangar that is either too hot or too cold...and for pay that is a fraction of that in industry. This is not a good outlook for General Aviation.

A career as an A&P is totally possible and

San Antonio is fortunate to have both excellent training opportunities and oodles of aerospace industry. Contact Mr. Canion at lcanyon@alamo.edu if interested.

HOW TO BECOME AN A&P

- **Part 147:**
 - 45 credit hours for A&P, 15 hours for academics for two AAS degrees.
 - (1) Be at least 18 years of age;
 - (2) Be able to read, write, speak, and understand the English language, or in the case of an applicant who does not meet this requirement and who is employed outside of the United States by a U.S. air carrier, have his certificate endorsed "Valid only outside the United States".
- **OJT FAR Part 65.71 Subpart D**
 - (b) Documentary evidence, satisfactory to the Administrator, of—
 - (1) At least 18 months of practical experience with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes or powerplants, appropriate to the rating sought; or
 - (2) At least 30 months of practical experience concurrently performing the duties appropriate to both the airframe and powerplant ratings.

SUMMARY

<ul style="list-style-type: none"> • STATE OF THE INDUSTRY According to the GAO. The total pool of mechanic certificates, which includes the new certificates, also increased from 2017 to 2022 (by 12 percent, from 286,268 to 320,042 certificates—an annualized growth rate of about 2 percent per year). According to survey data compiled by the Aviation Technician Education Council (ATEC), an association representing maintenance schools, estimated enrollment at maintenance schools from 2017 to 2021 rose from 17,791 students in 2017 to roughly 21,000 in 2021. 	<ul style="list-style-type: none"> • ST PHILIPS PROGRAMS At St. Philips have the Aero Space program that consist of 15 different High School from in and around San Antonio. Currently he two PTECH High School programs, Kennedy, and Highlands. We have approximately 90 college students. One day program, and one night program. Takes right at 10½ months 45 credit hours to complete the A&P portion. The other 15 hours are completed through our academic classes.
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Country Store

Nancy Duepner

The proprietors are temporarily away from the store, but did you know you can shop ONLINE? Really...Christmas shopping just like on Amazon...well not exactly...but online nonetheless. Check it out at <https://chapters.eaa.org/ea35/country-store>

****** Special Deals ******

 <p>Duffle Bag—Expandable zip-up bag w/ embroidered logo</p>	<p>1</p>	<p>\$25.00</p>
 <p>Texas Flag Apron</p>	<p>1</p>	<p>\$20.00</p>
 <p>Men's Polo Shirt w/ embroidered log</p>	<p>1-XL (white) 1-S (yellow)</p>	<p>\$23.00</p>
 <p>Ladies' Polo Shirt w/ embroidered logo **fits a bit smaller than size**</p>	<p>1-L (gray) 1-XL (blue)</p>	<p>\$23.00</p>

	Inventory (Currently In-stock)	Member Price
<p>Texas Flag Fishing Shirt w/ embroidered logo—Lake Fork/ Magellan (short sleeve)</p>	<p>4-S 4-M 1-L 2-XL 1-XXL</p>	<p>\$46.00 (XXL+\$2.00)</p>
<p>Port Authority L100 Polo Shirt w/embroidered logo (Ladies') / Color choices: Carolina Blue, Gusty Gray or Custom Order **fits a bit smaller than size**</p>	<p>1-L(gray) 2-XL(blue/gray)</p>	<p>\$31.00 (XXL+\$2.00)</p>
<p>Port Authority K100 Polo Shirt w/embroidered logo (Men's) / Color choices: Carolina Blue, Gusty Gray or Custom Order</p>	<p>2-L(blue/gray) 1-XXL(blue) 1-M(Coastal Blue)</p>	<p>\$31.00 (XXL+\$2.00)</p>
<p>Baseball Cap w/ embroidered Ch35 logo</p>	<p>5-regular 9-TX Flag</p>	<p>\$19.00 \$21.00</p>
<p>Lapel/Hat/Tie Pin</p>	<p>128</p>	<p>\$3.75</p>
<p>Airplane Key Ring/Bottle Opener</p>	<p>17</p>	<p>\$2.00</p>
<p>Bumper Sticker</p>	<p>Multiple designs</p>	<p>\$1.00</p>
<p>Coffee Mug Clear Glass or White Ceramic w/ laser engraved Ch 35 logo</p>	<p>5</p>	<p>\$4.00</p>
<p>Clear glass "beer" mug w/ laser engraved Ch 35 logo</p>	<p>5</p>	<p>\$5.00</p>
<p>Chapter 35 printed logo T-shirt</p>	<p>2-M 3-L 2-XL 1-3XL</p>	<p>\$20.00</p>
<p>Koozies</p>	<p>93</p>	<p>\$4.00</p>
<p>Remove Before Flight Key Tag</p>	<p>16</p>	<p>\$5.00</p>
<p>Embroidered Sew-On or Iron-on Logo Patch</p>	<p>14</p>	<p>\$3.00</p>
<p>Fleece Hoodie w/ embroidered Ch 35 logo</p>	<p>1-M, 1-L, 1-XL-gray 1-M, 1-L-blue</p>	<p>\$38.00</p>
<p>Wheel Chocks - Aluminum</p>	<p>3 sets</p>	<p>\$40.00</p>
<p>Metal Art Propeller-Ch 35</p>	<p>6</p>	<p>\$35.00</p>
<p>Stainless Steel Tumblers w/ laser engraved logo</p>	<p>17-20 oz 1-12 oz (wine) 1-12 oz (speaker gift)</p>	<p>\$12.00 \$10.00 \$10.00</p>
<p>Aviation jewelry—various styles and finishes</p>	<p>Necklaces, bracelets, earrings</p>	<p>\$11.00 to \$22.00</p>
<p>San Geronimo Historical Photo Canvas Print</p>	<p>1</p>	<p>\$35.00</p>
<p>Young Eagles T-Shirts</p>	<p>11-S 11-M 5-L, 4-XL</p>	<p>\$25.00</p>

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

2024 Chapter Calendar

November	6	19:00	BOD+L		Via Google Meet (virtual) contact President for link
	9	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	General Membership Meeting & Chili Cook-off
December	10	19:00	BOD+L		Via Google Meet (virtual) contact President for link
	14	11:30	Chapter Gathering	Lunch	Holiday/End of Year Finale

Area Aviation Events (200 miles or so)

www.socialflight.com
<https://www.eaa.org/ea/events>
[Texas Aviation Event Calendar](#)

November 2

- * Fly-In @ KTPL - Temple, TX
- * 10:00 Georgetown (Randy's) Airpark TA68 Fly In

November 9

- * 08:30 Airplanes and Coffee (Mount Pleasant (KOSA)) Wings and Warriors Fly In (San Marcos TX)
- * 0900 Wings Wheels and Wine. Llano TX KAQO

- * 1000 Chapter 35 VMC club
- * **1130 Chapter 35 Annual Members Meeting & Chili Cook-off**
- * 2 pm Spot Landing contest. Gloster Aerodrome (1XA7)
- * 6 pm Hangar Dance—San Marcos www.hangardance.org

November 15-17

- * Warbirds over South Texas (Rockport/Aransas county)
- * Nov 16 11-3 Mooseburger (and salmon) Fly-In. Sport Flyers Airport, Brookshire TX

RV Build Progress

Paul Wurster

The seat backs are in the plane.

I got back into the build and put the seat backs and their adjusters together. I also put the sticks in and synced them together. All the control hardware from the sticks to the elevators is in and torqued down. Now I can sit in it and make airplane noises.



From the Builders Log

Joe Terrones, Sling TSi

Clear-drilled the holes on the left wing bottom skin then riveted them all. After having completed the empennage of an RV-10, looking down at the sheer number of rivets made me so appreciate Sling. Finished them up and came in for lunch to find an email from Midwest Panel with my final (hopefully) panel rendering. Very exciting. Waited for my wife to come home and help me flip the wing. Now it's on to the wiring.



EAA Chapter 35 Leadership



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Treasurer	Dee Brame	treasurer@eaa35.org
Secretary	Ron O'Dea	secretary@eaa35.org
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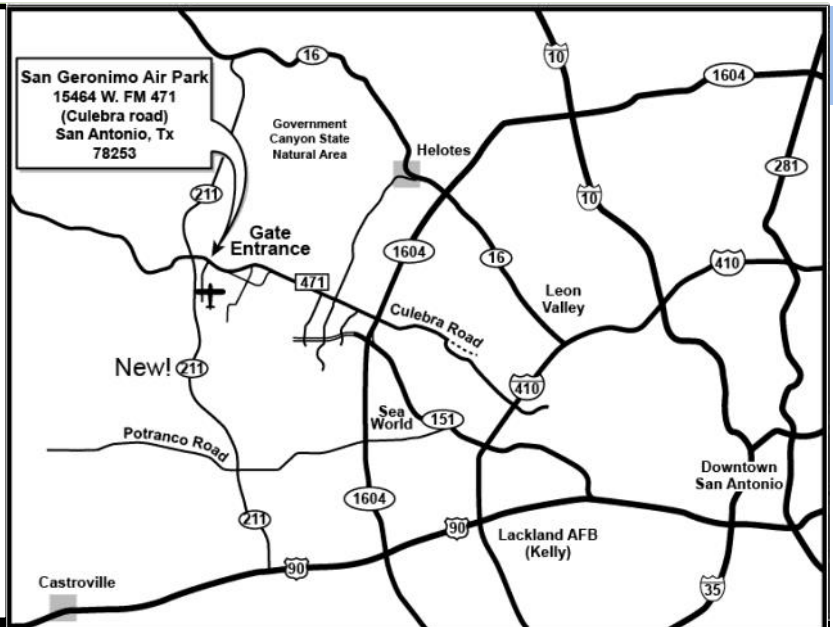
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NEXT EVENT
9 November
1000 VMC Club
1130 ANNUAL MEMBERSHIP
MEETING
Chapter Clubhouse



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

For over 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, Secretary
15464 Culebra Road., #14
San Antonio, TX 78253

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