



DAVE "THE ARTIST" BAKER DISPLAYS AVIATION ART

July 2019

Volume 61 Issue 7

Inside this Issue

Presidents Cockpit	2
Bulletin Board	3
Airventure notes	8
Scrapbook	10
Builders Corner	12
Country Store	14
Name the Plane	15
Classifieds	16
Chapter Calendar	17
Please see our sponsors	18
Contacts	19
E-Version Extras	21

Chuck Fisher

There are lots of outstanding aviation artists and a plethora of aviation photos and pictures available online and in shops around the country. But of all those, Chapter 35 member/artist David Baker is my favorite. He's my favorite not just because his subjects are local, but because his art is different.



Rather than painting zooming planes with motion lines and trailing flames, or trying to capture speed and power or even majesty of flight. Dave sees the beauty in the very structure and details of the planes. He treats them more as sculptures.

Dave is about the only artist I know that can paint a section of tail, and the viewer can see the entire aircraft with that tiny bit of information. He treats reflections and textures sinuously, leading the viewer to want to reach out and touch it. His paintings are visceral, bringing with them a story — a feeling.

I know of no other aviation artist that does that quite so well.

Right now a few of Dave's paintings are on display at Cappy's Restaurant on Broadway.

I was a little curious about displaying paintings in a restaurant. I am happy to report that the gorgeous restaurant is an absolutely perfect setting and his paintings look like the restaurant was de-

signed around them.

The food is pretty darned good too!

Stop by and see these masterworks at Cappy's Restaurant, 5011 Broadway, San Antonio, TX. They are open for lunch and dinner 7 days a week so take your significant other for a date night.
www.cappysrestaurant.com

(Continued on page 4)

Next Event

July 13, 2019
Fly-in Breakfast
0900hrs-1200hrs
Chapter 35
Clubhouse

Fly-in Breakfast

Featuring the Massive Mike Logan
Memorial Grinnin' Griddle

0900hrs-1200hrs

Chapter 35
Clubhouse



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Publisher: Chuck Fisher
Editor: Richard Poenisch
ea35news@gmail.com

PRESIDENTS COCKPIT

STEVE JONES



Making a Difference. Coming in July, David Gonzalez heads to Oshkosh to attend Air Academy! You may have met EAA Chapter 35 student member Evan Carrol at a recent meeting. Plan on seeing a lot more of him on San Geronimo Airpark. After completing a Young Eagles flight, Evan concluded this is precisely what he wants to do with his life. He has

completed key portions of the Sporty's Ground School, earned a certificate for an orientation flight, and scheduled this flight with Anderson Aviation. He did this on his own initiative. His family is closing on a home in Falcon Landing so Evan can be closer to the airport. This, folks, is making a difference! Evan is looking for opportunities to build his funds for flight training. Do you have an aircraft that needs to be washed? A hangar that needs some cleaning? Do you have a little extra fuel you need to burn off, and wouldn't mind taking Evan aloft? Look for him on the airfield, or hit up Ron O'Dea to make initial contact.

VMC Club. Nearly twenty pilots and enthusiasts participated in this month's round table discussions. The topic: partial power on take-off. What do you do? We also learned that an Objectionable airport on the sectional doesn't necessarily mean the airport denizens are rude people, but that airspace conditions favor conflict or present dangers that demand your attention. If you attended, this meeting qualified for Wings credit! If you missed it, don't despair. Join us next month, Friday, July 19th, 6:00 PM for the next installment. For more information on the EAA VMC Club, see: <https://www.eaa.org/ea/pilots/EAA-pilot-proficiency/vmc-club>

June Burger Burn. Forty-eight awesome members converged for the annual membership appreciation picnic. For the rest of our members, I call on you to challenge us next year. This is your picnic, sponsored by your dues and contributions, and in appreciation for all that Chapter 35 is doing for our community because of you. Make us cook burgers 'til the sun sets! We'll do it too!

Arts and Crafts Faire. Thank you to our artists and craftspeople for participating in the Arts and Crafts Faire. Mary Ann Schlattman showed off a new line of exquisite handmade jewelry, demonstrating that she has really excelled at the craft. Chila Covington brought her hand thrown examples of rustic pottery that harken back to our early heritage. Thank you for your support throughout the year, and for showcasing your rich and diverse talents.

Automatic Dependent Surveillance – Broadcast. The deadline for ADS-B Out is December 31st, 2019. On January 1st, 2020 if you need a transponder to fly in controlled airspace, you'll require ADS-B Out as well. Ron O'Dea informs us his validation flight went off without a hitch and he's waiting for his rebate

check now. While the FAA has issued all 20,000 rebate reservations, expired/unused rebates are being returned to the pool, so check back on the FAA.gov site every Wednesday 1PM Eastern, 12 Noon Central.

Coming up: Are you ready for flapjacks? Join us Saturday morning, July 13th, 9:00 AM to Noon for all-you-can-eat pancakes, savory sausage, and wake-you-up coffee, and remember, PIC (flying in from another airport) does not pay! We'll be rolling out the Memorial Mike Logan Grinnin' Griddle - now with retractable landing gear courtesy of past president Nelson Amen. This gear has some provenance, too! If you spot Nelson, ask him about it.

Country Store. You see me lead off this column each month with 'Making a Difference'; well, it starts here. We need you to take over the Country Store. Contact Brian, June, Darren Medlin or me when you're ready to do this.

Grounds Manager. We have need of your organizational acumen to line up volunteers to keep our chapter and hangar grounds looking top notch. You won't go it alone - plenty of folks are checked out on the chapter lawn tractor. We just need a leader. Will that be you?

Speakers Bureau. Chapter 35 recently received a request to speak at an Airmen's group that meets in Kerrville the first Monday of each month. If you would like to share your flying experiences with the group, contact Bruce Bowman at bbowman@krc.com or by phone at 830-257-6678.

AirVenture Group Contact List. If you're planning to attend AirVenture 2019 and wish to stay in contact with your fellow Chapter 35 members, drop a line to Vice President Darren Medlin with your contact information so he can add you to the group text list. You can reach him at ea35vp@gmail.com.

Until we meet again, fly safe and have fun doing it.



CHAPTER BULLETIN BOARD

July Fly-in Pancake Breakfast 0900hrs To 1200hrs

Main Course: Fluffy Flap-jacks formed on the massive Memorial Mike Logan Grinnin' Griddle!

Side Dish: Pancakes. Oh, sausage, too.

To Drink: Orange Juice, Coffee, and water

Desserts: Pancakes. (because...pancakes!)

This is a Pancake Breakfast Fly-in. You know what that means? PIC eats free! See details in this month's President's Cockpit.

Shout Out: Thank you to all our volunteers and preparers who supported last month's membership appreciation picnic:

Workers/Servers:

Thanks to Peggy Fisher for helping out all day Friday before the picnic, then again Saturday to cook the hot dogs.

Roxanne Beavers

Mary Ann Schlattman

Robin Apsey

Contributors:

Peggy Fisher – M&M and Chocolate Chip Cookies

Georgia McCarley – Chocolate Pecan Homemade Cookies

Ulf Balldin – Pecan Pie

Andrea McGilvray – Blackberry and Peach Cobblers. (She grew the berries and peaches, too!)

Dee Brame – Apple Pie

B.J. O'dea – Potato Salad

Mary Ann and Jim Schlattman – Donuts

Unknown Contributor – Two Bags of Chips



EAA

Master the Art of Aviation

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

Chapter Gatherings
Third Friday of the month
Meeting: 6:00 p.m.

Location
San Geronimo Airpark 15464 Culebra Rd
San Antonio, TX 78253

EAA Chapter 35
787-644-7828
eaa35vmclub@gmail.com
www.eaa35.org

STEP UP!

Chapter 35 needs to fill two chairmen slots ASAP—that means YOU.

Lawn and Grounds: This chairman will ensure the grounds are maintained. You can choose to do therapeutic landscaping yourself, or assemble a group of folks to share the workload. This really doesn't require more than a day or so a month, but it is really important. It's your club and Your clubhouse. Help us keep it nice.

Country Store. Brian and June Goode have done such a good job, theirs are hard shoes to fill. But this is a CRITICAL need as the store is a major source of funding for our projects. If you have the ability to shop, buy stuff, and a talent for finding stuff other folks would think is cool or needed—this is a job for you!

Contact EAA35PRES@gmail.com as soon as possible to let him know you can help

DAVE THE ARTIST BAKER (CONTINUED)

(Continued from page 1)

So, I have been wanting to write an article about Dave for ages. And, out of the blue he sent me a background of himself as part of this show.

I figure it's probably better to let Dave tell you about Dave than for me to try! So what follows is "the rest of the story" about Chapter 35's amazing Dave (the artist) Baker.

I am skilled in two fields of art,... initially the fine art of realist oil painting where I had early influences dating back to my childhood, studying it extensively in college and after. And second, I obtained formal medical graduate school training in the graphical world of medical illustration, which became my "practical career" for the last 24 years, mostly for clients at the Health Science Center at San Antonio.

Aviation interests were born early on as well, as a child of an Airforce Radio communications



Instructor, Dale Baker, stationed over in Biloxi, Mississippi at Keesler AFB during the Korean war. Dad had owned a Temco Swift prior to the service and only sold it out of necessity as his new family grew. His interests in aviation never faded away,

but his long career in communications with Motorola after the service absorbed most of his time.

My interest in aviation themes developed after 2 of my brothers qualified for private pilot's licenses and did some time building. I had not considered painting aircraft since childhood, but remembered my early fondness for their general form and structure from those young days.

Moving to and living in San Antonio for my medical work, brought unexpected opportunities for me to rekindle an interest in aviation, especially small plane, vintage period aircraft as this region has a number of accessible public and private airfields and generally good weather. Many pilots seem to have



settled in the area and a wide variety of civilian and collectable military aircraft can be found from virtually any period of aviation history. I attended a couple regional fly-ins in the early 2000's and began photographing the planes on static display, instinctively looking for the interplay of surfaces, reflections, paint colors, and structural detail, especially 'dated looking' machine age detail found in many older aircraft both pre and post war vintages.

Sooner or later, I came to the conclusion that some of these images were worth the effort of recreation on canvas. For years I had painted largely European style figurative work, involving friends and interesting acquaintances often set in some darkened studio or out of doors in an intimate bit of landscape or limestone outcropping found throughout Texas.

I had turned seriously to medical illustration and my painting had slowed to a near halt for a while, but the spark of interest returned with this new 'non-figurative' challenge of aircraft surfaces and sky backgrounds. I found a friendly bunch of fellows at a nearby Experimental Aircraft Association (EAA) who were running a Wings and Wheels event that encouraged visitors to their private San Geronimo airport. When I visited the event I saw just the sort of aircraft I had remembered from my childhood, in addition to many other 'homebuilt' kit planes I knew nothing about. Their club is located to an enormous old Live Oak tree, giving an easy park like ambiance to the place, and providing natural shade to sit and gaze at the small planes of many varieties that fly in and share some comradery and pertinent local knowledge about anything aviation based. I joined the club and quickly learned a great deal about surrounding resources for all manner of flying types and fly-in

(Continued on page 5)

(Continued from page 4)

events at the many fields in the region.

I also began the production of a long series of paintings, based on my visits to all these places, looking for compositions that I would call "vintage modern," dating to the 1930's and 1940's, inspired by works from Charles Sheeler and other painters, and several well-known photographers of the period. "Streamlining" from this machine age aesthetic was based principally of these 'new technological designs' in transportation innovation, aviation being one distinctive

source. This combined with my long ago interest in the planes themselves as aesthetic objects made it easy for me to produce a series of work over time, that formed a departure from my earlier work.



I happened to paint this relatively large gray T-6 trainer canopy and sky detail early on, that I submitted to the EAA National Oshkosh Wisconsin Fly-in art competition being held that year

2007, and it won their first place award, much to my surprise. It was later purchased by a well-known Warbird collector in San Antonio.

Since then I have steadily produced aviation painting details and periodically sold individual pieces to San Antonio collectors, through the Hunt Gallery in Olmos Park, Texas and have appeared in a number of their group shows over the years including the present time.

This show at Cappy's Restaurant provides an opportunity to gather together a large body of these aviation themed works in the form of my first One Man show in

San Antonio, where folks can better study the design/aesthetic interconnection between the individual work, and also see a few pieces that are of different subject matter but executed with similar style and interest in detail.



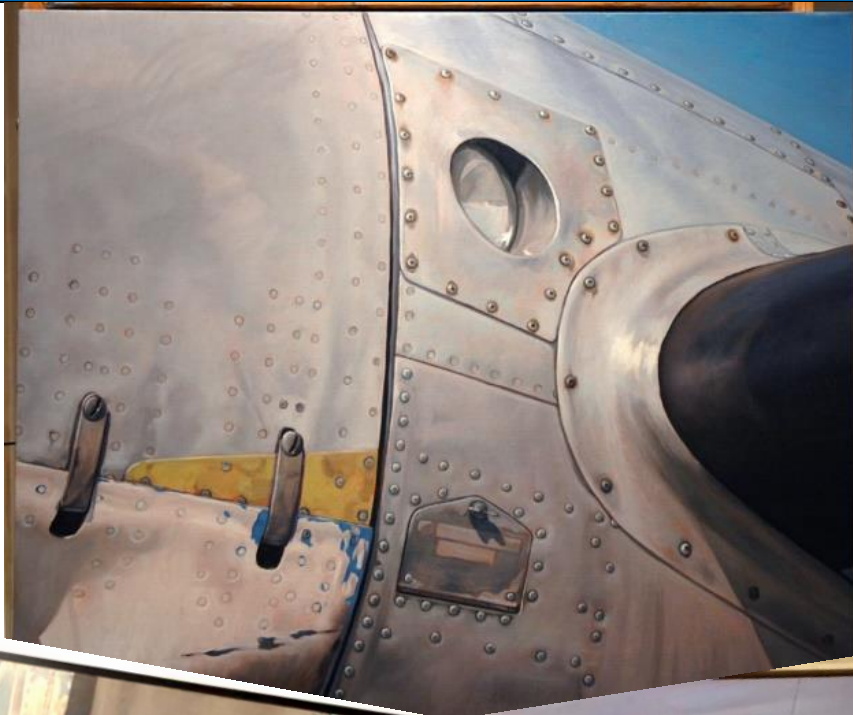
The Cappy's Restaurant show begins **Monday, July 8th** and runs **through Sunday, August 18th**. Cappy's serves lunch and dinner 7

(Continued on page 6)

DAVE THE ARTIST BAKER (CONTINUED)

(Continued from page 5)

days a week, so folks can visit the show and have a drink or a meal while they are looking around. Located on Broadway a little north of Incarnate Word University and HEB Central Market, the restaurant is close to both the Witte Museum to the south, and the McNay Art museum to the north, (on Austin Highway at New Braunfels) just east off Broadway. There is a brief 'between meals' opening on Wednesday, July 10th at 3 PM to 5 PM but it is not critical to attend as it's a peculiar time for art opening anyway. If you merely want to visit the show without eating, this 3pm to 5pm time is a good restaurant "down time" for serving meals any day of the week, so a good slot for a quickly viewing the show. Just tell the staff that you just want to see the artwork.



Now that this first exhibition of my work is gathered and framed, I intend to keep this themed body of work together to travel and exhibit regionally in appropriate galleries, museums/art centers and flight museum venues in Texas over the next year or so.



Flying with legends in the Aviation Hot-Rod department. June 2019

Andrea McGilvray

So how do I end up with these three amazing pilots in my log book.? Well, everything is on fast forward for me. All of this has happened in less than one year.

How would I ever know that this adventure in aviation creates a sequence of events that lead me to have the privilege to fly with pilot legends?

My 1st flight was with a very accomplished pilot James Sorensen that now flies commercial with an airline in Canada but his love is Akro and competes with a Christian Eagle. James (Ted) started the slow burn of my love. Neither of us knew it back then. Steve is now retired, so why I got this privilege to fly with him is still unknown.

Then 30 years pass, and I get 3 back to back legend pilot instructors. I did not do the search or have any knowledge that this would happen. Each time it happened as if some unknown guide took me by the hand, asked me to ask, and... It was handed to me.

A flight in a S2B three years ago, to owning my own Hatz, to now owning a Pitts S1C. This has been lightening speed but for me, I am enjoying the journey. Every morning and every Evening and a few times between I give thanks to knowing I am so fortunate and I am truly grateful.

My 1st event was a unexpected scholarship to "Learn to fly Akro" with Patty Wagstaff by Figure 1 Foundation, Then learn to takeoff/land the Pitts with Budd Davisson just a month and half ago, then over an afternoon timeframe June 4th 2019 and with no foreknowledge I got the privilege to fly with Steve Wolf. I did not know anything about him. I knew the name "Wolf" since a friend Doug had "Wolf Wings", but that was it. I am embarrassed to not of known more about him.

Matt the prior owner of my Pitts told me about Steve, so I asked if he takes students. He gave me his # and I called right then and there. When I called and I asked if he had time to fly "today". Not next week, not tomorrow. But today, preferably in a few hrs. or as soon as I could get to him. And he said yes. I was shocked he had time. Now, remember. I knew absolutely nothing about him. I had not done ANY reading or research etc. all I did was when he said yes, I canceled my flight back home, Rent a car that turned out to be

an 18 passenger bus to drive to him. he asked if I was not too tired to fly, "absolutely not", I replied. If he was good to go, I sure would be. That may have been one reason he said yes vs. no. His Wife Kathy I believe have some of the same virtues. Patience is not one of them for either of us.



Here is my adventure with Steve Wolf.

We flew all of the Pitts Special imaged and unimaged by me possibilities of attitudes and then recovered from them all. I giggled and screamed with joy. This is too good to be true. And since I never woke up, either I am still dreaming or. it is for real. To be 100% honest, I was never scared, I was having so much fun that fear could not enter in.

I closed my eyes and asked him to put the airplane into who knows the attitude, upside down/inverted spin, etc. I had my hands off the controls then he said. Ok. It is yours he would say. I did all of the recoveries perfectly and, I feel so enlightened and much more confident like I have done this before.

We did upright, inverted spinning, aggravated, with power/forward stick etc and yes... That made me a bit dizzy. We went around at least 5-10 times.. who knows I was not counting. We flew upside down, Hammerheads, Snap rolls. And we played lawn dart a completely a new maneuver. I told Steve that this much fun should be illegal and I thought they had banned lawn darts.. He laughed. The idea is to get the airplane into any kind of condition, LET GO of the stick, then that makes the airplane becomes a lawn dart, and all you have to do is reverse the spin and pull out before the dart hits the ground! Here is an excellent book talking about this. How to do a Spin Recovery

In 3 hrs of flight with Steve, I did 28 unassisted takeoffs/landings. Each one took 2.5 to 3 minutes for each pattern/circuit. One go around. 2 of those landings were back at his own field and they were "downhill" yikes

The ability of a Pitts Special S2B is unbelievable so... when you put the throttle forward, the only thing you have to deal with is the yeeehaa feeling and right rudder. Pull up the nose to an unbelievable attitude, pull into a turn and try to stop smiling. That will be the

(Continued on page 8)

Flying with legends in the Aviation Hot-Rod department. June 2019



hardest thing to do. Once you are clear of the runway, up, and away, get to altitude, 1100 ft preferred, pull power off at the numbers as she snorts and rumbles, get it to 100 mph, left rudder.

Don't forget that!! That will be more impressive than you expect. Or you will decent faster than expected. 2000 fl/min normally and 5000 ft/min if you slip.

Round out is about 15

ft ish and that feels high, but she does not float and it is easier to break the arrival a few extra feet with a few extra mph, so that helps to quench the ground rush. Add power if needed trust me, she sinks like a rock.

Then keep a close eye on where you are in relation to the edge of the

runway.. once you touch down, and below flying speed (it all happens in a few seconds. Nothing happens slowly) Full stick back, pump the breaks like a mouse, gently and when slowed down, repeat. This airplane will make a believer out of you of some angels do have fabric wings.

So now you are not as uneducated as I was but trust me, if you have an opportunity to fly in an S2A or B or C, TAKE it. It will change your life!

After I came home, I did some reading and searching about who Steve Wolf is. Steve Wolf is famous in many ways. He has been building airplanes his whole life. He says he has built between 20-25 airplanes. A few famous ones: He built the replica Gee Bee (GeeBee R2 Replica maiden, December 23, 1991 - Delmar Benjamin) 1st one flying since 1932!



AIRVENTURE 2019 NOTES

Here are some info items for those of you going to AirVenture 2019

1. Darren Medlin (eaa35VP@gmail.com) is the focal point for our chapter at AirVenture. He'll set up a group text to notify everyone of chapter events, cool things, etc. Please contact Darren ASAP if you are going to AirVenture with a good number for text updates
2. The Chapter Photo is Wednesday at 0900 at the brown arch. The Texas Flag shirts stand out great, but any chapter 35 logo shirt will work. And if you forget that....come anyway.
3. Going to AirVenture is mind-boggling. Download the app or make your itinerary at <https://www.eaa.org/airventure/eaa-airventure-schedule-of-events>
4. If you are flying in—there is a new NOTAM and pilots must be really familiar with it. I keep a copy on my lap and my copilot has one too. You can put the PDF in your foreflight file if you are really adept with it—but I'd discourage being head down anywhere near OSH.
5. For those flying in see <https://www.eaa.org/airventure/eaa-fly-in-flying-to-oshkosh>. They've actually made videos of the approaches, have all the documents you need, and a lot of helpful hints.
6. Pilots: • Text OSHARRIVAL to 64600 to automatically sign up for updates on the current status of AirVenture arrivals. This will help you get notice of impending divert before you leave your intermediate fuel stop. Also note that the ATIS for all the local airports will be broadcasting OSH arrival info. Tune in early enough to make a plan.
7. Don't forget your tie-downs!
8. **Send your photos, thoughts, anecdotes and stories to eaa35news@gmail.com or the text group while still there so we can include them in the next issue**



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JULY FLY-IN— SEE MORE AT <https://www.facebook.com/ea35/> AND ON E-VERSION PAGE 22

Unfortunately there were no photos available of the June hamburger cookout/picnic.

Fortunately this newsletter is late and I can report a successful fly-in in July and excellent weather for a change! We had a number of folks join us for the first time including 3 gyrocopters, one all the way up from Beeville. And it was an great open-cockpit morning.

We began with the group pledge and announcements on the lawn and watched the massive pancake machine gently brown

the pancakes. As always, there were lots of leftovers and everyone was filled to capacity. Even member Chuck Cluck came from Houston with his newly restored C-150 (award winning quality) and Joe Killough actually came to a meeting just to see his old plane!

Next month this space will be filled with photos from AirVenture. If you are going—make sure to send, text or post your photos so they can be included!



JULY FLY-IN- SEE MORE AT <https://www.facebook.com/ea35/> AND ON E-VERSION PAGE 22



THE BUILDER'S CORNER

MEASUREING TEMPERATURE

Mark Julicher

There are four typical ways to measure temperature on your small aircraft engine. These are: thermocouple, thermistor, capillary tube, and infrared thermometer. Given that oil temperature is one of the minimum requirements for VFR flight, your aircraft will use at least one of these temperature-measuring devices, and quite likely you have several more devices on a any engine more complicated than a Continental A-65.



Figure 1: A capillary tube oil temperature instrument

Knowing which device (s) are on your aircraft makes a large difference in how you maintain and troubleshoot. Here then are a few words about how each system works.

The capillary tube system has been around for a long time. This device relies on the ideal gas equation: $pV=nRT$.

What? You forgot your chemistry? No problem. Look at figure 1.

Figure 1 shows a temperature indicator connected by a copper capillary tube to a sealed brass bulb. Perhaps a schematic drawing will be easier to understand. Look at figure 2.

The instrument is a sealed system. The sensor is a sealed brass bulb and the capillary tube is brazed onto the bulb and at the indicator it is connected to a bourdon tube.

Since the volume of this system can't change, as the gas inside the sensor is heated the pressure inside the system increases



Figure 2: Schematic diagram of a capillary tube style temperature instrument.

and the bourdon tube deflects due to the pressure change. Since the equation is linear, the pressure rise/needle deflection can easily be calibrated to indicate degrees of temperature.

What's that? You forgot what is a bourdon tube? Look at figure 3. When pressure is directed into the hollow tube, the curved portion of the tube deflects. Add a pointer and you have a very accurate instrument.



Figure 3: Bourdon Tube

This is an elegant and simple instrument that works via pressure but is actually calibrated to show temperature. But it has two major disadvantages. First, capillary tubes are delicate. When the thin copper tube is twisted and bent and abused (like in the photograph above) it breaks and the instrument is trash. Second, if the sensor is located a long distance from the indicator, for example in a multi-engine aircraft, it makes for a very difficult installation. The answer to this difficulty is to use an electronic instrument.

A good, electronic way to measure temperature is with a thermocouple. Figure 4 is a schematic of a thermocouple.

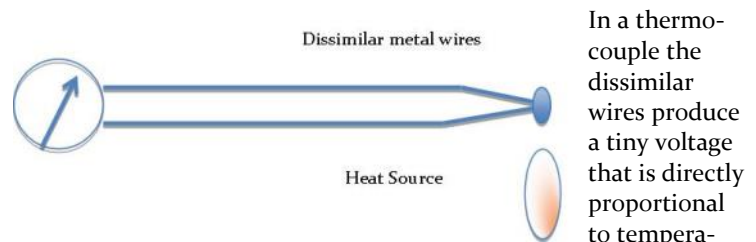


Figure 4: Thermocouple type temperature indicator

self, then, is actually a sensitive voltmeter. Thermocouples work well and are very accurate. Thermocouples have disadvantages in the fact that the thermocouple wires are usually small gauge and solid, not stranded, and that the end of the sensor is frequently located in a harsh environment such as in the flow of exhaust gas. Solid wire is known to work harden and break in a vibration environment and of course harsh environments eventually destroy sensors. Nonetheless, thermocouples work well and last many years if treated carefully and not disturbed too much during maintenance.

(Continued on page 13)

THE BUILDER'S CORNER (CONTINUED)

(Continued from page 12)

An advantage of thermocouples is that they can be located a long distance between heat source and indicator and the wires can be disconnected when necessary.



Figure 5: Thermistor type temperature indicator

Another good electronic temperature measuring device is the thermistor. A thermistor is just a resistor that varies its resistance in proportion to temperature. Figure 5 is a schematic diagram of a thermistor type temperature instrument.

The thermistor style indicator is used in many aircraft applications. The indicator can be either an Ohmmeter or a voltmeter. In either case, power is supplied to the indicator and then on to the sensor, (the thermistor), and then that power is directed back to ground.

The ground may be the engine case, there may be a second wire grounded somewhere else on the aircraft.

The thermistor can be packaged in a robust housing to withstand a harsh environment and the wires to the thermistor are usually stranded style and able to deal with severe vibration. The disadvantage of a thermistor device is the added complication of having to provide power. There must be a connection to a buss somewhere and that implies a circuit breaker and wiring just a bit more complicated than a thermocouple.

The last technique for this discussion is the infrared thermometer. You may have seen these as “Laser Thermometers”, but that is not actually the case. The laser is just a pointing device so that infrared energy if properly directed onto a photocell. In this case it is a photocell designed to see infrared light and convert it to a voltage, which in turn is displayed as a temperature. It is rather impractical to fly your plane whilst directing an infrared thermometer at the engine, but in maintenance practice it is super handy, (better than fingers), to use an infrared thermometer to find a cold cylinder or detect heat in a radiator.

Naturally there are more ways to determine temperature than the few discussed here, but for aeronautical purposes these are the most common and practical.



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SkydiveCastroville@gmail.com



Country Store

BRIAN GOODE

Brian Goode

Please be advised that the clothing merchandise provider for the Country Store has been sold and the new company is not interested in our business.

They will only be doing large contract work and nothing for the little accounts like us.

The good news is that our representative is no longer there either. I spoke with her this recently and she is getting a job with another provider here in town that can supply us with the same or similar products we have been supplying to EAA Chapter 35 members.

Therefore, those members who have recently ordered shirts, they will probably not be available for Oshkosh.

BUT we have a limited supply of shirts in inventory. Here they are:



The shirt is 100% ring-spun combed cotton pique. Solid dark blue back.



The 36" long X 34" wide apron is made of stain resistant material. It has 2 pockets on the front and a thermometer/pencil pocket on the bib and an adjustable neck strap.

TEXAS FLAG POLO SHIRTS	One Medium
	2 Extra large
TEXAS FLAG FISHING SHIRT	One Medium
YELLOW POLO SHIRTS	One Small
	One Medium
	One Extra Large
	Two XX Large
TEXAS FLAG APRONS	Only 4 left
Additional Items available	
BASEBALL CAPS (with logo)	5 TO SELL
CHAPTER 35 DUFFLE BAGS	Only 2 left
COFFEE MUGS	Eighteen
REMOVE BEFORE FLIGHT KEY TAGS	Plenty
KOOZIES	Plenty
BUMBER STICKERS, DECALS AND PATCHES	Lots
ALUMINUM WHEEL CHOCKS	3 Double sets
WASH WAX PRODUCTS	Limited supply



JUNE MYSTERY PLANE REVEALED

DOUG APSEY

By Doug Apsey

I was not expecting our June mystery airplane to be much of a mystery to many of you but thought it was truly worthy of writing about due to its San Antonio history. Congratulations to Ira Wagner, Charlie Brame, David Baker and Steve Jones, for figuring out that the mystery airplane was the Convair XC-99.



The XC-99 flying in formation with a B-36
(www.airplanesofthepast.com)

The XC-99 was built for the US Air Force as a heavy cargo lifter and was the largest piston engine land-based transport ever built. The airframe was based on the Convair B-36 bomber and it shared several components with the B-36

including the wings outfitted with six rear facing pusher engines. Its' first flight took place in San Diego California in November of 1947 and it was delivered to the Air Force on 26 May 1949.

The XC-99 was powered by six Pratt & Whitney R-4360-41 Wasp Major 28-cylinder air-cooled radial engines that developed 3,500 hp each. Empty weight was 135,232 lbs while gross weight was 265,000 lbs and maximum takeoff weight was 320,000 lbs. It carried 19,112 gallons of fuel giving it a range of 8,100 miles. Maximum speed was 307 mph. It had a wingspan of 230 feet and was 182 feet long. The



The radome was added in 1953 providing weather radar
(www.nationalmuseum.af.mil)

XC-99 had a double deck cargo bay and cargo was loaded from under the fuselage using an onboard elevator. The airplane was designed to carry up to 100,000 lbs of cargo and could also be configured to carry

up to 400 fully equipped troops. On its first cargo mission in July of 1950, it transported a record breaking 101,266 lbs of cargo including B-36 bomber parts from the Convair factory in San Diego to Kelly AFB, TX. It later broke its own record by transporting 104,000 of cargo. The XC-99 made bi-weekly trips between Kelly AFB and the maintenance depot at McCellan AFB, CA, carrying B-36 bomber supplies and parts to keep the B-36's flying during the Korean War and Cold War era. During its short operational life, the XC-99 logged over 7400 hours and carried over 60 million pounds of cargo.

The Air Force determined that it really had no need for a heavy long range cargo plane so only one XC-99 was built. The sole XC-99 was removed from service in 1957 due to metal fatigue and escalating maintenance costs. It made its last flight on 19 March, 1957, landing at Kelly AFB for the last time where it remained for the next 47 years.

*The Air Force donated the airframe to the Disabled American Veterans in November of 1957. This organization put it on display initially at Kelly AFB and then moved it to an off base location west of the Kelly runway in 1959 where it sat until 1993. It changed ownership a couple of times while at that location. In May of 1993, the Kelly Heritage Foundation acquired it and moved it back to the Kelly AFB ramp with plans to restore it. However, the 1995 BRAC closed Kelly AFB and changed that plan before much work could be done to restore the airplane. It was then donated to the National Museum of the USAF at Dayton, OH. In 2004, the Air Force decided to move the airplane to Dayton with plans to restore it. By 2008 the airplane had been completely moved to Dayton, with some of the larger components being transported by the 433rd Airlift Wing's C-5A's from Kelly

NAME THE PLANE

DOUG APSEY



Here is your mystery airplane for July. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery airplane?

1. Who designed and built it?
2. What was its designation/name?
3. What year did the original version of this airplane first fly?
4. What was the name of the civilian version of this airplane?
5. Bonus question (and possibly a big hint): A modified version of this airplane crashed in Alaska resulting in the death of two very famous people from that era. Who were they?

JUNE MYSTERY PLANE REVEALED (CONTINUED)



The XC-99 sitting in the field west of the Kelly AFB runway (www.johnweeks.com)



Picture courtesy of EAA Chapter 35 Member David Talley (Aug 1997) from

(Continued from page 15)

USA. The airframe had many components made of magnesium and the many years exposed to the elements took a toll on the giant airplane. Once relocated to the AF museum, it was determined that the deterioration was so bad that restoration was not financially feasible and in 2012 the decision was made to move the disassembled XC-99 to Davis-Monthan AFB for storage. As of 2017, some larger components of the XC-99 were still sitting outside the museum in Dayton.* Some of us were lucky enough to see this magnificent airplane while it sat at Kelly but, unfortunately, we will most likely never see it restored to its former glory.

*Authors Note: I did my to provide an accurate history of the XC-99 after it left the Air Force inventory but I cannot guarantee all of this is 100% correct.

Sources for this article include:

- https://en.wikipedia.org/wiki/Convair_XC-99
- <https://www.airplanesofthepast.com/convair-xc99.htm>
- <https://www.nationalmuseum.af.mil/convair-xc-99-model/>
- <https://www.flightjournal.com/aviation-insider-a-tale-of-the-times/>
- <http://www.aerialvisuals.ca/AirframeDossier.php?Serial=9482>



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CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

 JULY	13	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00-12:00 am 12:30 am
AUGUST	10	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	14	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
 OCTOBER	12	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
 NOVEMBER	9	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
 DECEMBER	14	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

UPCOMING EVENTS**Aviation Calendar of Events websites**

Aero Vents <http://AeroVents.com>
 EAA <http://www.eaa.org/calendar>
 Fly-ins <http://www.flyins.com>
 Fun Places <http://funplacestofly.com>
 Social Flight <http://socialflight.com>
 Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>
 Milavia <http://milavia.net>

Saturday July 13, 2019

WWII Ace Tex Hill Birthday Bash
 CAF Flyin and car show
 San Antonio, TX
 09:00 AM - 03:00 PM

EAA Chapter 302 Flyout - oTE4 - Hilltop Lakes
 Lunch at Arrowhead Lodge
 Hilltop Lakes, TX
 11:30 AM - 03:00 PM

EAA Ch 302 - July '19 Monthly Meeting

KCXO Galaxy FBO - 1st Floor Conference Room
 Conroe, TX
 10:00 AM - 11:00 AM

Friday July 19, 2019

VMC Club EAA 35
 San Antonio, TX
 06:00 PM - 07:00 PM

Saturday July 20, 2019

EASTLAND PANCAKE BREAKFAST & FLY-IN
 EASTLAND MUNI AIRPORT (KETN)
 Eastland, TX
 08:00 AM - 12:00 PM

Wings and Wheels - July 2019
 1940 Air Terminal Museum
 Houston, TX
 11:00 AM - 03:00 PM

July 22-29 **EAA Airventure!**

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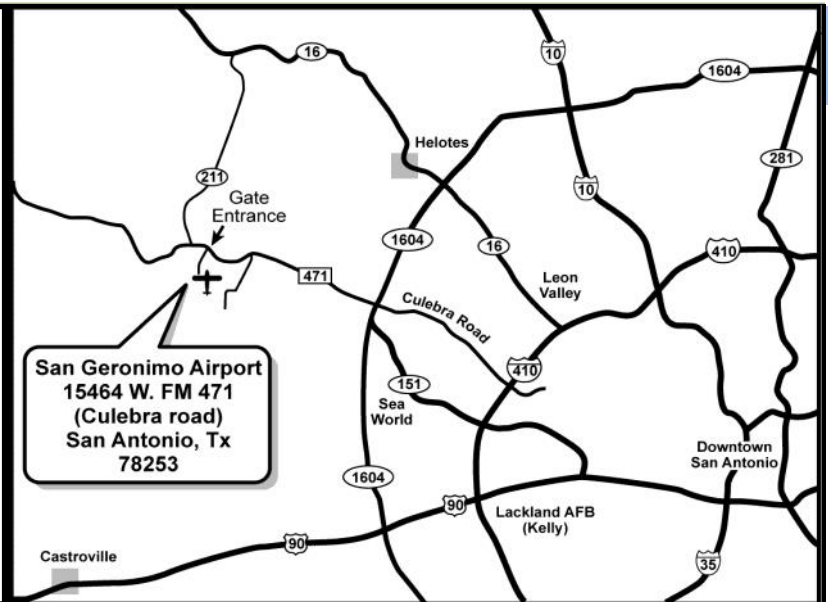
RB 'Doc' Hecker 210-391-1072 teflyingdoc@yahoo.com	Mark Julicher 210-382-0840 mjulicher@earthlink.net
Ron O'Dea 210-488-5088 r2av8r@gmail.com	

Technical Counselors

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

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*Chapter 35 meets
Each Second Saturday of the Month
July 13, 2019
Fly-in Breakfast
0900hrs-1200hrs
Chapter 35 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 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](#)

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CHAPTER EDUCATION: RAY SCHOLARSHIP RECIPIENT ZACH RUIZ BEGINS FLYING LESSONS!

Chuck Fisher

[this was a press release submitted for publication to media outlets]

On clear San Antonio morning, Southwest High School student Zachary Ruiz carefully inspects each panel and instrument of a white and blue Symphony S-160 airplane. It is one of 17 aircraft operated by Stinson Airport's Sky Safety Flight Training Academy. Under the watchful eye of his flight instructor Lacy

Law, Zachary consults his checklist at each item and confirms everything is in order. This discipline is essential as he learns to fly. With the backing of his local Exper-

imental Aviation Association chapter, his teachers and mentors and an amazing scholarship, Zachary is beginning his life journey to become a professional pilot.

Zachary is a participant in Southwest High School's innovative STEM Aviation and Aerospace Program. He and his classmates have worked with a unique blend of highly skilled teachers and experienced volunteers to learn fundamentals of aerospace engineering and aircraft maintenance as well as completing an intensive course in flying fundamentals and simulator training. Zachary's role has also included being a Project Manager, helping to orchestrate team-construction of an actual Vans RV-12 aircraft at his school. The team, dubbed "Southwest Supreme Dragon Aviation", hopes this aircraft will be completed, certified and flying by the time Zachary graduates.

Zachary was introduced to flying in part by San Antonio's Experimental Aviation Association Chapter 35. Now an active member of the group, he has flown in member aircraft as part of the "Young Eagles" introduction to flight program and studied alongside chapter mentors. With the support of the group, he was recently selected by the Experimental Aviation Association, from nominees nationwide,



to receive a prestigious Ray Aviation Scholarship to cover the expenses of his professional pilot training.

The Ray Aviation Scholars program, administered by the Experimental Aircraft Association in Oshkosh, Wisconsin, provides up to \$10,000 scholarships for select young people who are seeking to learn to fly. Local EAA chapters are responsible for identifying youth for

the Ray Aviation Scholarship program and mentoring them through flight training. The Ray Foundation is a legacy of James Ray, an EAA lifetime member who was dedicated to aviation and youth education and is designed to help meet the tremendous demand for pilots and associated aviation

careers.

The Experimental Aviation Association is the world's largest organization dedicated to recreational aviation with over 219,000 members. San Antonio's EAA Chapter 35, founded in 1957, is one of the oldest of 900 chapters nationwide and was specifically selected to mentor and support Ray Scholarship recipients through their flight training journey.

The chapter sponsors a number of youth activities, scholarships and activities designed to introduce a new generation of future pilots to aviation. Chapter 35 has over 100 members and holds meetings and events at San Geronimo Airpark on the west side of San Antonio the second Saturday of each month. More information on EAA Chapter 35 is available at <https://eaa35.org> and on the Experimental Aviation Association at www.eaa.org.

Back at Stinson Airport, Zachary completes his pre-flight and settles in for his first flight at the controls. His journey has begun. Congratulations Zachary Ruiz, Ray Scholar – future pilot.

