



July 2021

Volume 64 Issue 7

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Next Event

10 JULY
1130 Social
1200 lunch
1300 Program
Chapter Clubhouse
and Online

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
Publisher: Chuck Fisher
Editors: Andrea McGilvray
Chuck Fisher
eaa35news@gmail.com

The Day After

July 4th is a date every American recognizes for its significance in the formation of our nation. The liberties and freedom we all enjoy hark back to that date 245 years ago.

In aviation history, we might also take note of July 5th, the day after the din of bomb-bursts and fireworks died down. On this date there was a ceremony that began more than a century of tradition.

In 1911, anticipating the purchase of aircraft for the military, based on findings of Lt. Benjamin Foulois, self-taught aviator at Fort Sam Houston, the Army set about to specifically train a cadre of aviators. Having apparently no specific prerequisites in mind, Lieutenants Thomas DeWitt Milling, Henry H. Arnold and Navy Lt. John Rodgers were selected and dispatched to Dayton Ohio. None were trained as Signal officers and neither had any background or apparent prior interest in aviation.

Nonetheless, they completed training with the Wright factory trainers in Dayton, flying at a cow pasture named Simms Field and earned their Fédération Aéronautique Internationale certificate, the only pilot certificate of the age.

The Army purchased 3 Wright airplanes (one to go to

Fort Sam Houston to replace the well-worn, often crashed #1 with Benjamin Foulois) and two Curtis pushers to be assigned to a new flying training school at College Park Maryland.

The young officers reported to College Park. Where they largely trained each other and helped develop the first qualifications for an Army Aviator.

They specified, among other items, that the candidate must be able attain an altitude of

2,500 feet, fly in a wind of at least 15 m.p.h., carry a passenger to a height of 500 feet, make a dead-stick landing within 150 feet of a designated point, and conduct a military reconnaissance of 20 miles cross-country at an average altitude of 1,500 feet.

On July 5th 1912 Army Lt. H.H. "Hap" Arnold became the first flier to earn the badge of the Military Aviator. His colleagues Army Capt. Charles DeForest Chandler and Army Lt. T.D. Milling were next. Benjamin Foulois eventually earned the Army's 5th set of "wings".

Untold thousands of aviators have earned their wings since that morning. But the first US Military Wings were awarded July 5th, 1912



Featured Speaker

NTSB Accident Case Studies: Maintenance and Design

Jennifer S. Rodi, Ph.D.

Senior Air Safety Investigator

National Transportation Safety Board

In Person and via ZOOM

ALSO: Bring your Best Spaghetti Sauce for a cook-off!



PRESIDENTS COCKPIT

DARREN MEDLIN



June Grass Mowing Superstars. A big EAA 35 thank you to the airfield mowing crew that included Jake White, Ron O'Dea, Chuck Fisher, Tom Rich and others. Friday afternoon found Tom and Chuck riding a two ship fingertip formation on lawn tractors. From the air the newly cut spaces

looked like a golf course with a runway down the middle. Everything looked spectacular for our June Young Eagle event and fly-in.

YE Event and Cookout: About 25 young people and at least one parent got to take flights during our first Young Eagle event since COVID restrictions ended. Young Eagle coordinator, Brian Smith, had us briefed and ready as we waited for the clouds to lift for the 20-minute route around lake Medina. An electronic map that Brian provided was easy to display on ForeFlight, so even first-time YE pilots (me!) could follow a consistent route with position call outs. Safety coordinator, Ron O'Dea, kept a mental picture of our progress and worked with Paul Wurster and his son to safely marshal airplanes on the



ground. Peggy Fisher, B.J. O'Dea ran the check in table, and I saw Roxanne Beavers there as well. Dee collected donations for donuts that Chuck had provided for the visitors, and she stamped hands of those paying for lunch. Both parents and members commented on how smoothly the entire operation went. Hats off to all of you that took time to make this event such a success. After a long break due to COVID it was heartening to see how effectively everyone jumped back into flying Young Eagles.

Top Graduate: In June our own Andrea McGilvray completed 15 months of COVID stressful A&P school at Hallmark Aviation University. Not only did she graduate, but she was also the class "Top Gun" getting the highest overall score GPA and receiving a special \$1,500 voucher towards her already growing tool collection. Even A&P tools are cool! Check those out here <https://sonictoolsusa.com/aviation/>. She scored so well on her written FAA exams that the school also paid for her test fees for the written and practical tests. Andrea really made the most



of her experience and her growing fleet of planes will be beneficiaries. She's looking forward to talking to the aviation students at Southwest HS and our chapter about her experience.



Summer Reading: In June I had the pleasure of giving Garret Myler and his 8-year-old Graedon a tour of EAA 35 and the field. They joined at our last movie night. Garret shared a photo of his son engrossed in his copy of the EAA "Aviore" comic book that he picked up in the clubhouse.

From the Cruise Director Chuck Fisher, Vice President

First, a bit thanks to everyone who made the July Young Eagles event and BBQ a great success. We had a good turnout and I think everyone had a great time!

JULY 10: We will 1) Hold a **spaghetti cook-off!** Bring your favorite sauce. Right Now PEGGY has bragging rights. Will you unseat her?

2) Then at 1300 we will hold a first of it's kind (for me) both In-Person AND Virtual event. This will feature **Dr Jennifer Rodi from the NTSB** who will discuss maintenance issues and mishaps. Should be super interesting, so join us or dial in.

It is AIRVENTURE month, so we **will NOT have an VMC or Movie night in July** as many of us will be on our way up to Wisconsin. If YOU are going to AirVenture, please let Darren know at president@eaa35.org so you will be on the text notification tree for chapter events up there!

Finally, I have been standing in for Andrea as editor for the past few months, and I hope that few of you noticed. We strive to make a consistent product. Andrea will be back in the saddle next month and the contact info remains the same eaa35news@gmail.com

If you're going to **AirVenture** take a chapter shirt and plan to be in the group picture at the brown arch, typically Wednesday at 9am.

I'll text those I know, or suspect are there with updates so share your



cell number if want at reminder. I'll see you at OSH the last week of July!

Fly Safe, - Darren

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JULY

SPAGHETTI COOK-OFF!

Bring your best sauce, can be red, white, meat or no meat. Peggy is reigning champion—can you unseat her?

We'll prepare spaghetti noodles and sides.

And, if you'd like to bring a desert, feel free to do so. Please plan to put it in single servings, though, so we are not sharing utensils.

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EAA Chapter 35

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DRONES OVER SAN GERONIMO

Darren Medlin

For two weeks in May Chapter 35 was host to a special USAF Civil Engineers drone training program.

As part of his day job, Chapter 35 member José Alfonsín [EAA 1404561] needed to arrange a site to train members of the Air Force Civil Engineering community on some specific Unmanned Aerial Systems (UAS), or drones. Doing so on base posed a risk of distractions (trainees would be too easily captured by their inbox, phone messages and drive by taskings from other office mates), so he needed an aviation-friendly off-site location so students could focus on learning three highly unique drone systems.

The Chapter 35 facilities were a perfect fit. As a chapter member he was able to rent the chapter clubhouse for a comfortable classroom with great presentation capability and, with the help of our host airfield leadership were able to establish a safe training environment using the airfield and open spaces nearby. This involved issuing an airfield NOTAM and, as with all remote-control activities on the airfield, assigning a safety officer who with radio in hand visually scanned the airfield and pattern for potential conflicts at all times aerial activities were being conducted.

With these precautions this turned out to be a great venue and our chapter was proud to help.

The pilot/students already hold FAA Remote Pilot Certificates, so this training was type-specific



José, second from right, with the class. His smile is too wide to hide behind a mask.

training on systems from Parrot, Skydio and Wingtra. Each vendor spent three to four days training the students on their system's capabilities and optimum employment methods. The last event was a certification exercise on each system.

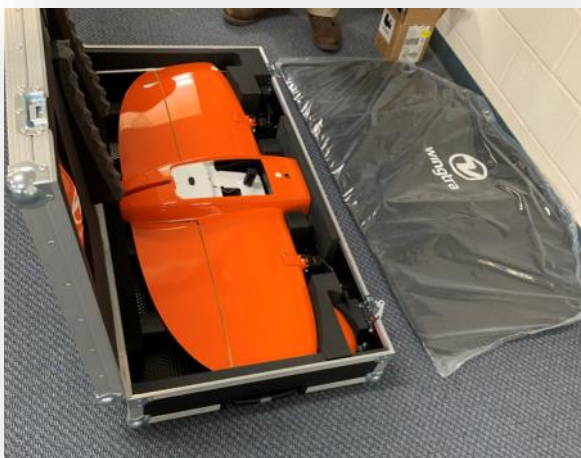
These systems support installation engineering, environmental protection, and other survey and support activities allowing survey of buildings and land in a fraction of the time and cost for engineers to climb ladders to inspect

roofs or conduct ground-based surveys. These are highly capable, customized systems for that purpose. You can buy systems from the same companies as an individual or business, but the models used by the US government have specific hardware and software modifications to make them more secure and less susceptible to interference or intrusion and that require very specific training. The modifications are not cheap. In one case, the commercial model of one of the drones retails for about \$1,000. The identical looking, but highly modified "MIL-SPEC" version costs at least 16 times that.

The smaller drones have gimbal cameras that can pivot straight up to see above. This allows the operator to inspect areas of structures such

as eaves and the inside of roofs and rafters. The largest and fastest drone uses a camera pointed straight down and can fly outdoor survey missions for up to an hour before the battery needs to be swapped out. That system from Wingtra, takes off vertically, transi-

(Continued on page 5)



The fixed wing Wingtra with its hard and soft case carry options. Yours for only \$32K.



The symbol on the top of this carrying case serves as a landing pad designator that the drone can identify and return to.

(Continued from page 4)

tions to horizontal flight to use its camera and then switches back to vertical flight to land on its tail. For more information, check out the USAF article at <https://www.nellis.af.mil/News/Article-Display/Article/2623811/af-geobase-safely-integrates-suas-in-afcec-operations/>.

Here are a few photos from their training. We are pretty proud to have been able to assist in tis endeavor and I am amazed at some of the stuff our members do!



Other parts of a UAS include batteries, chargers, displays, controllers and more.



a Skydio drone in its nest



Jack Wilcox (l) of Wingtra and Jeremy Anderson (r) of AF GeoBase Program preparing mission plan for WingtraOne



Juilo Tola (l), AF GeoBase Operations Manager, Joseph Campbell (m), Emerging Technology Institute – Parrot Channel Partner, and Nathan Glondys (r), AF GeoBase Geospatial Analyst



Seth Campbell (l) of Emerging Technology Institute holding Parrot ANAFI for hand launch and Nathan Glondys (r) of AF GeoBase Program with system

MEMBER NEWS

New Members

Ron O'Dea Mem-



Congratulations Andrea McGilvray for completing a hard-earned A&P certification through Hallmark College. Not only did she earn her certification, but she was the top graduate! Between her multiple businesses, real-estate endeavors and aerobic competitions, now she will somehow find time to turn wrenches too! Amazing....and congratulations!

Please welcome:

Garrett and Julie Myler

Garrett is a former USAF Airborne Linguist and is currently a USAF Reservist (cyber). Additionally he is an Instructor/Briefer in Cyber as well as a Firearms Instructor. Garrett found us through the internet after signing up for a YE Flight in Castroville. You may contact Garrette at: 210-201-4044 or garrettmyler@gmail.com

Matt and Kathy Bates

Matt and Kathy reside in Victoria where he is retired from the Naval Shipyard. He is very interested in aviation history and is related to "Tex Hill"! He has many WWII items to share and is very interested in youth programs. You may contact Matt at: 830-688-6204 or matthewbatestexas@gmail.com



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Paid Thru May 2022

From the Archives— Originally Published October 2002

My Dad's Story—The Early Days of Chapter 35

by Hal Stanford

My Dad, Leland "Bud" Stanford, grew up on the grounds of Fort Sam Houston, the eldest son of Lt Col Leland H. Stanford. He saw the Army Air Corps' early trainers and military planes fly over Dobbs Field and would rush home to build large balsa wood & tissue paper models. He and younger brother, Vactor "Sonny" Stanford, would apply rubber cement around the cowling, light the plane on fire, and throw it off the roof of their 3-story home, marveling as it spiraled down trailing thick black smoke. Gazing at the burned-out remains, they dreamed of early air battle heroes, fighting in far-off lands.

Bud signed up for military service in the late 1930's, hoping to spend the World War II years serving his country in the clouds. He grew up around the Army and the Army Air Corps grew up around him. He became a crew-chief aboard C-47 transport planes which took him to North Africa, England, France, Italy, India & finally Japan. After one final stint in Alaska, Dad retired in 1958 after twenty-one years in Air Force blue & Army olive.

My name is Halbert "Hal" D. Stanford—the second son of Bud. Sitting around the dining table, Dad filled us with stories of wonder and flying. He would even test our knowledge of airplanes with a game of identifying flash-card silhouettes. I became an avid fan of my Father's airplane tales. I expressed this growing enthusiasm by building model planes and making my bedroom into a young boy's dream-world. Three-hundred-forty-three assorted airplanes models were suspended by string from my sky-blue ceiling or sat on every available square-inch of shelf space!



Bud would sometimes walk into my room and gaze around at the models with a slight smile-knowing that his love of airplanes had been handed down. He would take the family out to San Antonio Airport to watch his brother Vac fly in for a visit. It was always a surprise to see what plane he had brought. Uncle Vac had developed a passion for buying and selling airplanes. By the time he had passed away last year, he had owned over 70 planes and was Regional Vice President of the Lawyer's Pilots Bar Association and a world-traveler, writing articles of his flights for the Rotary Club.

Dad took me with him to Stinson Field in the late '50's and early '60's to fly and to meet his friends. Eventually these associations led Bud, my mom Winnie, and I to attending meetings of a local group of airplane enthusiasts at the Petroleum Club located at Loop 410 and Harry Wurzbach Road in San Antonio. Dad was in his element and was included in the formation of EAA Chapter 35. If my memory serves me right, Ed Myers was



Top: Leland "Bud" Stanford, one of our chapter's founding members. He was the man instrumental in designing our current logo.

Left: Hal Stanford, son #2 holding the artwork that we have. Hal sent in two samples of the artwork. See them on the next page.

My Dad's Story—The Early Days of Chapter 35 (Con't.)

dent, and Dad was the club secretary, reporting old news, new news, etc. at each meeting. Mom and I would sit for hours as club procedures were exercised—then the fun would begin as members and their families roamed the room talking and forming friendships. Usually on weekends we would all meet at some small airstrip all over South Central Texas. Light planes would fly in and ideas of larger gatherings of Regional EAA Chapters were dreamed of.

Dad finally ventured to the National EAA Fly-in in Rockford, Illinois and plans began for a

Southwest Regional Fly-in in Georgetown, Texas. I remember attending a banquet where national EAA President Paul Poberezny spoke as an honored guest. My Father would walk the flight-line, with me close by, watching with great excitement as pilots from around the country stood by their planes, talking with the large crowds of flying fans.

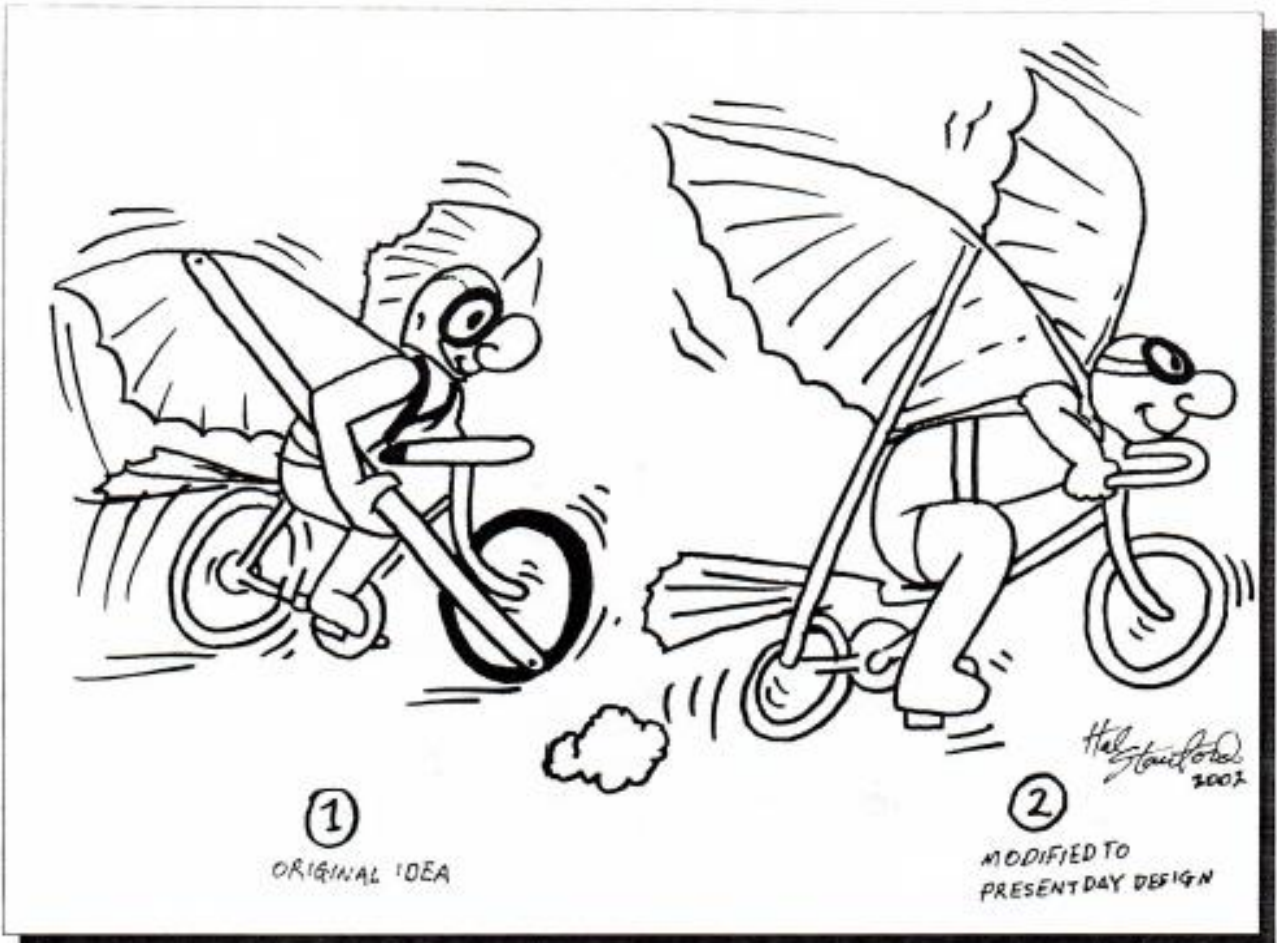
Many local chapter gatherings took place in my Dad's large workshop and plans were made to create a Chapter 35 joint project to build their own plane. Finally, the "Pete 'n Paul" (Pietenpol) Air Camper" was chosen as the project-plane. Mom would make pot after pot of coffee-served to a shop-full of men building jigs and spars, while I tried to stay close and

watch without getting in the way.

In the mid-to-late 1960's, Bud worked for several private contractors to the U.S. Army, doing maintenance on helicopters in Viet-Nam. While Dad was away, Mom and I regularly attended the Georgetown Fly-ins and reported to Dad how everything was going. Upon his return, Dad re-established some old friendships from the EAA. Dad's plans began for building a three-quarter scale Fokker D-8 monoplane. The wood-frame fuselage was completed and traveled around with us for years on our several moves between San Antonio and Dallas. Never again would Dad find the time to work on his dream-plane or participate in the membership with the EAA. Dad

passed away Dec 28th, 1980 from a heart attack and was buried at Ft Sam Houston National Cemetery. And in honor of his life-long love of flying, the poem "High Flight" was read as he was laid to rest.

During his years of participation with his beloved EAA Chapter 35, Dad's artistic talents were called upon to design its logo. He especially loved a cartoon series in the *Saturday Evening Post* and from it he drew several designs of a little fellow who always struggles with life, trying to fly. My heart was warmed to see that his drawing is still being used and I was very touched to see Dad's name included on the club's memorial plaque.



The original and modified logo. Hal graciously drew these up for us. Thanks a million for the insight! This would be great stuff for our chapter historian...if we had one!

The 1%

Alan O'Martin FAAST Team Representative

Here's something you don't see every day.

Safety Item – Pre-Flight

When I speak with those who have served in the military, a common challenge I sometimes hear is the “difficulty of constantly preparing/ simulating for what everyone hopes WON'T happen” and always having to practice what is seldom used in a real situation. Pre-Flight often feels the same. 99% of the time, we go through a pre-flight activity and find nothing. All the bolts are in place. The control surfaces move in the correct directions. The counter weights haven't randomly fallen off since the last flight. The tattered airworthiness certificate is still there and legible. It can, at times, feel tedious. But that 1% is what we are always guarding against and we MUST keep our vigilance up.



tire bird's nest (complete with eggs) built in the engine compartment. Photos attached. It is their opinion the plane made several flights with that nest in place. Regardless of how long it was there, PLEASE make sure you are doing a thorough pre-flight every single time. This includes peering inside the cowling (oil door, front inlets, etc.) and make sure during this summer time that birds haven't set up shop inside. Use a flashlight if necessary and peek in all the nooks and crannies you can. If you see bird droppings on the prop, or even one strand of grass near the air inlet you need to explore deeper. Moreover, if you have an aircraft that is parked outside, make sure you have a good set of cowl plugs and pitot tube cover.



That 1%, however seldom it happens, is what you are guarding against and it could be something that is life threatening.



This week, a maintenance shop removed the cowling for a standard 100-hour Inspection of a Texas C172 and were shocked to find an en-

FINAL COUNTDOWN to AIRVENTURE

OK Folks—this is it. This is finally the month where we get to return to the largest aviation event in the world! Tickets have been selling briskly and attendance is expected to be high.

If YOU are going:

- 1) There is a **NEW NOTAM**—many procedures are DIFFERENT this year for flying in, so you must download and print this document before you go. <https://www.eaa.org/airventure/eaafly-in-flying-to-oshkosh/eaafly-in-flying-to-oshkosh-notam>
- 2) **Admissions:** This year admissions will be cashless—no ticket booths and lines. So purchase your wristbands in advance at <https://www.eaa.org/airventure/EAA-AirVenture-Tickets>
- 3) **Phone-Tree:** If you ARE going—PLEASE email or text Darren Medlin at president@eaa35.org so he can put you on the chapter communications tree. This way you'll be notified of events that everyone will want to know about (like group photo, awards, etc).

- 4) **Make a Sign:** We need a couple of you to make a sign. This is NOT hard—it will be displayed at the blue barn in a “MASH” pole for the world to see. Specs are in this photo. (996 miles by the way) Creativity is great. Bring it to the JULY Gathering and Chuck will take it up for you if you cannot go. It'll go to Oshkosh even if you can't!
- 5) **Need a Ride?** Or do you need a Co-Pilot. See the RideShare pages at <https://www.eaa.org/airventure/plan-your-eaa-airventure-trip/transportation/rideshare>



JUNE 2021 Young Eagles and Fly-In BBQ

more photos on eaa35.org and on [page 22\(e-newsletter\)](#)



Young Eagles are BACK! The kids and parents were prompt, arriving at 0900 (well most of them) with excitement and enthusiasm. We had a good turnout of pilots and planes, an excellent static demonstrator and instructors and a bevy of volunteers who made the day flow like we'd never taken a week off. Young Eagles Coordinator Brian Smith had every detail worked out and the event was flawless. Be sure to check out the photos on the website! Then, Pit Master Danny Beavers whipped up burgers and dogs and we and our guests got to enjoy an outstanding afternoon on our chapter lawn. We are so fortunate to have a lovely park-like gathering place where we can lounge under the broad branches and just watch airplanes. Can it get any better than that? Thanks again to the ladies, Peggy, Roxanne, BJ, Nancy....Oh I know I'll forget someone. Sorry if I do, but thank you to everyone who volunteered and helped make this a great success!



JULY—Young Eagles and BBQ Fly-In

more photos on eaa35.org and on [page 22\(e-newsletter\)](#)



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MaryJane Marroquin

Soooo Close. The Editor honestly thought MaryJane would solo herself down to San Geronimo for Young Eagles! She is on the cusp of doing so if weather and schedules will just cooperate! We are all pulling for you!



Evan Carrell

Evan made the long journey down from North Texas to help with the Young Eagles Rally this month. Thank you! He's been a bit stymied as his flight instructor in North Texas has sold the motorglider he was training in. Evan is trying to work out timing so he can come to San Antonio or travel to Shreveport to finish up. He has already soloed and just needs to build time and a checkflight.

We wish him the best of luck—and members—please give him all the encouragement and help you can!

GABRIELLA PFANG—Chapter 35 2021 Ray Scholar-Select



You may have noticed a new face at our Young Eagles Rally. The bright young lady demonstrating and teaching over at the static display is Ms. Gabriella Pfang, our 2021 Ray Scholar-Select.

She is a 17 year old homeschooled high school student who also studies at St. Philip's College, where she is pursuing her A&P license. She is very involved in Civil Air Patrol, where she has achieved the rank of C/1st Lt and currently serves as Deputy Commander of Operations, Recruiting and Retention Officer, and Aerospace Instructor. She plays golf and is active with the First Tee of San Antonio, where she participates in classes and volunteers. In her "spare time", Gabriella enjoys music, cooking, volunteering with her church, and volunteering with the Commem-

orative Air Force. She hopes to be accepted into the Air Force Academy when she graduates high school.

No sooner than she had been selected by our chapter, she successfully soloed a Civil Air Patrol 172 during a weeklong intensive training session. Gabriella is well known in our aviation community as an up and coming star, and we are very proud to be able to help her achieve her dreams!



Air Academy 2021 Cancelled— But Chapter Gets New Flight Simulator

Some of you have asked why we haven't taken nominations for Air Academy candidates. Chapter 35 have traditionally sent at least one deserving youth to the Air Academy at Oshkosh each year using a blend of chapter funds and those earned through Young Eagles credits. However, due to intense competition for seats, we were unable to secure a firm seat for 2020. That Air Academy session was cancelled due to COVID-19 and those scheduled rolled forward to 2021. However, "the EAA Air Academy will remain on hiatus until 2022, with this summer's sessions in Oshkosh canceled due to the difficulty of scheduling multiple weeks of education sessions involving young people from throughout the country" in a time of continued safety and health concerns for the youth.

Your chapter leadership applied funds that were expiring toward a flight simulator for Youth Education, that you have seen demonstrated in our clubhouse, and hope to again send candidates once the academy re-opens and slots become available. So in the end, we were able to turn an unfortunate loss into a real gain for our chapter youth. If you have not already checked it out, stop by and fly the sim!



CLASSIFIED ADVERTISEMENTS

For SALE: Gorgeous! 2006 Storm Rally ELSA; factory-built carbon fiber & Kevlar; 336 TTAF/E; 912 Rotax ULS. New Garmin GTX345 ADS-B In/Out; Warp Drive prop, disk brakes; 3-axis electric trim, strobe and lights, ELT, Listed \$20K below Vref@ \$67,700 Contact President@eaa35.org or (210) 875-9971 **or click on this ad to be taken to webpage for complete info**



For Sale: Experimental taildragger. Water-cooled Ford V-6 engine, more power than the Maul M5 200hp engine. Firewall configured for 180hp Lycoming if you don't like water. 4-place, seaplane doors; fishing rod tube; nice interior; skylight; and Scott 3200 tailwheel. Take-off distance 450ft on sod. Always hangered. Price: Firm at \$10,000, Serious inquires only please. Norris Warner (830) 510-4334



For Sale: Experimental Avionics: GARMIN GXM 42 SIRIUS XM RECEIVER, GDL® 39 3D ads-b, GARMIN AERA 660 TOUCHSCREEN PORTABLE GPS, uAvionix skyBeacon ADS-B Out Transmitter, Bendix / King KY 97A Radio, Bendix / King KT 76A Transponder & Encoder, PM3000 High-fidelity Stereo Intercom System, VSI, Airspeed knots, Airspeed mph, Altimeter, Artificial Horizon. Prices and details: Contact Steve Moliterno (210) 287-4074 steve.moliterno@gmail.com

LOOKING FOR A FLYING CLUB? EAA Chapter 35 members are looking for individuals interested in joining a LSA Partnership Flying Club. Please call or text Mark Holden at (210) 488-4219 or email USAFGear@gmail.com.

FOR SALE - BENDIX/KING KLX135A; GPS/COM, installed - OCT. 1999, removed - OCT. 2020. COMM works well. GPS works well but internal batt is inop. Takes about 15 minutes to acquire satellites. Installation Manual. \$400.00 BOB CABE 210-289-5375



To post a classified—contact the editor at eaa35news@gmail.com

- You must be an EAA Chapter 35 member.
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JUNE MYSTERY PLANE REVEALED!

DOUG APSEY



The sole honor of identifying our June mystery airplane goes to Charlie Brame who correctly identified it



www.diseno-art.com

as the Short SB.6 AS.1 Seamew. Charlie shared with me that he was able to find the airplane by googling “ugly” airplanes! The Seamew was intended to be a carrier based anti-submarine aircraft built by Short Brothers to replace the British Royal Navy’s aging Grumman Avenger AS-4’s. The prototype first flew on 23 August, 1953.

The SB.6 carried a pilot and an observer in tandem cockpits perched high above and forward on the fuselage for improved visibility while on patrol as well as during take-off and landing. The aircraft had a fixed, conventional landing gear since a nose-wheel would have interfered with the radar mounted on the underbelly of the aircraft. To accommodate the long stroke needed for the landing gear to absorb carrier landings and provide prop clearance, the landing gear was especially long causing the Seamew to sit at a very steep angle. To reduce this, the tail wheel could be extended for landing. A unique feature of the main landing gear was that it could be jettisoned in case of ditching. Short initially intended to use a Rolls-Royce Merlin engine to power the SB.6 but the Royal Navy preferred a turbine power plant to eliminate the need to carry high octane avgas on their carriers so the production version was fitted with an Armstrong Siddeley Mamba turboprop engine. The SB.6 had a fourteen foot long weapons bay in the fuselage capable of holding small bombs, a single torpedo, sonobuoys and depth charges. Pylons on the foldable wings allowed it to carry several rockets or flares.

The Royal Navy initially ordered sixty SB.6’s in 1955 with half intended to be delivered to the Royal Navy and the other half to the Royal Air Force Coastal Command. However, the Royal Navy soon reduced the order to thirty and only twenty-four SB.6 AS.1 production aircraft were built before the program was cancelled due to the “poor handling characteristics” of the airplane and the “shifting doctrine” of the Royal Navy. Shorts



attempted to improve the poor performance by adding leading edge slats, slots to the trailing edge of the flaps and alterations to the ailerons but these provided only minimal improvement. Of the twenty-four production aircraft that were built for the Royal Navy, only seven were actually delivered. Those seven and the rest of the production aircraft were scrapped before ever being put into service. The RAF Coastal Command received four SN.6 MR.2’s, a land based version with larger tires for operations on unimproved runways, but soon lost interest and three of these were converted to the Navy AS.1 version. The only remaining MR.2 version of the SB.6 was used for a series of promotional tours to Italy, Yugoslavia and West Germany in 1956. Most of the SB.6’s were scrapped by the end of 1957. The last remaining Seamew was owned by Short Brothers and used for training at its Apprentice Training School until it was scrapped in 1967. No examples remain today.

Sources for this article include:

https://en.wikipedia.org/wiki/Short_Seamew

http://www.diseno-art.com/encyclopedia/strange_vehicles/short_seamew.html



NAME THE PLANE



DOUG APSEY

This month’s mystery airplane was suggested by our Chapter Vice President, Chuck Fisher. Who will be the first to email me at dapsey@satx.rr.com with the following information about our July mystery airplane?



- ◆ What is its designation/name?
- ◆ What aircraft manufacturer built it?
- ◆ What year did it first fly?
- ◆ How many were built?

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

2021		EAA Chapter 35 Activities Calendar
JULY	10	11:30 Social 1200 Spaghetti cook-off! 13:00 Program—Dr. Jennifer Rodi—NTSB This will be by ZOOM and in person at the clubhouse
	26-01	AirVenture 
AUGUST	14	11:30 Social / 12:00 lunch 1300 Program—Casey Fox—building a NEW T-6
	20	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movie Night
SEPTEMBER	11	1130 Social/1200 lunch/1300 Program: TBA
	17	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movies on the lawn (weather permitting)
OCTOBER	9	0900 FLY-IN BREAKFAST
	15	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movies on the lawn (weather permitting) - Special SPACE HISTORY THEME
NOVEMBER	13	11:30 <u>Annual Membership Meeting</u> and <i>Chili Cookoff</i>
	19	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movie Night
DECEMBER	11	CHRISTMAS PARTY - PLANS TOTALLY PENDING 11:00 Social Hour; 12:00 Lunch 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) 7:30 Movie Night

Upcoming Events:

July 3 3rd Coast Sdn CAF Fly In Pancake Breakfast, Ingleside TX

July 31 Lone Star Flight Museum's 4th Annual Hangar Bash <https://www.lonestarflight.org/broadstripesbrightstars/>

Jul 3 J.O. Dockery 59th Annual Fly-In -Colorado City Municipal Airport (T88)

Jul 4 Fly In Texas Aviation New Braunfels

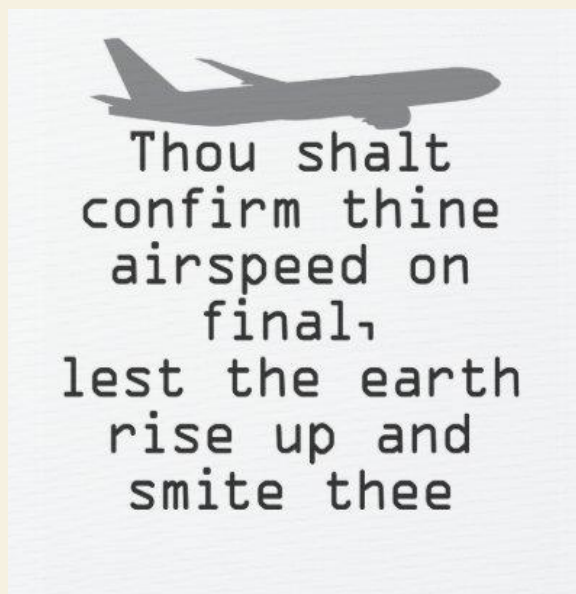
Jul 26-Aug 1 AirVenture—KOSH

Sep 3-5 Sport Air Race League Summit Mount Pleasant 150 Air Race - Mount Pleasant Regional Airport (KOSA)

Sep 4-5 Warbird Weekend West Houston Airport

Oct 1-3 Ranger Antique Airfield Campout and Airshow

Oct 22-24 REKLAW—Flying M Ranch



EAA Chapter 35 Leadership



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Pd Thru Dec 2021



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By RICHARD VINAS

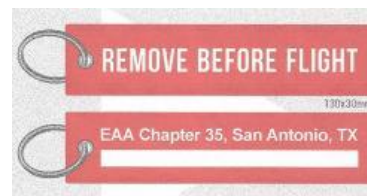
A great weekend of work, restored in-person meetings, and grilled burgers should have awakened your desire to get some more Chapter 35 merchandise! We still have a few shirts, plenty of coffee cups, koozies, stickers, and patches, and of course plenty of WashWaxAll products for the spring airplane cleaning. Now that the social restrictions have been relaxed, it will be easier than ever for us to get together for the delivery of those items that you need right now. If your AirVenture group wants a distinctive shirt to wear at Oshkosh, make sure and give me plenty of notice so we can order whatever you need. As always, let me know if you have any ideas for products you think we might put in the Country

Store that would be in demand by the members of the Chapter. See you all in May!

Rick Vinas



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



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TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
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TEXAS FLAG APRONS	3 left	\$26.00
Additional Items available		
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CHAPTER 35 DUFFLE BAGS	Only 2 left	\$31.00
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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

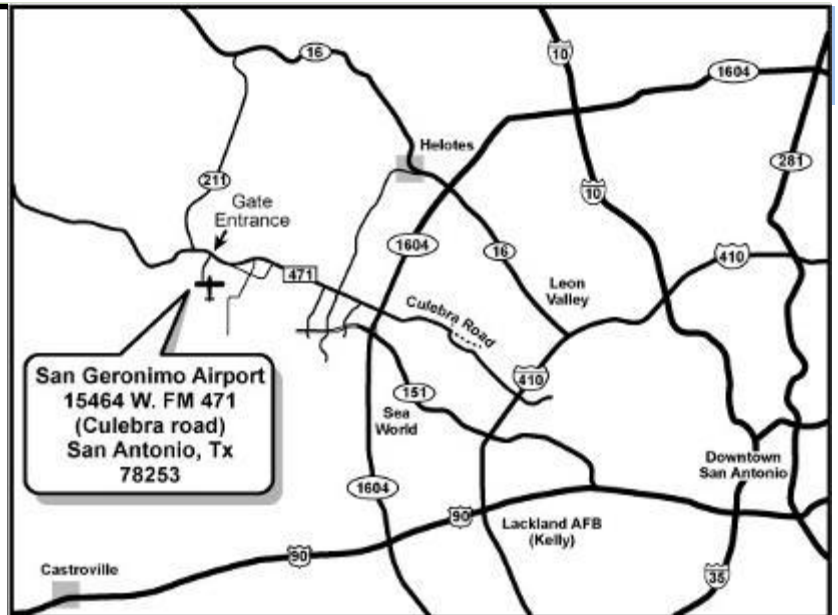
NEXT EVENT

10 JULY

***Chapter 35 Clubhouse and
Online via Zoom***

1200 lunch/1300 speaker

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 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

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)

NAME _____ SPOUSE NAME _____

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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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JULY—Young Eagles and BBQ Fly-In



JULY—Young Eagles and BBQ Fly-In



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