



EAA Chapter 35

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



DECEMBER 2024

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Next Event

14 DECEMBER

1100 ANNUAL
 HOLIDAY PARTY

Purchase tickets at:
www.eaa35.org
 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

HOLIDAY MEAL AND GIFT EXCHANGE

11:00 14 DEC

[PURCHASE TICKETS AT WWW.EAA35.ORG.](http://WWW.EAA35.ORG)

Bring one wrapped gift per person



FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



As we swiftly barrel toward 2025, I can't help but peer back over my shoulder at Chapter 35's 2024.

Hopefully, you will agree that we had a good year: 9 VMC Club meetings, 11 Chapter Gatherings, 750 meals served, including a spaghetti cook-off and a chili cook-off, three Young Eagles Rallies where we flew 165 youth, three youth flight training scholarships, a robust Country Store,

twelve issues of our award-winning newsletter, and we're in a healthy financial condition.

None of this could have happened without the dedication and labor of these fantastic volunteer leaders:

Vice President	Paul Wurster
Treasurer	Dee Brame
Secretary	Ron O'Dea
Directors	Nelson Amen
	Dean Doolittle
	Chuck Fisher
	Jim Gibson
	Darren Medlin
	Andrea McGilvray
Air Academy Chairperson	Steve Powell
Builder's Coordinator	Fred McMahon
Development Officer	Jane Kellogg
Events Chairperson	Peggy Fisher
Facilities Chairperson	Darren Medlin
Groundskeeper	Dean Doolittle
Membership Chairperson	Zac Morton
Newsletter Editor	Chuck Fisher
Scholarship Coordinators	Calvin Allen
	Doug Cavanaugh
	Allen Inks
Safety Officer	Ron O'Dea
VMC Club Leader	Matt Van DeWalle
Young Eagles Chairpersons	Dean Doolittle
	Rebecca Southard

I want to also acknowledge the many members who have volunteered at our Young Eagles Rallies, our fly-ins, and our Chapter Gatherings.

Also, I would be remiss if I did not acknowledge the many hours of work contributed by Danny and Roxanne Beavers, who quietly show up every month and materially add to our success.

But 2024 is not completely behind us; please join us on Saturday, December 14, 2024, at 11:00 AM for our final Chapter Gathering of the year, our annual Holiday Luncheon.

Our lunch will again be catered by Jonny Hale, and we promise a swifter humorous gift exchange. Tickets are \$31.25 (\$30.00 if paying by cash/check) and can be purchased on the 2024 Holiday Luncheon page of our website, eaa35.org. I look forward to seeing you on the 14th.



Gotta love a sharp dressed man! Merry Christmas Ulf!

Membership Update

Zac Morton

Happy holidays!

With 2024 coming to a close, it's time for 2025 Chapter Membership dues. Thank you to all of you who have already renewed! A reminder will be sent about the time this newsletter is published to all who have not yet renewed.

Dues can be paid online at eaa35.org by clicking on the Join-Renew page. You can also find my address there to mail a check.

<https://chapters.eaa.org/eaa35/join-renew>

If you have questions about your membership dues status, please send me an email at membership@eaa35.org.

CHAPTER BULLETIN BOARD

WE NEED YOU!**Need Volunteers for:**

Country Store Proprietor or Co-Proprietor. Do you like to shop? Have a good eye for Merch?

Contact president@eaa35.org

Make Plans Now for the HOLIDAY LUNCHEON!

DECEMBER 14, 2024

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

From the Kitchen

Peggy Fisher

Turkey day is about ten days away as I draft this article so the real thing for a lot of us is getting ready for that wonderful day. I am so happy to report that we had a record number of crockpots set up with chili. Fourteen different types of chilies to choose from. What a spectacular choice. I was not keeping track, but I do not think anyone was able to sample all fourteen. Many hard choices were made but when the votes were tabulated Marilyn Doolittle was awarded with first place for her entry. It was good as I sampled that one. Chuck Fisher placed second and Nancy Mason followed up in third place. Also, food donations were appreciated. Thank you, Robin Apsey, Dee Brame, Ulf Balidin, and several others who brought desserts and other items for us to sample.

Next month will be our impressive holiday gathering. The kitchen crew has Saturday off. Make sure you get your tickets and choose your meal. Sooner is better as tickets are limited. Please make your plans now.

Thank you to Roxie Beavers and BJ O'Dea for helping in the setup and in the kitchen. Also, a big thank you to Robin Apsey for her invaluable help in doing the dishes. Thanks to all those who took out trash and the general clean-up after the meal.

Hope to see everyone at the December gathering. Until next time that is it.

Gift Exchange Rules:

Nothing (too) tacky or offensive. Funny is OK. Preferably something you wouldn't mind going home with yourself...you *may* end up going home with it!

See you for the holiday Luncheon!

Did we mention—BUY YOUR TICKETS NOW!

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

What a phenomenal turnout for the last monthly gathering and VMC club. Filling up all the chairs in the building is a good problem to have. The only real problem that we still have is either I need to keep working on improving my chili, or more likely, everyone needs to keep developing their taste palate so that next year you will all more fully appreciate my offerings.

While it was too bad that Matt could not make it home in time to run the VMC club, I really enjoy pinch hitting for him. Again, it was great to have such a big crowd to go over the scenarios. There was a lot of input and experience offered up on both scenarios. This is such a great way to learn. The points and questions brought up by everyone who attended provides so much value to our aviation community. We do not all get to fly with enough regularity to stay at the highest level of proficiency and currency. Just like taking vitamins to ensure we are getting all the nutrients we might have missed in our diet, we can supplement our experience by reviewing situations where others might have made mistakes. Learning from the mistakes of others is so much cheaper and healthier than only learning from your own.

In the Air Force, the “what would you do” scenario was the



part of the morning briefing each day. Unfortunately, this was not a group effort like VMC club. One person was picked from the class and they had to stand up in front of everyone and run through the scenario including diagnosing the problem, running all the appropriate checklists and remediation items, and recovering the aircraft back to the base in the most appropriate way. Any mistakes sent you back to your seat. Other punitive measures and remedial training followed later. This program was great for teaching procedures and systems, but the pressure cooker aspect was also useful. Getting tested in this manner translated well into the actual aircraft. It really all comes down to the simple framework that you had to rattle off before you did anything: Maintain Aircraft Control, Analyze the Situation, Take the Appropriate Action, and Land as Soon as Conditions Permit. I think we get down to the same framework in the group discussions. We make sure we don't crash, and then we try to figure out what is going on. Then we try to fix it as best we can. After all that, we figure out the best place to land and recover.

Keep coming back to VMC club and bring your flying buddies. I'm sure we will have more great discussions in the future. Just like our chapter gatherings, your participation is part of the value of the program.



Caught in Action Susan Medlin

This Christmas season, take a moment to keep Susan Medlin in your thoughts and Prayers. She is ill and we miss her smile.

We are thinking of you Susan!



Volunteer Spotlight Dean Doolittle

Dean was recruited into the YE Pilot coordinator role almost as soon as he and his bride stopped by to check out the Chapter!

He has rounded up and herded dozens of independent-spirit pilots and volunteers into an amazing, cohesive and safe team.



And, Dean is one of those guys that works tirelessly in the background. He doesn't look for recognition though many evenings and weekends he has single-handedly maintained the grounds of our clubhouse, cut and

hauled away trees, flown in day after day to tend and water and keep our grounds looking good in the height of a record drought.

We can't say it loud enough...Thank you Dean!

Air Academy Nominations NOW OPEN!

Chuck Fisher

The first fully funded Chapter 35 Air Academy candidate recorded in our newsletter was a rising eighth grader named Cody Kelly in 2002. Then President Norris Warner had nominated him for an EAA student membership and then for a scholarship to Air Academy. Cody went on to learn to fly, and a decade later Norris hand-wrote a note at the bottom of a 2002 article excerpt that Cody had gone on to graduate from Texas A&M as an aerospace engineer and had begun a career with NASA.



I thought it would be interesting to see what our Chapter's first Air Academy scholar was up to these days. So here, from the NASA Website is what **you all** started in this budding eighth-grader:

Cody Kelly currently serves as the Deputy for National Affairs within NASA's Search and Rescue Mission Office at the Goddard Spaceflight Center. His role includes the coordination and leadership of NASA's national-level work in research and development of search and rescue technologies for use by those in distress anywhere in the world. He is the current lead for all Human Spaceflight SAR operations activities and supports SpaceX, Boeing and Artemis/Orion HSF missions with dedicated search and rescue data for locating crew capsules and astronauts following landing. For future exploration missions, Cody is leading the development of Lunar Search and Rescue (LunaSAR) requirements and systems for human exploration of the lunar south pole and sustained lunar surface presence.

His past work as an Orion Program subsystem manager in-

cluded the design, development and operational use of systems for maintaining the health of astronauts following long-duration spaceflight, electronic signaling systems for DoD-integrated rescue operations, and the development of ultra-light weight water survival hardware for NASA Orion and Commercial Crew Programs. Cody served as the Johnson Space Center's human spaceflight search and rescue subject matter expert, working across the government on classified and public programs to locate and rescue those in distress. Cody additionally served as the project manager of NASA's Advanced Next-Generation Emergency Locator (ANGEL) beacon system, the world's first second-generation 406 MHz personal locating beacon developed by a joint industry and government team.

Cody was honored by *Popular Mechanics Magazine* as one of 2017's Breakthrough Award winners for his work in the civilian and military satellite-aided search and rescue community, as well as NASA's prestigious *Early Career Achievement Medal* for enabling joint NASA and military rescue operations. Cody was awarded NASA's Silver Snoopy Award in 2020 for his work on astronaut rescue equipment and testing.



Chapter 35, see what you did!

Are you 16-18 years old? ✓
Would you like a full scholarship to the EAA's week-long Air Academy? ✓
Apply by January 31, 2025 ✓



Scan for more info



Now the task at hand is to select the next young person who's very life may change with this scholarship. I suspect every one of you knows a young man or woman who has truly impressed you. Who's life do you want to influence?

The Chapter has a reserved slot already, so applicants will apply for the chapters' seat via an applicant at <https://chapters.eaa.org/ea35/>

/media/e66fdd12a1414da99bb7f8e8849d628b.ashx or by clicking the QR code in the blue box.

The deadline is SOON so please find those young folks and direct them to EAA35!



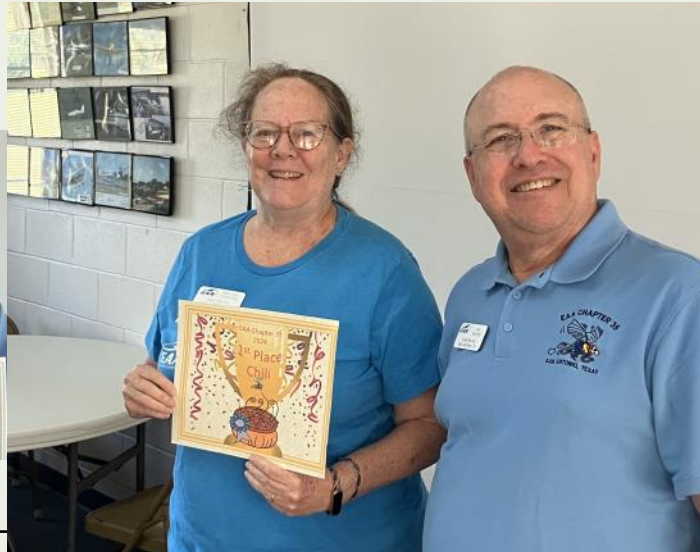
2024 Chili Cookoff Winners!

Thirteen Chilies! What a challenge this year. And worse...they were ALL great. I know, I tasted em all. All sorts of meats, Beans and no Beans, White, Red, Brown... Good Heavens....and Thank YOU!

This years winners, chosen by the carefully tabulated, closely supervised, anonymous votes of the members and guests were....Drumroll Please...



2nd Place—Chuck Fisher



Grand Champion- Marilyn Doolittle



3rd Place—Nancy Mason

What Can I Give for Christmas?

Chuck Fisher

So often we greet the holiday season with the impossible-to-answer question “what do you want” or “what do you need”? And, I am going to go out on a limb and suggest that with few exceptions most of us probably have more “stuff” than we need, and would be better served asking “What can I give?”

In my medical practice over the years, I have enjoyed meeting some wonderful people. This time of year, I will always recall a lady, about my age, who worked tirelessly as laborer while raising her large family. Yes, she was a mother and a grandmother. I just knew the challenges of shift work and rising inflation had to be especially hard during the holidays. Heck, I did not know what to get anyone. But, as it turns out, I was the one stressed.

Once we spoke about the holidays during a routine visit and she told me her family’s tradition. Unlike so many of us, their Christmas tree is not laden with wrapped boxes, and no one is wearing out credit cards on stuff. Instead, her family of all ages gathers and spends the weeks before Christmas sewing. They make blankets. On Christmas, they all drive about the parts of town most of us avoid and find the homeless. Instead of racing past, they stop and give them a new, clean, blanket they have made. Even the tiny grandkids contribute. Then they return to their warm home and give thanks over their family Christmas dinner. My patient told me her kids never once asked for it to be any other way.

er way.

I believe her.

Your Chapter is a 501(c)(3) nonprofit organization. What that means is that by construct and organization this Chapter exists for the benefit of the community. Our purpose is to GIVE.

What do we give? Each of you knows how invested our chapter has been in outreach, safety and youth programs for decades. But time flies and it’s a little hard to imagine how long we have been doing this. So, this Christmas season, as we wrap up another successful Chapter 35 year, I thought it would be fun to flip through the old newsletters and grab a few photos of some of the folks we have touched with our chapter’s resources over the years.

Chapter 35 has sent at least 20 young men or women to the Air Academy nearly every year since 2002, sponsored a builder’s academy or youth building program for nearly two decades, and has sponsored 12, I think, Ray, Kellogg and Brame scholars. Of those folks I had photos for, a sizable handful have become private or professional pilots and others have pursued careers in the aerospace industry. Add to that the nearly 5000 young eagles the chapter has introduced to aviation and the brothers, sisters and parents who’ve been inspired...this chap-

(Continued on page 7)

(Continued from page 6)

ter has touched a lot of lives! Add to those 67 years of camaraderie, technical and building support and community safety activities like our packed-house VMC clubs.

This chapter MATTERS!

Our senior members and their predecessors built a firm foundation. Some physically built our clubhouse, some created the honor circle and landscaping, others created the builder's facility, and yet others stocked the tool crib, upgraded utilities and equipment, and laid a financial foundation for security. On their shoulders we stand. And each of us has a role in ensuring this chapter continues to build on this legacy for another half century or more.

Part of the beauty of being a tax-exempt charitable entity is that your chapter can accept donations and provide you with a receipt that in many cases allows you to deduct that donation from your taxes. Donations of cash or check are easiest. You can donate funds and specifically direct them to the legacy you want to watch grow - perhaps to help scholars learn to fly, or maybe donate toward a new kitchen or a landscaping project.

You can also donate or endow property or assets. Some chapters have had members bequeath hangars to the chapter when they have flown west.

This creates a perpetual income stream for the chapter. Chapters can accept aircraft and projects, but that is a little more complicated. If you want to donate money, you can do so online at eaa35.org or by giving a check to the treasurer at the meeting. If you'd like to donate or bequeath property or vehicles, there is also a donation form on the website that will help the chapter check all the legal and accounting boxes.

As we finish this tax-year...you can choose to donate to your Chapter...or donate those funds to Uncle Sam as taxes. Personally, I'd prefer to see my money go to charity than taxes!

So, this Christmas...what would you like... to give?



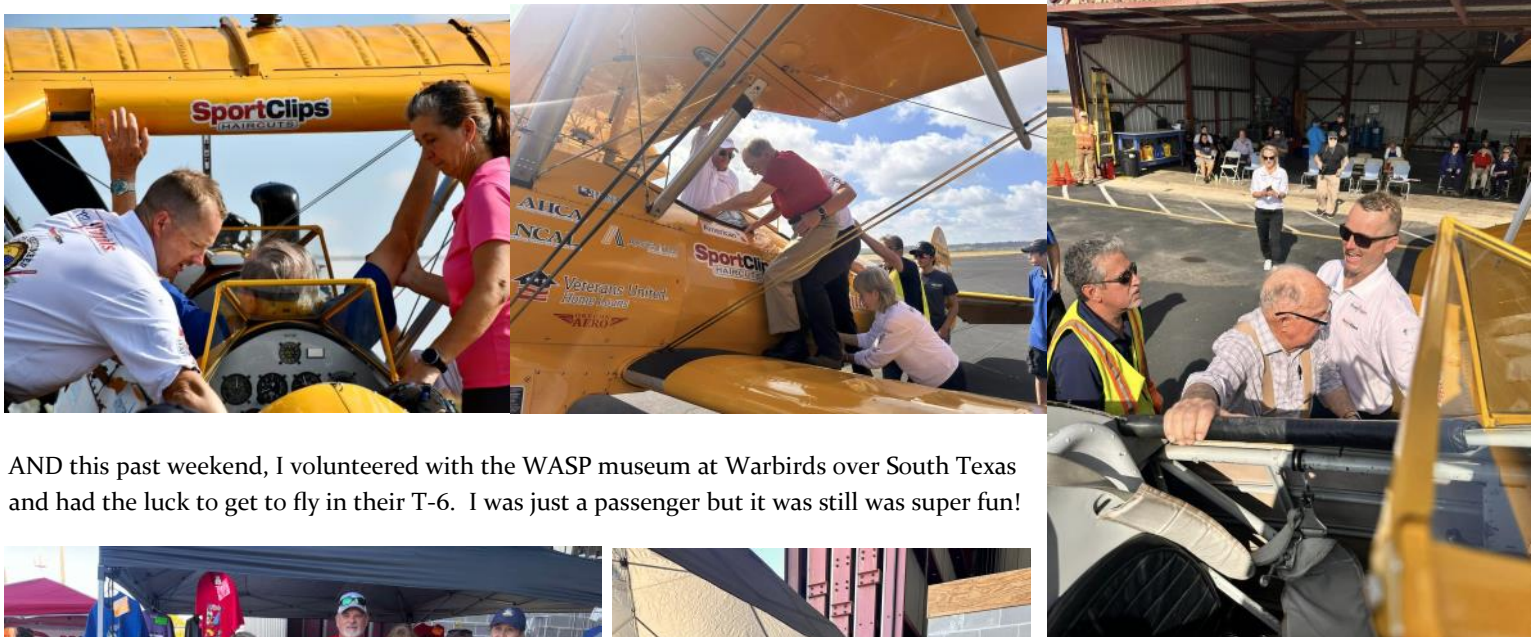
A Gorgeous Day to FLY!

Andrea McGilvray

Some folks wonder why we spend our time and money on flying. They look at our little Cessnas, Pipers, Mooneys and other travelling planes and shrug. It is probably cheaper to fly Southwest, and definitely cheaper to drive. They just don't know....

Here are a few photos of my adventures this past weekend and on Veterans day!

On Veteran's Day I volunteered to help Veterans go fly in the Stearmans (Stearmen...no...Stearmans) at Castroville Nov 11 with Dream Flights.



AND this past weekend, I volunteered with the WASP museum at Warbirds over South Texas and had the luck to get to fly in their T-6. I was just a passenger but it was still was super fun!



Boom Supersonic: Redefining the Future of Air Travel?

Jeffrey Davila

Boom Supersonic, an aerospace company founded in 2014, is on a mission to revolutionize commercial air travel by developing supersonic jets that promise to cut flight times in half while maintaining a commitment to environmental sustainability. By reimagining the way we fly, Boom is pushing the boundaries of what is possible in aviation and setting new standards for speed, efficiency, and passenger experience.




The company’s flagship project is the Overture, a supersonic airliner designed to travel at speeds of Mach 1.7, or approximately 1,300 miles per hour—more than twice the speed of conventional commercial jets. This means that flights from New York to London, for example, could take as little as 3.5 hours, compared to the current 7-hour duration. The potential for faster transatlantic and transpacific flights is an exciting prospect for business travelers, tourists, and anyone who values time efficiency.

One of Boom’s key goals is to make supersonic flight not just a luxury, but a mainstream option for air travel. To achieve this, the company is focusing on reducing costs associated with supersonic flight. While supersonic jets like the Concorde were once reserved for the ultra-wealthy, Boom aims to create a more affordable and accessible alternative. With innovations in materials and engine technology,

the company is working to make supersonic travel available to a broader market without compromising on safety or environmental standards.

In addition to speed and cost-efficiency, Boom is committed to minimizing the environmental impact of supersonic flight. One of the major challenges with supersonic air travel is the sonic boom—the loud noise created when a jet breaks the sound barrier. Boom has engineered its Overture jet with a “quiet supersonic boom” design, which is expected to significantly reduce noise pollution, especially over land. The company is also focused on developing sustainable aviation fuel (SAF), which could help minimize the carbon footprint of supersonic flights.

The Overture’s interior is designed to enhance the passenger experience as well. With seating for up to 65 passengers, the aircraft will offer a luxurious cabin with spacious seats, large windows, and an overall emphasis on comfort during high-speed travel.

Boom Supersonic’s bold vision is poised to change the landscape of aviation, bringing faster, more efficient, and environmentally responsible travel to the skies. As the company continues to work on refining its technology and achieving commercial viability, the future of air travel looks faster and more exciting than ever. 

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NOVEMBER 2024 Gathering and VMC Club

Photos Chuck Fisher



Chapter 35 Veterans

NOVEMBER 2024 Gathering and VMC Club

Photos Chuck Fisher



Youth Flight Training Scholarships Offered by EAA Chapter 35

EAA Chapter 35 is dedicated to introducing youth to aviation and supporting advancement of their aviation education through scholarships.

EAA Chapter 35 scholarship recipients – NOW private pilots



- [Chapter 35 Youth Flight Training Scholarships](#): Since 2023 we have awarded three locally funded scholarships in the amount of \$10,000 each! We will award at least one of these scholarships in 2025 thanks to the generosity of our Chapter 35 members. These scholarship is provided to help eligible youths 16-19 obtain their Private Pilot License and covers expenses related to flight training.
- [EAA Ray Aviation Scholarships](#): Every year since 2020, EAA has selected our chapter to administer this prestigious scholarship of up to \$12,000 for eligible youths 16-19 to assist them to obtain their Private Pilot certificate, and thanks to the generosity of the Ray Foundation and our Chapter 35 members, are making an application for two scholarships in 2025.

Applications for 2025 will be available starting December 15, 2024. Prerequisites must be met, and applications must be received by the end of February 2025. For more information about these scholarships, prerequisites, and how to apply, see the announcement on the EAA Chapter website (<https://chapters.eaa.org/ea35/news>) or contact our Scholarship Coordinator at scholarships@ea35.org

Scholarship Funding Relies on Generous Donors

Donate



Like what you see? Want to Contribute? We appreciate donations of any amount to our scholarship fund. Donate online <https://chapters.eaa.org/ea35/donate>, or in person at a Chapter meeting. Any questions about donating to Chapter 35, or to make other arrangements for donations, please contact our Treasurer, Dee Brame, via email at: treasurer@ea35.org. EAA Chapter 35 is a 501(c)(3) charitable organization, and your donations will be recognized with a letter acknowledging the donation. Please check with your income tax professional as to how best to monetize and deduct the donation.

Scholarships - Looking Ahead

Allan Inks

As I write this in November, your Chapter has helped 3 young scholarship recipients get their Private Pilot licenses in 2024. (Raegan Rait, Henry Wurster, and Ethan Palumbo). But that's not all: As Rory Sorola reports in her article this month, she has her check ride scheduled for the earliest possible date, her 17th birthday in December of this year.

And we are going to keep on going. This year we have received very generous donations supporting youth flight training scholarships from several Chapter Members, notably including Jane Kellogg, Charlie Brame and most recently Timothy Chea. Additionally, we have applied for another two Ray Aviation scholarships for next year. I think we can all agree that this is a wonderful opportunity for the young people who are the recipients of this scholarship money.

Further to these plans for awarding these scholarships, we will begin accepting applications for 2025 scholarships on December 15, 2024. Completed applications will need to be turned in by the end of February. See the flyer in this issue for information on who is eligible (youths 16 - 19 years old on date of award of scholarship in 2025), and how to apply - or look for that information on the EAA Chapter 35 website (Youth Flight Training Scholarships) and/



or Chapter news. You can use the flyer in this newsletter to give to youths you think would be interested and qualified.

These youth flight training scholarships (including our support of these scholars) are but one of the ways that EAA Chapter 35 stays an active, vibrant chapter. Completing a Ray Scholarship program is one of the criteria used to evaluate EAA Chapters and recognize chapters that have demonstrated outstanding commitment to general aviation. And, as we know, we have also supported Young Eagle flights during 2024 to introduce young people to aviation. Another next year, more Young Eagle events, and the return of our annual sponsorship of a young person to attend the EAA Air Academy in Wisconsin.

Clearly, this chapter is living up to the quote, 'Inspiring young people to experience the freedom of flight is one of EAA's greatest obligations to assure a strong future for aviation.' If you feel moved to join Jane, Charlie, Timothy, and others in supporting our youth programs with a donation to EAA Chapter 35 with a donation, please find the donation page on the chapter website (<https://chapters.eaa.org/ea35/donate>). Thank You...



Ethan Palumbo— 2024 Ray Scholar



Rory Sorola—2024 Kellogg Scholar

It feels like it's been months since I last wrote an article, but I'm guessing that's because of how busy with flight training I've been! I'm officially on the final stretch toward getting my private pilot certificate. The only requirements I still need to fulfill are the rest of my solo hours, one more instrument hour, and remaining solo cross country hours. In total, I need to get about 7.5 more hours in this month to hit the minimum requirements for my certificate. With this in mind, I've been cracking down on my studies for my checkride, using any and all resources I can get. With my checkride scheduled on my 17th birthday, I run the risk of either having a wonderful or horrible birthday gift from the FAA itself: a pass or a fail... unless the weather decides to just not cooperate. We'll see what happens (or rather, happened) in the next newsletter!



Raegan Rait—2023 Kellogg Scholar

Hello, Chapter 35!! I bet y'all weren't expecting to hear from me again so soon, but I thought I'd give an update on life at the University of North Dakota (UND) and a peek into what collegiate aviation is like.

I'm almost finished with my first semester at UND, and I've been taking lots of classes, both aviation and non-aviation related. The main class I've been taking is Aviation 220, UND's new class for students who get their PPL outside of UND. We're kind of the guinea pigs, given that this is a new style of class designed to have us out flying without redoing our Private Pilot Checkrides. I did about 20 lessons where I got familiar with the Piper Archer, UND's policies and procedures, and the Grand Forks airspace. Who knew such a small town could have one of the busiest airports in the US?



another stage check and passed that as well!! Now, I'll be working on continuing to build hours and proficiency in the Archer.

Aside from flying, I've been doing the typical college things like getting a TON of free stuff, attending club meetings, listening to guest speakers, going to football games, and, in typical UND fashion, going to my first hockey game. Which, I have to say, sorry to Texan football culture, but I've found that I enjoy hockey a lot more.

Something else that we don't get down in Texas is the Northern Lights!! My friends and I have gone light chasing many times, but a couple of days ago from when I'm writing this, we actually found them!! I'll have a photo attached with this article. I'm hoping to get a night flight where I can see them sometime within the 4 years of being here, but since my next class is my instrument rating, I'll probably mostly be in the clouds.

After completing those lessons, I took a stage check to ensure that I now have the skills to fly solo in the Archer, and I passed!! Luckily, all of these hours I was getting went towards my 120 required hours for the Commercial Certificate, so I won't have to try to build up so many hours by the time I reach the Commercial classes. After that, I began working on my introduction lessons to instrument flying, which were all in UND's simulators. After 7 of those lessons, I took

Life is pretty good up north. I miss home a lot, as does any college student, but I'm having a great time. I've learned a lot in these past few months about independence, work-life balance, and the importance of taking naps. I'm looking forward to everything else I'll get to do up here at UND. Until next time!!



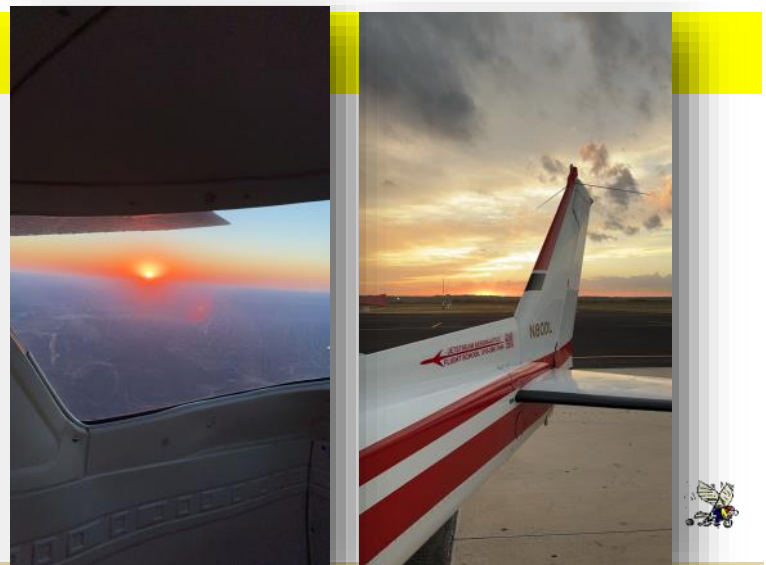
Lillian Cavanaugh—2024 Brame Scholar



Wow what an amazing month October has been! So much great flying: I flew at night, I did my dual night and day cross country flights, and got to fly in some very beautiful cloudy weather.

Here are some of the best pictures I took this month.

Also always remember the sky is not your limit, your determination is!



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

For Sale: 1962 Piper PA-22-108 Colt taildragger . It has a full steam gage panel with radio and intercom. I needs some tender loving care and new battery. Asking price is 25K as is or 30K with a fresh annual. Contact Lew Mason at 210 688-9072. If no answer,



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.



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THE WORKSHOP

Interesting Engine Finds

Mark Julicher

I recently received an airplane for an annual and it had only 300 hours since major overhaul. When I ran the compression check the cylinders were low with number 4 cylinder making only 57/80 psi. A closer look at the logbooks showed that the overhaul was accomplished in 2011, and the next annual after that was in 2022. Eleven years sitting idle. That means tears with no oil circulating and coating the metal parts, moisture collecting inside from ambient heating and cooling, rubber components over eight years old... You get the idea.

Whilst air pressure was being applied to the cylinder there was a veritable windstorm emitting from the oil filler cap. Therefore, the piston rings were not doing their job. There was also wind noise from the air intake suggesting an intake valve was to blame.

I tried the usual tricks to improve the number four compression. I ran the engine and got it rather warm, and I staked the valves to make them seat better. Three cylinders were OK with pressure in mid-sixties to low 70s, but now number four was only 52 psi.

Defeated, I finally removed the cylinder. I found that the cylinder walls were glass-slick, no honing marks remained. That is highly unlikely in an engine with only 300 hours on it but OK, I took the opportunity to replace the rings and hone the cylinder. Now for a look at the intake valve.



Photo 1: Number four intake valve

What you see in photo one is a very pitted valve face. The beveled edge has been slowly rusting for a long time. It should be shiny and smooth, but it is rough. There is no way this valve can seal against its valve seat.

The valve seat was in OK condition and with just a little lapping it became rather clean, so by grinding the valve face there is a good chance that compression can be restored. As I write this, I have not put the cylinder back on the engine to check compression, but I did use a lathe to remove the roughness from the valve face.

Granted that this is a band-aid. The engine is past the time recommended by Lycoming to be overhauled. What? Yes, Time Between Overhauls is not just tachometer time, but there is a calendar time in Lycoming and Continental documents as well. This

engine may well run OK for a couple more years, but the owner needs to be thinking about a major overhaul again.

Let me change the subject. I am often asked how many times a copper spark plug gasket can be used. Now, certain spark plug literature says that the copper gasket can be used twice and ought to be discarded after the second use. Personally, I anneal the gaskets to remove work hardening and reuse them more than twice, but after a few uses the gaskets do show some deformation and must be retired. In a get-rich-slow scheme I have amassed pounds

of copper gaskets ready for the scrap yard.

Now, I thought I was a verifiable cheapskate until I found the gasket in photo 2.

How many uses and how much torque does it take to make a ridge at the edge of a copper gasket? Your guess is as good as mine, but the number is certainly in double digits.



Photo 2: Copper spark plug

Depending on what document you read, the torque on a spark plug should be 30 to 35 foot pounds—snug but not ridiculous. The sort of torque that caused this deformed gasket could lead to failure of the spark plug boss and require cylinder replacement.



From the Builders Log

Zac Morton: Vans RV-14. Finished the Tail Kit for now. Time to move on to the Wings!



Getting a New Suit of Clothes

Chuck Fisher

It is important for a fellow to comply with the wishes of his wife/co-pilot. So, when Peggy said “you know, you should really get our plane painted”...I was sort of obligated to do so.

Our L-17 has a long history. She left the factory in silver or dove grey back in January 1949 and we have lots of pictures in that initial paint scheme as, being the first plane off the line that year, ours was the plane used in the advertising photos.

Then it was painted olive drab with yellow letters during her time with the HQ Battery 172d Field Artillery Group at Grenier AFB. Then she was retired and handed over the aeroclub on the same base. The logbooks reflect that she had seven coats of red enamel applied then. She was again retired, disassembled, and sat on blocks in a field for two decades.

When she was discovered and reassembled in 1998, Mark Cyrier stripped and painted her in his hangar back to the silver depicted in the “birth photos”. That hangar paint-job held up well for 25 years, but around the edges, cockpit rails and wing tips, especially, the paint had flaked off leaving bare metal. And despite efforts by skilled experts, we just could not match the paint.

“Patina” I called it. She’s supposed to look vintage. “Ragged” she called it. She wins. Time to paint the plane.

I chose a shop in Mississippi, Hangar 360 services. I chose that shop because John Moseley and his son Dan have been members of the Navion and the Warbirds community for years. They’ve owned a bunch of big iron and little iron warbirds, and they have painted a large percentage of the extraordinary planes we see up at Oshkosh. Remember those Aeroshell T6’s. Yeah they did that.

John got sick right when my plane was first supposed to be painted and subsequently passed away. His son Dan, also an avid pilot, took over the operation and continues the Warbirds relationship.

I was a total naive about painting planes having never done so,

never selected a shop, or really shopped about. I know several friends who have gone to Mexico and returned with amazing, gorgeous paint for a fraction of US costs. I also know a lot of friends who have had planes painted and the result has been “OK” or less. And I have heard of some who have spent years waiting to get their planes back.

What I was looking for was a person I trusted, a place with a solid reputation, and the ability to choose paints that I could actually match in the future if needed.

So, I threw out the question to the Navion-world and without hesitation got back a dozen identical answers. You have to take it to John. Well, sadly I missed that chance, but his son is an equally driven perfectionist that runs a tight shop in honor of his dad.

With a great deal of trepidation I flew the plane over to Bolton Mississippi, just outside Jackson one Sunday afternoon. Despite rave reviews about the FBO, they failed to mention that the FBO is closed...as in no one home at all...on Sundays. The airfield was deserted!

I tied the plane down next to a 182, a bonanza and a Grumman TBM by the enormous paint hangar and hiked back to the dark FBO where I summoned an Uber. The next morning I went over the plane with Dan and his lead A&P IA examining problem areas and defining the extent of work to be done. Some of their jobs are to “new” standards, remove the landing gear, tubing, wiring, etc. Yeah...no. I wanted a cosmetic paint job. Wheel wells, sure, but let’s leave the gear, hydraulics, wiring, etc. in place.

Over the next couple of weeks they disassembled all the big parts, removed the canopy and set about stripping the old paint.

I was anxious as a cat.

Then they began to work on the metal flaws. Over the past 25 years there were certainly plenty of dents, dings, and flaws. Their staff began working those out as they were more visible. A coat of grey

(Continued on page 19)



Paint (continued)

(Continued from page 18)

epoxy primer came next and of course that had to cure for a while. The landing gear and wheel wells were painted, though not to perfection as the hydraulic tubing and the like were still attached.

As all this is going on, it's worth mentioning that simultaneously they were working on a dozen aircraft big and small in sort of an assembly line fashion. Disassembly and cleaning, stripping, repairing and corrosion control, priming, painting, detailing, reassembly, etc. It's a big operation.

Don sent me pictures along the way, a few of which are in this article. Once painted it went over to the next bay where his artist staff screened off and painted all the logos and insignias. Mine were simple. Some they paint are the multilayer, airbrush, masterworks of art. Amazing.

Then came re-assembly. When I picked up the plane, one of the mechanics went over everything with me and we touched up a couple of items. He told me that as the plane is disassembled they create a punch list of every screw, washer, bolt nut and part removed. It's a loooooong list. Then the work back up from the bottom using all new stainless and cadmium AN hardware. I liked that both the owner and the IA were very familiar with my aircraft, so they rebalanced the control surfaces, rebalanced the prop, and checked all the travels to spec.

Dan, a fellow Navion owner and high time warbirds operator did the test flight himself. That gave me confidence too.

American Airlines delivered me back to Jackson and Uber out to the paint shop on Veteran's day. When I arrived two of the me-



chanics were busily climbing about with bottles and rags applying a final coat of "ceramic coating" (which near as I can figure is super-good wax), checking antennas and retouching sealant. We spent the better part of the morning checking things over before I took her for lap around the pattern. I walked around again checking bolts, nuts, pins, plates, and the like, then back to San Antonio.

Even after that I still found one squawk, an obscure bolt that was either missed or vibrated out up in the cowling mount. It was not hard to replace (owners can replace fasteners), but did act as reminder why it is so important for us to know...truly know...our airplanes. That bolt would never be looked at on a pre-flight. I just happened to know it was there because I had been there before.

So, now my plane looks pretty much exactly the same as it did before, but without the patina. No peeling paint, huge bare spots or obvious flaws. And it was done in "standard" colors that can be easily formulated if I do have to touch up a ding...which is likely with gravel and grass. "Ceramic coated", she is shiny for now, and is supposed to remain that way for a while at least. Since we were leaving it pretty much the same, I did not have to do a complicated design plan. But I would say that in most cases it would be money well spent to have a pro design the plan and graphics down to the millimeter. A pencil sketch may not get the results you want.

Lessons learned: 1) It isn't cheap no matter where you go, so expect a first rate job. 2) Unless you are going to do the disassembly and reassembly yourself, make sure the folks that do, are ones you trust. 3) Ask around. Cheapest or closest may not always be the best option. 4) The Aircraft does NOT fly any faster with new paint! 5) I'd recommend Hangar 360!



Chapter Builders!

Fred McMahon, Builder Coordinator

Member	Project	Next Milestone	Est. Completion (fly)
Gould	1946 Aeronca 85hp engine	Brakes	TBD
Wurster	RV-14	Fuselage	2025
Reyna	Glasair Super II S-RG	2025	2025
Pisz	Zenith CH 750 STOL	Phase 1	2024
Trimble	Hatz Classic	Beginning	TBD
Bott	Zenith CH750 Super Duty	Fuselage	TBD
Terrone	Sling TSi		
Versteeg	Zenith CH640	Wings installed	TBD
Morton	RV14	Fuel tanks	TBD

Is your project missing from this list? Would you like to send an update (please!)? Please contact airplanebuilder@eaa35.org



Country Store

Nancy Duepner

Well.....here we are nearing the end of 2024. I have had lots of fun serving as the Country Store proprietor but it is time for me to step away. Thank you to everyone who has donated/purchased items over these last two years. Your contributions to our Chapter’s fund-raising efforts were much appreciated.

Hope to see everyone at our Holiday gathering and at future Chapter 35 events.

Safe Flying,

Nancy

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

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

2024 Chapter Calendar

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

December 7

* Airplanes and Coffee (Mineral Wells (KMWL)) 08:30-12:30

Be sure to check the monthly schedule for outstanding EAA webinars at:

EAA Webinars: https://www.eaa.org/ea/news-and-publications/EAA-webinars



San Geronimo AirparkSM Property Owners Association

So We May Fly ForeverSM

Encroachment Concern East Side of 8T8

Advocate for your Airport!

Crossfeed from the San Geronimo Property Owners Association.

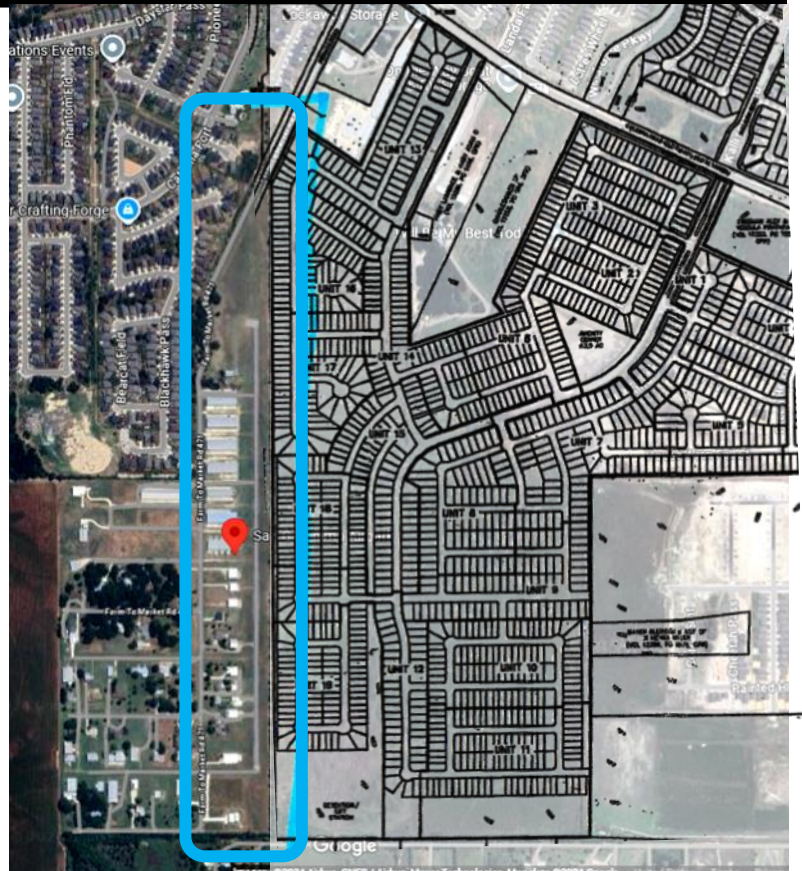
See About San Geronimo Airpark POA (sgapoa.org)

At the last Chapter Gathering, our chapter president made an announcement regarding the development happening to the east of our runway and that we would have the chance to let the FAA know our concerns.

This is YOUR time to Comment!

By the time you read this you should have received an email with more details and instructions on how to make your voice heard. If you have not received that email, or have questions about it, please call Darren Medlin at (210) 875-9971, or email vp.sgapoa@gmail.com.

Thank you, SGAPOA



EAA Chapter 35 Leadership



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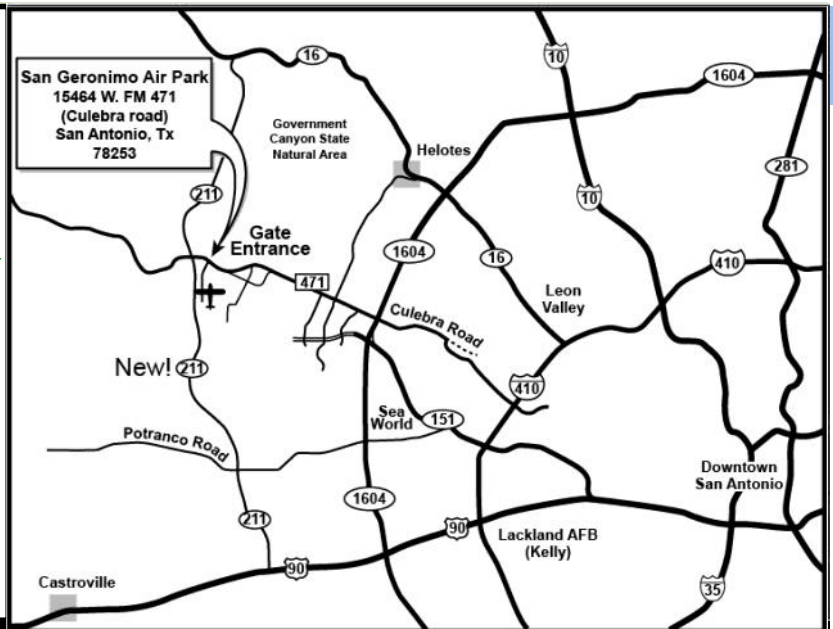
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14 DECEMBER

1100 ANNUAL HOLIDAY PARTY

Purchase tickets at:
www.eaa35.org
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
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