



## MY YOUNG EAGLE

By Brian Goode

Sometime you just have to take the time to boast about someone or something that someone else has accomplished. Here is my boast. It is about what my Young Eagle, Donald Kenneth Maroney, Jr., aka Ken, has accomplished.

A bit of background.

June and I have been blessed with 5 children. These children have given us 8 Grandchildren who have given us 3 Great Grand Children, and I am sure there will be more in due time. The newest Great Grandson has been given my middle name, Brian. My younger Son's middle name is Brian, and his younger son's middle name is also Brian. That makes 4 Brian's over the past 82 years. None of the Brian's are aviation oriented as I am, having spent many years in the General Aviation Industry. So, let's take a slide down the family tree and stop on the first branch. Daughter Barbara has graced the family tree with two amazing children, the first is Amanda, oldest grandchild of them all. She has her law degree and is working in that business in San Jose, California. She and her husband Andy, are responsible for producing **Brian**<sup>4</sup>.

Next on this branch is Donald Kenneth Maroney, Jr., better known in this article as Ken. He has been a great "Son of A Son of a Sailor Man" except his mother might like the song title to be "Son of a daughter of a Sailor Man". Anyhow, this young dude has been a great buddy of mine. On the sailor/boat thing, when we were living in West Melbourne, Florida, the Maroney group came to visit. It just happened to be the same time as the "Return to Flight" of the Space Shuttle Discovery. We bedded the children down on the boat and the adults went to the house for the night. Early on launch day, we cranked up the boat's engine, pointed the bow Northward and motored up the Intercoastal Waterway to Cape Canaveral to watch Discovery's "Return to Flight".

This young chap was really excited to be able to be so close to a spacecraft launching, that there had to be some underlining thoughts about him being able to fly someday. We were anchored about 5 miles south of

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## Next Event

Dec 11  
11:00 AM

Chapter  
Clubhouse

### Next Event:

## HOLIDAY LUNCHEON!

Bring your pre-purchased tickets (or pick up online purchases at the desk)

Bring a WRAPPED gift to exchange

And feel free to bring beverages of your choice



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## PRESIDENTS COCKPIT

DARREN MEDLIN



Welcome to the holiday edition of your award-winning newsletter. As my time as your chapter president comes to an end it is appropriate to look at what we've done together over the last two years. At the end of 2019 we flew Young Eagles during Port San Antonio's Youth Aerospace Exposition, and during that cold December of '19 Chuck

Fisher attended EAA's Leadership Academy. In early 2020 your chapter was recognized as a Gold Medal chapter for the great work done the previous year under Steve Jones' leadership. We had a remarkable 70 attendees at the February meeting, just before COVID shut everything down and we learned the term "social distance." As we began to meet virtually, we adapted EAA's online Roster Management tool and purchased a chapter Zoom video conference subscription. In April we stayed home but that March we had our first virtual chapter gathering as a video conference hangar tour with a new RV-7A builder. We began holding monthly business meetings online vs our previous quarterly BOD meetings. I recommended flapping our arms (wings, get it!) as a COVID safe greeting, but it never caught on :-). Recordings of chapter meetings became fodder for online assignments for the Southwest high school aviation class we support, which had gone virtual as well. We were disappointed, but not surprised, when AirVenture 2020 was cancelled and planning for an October EAA B-17 tour stop at Stinson was cancelled as well.

In June we experimented with a member picnic/project day and built a picnic table and 11 Adirondack chairs to better enjoy the shade of our oak tree canopy. The trees that bracketed the sidewalk from the parking lot fell to the chainsaw after they died. Our monthly online VMC club meetings began attracting out of state participants. Virtual meetings resumed with a video tour of the WASP museum in Sweetwater, TX and we added "crutches" to two big limbs of the old oak tree. Limited in-person classes were restarting at Southwest High School and the fuselage of an RV-12iS was taking shape with the help of chapter mentors. Our November 2020 membership meeting was a virtual affair hosted at the annual Kingsbury fly-in and we dropped plans for a December holiday party with the constraints of the pandemic and instead hosted a virtual meeting from Boerne Stage airfield that included a tour of builder activities and of Jane Kellogg's plane which she was selling to raise youth scholarship funds. We spent unused Air Academy Young Eagle credit funds on a flight sim for the clubhouse

As the deep freeze of February 2020 hit, we planned for Oshkosh in a virtual presentation that attracted visitors from as far away as Singapore. We later scrambled to repair frozen water pipes that broke and flooded the clubhouse. By April we were saying goodbye to 'Stumps,' our local café that started about the time the first hardy

souls (the founders) were building the airpark. It was a busy spring. We had a great in-person member picnic, spring cleanup and our first pancake fly-in of the year and our third Ray Scholar was selected after online interviews. As Texas increasingly re-opened after COVID restrictions we held our first Young Eagles Rally of the year in June followed by a burger lunch. The spaghetti cookoff in July saw our first hybrid, in-person and virtual meeting followed by a great AirVenture break for those of us lucky enough to go. Our webpage migrated to an EAA platform and membership increased thanks to our social media and online presence. In-person VMC club meetings and movie nights were back in full swing. The newsletter continued to amaze with great articles, and we brought out the giant pancake griddle for another fly-in. Most recently you voted for the best chili, and oh by the way, new officers to lead us for the next two years. It's been a joy and a pleasure to serve as an officer the last 6 years. Tailwinds and blue skies to our new chapter leadership and directors and have a wonderful holiday season.

The results are in! At this year's November membership meeting you elected our new Chapter Officers for 2022-2024.

Please join me in congratulating

- President-elect Chuck Fisher,
- Vice President-elect Kris Kelly,
- Secretary-elect Rick Vinas, and
- ... -continuing Treasurer Dee Brame.\

### From the Cruise Director Chuck Fisher, Vice President

#### Vice President's Notes

By the time you see this I hope you will have already bought your tickets for the Chapter 35 holiday luncheon. It should be a great meal and a lot of fun!

We must give the caterer the meal orders in advance, so if you missed the 27 NOV deadline to order, please call me or e-mail me right away so I can *try* to add you late. We will NOT sell tickets at the door.

We'll start at our usual time, 11:30 with food at noon. If you want you are welcome to bring your own Wine or favorite beverages.

We WILL do a gift exchange. Please wrap any gifts you wish to share. They will be selected at random so don't plan on a specific recipient. Bring something that is fun...and that you'd want to go home with yourself.



## CHAPTER BULLETIN BOARD

# LAST CHANCE-BUY YOUR TICKET NOW

Please purchase tickets to our December Holiday festivities Now! (Before Friday December 3rd)!

<https://chapters.eaa.org/ea35/2021-holiday-luncheon> !!

### EAA Chapter 35 Holiday Meal

Can you believe 2021 is already passing under the wing? Where did this year go?

This year we will have our chapter holiday luncheon catered and have a great menu choice. BUT, to have such a choice you must purchase tickets IN ADVANCE. They will cost \$25 each and space is limited, so get them early!

We will have tickets available at the November Gathering and we will also have an online purchase option button on our website (ea35.org). For credit card purchases there will be a convenience fee.

Menu choices will be:

Option 1: New York Strip Steak, garlic burgundy mushrooms glaze, jumbo prawns, and asparagus w/Garlic mashed potatoes

Option 2: Sliced turkey breast, Mashed potatoes w/ brown giblet gravy, broccoli rob and carrots. Cranberry sauce

Option 3: Grilled chicken breast and marcella mushroom gravy, broccoli rob and carrots. Red potatoes country fried with onions

Each entre will come with choice of Caesar salad or fresh garden arugula salad and ranch or pomegranate vinaigrette .

We will be providing tea, coffee, soda if desired...but you are welcome to bring your own wine or other holiday beverage for yourself or to share.

We will do a gift exchange, so please bring a wrapped gift to swap. Try to keep it reasonable and not (too) embarrassing!

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.

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**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**  
eaa35vmcclub@gmail.com  
eaa35.org

**VMC CLUB**

(Continued from page 1)

the launch pad and could hear the sound of the rocket engines as Discovery blasted off to the International Space Station.

Fast forward several years.

Grampa and Grandma retired and got really real-tired of the many hurricanes in Florida and sought out a place where they could have an airplane at their house. Having looked at more than 25 locations in Florida, Arizona and California, they stopped to visit some friends (the O'Dea's) who had found such a place to live with their airplane. That is when we found 8T8. San Geronimo Airpark is inland enough to be clear of most hurricanes. That weather fact, plus friends and Roy Orbison caused us buy some property on 8T8 and build our



Our "Clean One Owner"

Dream Home. Shortly after that we came across one of those things that you don't find every day. "A clean, one owner airplane." This time it was a 1982 Cessna Cutlass RG, with less than 500 hours total flight time. Such a deal. We named the airplane "Cutty" and proceeded to put more than 800 hours on the aircraft in the 6 years of ownership.

During the time we owned Cutty we made several trips to California and of course gave all of the Grandkid's rides in Grandpa's airplane. The important flight was on May 28, 2010, in Livermore, California. That is when my Young Eagle really got the flying bug. During a long 2.3-hour flight we cruised all over northern California. Checked out the mountains, the wineries, the lakes and even got close to the Golden Gate Bridge.



The long Young Eagle Flight

Here's what Ken has to say about the beginning of this whole flying experience. "Growing up in Livermore, California, every time I saw an airplane fly over, I thought it was my badass adventuring Grandpa



Ron O'Dea making the first entry in Ken's log book

who always keeps the blue side up. I am thankful he turned my focus ever skyward."

Then later on, during one of Ken's visits to us at San Geronimo Airpark, we got serious about discussing flying and how it could lead to a nice life style. One thing led to another and soon we found Ken sitting in the left front seat of Cutty and neighbor Ron O'Dea (CFII) sitting in the right front seat. That was on July 29, 2014. Before that



Ken's Solo Flight

visit was over Ken had received about 10 hours of dual instruction in Grandpa Brian's Cutty as well as some fun flying in Ron's Citabria.

Ken was still in college and playing on the golf team at that time, but wanted to learn to fly.

How was he going to find the time to do all of this? And, about the same time he fell in love with this young lady, Jacci, and added her to the available time equation. Flying + Golf + Jacci + School = Youth. It has its benefits.

With Grandpa and Grandma's assistance Ken was able to squeeze in flight training and soloed on August 20, 2015, at Sonoma County Airport, California. This is close to Rohnert Park where he was going to

(Continued on page 5)

(Continued from page 4)

college at Sonoma State University. He graduated in June, 2017, and moved to Scottsdale, Arizona, to go to work.

With a lot of early morning flying, due to the Arizona heat, and his work schedule, Ken received his Private Pilot's Certificate in January, 2018, at Scottsdale. Continued effort on his part earned him an Instrument rating in June of the same year. More hard work and lots of flying earned him his Commercial Certificate in August, 2018, again at Scottsdale.

Realizing that he would need to earn an Airline Transport Pilot Certificate before any airline would put him in the cockpit, we discussed building time by either flying freight at night, flying charter or teaching others to fly. Ken decided to continue his training and received his Certified Flight Instructor Certificate at Addison, Texas, in December, 2018. That's Private Pilot to CFI in one year. He kept on training and received his CFI-Instruments, at Fort Collins, Colorado, in March, 2019.

Looking to the future, Ken interviewed with several Airlines and discussed their hiring policies and what they looked for in new pilots. Surprising enough they all have programs to entice young pilots such as Ken to take advantage of the incentives they offer in order to fill the pilot shortage gap.

I tried to help sort out some of the airlines and was able to introduce Ken to the CEO of Mesa Airlines. I had sold Mesa a couple of Cessna Caravans back in the late 80's when they were still a small but growing airline and the CEO remembered me, and the sale, and spent several hours with Ken. The interview went well, but Mesa was not



*The Bald Eagle finally got to ride with his Young Eagle CFII, on a recent trip to Petaluma, California.*

to be the chosen one.

Ken talked to a few other airlines and recently signed a deal with the Alaska Air Group to join Horizon Air's "Ascend" Pilot Development Program. He starts with them on March 1, 2022. As a part of the hiring package, Horizon will assist him in getting his Multi-Engine rating and his ATP. Plans are to take the ATP check ride in May, 2022, in Seattle, after finishing Horizon's ATP training course. Then it's off to work flying as First Officer in the Legendary Q400, now manufactured by Bombardier Aerospace. It was built by De Havilland as the Dash 8 until 1992. After 36 months with Horizon, he will be eligible to transition to the mainline, Alaska Airlines, as a First Officer.

In the meantime, back in Petaluma, Ken is building his flight time by instructing at Petaluma Pilot Training Center. He is also building his family life. Ken and Jacci got engaged on October 28, 2020, on the beach at Bodega Bay, California.

Their wedding is planned for August 20, 2022, at the Jacuzzi Winery in Sonoma, California. That happens to be the same day as Ken's solo flight in 2015.



*Ken & Jacci celebrating their engagement along with their parents*



## **Dee Howard Foundation's newest slate of officers will support growth and expansion of organization's innovative educational mission.**

**Wayne Fagan, founder and first board chair, to pass the leadership of DHF to a transformative team.**

San Antonio, Texas--Bianca Rhodes, President and CEO of Knight Aerospace, has been elected by the DHF Board of Directors to succeed Wayne Fagan as Board Chair and President of The Dee Howard Foundation .

"December 31, 2021 will be my last day as Board Chair and President of The Dee Howard Foundation," said Wayne Fagan, founder and outgoing Board Chair.

"Dee's family and I are grateful to have had the opportunity over the last several years to work with our board, advisory council members, and community partners to carry on Dee's legacy of excellence and innovative leadership," he added. "We are especially grateful to and proud of our incoming slate of officers. They are an exceptional group of proven community leaders committed to our mission and all of them are in a great position to leverage their skills and talents for the benefit of the foundation and the communities we serve."

"I know that Bianca will be an outstanding Chair. She brings with her a long list of accomplishments, community service, a strong financial background, and a deep commitment to the mission of the foundation. It has been my great honor to have had the opportunity to collaborate with so many of you, thank you all for your service to our community" said Wayne Fagan.

In addition to Bianca Rhodes, the other incoming officers of the foundation are:

- ◆ Vice Chair: Tyler Schroeder, Manager, State and Local Government Operations at Boeing;
- ◆ Executive Vice President for Academic Affairs: JoAnn Browning, Ph.D.,P.E., Dean of The College of Engineering and Integrated Design at the University of Texas at San Antonio (UTSA);
- ◆ Vice President: Timothy W. Strawther. Lead Executive, San Antonio, Texas, Lockheed Martin Corp.
- ◆ Treasurer: JT Norris, Ph.D.,CPA - Director, MS in Accounting Program. University of the Incarnate Word (UIW); and
- ◆ Secretary Dan Gonzales, Vice President ,Business Development ,Military and Energy Sector, StandardAero.

Launched in 2013, the Foundation has partnered with seven area school districts, a public charter school, and Pre-K 4 SA to date. In the process it has engaged over 4,500 students through an array of aerospace and aviation-based programs, such as the development and integration of aeronautical STEM curriculum and project-based learning, field trips to NASA and local civilian and military venues, virtual and in-person presentations by local, state and national aerospace experts and leading aeronautical STEM educators, and the development of an aircraft build program at Southwest High School.

In July of 2021 the foundation hired its first staff member and Executive Director Christina Martinez.

"I'm very excited to have the opportunity to learn and grow from the leadership of Bianca and the rest of the board officers. We have a slate of very talented professionals and that is exactly what we need to take the organization to the next level." said Martinez.

*The Mission of The Dee Howard Foundation (DHF) is to honor San Antonio's aviation and aerospace history and to nurture our innovators of the future. We seek to inspire, challenge and empower innovators in these fields while helping to train a skilled workforce for the San Antonio, Texas region while being open to expanding our programming beyond this region in the future. Our educational focus is primarily on Pre-K thru 12 underserved students and first-generation college students through the DHF Pre-K thru 12 Aeronautical STEM Pathway Initiative.*

## Craftsmen's Technique

by Mark Julicher

### Exhaust Valve Inspection

This is a borescope photograph of an exhaust valve lifted off of its valve seat in a big Continental engine. This particular engine is approaching the recommended overhaul time, (TBO).

The gray color on the valve stem and in the exhaust passage is deposited lead. There is a little lead fouling on the valve face and valve seat. This cylinder was able to make 72/80 psi on a compression test so the conclusion is that this amount of lead is not bad.

The edge of the valve head has a slight pink tinge. A different look at this valve shows the entire valve head to be reddish/pink. This is a proper color – it is not getting too hot.

The valve seat does not have any grooves burned into it. If there were burned places the compression would most likely be much lower.

Chances are that this engine is being operated properly and ought to make TBO.



## EAA Scholarship recipient update

Hello, Chapter 35!

This past month, October, I was able to start PPL training at Stinson Airport! October 29th was the first time I flew since soloing in June, so I was both excited and nervous. I felt better by the time my flight instructor and I went out to the flight line, though. The weather was lovely – the sky a brilliant blue, and no clouds in sight. It was a little windy, but not too windy to fly. I managed to bring the wrong keys out to the airplane, so my flight instructor had to go back in and get the right ones. After that, I nearly fell off the step when I was pouring fuel back into the wing after preflight. Altogether a propitious start to training! The aircraft we're using is a Symphony 160, different from the Cessna 172 I soloed in simply because of the different make and model, but also different because it has a stick instead of a yoke. I found myself inadvertently banking when I only meant to change the pitch attitude. It's another thing to get used to, but I suppose it's all part of the learning experience. We took off and flew to the south practice area. At this point, I was trying to knock off the rust that had gathered on the part of my brain labeled "Flying". We tried the four fundamentals, steep turns, stalls, and slow flight, and then came back to Stinson to try landing. The first landing was almost perfect – lovely. The second landing was awful. The third landing my flight instructor did,

and the fourth was okay. A bit of a mixed bag, but the plane was still reusable when we got out! Overall, the experience was exhausting, stressful, and like soaking up information from a fire-hose – but it was also incredibly fun, and the feeling you get when the airplane rises into the air on takeoff is unique. We've flown since then, and training is going well. There's a lot to learn, and even more to improve upon, but I think I just have to be patient, work hard, and trust the process. Thank you for all your support!

Kind regards, Gabriella Pfang



Ninety-Nines, By Andrea McGilvray

Nothing is little in Texas. A gaggle of 10 pilots from the San Antonio Chapter of Ninety-Nine's in 4 airplanes found their way from Central Texas to Sweetwater Texas, specifically Avenger Field to join a reunion of family members of a WASP that also was a Ninety-Nine November 13, 2021. The variety of airplanes were a great as her pilots. From a Champ, a Decathlon, Cessna 172 and a Viking and one car. As mentioned, nothing is little and the wind was far from being a breeze. It was gusting to 22 and yes, the runway that was into wind was closed for maintenance. The Decathlon was first to arrive owned and piloted by Andrea McGilvray and Jamie Jones as her co-pilot. Since they were the 1<sup>st</sup> to arrive, they had to make sure no one was sleeping at the Museum, a wingwag was provided by the Decathlon, and as soon as we landed and stopped, they tied down the airplane, or the wind would have been pushed it the end of the field. Andrea McGilvray is the San Antonio Chapter Chair, an active IAC member and a EAA member at Chapter 35. In July she received her A&P certificate and she hopes to have the IFR and Commercial completed by end of the year. Jamie works in the Hospitality industry and is a student pilot but loves to fly. We all had a tailwind on the way up! Photo: <https://gopro.com/v/y847wMM1dzXnl>



We were met by Lisa Taylor and Ann Haub and we were escorted over the WASP museum where we were greeted by the family of Roby. Of course a large distraction was presented to us since the BT-13 was fired up and taxied back to the FBO area. Soon after Cortney Hintz in her Champ found her way to the FBO. Cortney is a doctor in the Airforce and is currently deployed here in the San Antonio area. We both agreed that the crosswind was not fun, but that both airplanes survived the arrival and were safe on the ground and tied up. Soon after, Diane Wieman, Pilot and owner of her Viking and Rachel Scarbrough her co-pilot arrived. Diane is a CFII, A&P/IA ++. Super amazing lady and loves airplanes. Rachel has a very interesting job. She works for none other than Foreflight! What a job to have! The last aircraft to arrive was Cheryl Mora, Patty Taylor and Lori Hanson in a C172. Cheryl was our Chapter Chair for a number of years, she is a CFII, ATP and more and has flown many different aircraft. Currently she drives a school bus for Randolph Field ISD and part time flight instructing. Patty is a Commercial/IFR Pilot and works with her husband lots in the Dental industry. She volunteers lots of her time to help those that cannot afford dental care get it for free at specialty clinics. Lori is a nurse and student pilot. She has always wanted to fly and now if following her long time dream to come true.

Lacey Law drove in since she was doing some very exciting training near Dallas and could not be in two places at once, but she did come

and spend some time with us all. I won't spoil the fun, but she is up to getting to do some serious flying! Sad part was she had to still drive home all the way from Sweetwater and it is not a 2 hr drive that same evening. It was more like a 4-5 hrs! So now our gaggle of ladies were all together. This was a multipart mission. The 1<sup>st</sup> part was to spend time with the family of the WASP called "Roby", but the other part was to deliver via air a set of WASP wings, patches, video's letter to and from of another WASP that this museum does not have any information on. Andrea had got to know her a few years ago and once known that the museum does not have information on Rosa Lee

Meek, that had to be remedied. But first we all were hungry and the Museum provided a amazing lunch and provide ground transportation.

Before the evening dinner, Andrea did a small [presentation](#) along with the other Ninety-Nines and from here on in, these rare wings and other items will be enjoyed by others. It was a emotional event, but fun was just around the corner.

Before the dinner, the BT-13 was to give some rides to the family of the WASP Roby. The young pilot asked if any of us would be willing to help, and no one has to ask Andrea two times when it comes to airplanes. The other ladies had not been to the museum, so Andrea left them to enjoy the tour. Later a famous question was asked after the rides. A flyover to start the evening was going to happen and a seat was empty. I'm sure you know what the question was. Well we all jumped and said yes, and somehow Andrea got to be the one to go and fly, It pays to organize a event I guess. The young mans name is Brian Laing and he and his father do most of the flying for the Museum. There is one lady pilot but she is usually very busy flying commercially.

Once airborne, Brian let Andrea take the controls and she was very impressed on how smooth the controls were. Well they flew over the field, started the evening, then a song was sung and a few other things were said and they had to come back for one more full pitched propeller noise and window shaking exit, and then landed. The wind had yet to die down, but Brian made it look super easy. The airplane is heavy and once on the ground is not easily coaxed back off the ground unless you add power not so in the Decathlon and the Champ a few hours before.

The evening then started inside with the family and the museum giving the history of Roby. Again, it was quite emotional, but we all were so grateful to be part of such a event. The evening ended with a unique drink. Roby liked her Bourbon. So that ended the evening at the Museum and we all got rides to our Hotel. Most of us agreed to get up early in the morning and were hoping for tailwind home and for part of the trip there was a little one. Everyone ranted and raved about this flyout. So when will the next one be? Soon is what we all hope it will be.





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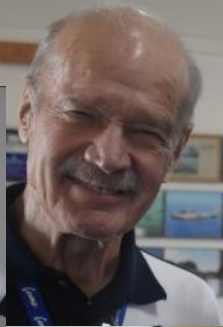
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Paid Thru May 2022

# You Can Skydive!



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## NOVEMBER MYSTERY PLANE REVEALED!

DOUG APSEY

Congratulations to Charlie Brame for correctly identifying our two November mystery airplanes as the Cessna Model A and the Waco AVN-8. He did admit that it took a little research to figure out the AVM-8.

The Cessna Model A was the airplane that started it all for the designer, Clyde Cessna, and the Cessna Aircraft Company. The prototype Model A first flew in 1927 with the first production model flying just one year later. The Model A was designed as a four seat touring aircraft. Construction was typical of that era with wood wings and a tubular steel fuselage both covered in fabric. The Model A had a wingspan of forty feet. Like many of the early Cessna designs, the Model A wing did not use struts. Empty weight was 1,248 lbs while maximum gross weight was 2,273. Top speed was 115 mph and cruise speed was around 100 mph. Stall speed was 45 mph.

There were at least six variants of the Model A with the major difference being the power plant that was used. The prototype used a 130 hp Comet engine. Fourteen were built using a 120 hp Anzani 10 engine, three used a 150 hp Floco/Axelson engine, four used a 125 hp Siemens-Halske engine, fortyeight were powered by a 125 hp Warner Scarab engine. A three seat version called the Model BW was also produced and these were powered by a 220 hp Wright J5 engine. The different models were designated with a letter after the "A" the corresponded to the engine. For example, the prototype was Model AC ("C" for Comet) and the Model AA used the Anzani engine and so on.



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One of the few remaining Model A's is on display at the Yanks Air Museum in Chino, California.

The Waco AVN-8 first flew in 1937. It was based on the Waco "C" series cabin aircraft with the obvious difference being the tricycle landing gear. One other unique feature of the AVN-8 was that it had landing flaps on both upper and lower wings.

The AVN-8 was a four seat touring and business class airplane. It was powered by the 330hp seven cylinder Jacobs L-6 engine.

Wingspan was thirty-four feet, nine inches. Empty weight was 2,493 lbs while maximum gross weight was 3,800 lbs. Top speed was 161 mph and cruise was said to be 151 mph.

Only about twenty AVN-8's were produced. One beautifully restored and airworthy example was maintained by the Historic Aircraft Restoration Museum in St. Louis, Missouri. In May of 2020, this aircraft was listed for sale by the museum and according to the FAA records, it is now owned by an individual in Alhambra, Illinois.

Sources for this article include:

[https://en.wikipedia.org/wiki/Cessna\\_Model\\_A](https://en.wikipedia.org/wiki/Cessna_Model_A)

[https://en.wikipedia.org/wiki/Waco\\_N\\_series](https://en.wikipedia.org/wiki/Waco_N_series)



## NAME THE PLANE

DOUG APSEY

Here is your final mystery airplane for 2021! Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about our December mystery airplane?

What is its designation/name?

What aircraft manufacturer built it?

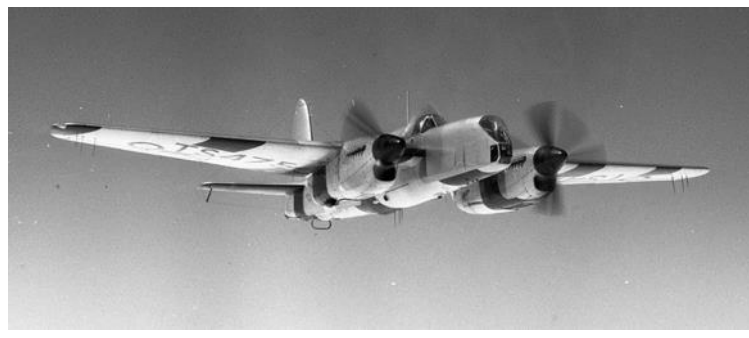
What year did it first fly?

How many were built?

Why did they build it? (What was its primary role).



Model AA powered by the ten cylinder Anzani engine  
(thisdayinaviation.com)



CHAPTER CALENDAR — CONTACT [EAA35VP@GMAIL.COM](mailto:EAA35VP@GMAIL.COM) - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

2021		EAA Chapter 35 Activities Calendar	
DECEMBER	11	<b>CHRISTMAS PARTY -</b> 11:00 Social Hour; 12:00 Lunch (Catered—see newsletter for details) Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details)	
	17	6:00 pm VMC Club (see FAA Wings page and e-mail)	



## Classified Adds

### FOR SALE:

**FOR SALE. Mini-IMP Mod project.** Must sell for health reasons. 80%+ finished, all components to complete, clear canopy, HAPI VW engine 60 HP, all components for Molt Taylor's design drive train, Maple prop, fixed gear, all digital instruments. \$12K. Also 20' custom trailer, and IFly 740 GPS, w/ up-to-date USA charts. Serious inquiries only. Bob Hieronymus, 830-456-8841. *Ad Expires Nov 2021*

### FOR SALE:

**ENGINE FOR SALE:** Fully Assembled Aero Vee Engine, 80hp, 0 time. Still in packing grease. \$7,800 OBO. Contact Michael Jewett at (830) 688-3195 or (until Christmas when I retire) [mjewett@mwbuilders.com](mailto:mjewett@mwbuilders.com) This Sonex Aircraft VW based airplane engine was assembled by Michael Jewett, son-in-law of Norris Warner, with the assistance of Richard Gramling. The engine is a 2009/2010 model. Includes lightweight starter, stainless steel exhaust, cowling baffles. Comes with original assembly manuals and videos. *Ad Expires Feb 2022*

**To post a classified—contact the editor at [ea35news@gmail.com](mailto:ea35news@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**

### NEW MEMBERS!

By Ron O'Dea

Welcome!

1. Eric and Joy Warner
2. Michael Born
3. Lajos Pognacz
4. Joshua and Stephanie Smith
5. Jeff Puckett

**LAST CHANCE-  
BUY YOUR TICKET  
NOW**

Please purchase tickets to our December Holiday festivities Now! (Before Friday December 3rd)!

[https://chapters.eaa.org/ea35/2021-holiday-luncheon !!](https://chapters.eaa.org/ea35/2021-holiday-luncheon!!)

# EAA Chapter 35 Leadership



## Officers

<b>President</b>	Darren Medlin	210-875-9971	president@eaa35.org
<b>Vice President</b>	Chuck Fisher	210-878-5561	vicepresident@eaa35.org
<b>Secretary</b>	Paul Wurster	(530) 933-8264	secretary@eaa35.org
<b>Treasurer</b>	Dee Brame	210-493-5512	treasurer@eaa35.org

## Board of Directors

<b>Past Presidents</b>	Nelson Amen (2012-2014)	210-834-1991	nelson.p.amen@gmail.com
<b>Past Presidents</b>			
<b>Past Presidents</b>			
<b>Member At Large</b>	Ron O'Dea	210-488-5088	r2av8r@gmail.com
<b>Member At Large</b>	Brian Goode	727-709-1159	ladybgoode@msn.com
<b>Member At Large</b>	Andrea McGilvray	210-413-7392	cowgirlcapital@att.net
<b>Member At Large (en lieu of PP)</b>	Kris Kelly	210-621-5405	krisikekelly@att.net
<b>Member At Large (en lieu of PP)</b>	Jane Kellogg	580-421-5998	jkellogg@kelloggllc.com

## Chairpersons

<b>Facilities</b>	Darren Medlin	210-875-9971	facility@EAA35.org
<b>Newsletter Publisher</b>	Chuck Fisher	210-878-5561	eaa35newspublisher@gmail.com
<b>Newsletter Editor</b>	Andrea McGilvray	210-413-7392	eaa35news@gmail.com
<b>Air Academy</b>	Maarten Versteeg	(210)859-1803	maarten.versteeg@sbcglobal.net
<b>VMC</b>	Matt Van DeWalle		eaa35vmclub@gmail.com
<b>Scholarship Coordinator</b>	Frank Covington	254-707-1429	eaa35scholarship@gmail.com
<b>Young Eagles</b>	Rebecca Southard	507-210-0504	youngeagles@eaa35.org
<b>Groundskeeping</b>	<b>VACANT—Need a volunteer!</b>		
<b>Tool Crib/Hangar</b>	Lew Mason	210-688-9072	lewnan@sbcglobal.net
<b>History and Archives</b>	Jeanette Hunt	210-688-9264	janet3679@aol.com
<b>Public Affairs</b>	Jose Garcia	915-203-1361	eaa35pr@gmail.com
<b>Membership</b>	Ron O'Dea	210-488-5088	members@eaa35.org
<b>Webmaster</b>	Ian Heritch	210-421-1295	webmaster@gmail.com
<b>Safety Officer</b>	Ron O'Dea	210-488-5088	r2av8r@gmail.com
<b>Country Store</b>	Richard Vinas	210-912-1699	vinas@sbcglobal.net
<b>Builder's Coordinator</b>	Kris "IKE" Kelly	210-621-5405	krisikekelly@att.net

## Flight Advisors

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

## Technical Counselors

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

**The FINE PRINT:** Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but it not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.

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

Assend Dragon  
AVIATION

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Eric M. Knight

Airframe & Powerplant Mechanic

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Aviation Instructor

Email: [ericknight40@yahoo.com](mailto:ericknight40@yahoo.com)





By RICHARD VINAS

By now, you've been to the Chili Cookoff in November and the Christmas dinner in early December, we have had meetings with great speakers, we've flown Young Eagles, and the club has grown. Because of that, there are many out there who need new shirts, airplane cleaning products, and Chapter 35 merchandise to show their pride in the dynamic nature of our club. Fortunately, we have you covered! There are still plenty of products for wearing around, protecting and cleaning your airplane, and impressing your non-flying friends. The next time we meet, I will be ready to help outfit you with the Chapter 35 product you have had your eye on. And once again, if there is something you would like to see the store carry or if you have any ideas for prod-

ucts you think we might put in the Country Store that would be in demand by the members of the Chapter, let me know. See you all soon!

Rick Vinas



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



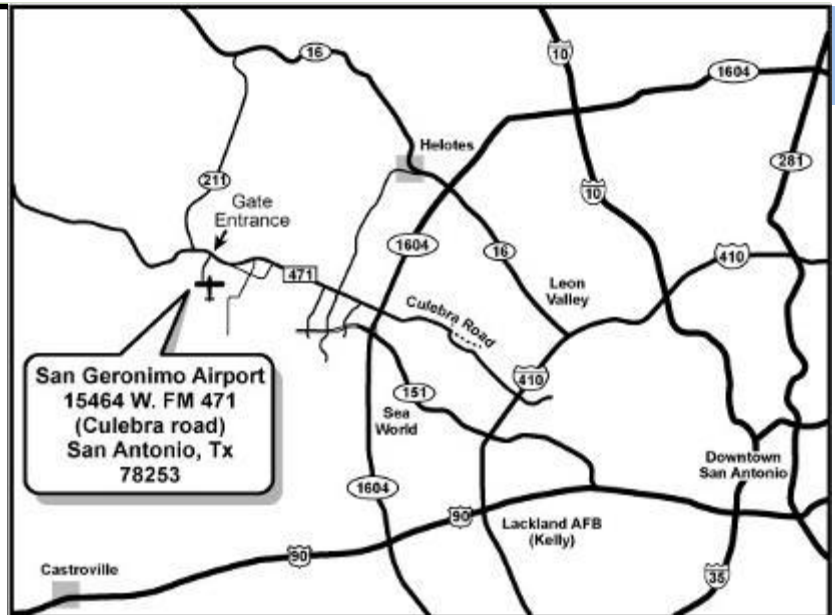
TEXAS FLAG POLO SHIRTS	<b>Sold Out -</b> If you want one, let me know!	\$39.00
TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
YELLOW POLO SHIRTS	One Small	\$31.00
	One Medium	
YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
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	ONE LARGE	
TEXAS FLAG 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
COFFEE MUGS	EIGHT	\$7.00
REMOVE BEFORE FLIGHT KEY TAGS	Plenty	\$5.00
KOOZIES	Plenty	\$4.00
BUMBER STICKERS, DECALS AND PATCHES	Lots of them	\$1.00 - \$3.00
ALUMINUM WHEEL CHOCKS	3 Double sets	\$40.00
WASH WAX PRODUCTS	Limited supply	\$8.00 & up

## ***NEXT EVENT***

***December 11***

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

Paste Address Label Here

# ALL You Need to Keep it Looking New!

Water-Based, Non-Corrosive, Alcohol & Ammonia Free. Meets Boeing Aircraft Spec. D6-17487P & D6-7127M



**Wash Wax ALL**  
All purpose cleaner/wax that you can safely use on everything you clean. Leaves an anti-static protective coating on aircraft, cars, boats, motorcycles, and RVs. Lifts dirt without scratching.  
**Spray On - Wipe Dry**



**Wash Wax ALL Degreaser**  
All purpose Degreaser/wax that you can safely use for those tough, greasy, oily cleaning jobs such as, aircraft engine and exhaust areas, landing gear, car wheels and tires, boat transom and water line. Removes dirt and black streaks without scratching.  
**Spray On - Wipe Dry**



**Belly Wash**  
The quickest and easiest way to clean the dirtiest aircraft bellies, engine areas, and landing gear. Safely removes grease, oil, hydraulic fluid, and exhaust soot without scratching the surface.  
**Spray On - Wipe Dry**



**PlexALL**  
leaves an anti-static protective coating on all aircraft windows, both plastic and heated glass. Plex ALL is also safe to use on cockpit instruments and displays.  
**Spray On - Wipe Dry**

**NEW**

**Waterless Wash Wax Mop - Faster, Easier, Safer.**

**NEW**

The only mop with two sides, one wet and one dry. Now you can waterless wash and wax with the reach and leverage of an extension pole. This allows you to clean a much larger area faster and with less effort, while also eliminating the safety hazards associated with constantly climbing and moving a ladder. Our customers report time savings of up to 50% over waterless hand application.



Our customers report time savings of up to 50% over waterless hand application.



**Aero Scrubber**

Soft, non-scratching, long-lasting, reusable scrubber pad. Use with Wash Wax ALL for removing bugs from leading edges and for tough cleaning jobs such as aircraft bellies and engine areas.



**AeroTowel**

All purpose microfiber towel. Super soft, absorbent, long-lasting, and lint-free. The best towel for all of your cleaning needs.



**AeroDiaper**

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



**NEW**

**Waterless Wash Wax Mop Starter Kit**

All you need to get started with the new Wash Wax Mop.



**Starter Kit**

All you need to get started with Wash Wax ALL.



**Leather/Vinyl Kit**

All you need to clean, restore and protect leather and vinyl in one kit.



**Cabin Cleaner**  
Cleans and removes beverage spills and stains from carpets, seats, tray tables, side panels, cockpit, and galleys.



**SafeSolv**  
All purpose citrus solvent. Removes tar, oil, hydraulic fluid, adhesives, and gum. A safe, effective, alternative to toxic chemicals that is safe to use on paint, plastic, glass, bare metal, carpet, and seats.



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



**Leather Care**  
Restores, moisturizes, conditions, and protects leather and vinyl. Repels dust and dirt without leaving oily residue. Provides long lasting protection.



**Rubber Care**  
Easy to use water-based rubber and de-ice boot care product. Restores and protects rubber, giving that new semi-gloss look, without leaving an oily residue. Excellent on weather stripping, tires or any rubber or plastic item.



**Water Spot Remover**  
Quick, easy, safe way to remove hard water spots from paint, plastic, vinyl, clear coat, gel-coat, bare metal, and other hard surfaces. Use Wash Wax ALL to prevent hard water spots.



**PolishALL**  
Easy-on, easy-off liquid polish. Removes oxidation and fine scratches from paint, plastic, aluminum, silver, and other metals. Can be used by hand or with power polisher.



**Wash Wax Clay**  
Safely removes surface contaminants allowing wax to bond better. Removes overspray, tree sap, acid rain, & rail dust. Safe to use on paint, plastic, glass, chrome, gelcoat, and other hard surfaces.



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# EAA Chapter 35 Data Information Sheet

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

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

NAME \_\_\_\_\_ SPOUSE NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP+4 \_\_\_\_\_

HOME PHONE \_\_\_\_\_ BUSINESS PHONE \_\_\_\_\_ CELL \_\_\_\_\_

FAX \_\_\_\_\_ E-MAIL \_\_\_\_\_ NATIONAL EAA # \_\_\_\_\_

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

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

Previous employment aviation related: \_\_\_\_\_

Military experience: \_\_\_\_\_

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

How did you learn about Chapter 35? \_\_\_\_\_

Aircraft currently building: \_\_\_\_\_ Status: \_\_\_\_\_

Aircraft currently restoring: \_\_\_\_\_ Status: \_\_\_\_\_

Aircraft you have built or restored in the past: \_\_\_\_\_

Aircraft you own: \_\_\_\_\_ Aircraft you fly: \_\_\_\_\_

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

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

N – Ground School Instructor ; O – Light Sport ;

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

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

Light Sport Repairman with Maintenance Rating for Aircraft

Other talents: \_\_\_\_\_

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

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