



# RUNWAY 35



The Official Newsletter of EAA Chapter 35, San Antonio TX

Founded in 1957



## February 2023

Volume 66 Issue 2

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Please see our sponsors! 8,9,19

## Next Event

February 11  
Chapter Clubhouse

VMC Club 10:00

National Weather  
Service 11:30

## New Pilot!

Thomas Reyna

What a beautiful day to fly! No clouds to the moon, and a perfect temperature. I went on my checkride with DPE Paul Rheudasil. He was extremely knowledgeable and so welcoming and friendly. It felt like he had been an instructor of mine for years. I started early Sunday morning; I flew out of Castroville, and I later went home with a temporary airman certificate! With all my studying and all the help and motivation from you guys, it felt like a piece of cake!



I've got family members lined up to go with me as I explore my new wings. I can't wait to take some Young Eagles up for their first flight! I will be practicing the circuit, so I'm not only current, but proficient. It really has come full circle. I look forward to giving a future Pilot their first plane ride and start them on their journey to earning a PPL just like Brian Smith did for me.

Thank you guys for always pushing me to be my best, I really couldn't have done this without all of you. Specifically, I owe a big thanks to Darren for welcoming me to the chapter, Chuck for getting me started with the Ray Scholarship, Dee for keeping my finances sorted (no easy task), and of course, Allen Inks for helping me with my needs. Even tracking down a sectional and



delivering it to me at the last minute! Thank you, Allen, for everything you did to keep up with my progress. I really felt the support!



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ea35news@gmail.com

February 11

VMC Club 10:00

National Weather Service 11:30



## FROM THE PRESIDENTS COCKPIT

## CHUCK FISHER



Last month we enjoyed an always fantastic discussion by Travis Ulhorn, one of our KSAT air traffic controllers.

Travis has generously donated his time to the chapter several times and every time it seems I learn something new.

This time, in addition to discussing our local airspace environment, which is amazingly complex with so many airports and military bases in close proximity, he also discussed his experiences as a controller at AirVenture...the largest aviation event in the world. And we did so with over a dozen types of soup from YOU! This is one of those times your president really wished we'd livestreamed and recorded the talk! (Maybe one of you is a techie and would like to help us in that regard so we can start to post our fantastic talks again.)

EAA Chapters exist for three purposes, Aviation, Social and Education. Paul Poberezney likened it to a three-legged stool. I think we do a good job with all of those emphasis areas, but we want to make sure we do a good job in our unique area to support for aviators, creators and builders; so I think this year you will see even more emphasis on support of the pilot and builder, and we'd love to year your suggestions to do so! [president@eaa35.org](mailto:president@eaa35.org) Along those lines, I believe an educated pilot...is a safer pilot, and an educated chapter member helps us be a stronger, safer chapter. So, here are a couple education related notes:

Young Eagles Risk Management Training: YE Pilots, chapter leaders and YE rally staff - EAA has developed a new training that is required for YE coordinators but is applicable and excellent training for ALL who are involved in Young Eagles Events. It goes into topics that every Young Eagles Pilot should know, It covers topics for ground volunteers, and it is essential for any chapter officer or organizer. The training is free, painless, fairly short and I respectfully request that all involved with YE rallies in any role take a few minutes to complete the training. To access the training, log into your EAA account.

Click on "My account" and scroll to the bottom where it says, "My Training". Select Young Eagles Risk Management Training. It's a narrated lesson followed by a common-sense quiz. We have a rally scheduled in March, so please do so now while you are thinking about it!

VMC Club Moves to Saturday before the Gathering: Matt VanDeWalle - CFI, CFII for 30 years has agreed to move VMC club to Saturday Morning! This will permit folks to fly in for the club and stay for the meeting and eliminates the Friday night traffic flail. OK, from a personal perspective, he is doing this for YOU, it takes a lot of effort to put on a VMC club and for a guy who teaches on Saturday mornings, this is a big deal. Please make the time to join us for the sessions. They are great training for EVERY pilot, lead to fantastic discussions and I really hope this change will generate a great turnout! By the way, if anyone is interested in helping with these sessions, I suspect Matt would not mind an assistant coordinator. Let me know if you are interested in helping and learning to lead run a VMC club.

Scholarships: You should have seen an e-mail from Alan, who is our scholarships coordinator, reminding folks about several scholarships that EAA administers directly. These include scholarships for flight training and scholarships/grants for advanced ratings that are NOT limited to youth and do not affect eligibility for chapter administered programs like the Ray foundation scholarships. Applying is FREE and if you do NOT apply, the answer is automatically "No". So, I KNOW there are a few adult members out there who could use a little help with their expenses, and I KNOW there are some others looking for a way to get started in flying training. Applications close 1 MAR 2023. Apply NOW!

<https://www.eaa.org/eaa/learn-to-fly/scholarships>

AND we have other chapter news!

Country Store: I'd like to welcome Nancy Duepner as our new Country Store Manager! She's agreed to resume its operations and I look forward to seeing her creativity in a new line of products for members and guests. I suspect she'd appreciate help from other volunteers who'd like to help with the storefront, and ideas from all of you. We'll be setting up a separate country store email/contact info shortly.

Renewal: Did you remember to renew your membership? It is THAT time. You can renew by sending a check, paying Ron at the door, or renew online via PayPal at <https://chapters.eaa.org/eaa35/join-renew>

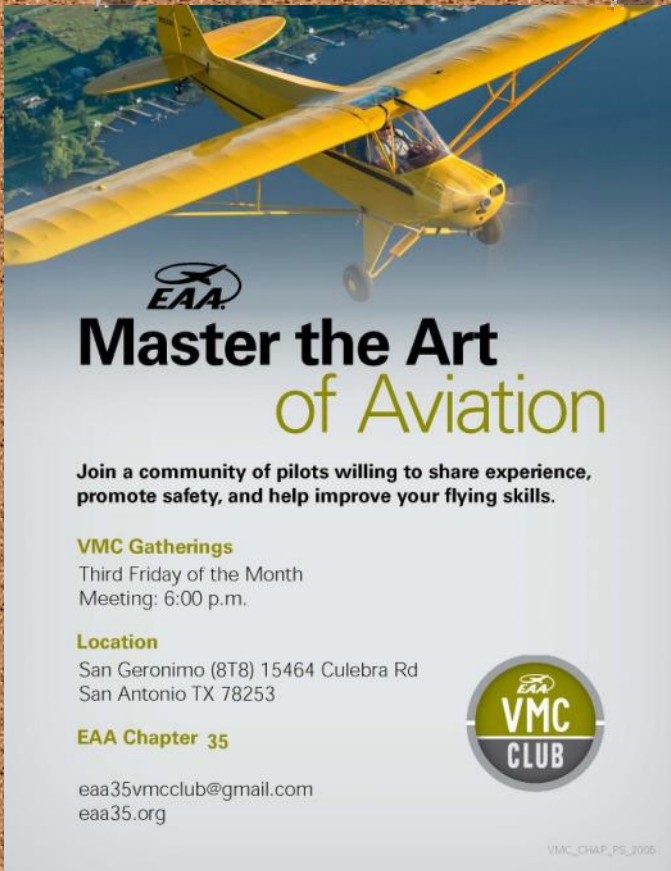
We prefer folks who are Joining the first time, do so in person so we can meet you. Along those lines, Ron and I will be updating the membership directory. If you have not provided a photo or if yours was missing from the last directory, please send a mugshot to [president@eaa35.org](mailto:president@eaa35.org) so I can add it to your profile.

You'll be reading this in the coldest, deepest part of San Antonio weather...which means that Spring is only a few weeks away. So, get the plane and pilot ready and....

Go Fly!



# CHAPTER BULLETIN BOARD



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


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

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

**Location**  
 San Geronimo (8T8) 15464 Culebra Rd  
 San Antonio TX 78253

**EAA Chapter 35**

ea35vmclub@gmail.com  
 eaa35.org



VMC\_CHAP\_PS\_2026

## WE NEED YOU!

### Need Volunteers for:

- **Public Information Officer:** Keep Facebook and other social media outlets current
- **Grounds Keeper:** Maintain the grounds in and around the Chapter facility and hangar

Contact [president@ea35.org](mailto:president@ea35.org)

### From the Kitchen

Wow, Chapter 35 you all are awesome. A great big thanks to all who brought soup. The different kinds were great. There was something for everyone and tasted fantastic. I hear the cornbread was great. Thank you to everyone. I know most people had a least two bowls and some maybe more. A great turnout and great time I believe was had by all. Thank you to Robin Apsey and Roxie Beavers for all your help on Saturday in the kitchen. A huge thank you to BJ O'Dea for helping put all the tables and chairs back up on Friday and also for all the help setting up, cleaning up and just helping with everything.

I would also like to thank all of those who helped with vacuuming the carpet, taking out the trash and emptying the cooler. It really helps the kitchen crew, and we really appreciate it.

We will be serving a Mexican Valentine's Day feast on February 11. We are looking forward to fajitas, rice and beans plus all the fixings. As always, any deserts will be welcome.

Please notice how nice our carpet looks. January 2 the carpet was commercially cleaned and we can really see the difference. Please help to keep it clean and in good shape by wiping your feet as you come in the clubhouse especially since those wonderful pigs have had their way with the yard in front.

That's about it, Don't forget to think about your Valentine and see you February 11.

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.

## FROM THE VICE PRESIDENT

IAN HERITCH

The message of last month's guest presenter, Travis Ulhorn, was crystal clear; if you are launching from any of the non-towered San Antonio area airports, you should call Approach Control and let them know where you are and what your plan is. With the exception of the area west of San Geronimo Airpark, our airspace is jammed with commercial and military aircraft. Launching from 8T8 and flying direct to a yummy BBQ lunch at Lockhart, without talking to Approach, might be legal, but certainly isn't safe. Travis is a fellow member of Chapter 35, and as such, he was encouraging us, in very direct words, to use the radio and make a direct contribution to a safer San Antonio airspace.

Our strong IRL programing will continue in February. At 10:00 A.M. on February 11, 2023, at the Chapter 35 Clubhouse, Matt Van DeWalle will lead a VMC Club meeting. Following the VMC Club, at 11:30 A.M., we will have our February Chapter Gathering. At noon we will begin serving a hot lunch, rumored to be a Mexican menu, and at around 1:00 P.M. we will have a presentation by Paul Yura, who is a Meteorologist with the National Weather Service Austin-San Antonio. Paul will discuss current and future weather trends for our general flying area (200 mile-ish radius from San Geronimo). Fingers crossed that our current fantastic, but unseasonable, flying weather will continue. Or will that crappy El Nono (my term) crud return?

Our strong programing is a direct result of our vibrant membership, please join us on February 11; we can't wait to see you.

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### Mr. Spock (original series) Out At San Geronimo

Mr. Spock (original series) is standing outside his hanger at San Geronimo Airpark, he flips open his Communicator and commands: Computer! Describe flying a private airplane, under visual flight rules, from San Antonio, Texas, to Oshkosh, Wisconsin.

The Computer, through the Communicator, responds: Flying a private airplane under visual flight rules (VFR) from San Antonio, Texas, to Oshkosh, Wisconsin would involve the pilot navigating the aircraft using visual cues, such as landmarks and the natural horizon, rather than relying solely on instruments.

Before the flight, the pilot would need to file a VFR flight plan with the FAA, and obtain the necessary weather and flight information for the route. The pilot would need to ensure that the aircraft is properly maintained and fueled for the flight, and that all necessary navigation equipment is in working order.

During the flight, the pilot would need to navigate through airspace controlled by various air traffic control facilities, comply with any temporary flight restrictions or special use airspace, and adhere to all

FAA regulations and guidelines. The pilot would also need to maintain visual contact with the ground and other aircraft, and be prepared to adjust their flight path as necessary to avoid any potential hazards.

The flight would likely take around 4-5 hours, depending on the aircraft and weather conditions. Once in Oshkosh, the pilot would need to communicate with the tower and follow the instructions for landing at Wittman Regional Airport, the home of the annual EAA AirVenture Oshkosh fly-in event. The airport is a busy place during the event, with a lot of aircrafts flying in and out, so the pilot should expect a high level of traffic and be prepared to follow the instructions from the control tower.

In reality, I (Ian Heritch, not Mr. Spock) asked the Artificial Intelligence engine, ChatGPT: Describe flying a private airplane, under visual flight rules, from San Antonio, Texas, to Oshkosh, Wisconsin. Its word for word response is delineated above. I say, not too bad, I'd give the Computer a B+; as we all know, no VFR flight plan with the FAA is required, and 4-5 hours total flight time, in my dreams.

Silly Computer.

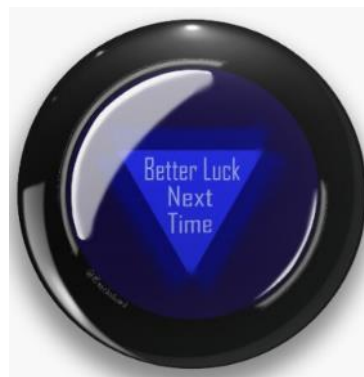
This ChatGPT AI engine is fun to play with, replying in an accurate-like manner, but in reality it is a cool toy and its responses should not be relied upon. Think of it as a modern version of that black Mattel Magic 8 Ball toy you got for Christmas one year. You can find ChatGPT at: [chat.openai.com](https://chat.openai.com); it's free, all you do is setup an account. Have fun!

Aeronautically yours,

Ian Heritch

[vicepresident@eaa35.org](mailto:vicepresident@eaa35.org)

210-421-1295



NEW SECTION — MEMBER BUILDS

Paul Wurster is building an RV-14 and spent January working on the forward fuselage and firewall. You can follow Paul's build on Facebook or his build page at <https://eaabuilderslog.org/?blproject&proj=7bj2wOye3>



Bill Fahey hauled Joker to his house to get it ready for paint. Now if we could just get a few days in a row that are warm and dry.



SPECIAL UPDATE

BRIAN GOODE

Brian Goode — Several months ago I wrote an article which appeared in the December, 2021, issue of the EAA Chapter 35 Newsletter - Runway 35, titled “My Young Eagle.”

The article was about how my Grandson Ken Maroney got involved in aviation and what he had accomplished since his first bit of flight instruction in Grandpa’s Cessna Cutlass RG back in 2014.

UPDATE:

Since then, Ken has earned his Commercial Certificate, his Instrument rating, CFI, CFII and Multi-engine Certificates. In addition, he has managed to find time to get married and move to Portland, Oregon.

A little set back came from Horizon Air when they decided to stop using turbo-prop aircraft and replace the Bombardier Q400’s with the Embraer E175 Regional Jet. This caused a little delay in Ken’s progress as they did not need him to start the Q400 ground school and they were not ready to begin training on the E175.

Having an alternate is always good planning, so Ken declared a missed approach and went to his alternate across the Columbia River, Pearson Field in Vancouver, Washington. He began flight training for Aero Maintenance Flight Center, a long time Cessna Service Center. This helped Ken keep current and continue to build his flight time.

In September, 2022, Ken went to Ft. Worth for his formal Airline Transport Pilot (ATP) ground school training. On December 28, he took the ATM (ATP Multi-engine) written exam at the Troutdale Airport which is just East of Portland. Cessna Aircraft and Cessna Finance both had branch offices at that airport many years ago.

Ken thought he had done pretty well on the exam. In fact, he scored a 96%. Pret-



ty well indeed. A few days later he received communication from Horizon Air that he had been accepted for employment and was scheduled to start his training with them on January 17, 2023.

He went to Seattle on Day 1 for company orientation.



Day 2 had him back in Portland for flight ops orientation where he was presented with his company I.D. / Crew badge, Epauettes, Wings and an iPad. No more paper charts.

He is on the payroll and has his seniority number. Way to go Ken.

Next thing on the schedule is 3 weeks in Portland for E175 cockpit procedures training. A few days off, then 3 weeks of simulator training in Seattle. Finishing that training off with his ATP and E175 type rating check ride in the simulator.

After that it’s 20-25 flight hours of I.O.E. (Initial Operating Experience). That’s riding with a Check Airman as Captain to be sure Ken understands the company’s policies and flight procedures. He will gradually take on flight procedures like landings, terminal gate parking, take offs and enroute routines. Then it’s off flying the line with a regular Captain.

I can hear it now, his pre-flight cabin announcement: “This is your First Officer Ken Maroney.”

Our passengers today include a special family member, my grandfather, who got me flying as an EAA Young Eagle in 2010 in his own Cessna Cutlass RG.”

“Thanks for riding with Horizon Air”

Your flight of a Young Eagle could result in a career in aviation for that person.



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Contact Tim Carter at 210-289-1780



**BUILDER'S SPACE:** Joker will be moving to another hangar 1 Jan. 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](mailto:youngeagles@eaa35.org) or chuck at [president@eaa35.org](mailto:president@eaa35.org)



19 quarts available at \$6/quart. (not sure if it includes oil spout)

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Contact Dr Mark Barlow at [mark@drmarkbarlow.com](mailto:mark@drmarkbarlow.com)

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### Transition Training with Modified Aircraft

Notice Number: NOTC2789

The lack of transition training has been cited as a causal factor in many GA accidents. Accidents frequently result from pilots being unprepared for challenges presented by the new, or different, aircraft they are flying. Even when pilots are legally certificated to operate aircraft within a specific category and class, significant differences can exist among different types of aircraft within that category and class — thus necessitating the need for effective transition training.

Even aircraft that pilots have flown before may require transition training or at least thorough familiarization flights if they have been modified. Aircraft modifications not only increase utility and performance, but they may alter flight characteristics as well. For example, vortex generators may decrease stall speed, but they may also reduce aerodynamic indications of approaching stalls. And aircraft with multiple alterations may exhibit flight characteristics that are different from those associated with single modifications. This means that pilots must be especially careful when transitioning to modified aircraft – even if they have extensive experience with the unmodified versions.

If you've got an aircraft that's been modified, here are some tips to consider when taking your first flight:

Regardless of any testing the installer may have done, your first flight in a modified aircraft will be a test flight. Advisory Circular 0-89B, *Amateur-Built Aircraft and Ultralight Flight Testing Handbook*, Section 4 ([https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentid/1027420](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentid/1027420)) provides excellent guidance on test flying. You may not be conducting a full test program, but a review of the content will give you some useful information on test flying.

- It's a good idea to engage a flight instructor who's familiar with the aircraft and its modifications to assist you in your transition.
- Give yourself plenty of altitude.
- Take it slowly – don't try to win a short field landing contest or demonstrate ultimate performance right away. Ease into the altered performance envelope. Make sure you have good VFR weather, plenty of altitude, and long runways for the test flight(s)

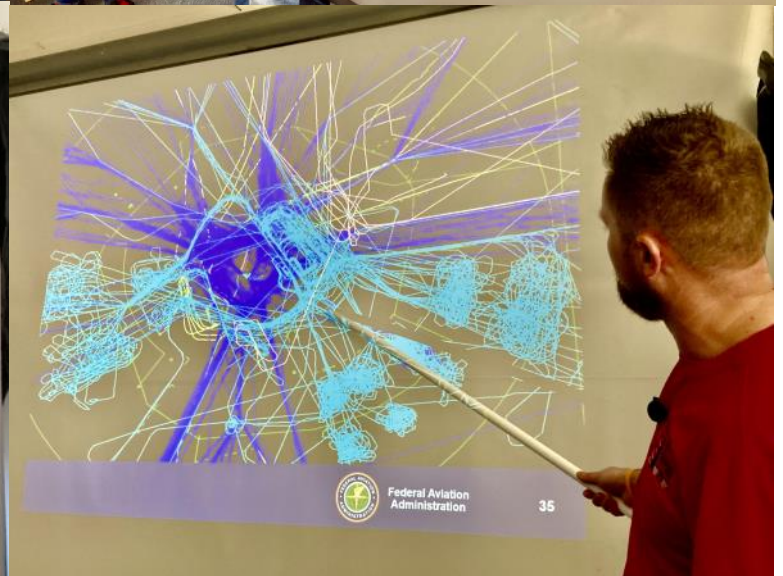
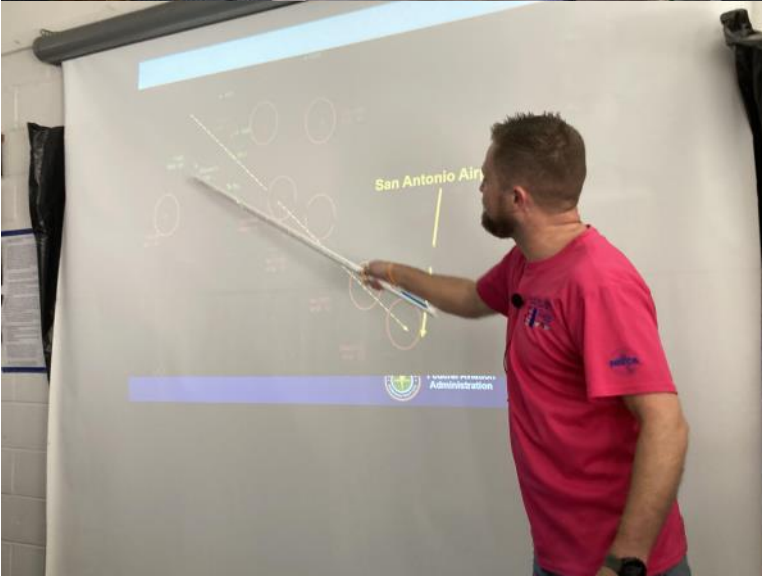
Finally, here are some tips and tricks to help you avoid a loss of control accident when transitioning to a new or modified aircraft:

- **Give yourself some room** - Most stall/spin/crash sequences begin close to the ground. Many happen in the traffic pattern so, when you're thinking about going slow, don't think low at the same time. Practice slow speed maneuvering at altitude where you have time to recover from a stall or spin. Do this regularly to maintain proficiency.
- **Manage distractions** - Learn to manage distractions – especially while maneuvering close to the ground. Keep a sterile cockpit while in departure and approach flight segments and while maneuvering. Make sure the aircraft is stable before copying ATC instructions, changing charts, reviewing approach, etc. Assign a second pilot or a passenger to help you scan for traffic.
- **Fly by – not around** - When viewing scenery or photographing subjects on the ground, fly by your target in straight and level flight, then turn and fly by in the opposite direction. Concentrate on the mission task while stable, then concentrate on the turn. This is also a good time to have a second pilot aboard to share the workload.
- **Document your personal performance** - Do this at mission weight and in the environment you'll be operating in. This will tell you what you're capable of doing with the aircraft.
- **Seek regular refresher training** - Even though your transition training was excellent, regular proficiency training will keep you at the top of your game. We recommend a refresher within six months of your original transition training and an annual checkup after that. The Wings Pilot Proficiency Program is an excellent way to keep your skills sharp and your Flight Review up to date.

**And finally, practice** - It's amazing how quickly pilot skills can go from razor sharp to not so hot. Regular practice is essential to keep you at the top of your game so fly as often as you can. You'll aviate with confidence and besides – it's fun.



JANUARY CHAPTER GATHERING



## ENGINE FUNDAMENTALS

MARK JULICHER

Just as surely as a sports team begins each season practicing fundamentals, occasionally it is good to review fundamentals in our complex aviation endeavors. This article is then a brief review of reciprocating engine fundamentals.

Your internal combustion engine requires three things to operate – namely, Fuel, Air, and Spark. As a pilot, you have a certain amount of control over each of the three. For most aircraft the pilot has the greatest control over fuel, so first let's examine control of fuel.

Every action a pilot takes with various fuel controls is designed to deliver the correct amount of fuel to the engine. Too little fuel and the engine won't run. Too much fuel and the engine won't run. The fact is that only a narrow range of fuel-air mixture will support combustion, and once that correct mixture finds its way to the cylinders, the engine runs. What actions can the pilot do?

- Shut the fuel off or turn the fuel on
- Prime the engine
- Adjust the fuel mixture either richer or leaner
- Boost the fuel pressure if equipped with a boost pump
- Select fuel tanks.

**Photo 1: On complex aircraft it may be difficult to locate the fuel shutoff**



Compared to a modern automobile with its computerized systems, operating the fuel system on a plane may be rather complicated. To make things more confusing, different planes have vastly different fuel systems and this requires detailed understanding by the pilot. For example, some airplanes having two fuel tanks have a setting on the fuel selector that says BOTH ON and some planes have a selector setting that says BOTH OFF. So not to get preachy here, but you can see the setup for disaster if you don't know the aircraft systems.

Fuel shut off valves are located wherever it made sense to the airplane designer. Maybe on the floor, maybe on the instrument panel, maybe

at the wing root, maybe at some remote location with electric valve actuation.

**Photo 2: Bonanza fuel selector. Lots to leak like.**



Priming and engine can be tricky, but the objective is to put atomized fuel into a cylinder. A cold engine needs more prime, a warm engine may need none at all. So, you must think about the temperature of that 200 pound mass of iron and aluminum when the checklist calls for prime.

**Photo 3: Primer disassembled. It is just a squirt gun for gasoline.**



Mixture controls work differently depending on the make of the carburetor or fuel servo, but in every case the Pilot's Operating Handbook rules!

Boost pumps push air out and push fuel into fuel lines. Electric boost pumps compensate for failed mechanical fuel pumps especially on fuel injected engines. Boost pumps can cause engine failure by providing too much fuel. Know when and why to use that boost pump!

(Continued on Page 13)

(Continued from Page 12)

Fuel tank selection ought to be easy enough, but every year someone selects an empty tank or fails to turn a tank on before turning another tank off or places a fuel selector in a halfway position that allows no flow at all.

Let's move on to AIR. As a pilot you have probably the least control over AIR. Either the fuel servo or carburetor adjusts air as you work the throttle. The carburetor heat applies warm air

in carburetor icing conditions. The alternate air control (for fuel injected engines) provides a different path for air to enter the manifold in the event of a clogged intake. That is about all the control a pilot has. If you take off in tall grass and collect a bunch of weeds on the air filter, if a bird hits you in the intake, if rain or visible moisture decides to freeze in the pipes – well you have a solution to those circumstances.

**Photo 4: Carburetor and airbox from a small Continental engine. Big enough to eat a small bird. Easily clogged with grass from a freshly mowed runway.**



How about SPARK? As a pilot you don't have much control over spark either. For most of us equipped with dual magnetos the choices are OFF, Left, Right, and Both. Magnetos are archaic, but highly reliable. These days pretty much the only things using magnetos are lawnmowers, chain saws and weed whackers. Why? Because magnetos are relatively light weight and do not require a battery to operate. That is good news! Still, the magneto needs some attention. At every annual inspection the magneto timing should be checked. At 500-hour intervals the magneto ought to be given a detailed internal inspection. After all, it is a piece of rotating machinery with parts that wear out.

**Photo 5: Bendix circa 1950 and still being used.**



**Photo 6: The points are hiding in here.**



Magneto basics, somewhat over simplified:

In 1831, Michael Faraday discovered that a magnet moving near a coil of wire produce electric current. Magnetos use permanent magnets rotating near a coil or a coil rotating in a magnetic field to produce electric current.

When an electric current flows in a wire coil, it produces a magnetic field. If the electric current in that coil is interrupted, the magnetic field collapses and induces a large, but brief, reverse current at high voltage in the coil.

A magneto then has a permanent magnet, a coil of wire, a means to interrupt the flow of current in that coil, and mechanical parts to distribute sparks to the spark plugs.

(Continued on page 15)

(Continued from page 13)

**Photo 7: Points and Condenser**

What could possibly go wrong?

The coil is made of very fine wire and over many years and many heating-cooling cycles that fine wire can break. The coil is spinning on a shaft supported by bearings. Bearings wear out.

The mechanical distribution system is often made of nylon gears which last a long time – but not forever. The flow of current is interrupted by a set of points that open and close rapidly and eventually erode from tiny electric sparks across the point face. Finally, there is a condenser (a capacitor in more modern lingo) and its job is to suppress sparks that jump across the points as they open. Eventually the condenser wears out. If you were counting, that was five different ways that a magneto can fail. That does not exhaust the failure modes of a magneto, but it gives you some idea what magneto manufacturers call for detailed inspections every 500 hours.

**Photo 8: That is a nylon gear driving all the guts of this magneto. Backfire or sudden stoppage of the engine could not possibly hurt this – right?**



Enough for this article! I hope it refreshed some stale memory for you. Be nice to your engine.

**From Mike Davenport and the EAA Website**

For those of you old enough to still remember the '70s and '80s, here's a touch of nostalgia for you.

In the back of a closet I recently found my weenie jacket. For those who weren't around back then, a weenie jacket was a blue EAA jacket that started out innocently enough with one 'patch,' the official EAA crest on the front. Those of us, and there were many, perhaps dealing with some sort of identity issues, continued to add the patches of all the events that they had attended.

There was a hierarchy and for those in the know — there was a weenie, a super weenie, and highest of all, the mega weenie. Me, I fit in somewhere between the last two graded by the sheer number of patches.



Today as memory fades to the point where I can't recall why I just went into the kitchen, the discovery of that jacket brought back long forgotten memories of fly-ins, air shows, and many other fun associations.

For example, mine has crests from coast to coast with Chino, California, in 1980 to SUN 'n FUN in Florida in '89. There was OSH in '86 and the Arlington, Washington, fly-ins from '81 thru '91. In there somewhere was Medicine Hat, Alberta, in '85 and '86. Others named are Quickie Aircraft, LegAir Aviation, EAA Chapter 85, EAAC, Young Eagles, and so it goes. Where is your jacket? I know that you had one because it was almost illegal to attend a fly-in without it?

At a subsequent airport lunch one Friday where I mentioned the above, the guys all acknowledged the fact and as it turns out, many other groups from bikers to bowlers all had "weenie jackets."

By the way, I also have the hat complete with what seems like a couple of pounds of pins and some gold braid.



## Chapter 35 Youth / Scholar Programs

### My First Solo!

**Jeffrey Davila**—Soloing an aircraft is, perhaps, one of the many things every potential pilot dreams about. The idea of looking over to the right seat and not seeing anyone there is an intimidating thought that I have replayed in my mind countless times. Well, I can now say that I have lived that dream, and it was one of the most satisfying things I have ever done.

The day started off like any other typical day. I got to the airport, pulled the airplane out of the hangar, refueled it, did the pre-flight, briefed our flight, and off we went. Our plan was to fly to Kerrville so that I could practice some pattern work at an airport with more ideal runways than Kestrel Airpark.

That day, it was overcast with a moderate wind from the south-east, so I had a bit of a crosswind to contend with, but nothing too bad.

We arrived at Kerrville after about 30 minutes of flying, and I began to practice my landings. The first few were less than ideal. I tended to come in higher than I should've been, which resulted in the airplane landing further down the runway than I would have liked. After my third attempt, I was making stable approaches and landed the airplane right where I wanted it. I did this about four more times, which is when my instructor told me that the next landing would be a full stop. I had no idea what we were doing. I just assumed we were stopping for a quick bathroom break. So, I taxi the airplane off the runway, we park, and my instructor tells me, "Ok, you're doing the next three on your own!" I kept asking myself what "on my own" meant. Well, when he opened the door and climbed out of the airplane, I quickly realized he meant I was going to solo.

Surprisingly, I didn't feel anywhere near as nervous as I thought I would feel. By then, the airplane simply seemed to become an extension of my body. All I had to do was think about what I wanted to do, and the airplane seemed to follow. After my instructor was a safe distance away from the airplane, I began to taxi the airplane to the departure end of runway 12. When I reached the hold short line of the runway, I chose to take a few seconds to make a quick prayer. It seemed as though years of preparation and waiting had led up to that very moment in time, so I wanted to make sure I was soaking everything in.

I once read that, before every flight, a test pilot used to take a minute to let the airplane "talk to him." I always wondered what that meant, but I soon found out what he was talking about. I closed my eyes, grabbed the yoke, and just sat in silence for a few seconds. In that moment, it seemed as though I could feel

every aspect of that airplane. I could feel each rotation of the crankshaft; I could feel each time a valve would open and close; I could feel each time the pistons would complete a rotation cycle in the cylinders; I could feel everything. I had become one with the airplane. I opened my eyes, announced my intentions over the radio, and lined up on the runway.

There I was, a 19-year-old kid who had dreamt of flying since before I could walk, and I was about to fly an airplane by myself for the very first time. I pushed in the throttle, watched as the gauges came to life, and off I went. I don't want to say it was the best takeoff I had ever made, but it certainly felt like it.

Once the airplane took off, I fell back into training mode. Everything simply became routine after that. I came around, made three landings, two more takeoffs, and I taxied back to the ramp after I was done. When I exited the runway, I had to ask myself, "Did that just happen?" Yes, it most certainly did. I just flew an airplane by myself. Every pilot has told me that soloing was, by far, one of the most memorable things they had done. I can now see why that is the case. It is a moment I am grateful to have been able to experience, and it is something I will certainly remember for the rest of my life.



Kerrville Airport

**Evan Carrell**—I have been working as much overtime as I can saving up cash to take a few lessons using out of pocket cash to make sure I am refreshed and ready for the checkride. I do not have an update on a checkride date as I haven't scheduled one yet, but I'll keep y'all posted whenever I can. I recently put a new windshield, and new ignition coil on my airplane after it failed the left mag check and I needed to ground it for maintenance, next time I'm out at the airport I can take pictures of everything to show the chapter.

Thank you all as always for the continued support I greatly appreciate it.



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

<b>2023</b>		
<b>February</b>	<b>11</b>	VMC/Chapter Gathering— National Weather Service
<b>March</b>	<b>11</b>	VMC/Chapter Gathering—Garry Mitchum—FAA Maintenance
	<b>25</b>	Young Eagles
<b>April</b>	<b>1</b>	Young Eagles Rain Date
	<b>15</b>	VMC/Chapter Gathering—Dave Tillema—48 State Challenge
<b>May</b>	<b>13</b>	VMC/Chapter Gathering—Spring Cleaning
<b>June</b>	<b>10</b>	Young Eagles
	<b>17</b>	Young Eagles Rain Date
<b>July</b>	<b>8</b>	VMC/Chapter Gathering- Fly-In—Pancake Breakfast
<b>August</b>	<b>12</b>	VMC/Chapter Gathering- David Hook—Drone Presentation

**Upcoming Area Events:**

<https://socialflight.com>

<https://eaa.org>

<https://funplacestofly.com>

Facebook Group: Texas Aviation Event Calendar





## Nancy Duepner

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.—Nancy Duepner



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

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TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
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YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
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	ONE LARGE	
TEXAS FLAG APRONS	3 left	\$26.00
Additional Items available		
BASEBALL CAPS (with logo)	SIX NEW ONES	\$12.00
CHAPTER 35 DUFFLE BAGS	Only 2 left	\$31.00
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KOOZIES	Plenty	\$4.00
BUMPER STICKERS, DECALS AND PATCHES	Lots of them	\$1.00 - \$3.00
ALUMINUM WHEEL CHOCKS	3 Double sets	\$40.00
WASH WAX PRODUCTS	Limited supply	\$8.00 & up



# EAA Chapter 35 Leadership

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Member At Large	Ron O'Dea	210-488-5088	r2av8r@gmail.com
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Newsletter Editor	Bill Fahey	210-632-4708	eaa35news@gmail.com
Newsletter Publisher	Chuck Fisher	210-878-5561	eaa35newspublisher@gmail.com
Website	Ian Heritch		webmaster@eaa35.org
VMC	Matt Van DeWalle		eaa35vmclub@gmail.com
Safety Officer	Ron O'Dea	210-488-5088	r2av8r@gmail.com
Scholarship Coordinator	Allen Inks		eaa35scholarship@gmail.com
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Air Academy	Maarten Versteeg	210-256-8972	maarten.Versteeg@sbcglobal.net
Tool Crib/Hangar	Bill Fahey/Lew Mason	210-632-4708	lewnan@sbcglobal.net
Builders Coordinator	Fred McMahon		Aircraftbuilder@eaa35.org

## Flight Advisors

Flight Advisors	RB 'Doc' Hecker	210-391-1072	teflyingdoc@yahoo.com
Flight Advisors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
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## Technical Counselors

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

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

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AVIATION

CP: (210) 391-1072      SCHEDULING: SA-AME.COM  
Fax: (830) 980-8866      29890 Bulverde Lane  
Email: faaexamdoc@yahoo.com      Bulverde, TX 78163

Paid Thru August 2023



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

SCHEDULING PORTAL: SA-AME.COM

5108 Broadway  
Suite 203  
San Antonio, TX 78209

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

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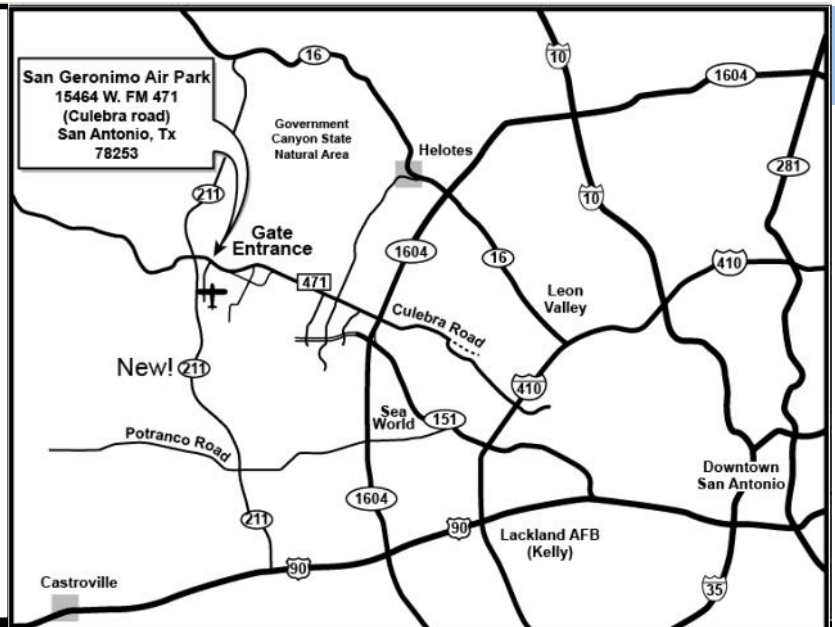
***February 11***

***VMC 10:00***

***Gathering 11:30***

***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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## The San Antonio Ninety-Nines Chapter Flying Poker Run

**Where: South Texas Regional Airport (KHDO)**

**Meet at terminal building - 9am**

**When: March 25 (rain day - 26)**

**Route: KHDO-KSSF-KBAZ-KERV**

# Open to the public



The goal is to have fun  
and raise  
money for our chapter  
scholarship



**Southwest Texas**  
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