

## AIRVENTURE CONTINUED 2019

October 2019

Volume 62 Issue 10

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Women Venture 2019

By Peggy Fisher

WomenVenture is one event that I look forward to every year. The celebration of women in aviation is the theme for the event. There are several events through the week but the climax is on Wednesday at approximately 11:00. There is a gathering of thousands of women wearing the same t-shirt. Shortages of t-shirts have led to a pre-ordering process. This year the shirts were purple and very comfortable. BJ O'Day, myself and several others are in the photo above. Prior to the picture BJ and I toured through both planes. We had fun sitting in the first class sec-



tion and decided that would never happen again. Both of us were amazed at the cargo capacity of the UPS plane and more amazed that a group of ambitious young people have secured their own funding and are in the process building an RV-12. These young people have formed their own club and have raised funds to buy airplanes to learn to fly. This RV-12 took up a fraction of the UPS plane.

After the photograph which took very little time considering how many people were present in the picture we walked over to Theater in the Woods for another WomenVenture event. There is always a luncheon with a wonderful speaker. This year did not disap-

*(Continued on page 4)*

### Fly-in Breakfast 0900hrs-1200hrs Chapter 35, Clubhouse

This is a Pancake Breakfast Fly-in. You know what that means? The PIC eats free!



## Next Event

Oct 12  
FLY-IN  
BREAKFAST

9:00 am  
12:00 pm

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

## PRESIDENTS COCKPIT

STEVE JONES



October 2019

**Making a Difference.** The Southwest High School Supreme Dragons Aviation Team are in session for the new school year, with a new group of Freshman students and a returning core of Junior and Senior builders. Also returning, a cadre

of committed mentors from Chapter 35! Ray Foundation scholar Zach Ruiz continues his progress toward Private Pilot. Coordinator Frank Covington is working closely with the flight school and Zach's parents to ensure his success.

**Gone West.** To honor our dearly departed, Dave 'The Artist' Baker contributed a beautiful work of art, his painstakingly painted portrait of Don Staat's Rose Parakeet. This painting depicts Don's stunning homebuilt biplane, cockpit empty, set against a western skyline, including the ridgeline that separates San Antonio from Hondo. We couldn't have commissioned a more apropos scene for our Gone West Wall. Dave's donation is truly a labor of love, taking over two months to complete. Please take a moment to show Dave your appreciation.

**Young Eagles.** With two events scheduled through the end of the year, October (Women in Aviation, Stinson Airport) and November (Kelly Field Youth Aerospace Expo), we need your support! These are awesome opportunities to give back to our community and to showcase the value the chapter brings to its members and to the community. Get your best chapter duds ready because we'll be providing chapter information, ground support, aviation knowledge, and Young Eagles flights at both events.

**Kelly Field Presentation.** Dan Jones, Director of Airport Operations and MSgt Adam White, Superintendent of Air Traffic Control briefed us on general aviation operations at Kelly Field and reminded us: 1) Kelly Field really is open for general aviation traffic, 2) MSgt White's air traffic controllers highly value the interaction, 3) you're asked to call ahead so they can slot you in between fast movers and heavies, and 4) fuel is pretty cheap at the FBO! They're looking forward to maximum participation November 16<sup>th</sup> at the Youth Aerospace Expo.

**VMC Club.** This month, we focused on runway incursions and go-around procedures. These meetings are a great opportunity to share our experiences, talk about aeronautical decision-making, and to learn from one another. Join us again Friday, October 19th, 6:00 PM for the next installment. For more information on the EAA VMC Club, see: <https://www.eaa.org/eaapilots/EAA-pilot-proficiency/vmc-club>

**Spaghetti War!** Our intrepid contestants have fired the opening volley in a three-act war to declare once and for all who is the Chapter 35 Iron Chef (for 2019). Our contestants duked it out with their best sauces, many derived from secret family recipes that may or may not have been surreptitiously stored on the Internet for posterity. Knowing that in any war, quantity is its own quality, Facility Manager Freda Jones field three different sauces, garnering a third place finish. Roxanne Beavers brought it large with a double-barrel blast of savory meat sauce for a second place finish. Peggy Fisher snuck in under the radar with an exquisite Italian Sausage sauce to capture the imagination of the membership and win both the People's Choice award and First Place. Thank you everyone for your participation.

**Coming up: Pancakes!** This is our third and final Pancake Breakfast Fly-In for 2019. Dust off your sectional and head over to 8T8 for endless pancakes, a bottomless cup of coffee, and the esprit of sharing this awesome experience with fellow fliers and aviation enthusiasts. If you're PIC, flying in from another airport, your money's no good for this event. Let the Treasurer know at the door, give her your tail number and get your ticket free of charge.

**Grounds Manager.** We need leaders. Chapter 35 is growing at an amazing pace. Here's an easy way to flex your muscles as you prepare to take on other leadership roles within YOUR chapter. As grounds Manager you will line up volunteers to keep our chapter and hangar grounds looking top notch. We're talking about lining up your cadre of volunteers to sign up to a calendar month. A calendar, a name, a commitment. See the President, or any Chapter Director to volunteer.

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



# CHAPTER BULLETIN BOARD

## HELP is NEEDED!!!

Chapter 35 needs your help

1. Grounds Keeper
2. Young Eagles Pilots and Ground volunteers!

## October Fly-in Pancake Breakfast

0900hrs To 1200hrs



We're rolling out the heavy hardware for this: The Memorial Mike Logan Grinnin' Griddle! If you haven't seen the Grinnin' Griddle, you're missing out. It's a four-foot diameter dual burner propane and electric powered rotating crew-served weapon of mass consumption, and it makes PERFECT pancakes.

This is round two in the Food Wars series, culminating in the

annual Chili Cookoff this November. This round we will have no awards because everyone's a winner when we make pancakes! Here quantity is its own quality; you will not go away hungry.

*This is a Pancake Breakfast Fly-in. You know what that means? **PIC** eats free!*

**Main Course:** Fluffy Flapjacks formed on the massive Memorial Mike Logan Grinnin' Griddle!

**Side Dish:** Pancakes. Oh, sausage, too.

**To Drink:** Orange Juice, Coffee, and water

**Desserts:** Pancakes

*Shout Out: Thank you to all our volunteers and preparers who supported last month's Spaghetti War:*

### Workers/Servers:

- Peggy Fisher
- Roxanne Beavers
- B.J. O'Dea

### Contributors:

- Gail Scheidt - Ice cream
- Gail Scheidt - Salad dressing
- Zach Ruiz - Birthday cupcakes
- Georgia McCarley - Pecan brownies
- Dee Brame - Apple pie

### Contestants:

- Alisa Smith - Sausage Sauce
- Roxanne Beavers - Meat Sauce
- Peggy Fisher - Italian Sausage
- Freda Jones - Mushroom
- Freda Jones - Tomato Basil
- Freda Jones - Vegetable Medley
- Freda Jones - (I'm gonna win this)

### And the Winners:

- First Place: Peggy Fisher
- Second Place: Roxanne Beavers
- Third Place: Freda Jones
- People's Choice: Peggy again!

**Aerobatic Competition:**  
**IAC—Hammerfest**  
 October 18 and 19, Llano  
 Time: 9 am to....  
 Why? Because  
 Cost: Free to watch  
 Volunteer: Free

 A flyer for the EAA Master the Art of Aviation event. It features a yellow biplane flying over a landscape. The text includes:
 

- EAA** logo
- 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
- VMC CLUB** logo

## Women Venture

## Story from a member while at AirVenture 2019

(Continued from page 1)

point. After BJ and I picked up our box lunches we sat down and prepared to hear the speaker. The speaker this you was U.S. Air Force Colonel Kim (Killer Chick) Clark. She told us about being an A-10 pilot and one particular incident that occurred in 2003. Col. Clark told us about bringing her plane back to Kuwait after sustaining major damage during the war. She talked about how the A-10 had many back-up systems that allowed this to happen. Col. Clark was extremely complimentary of her wingman and how he helped talk her back to her home base. She showed pictures of the plane that she saw upon landing. It is miraculous that anyone could have flown and



landed that plane. Colonel Clark went on to tell how the next day she was up flying again when another plane got in trouble. Don't think I could have done it. Colonel Clark is truly an inspiration.

After the lunch the official part of WomenVenture day is over, however you

saw purple shirts all day. I am not a pilot but I am married to one, a lot of us that take part are supporters of those who fly in one way or are part of aviation. It is kind of neat to be a part, no matter how small of a part of such a great program. It gives new perspective on the field and more than anything I feel like I learn something new from this event every year. I love seeing all who take part. It is cool to see the planes flown by all female crews. Truly a great day. I will try to get the word out again next year when T-shirts (free) need to be pre-ordered and when the luncheon tickets go on sale.



By: Paul Wurster

This was my first time flying into Oshkosh in a GA aircraft, and I wanted the full experience. I wanted to fly the Fisk arrival, camp on the grounds, see a night airshow, and take my son to his first Airventure. Even though I felt like I did not get to see everything, I'm declaring my Oshkosh checklist complete.

Henry (age 13) and I loaded up our 1963 Piper Cherokee to the brim and took off on Saturday morning. After a frustrating departure where San Antonio Approach would not answer my request for flight following, I realized mic switch was dead on my side of the plane. I got that fixed in Tulsa at KRT aviation. Keith at KRT was phenomenal and loaned us his shop truck to get lunch after he put on a new switch free of charge--because the aviation community is awesome. We stopped shy of Oshkosh in northern Missouri so that we could read about the storms instead of experiencing them. The next day we made a short hop to Boscobel, WI to stage for an arrival. After comparing notes with two gentlemen there for a bit, I realized that they were from Uvalde and that we had flown the same basic flight plan. I followed them to Fond Du Lac and we camped there for the night. I played the odds that the field would open in the morning and took off right before the text came out that General Aviation Camping was open. After one spin around Green Lake, I was directed to proceed to Runway 27. Of course, I had to extend my base a bit to land behind a B-17, but what can you do? For the record, it was a perfect landing on the Orange Dot.



Paul Wurster

In my mind, I was going to see every display and vendor present on the field. In reality, I saw quite a bit, but I also ran into so many friends and spent as much or more time socializing than anything else. I had a good friend and his son come out and camp with us for the week. His son has been building an RV-12 for the last two years with a high school group. In the Van's booth, I told him to go tell an old guy in the corner about his RV-12. They didn't know who Dick VanGrunsven was, but they do know. I met some classmates who I haven't seen for a decade. I saw a bunch of my U-2 brothers and members of our chapter. I averaged over 25,000 steps a day. I got a great deal on new windshields, but most importantly, I got to take my son before he gets too busy and too cool to go on a trip with me. The flight home on Thursday morning was uneventful until about the Oklahoma border at which time the turbulence started and proceeded to pummel us all the back to Boerne Stage Field. Since my autopilot/copilot slept all the way home, I think a real autopilot might be necessary in the future, because 20 hours of hand flying starts to get old when you pack it into a couple of days. Looking forward to next year...

**MISC ARTICLES/INFO:****Young Eagles:**

Phil Vaneau has been the leader and organizer of our chapter for the young eagles program for some time. His dedication and love to help young people shows in many ways and is making a difference in our community. We want to congratulate Phil Vaneau on becoming a lifetime member of the Experimental Aircraft Association! This milestone speaks to your commitment to advance the state of the art of aviation through active homebuilding, innovation and experimentation. In addition, EAA's advocacy on our behalf advances our cause in ways we're not permitted at the local chapter level. Your membership makes a difference!

*by Philip Vaneau*

We are planning two large Young Eagles Rally's. The first is in less than 2 weeks on October 5th at Stinson Municipal in conjunction with Women in Aviation (WAI). We have supported WAI before and it has always been a large, worthwhile event covered by the local news.

The next event will be a first for us. The Port of San Antonio will be having a Youth Aviation Expo at Kelly Field on November 16th. Chapter 35 will conduct a Young Eagles Rally during the Expo.

To plan these for these LARGE events properly, I need a list of ground and pilot volunteers IN ADVANCE. Please email

pvanneau@gmail.com to sign up.

Thank you for your support and in helping our chapter make a difference in the local community by exposing youth to Aviation.

***As announced by Charlie Becker,******Director of Chapters, HQ EAA***

The Young Eagles program has been revamped to allow the first flight, and every flight by a pilot volunteer to count toward a \$5.00 tuition offset for EAA Air Academy. In the past, a pilot's participation would qualify on the tenth flight of the year. Should a pilot complete nine flights or less in a calendar year, they were not credited.

That's all changed. Going forward, each flight counts. There's no threshold.

**A few words about the directory:**

*by Ron O'Dea*

This directory contains a lot of personal information about all of you. It is the chapters intent to share with only our members. We

know that this information is fairly easy to obtain by unscrupulous folks but we don't have to make it easy for them.

One of the sections is Certs: It tells us what certifications you have so that if you are looking for an A&P or CFI for example, you can look it up here. The key for the certs is on the back page.

This information was taken from the Data Information Sheets you filled out when you joined the chapter, so if you wish to have it updated, PLEASE email me with this info. r2av8r@gmail.com

**Nomination Committee:**

Dear EAA 35 members,

Your Election Nomination Committee was approved by the Board of Directors on 21 Aug. This committee is responsible to you to facilitate a transparent and fair election process for the positions of President, Vice President, Treasurer, and Secretary for the 2020-2022 term. Nominations may be submitted to any committee member at any time all the way until the day of election – feel free to contact us with any questions. Elections should occur at the November chapter meeting. Your committee members and their contact information is as follows:

Rafael Cortes, rcortespr@gmail.com ; 787-644-7828

Jose Garcia, joegarcia1966@yahoo.com ; 915-203-1361

Kris Kelly (Chair), krisikekelly@att.net ; 210-621-5405

Brian Smith, bscycleman@gmail.com ; 210-693-9816

Paul Wurster, paul.wurster@gmail.com ; 530-933-8264

Your committee holds a broad range of expertise: aircraft ownership, aircraft construction, aviation industry, flight operations (ultralights to large jets, numerous pilot ratings through advanced instructor), have flown locally, across the US, or around the world, and are based at numerous airfields in the San Antonio area. We hope to serve you as best we can.

What's next? We will provide weekly or as needed updates via email, EAA 35 Newsletter, and at chapter meetings on "who nominated who for what." Submit your nominations NOW!

Very respectfully,

**Kris "IKE" Kelly**

Nomination Committee Chair

## WASP—Women Airforce Service Pilot The Forgotten Airforce

By: Erin Miller & Andrea McGilvray

More than 11 million people fly in to and out of the Oakland International Airport each year.

My name is Erin Miller, granddaughter of Women Airforce Service Pilot (WASP) Elaine Harmon so by urging the airport's Executive Director and Board of Commissioners to add "Maggie Gee" to the airport's name.

### "Maggie Gee? Who is that?"

That one question will inspire millions to learn about Maggie and her fellow "Fly Girls" of WWII and guarantee that the trailblazing women of the "The Forgotten Airforce" will never again be forgotten.

The Maggie Gee Oakland International Airport would be the first and only major American airport in the 115-year history of aviation to be named in honor of a woman further ensuring the WASP will not be lost to history.

If you're a history buff, then you may have heard of the Women Airforce Service Pilots (WASP) but most Americans have no idea of the vital role the WASP played in the war effort because their service was overlooked during the war and forgotten afterwards.



During WWII, the WASP flew planes from factories to airbases, towed live-fire targets for anti-aircraft training, test-piloted newly-repaired and experimental aircraft, trained male pilots, transported vital equipment and personnel, and much more.

They served at more than 120 bases around the country, logged more than 60 million miles of operational flights, and delivered 12,650 military aircraft (more than half of all combat aircraft built in the United States during World War II).



Maggie Gee



The WASP were the ONLY unit that flew EVERY type of aircraft in the Army's arsenal, from bombers like the B-24 to fighters like the P-51 Mustang.

In fact, it was these fearless "Fly Girls" who proved that the B-29 Superfortress (the largest bomber the world had ever seen) wasn't actually "unflyable" as their male counterparts feared.

And after watching this massive warbird touch down on the runway and two women emerge from the cockpit, the male pilots quickly got over their fears and within a year, the B-29 Superfortress ended World War II.

By the end of the war, 38 WASP made the ultimate sacrifice for their country.

But despite their service and sacrifice, they were denied veteran status and all veteran benefits including death benefits.

So when a "Fly Girl" died, her sister pilots had to chip in funds to transport the casket home for a proper burial, and fallen WASP were NOT permitted military honors, such as placing the U.S. flag on their coffins.

After the war, the U.S. Army told them NOT to speak about their service flying planes during World War II. Their records were sealed and locked away for 35 years, and these fearless trailblazers became...

Andrea McGilvray personally got to know for a very brief moment one of these WASP ladies, Rosa Lea Meek. She lived her last years in Kerrville and was amazing inspiration to Andrea. They talked for hours and her love for all aviation was so intense, it was empowering. The conversations they had were too short and few. "I wish I would of met her many years ago." was wishfully mentioned by Andrea. Rose Lea's daughter is a wonderful person and Andrea and Janet are good friends, unfortunately Janet is not a flygirl.



Rose Lea Meek



## Dream of Flying a Pitts

by Andrea McGilvray

..... CONTINUED From September issue 1<sup>st</sup> solo flight in June 2019, in N900DK

..... It was 1.45hrs 1st day and it felt like minutes. ....

So I returned and I had an audience. But I just blocked it out to concentrate on what I had to do. Come back down. It will take many years to forget my 1st flight. Or maybe I will never forget. Nothing happened bad or scary, but it was like all 1st things in life. It was amazing.

After a few go-arounds/ Bump/Go on purpose to get the feel of the speed/ ground rush and flare feeling, the time came. Time to come down to Mother Earth and land. Both Budd and Steve were in my head, more so Budd. "butt back, head up" and just "little taps and release of the rudders" Budd was saying. Steve was telling me, little inputs and to pumps the brakes lightly like they were little

Mice. – in other words, NO HARD JABS!

So between us three (Budd, Steve and I), I got it landed. I held my breath after I got it on the ground and heading down the runway. I never have heard do many squeals and screeches, and as I gave it little inputs as my heavy feet would allow, I tapped the brakes as we wildly went left. Right. Left and ... so on and I finally asked kindly to, PLEASE, STOP!! All the screeching came to a halt and we finally were slow enough to finish taxing off the runway. I released the air that was trapped in my lungs and yelled very loudly. Yahooooo. I did it!! And even though it was rather harrying and exciting on how the inputs feel like, I realized that 1st flight what I had done soooo wrong. My little taps and "mice braking" were Elephant feet with Bigfoot for brakes. I was waaayyyy to heavy and too much on both.

Since I realize my mistake, I concluded I had to do that over again as soon as my body stopped shaking. I decided that this first flight was enough for the 1st day. There will be many more days where I will be fresh and not stressed.

I gave my airplane a hug, cleaned off the bugs and got a big hug from Jerry. He was so proud of me. He gleamed. I was very proud of myself also to accomplish such an amazing dream come true, and no it is not that hard to do, it just takes some practice like anything else in life.



I had accomplished a dream that I and many others never thought would happen. But it has happened. So now I fly my "Lit'l Bit" as much as weather and work will allow. As of this writing, I have aprox 25 hrs. Each landing is getting better, I am working on my Sportsman sequence for the IAC competition in October. Will I be ready?? I have so far done all of the maneuvers, just not all at the same time or in the 3000' Box. I have had a greaser landing and a few kangaroo landings. But all have stayed on the runway. Thankfully the runways at Hondo are big and long.

Her name is very appropriate, you can add all kinds of words to it and be accurate. Most of those are not worthy of putting on paper though!

Those darn little foot pedals, called rudder pedals. Finally, when I stop using them as pedals (soooo easy to say, sooo hard to do), the little airplane just goes STRAIGHT! Perhaps we need to rename them when they are installed in a Pitts.

*"Not doing anything is the hardest thing to do. Simplicity is always complicated, (by Budd Davisson 2019)*

**Now to the fast forward!** Now I own 2 of Pitts Specials. A Red/ White SiC (single aileron) 160 go full inverted system with flat bottom wings nicknamed "Lit'l Bit". And SiS Black/Yellow (dual ailerons) with 200 hp with symmetrical wings and yes full inverted systems. (no nickname yet) .

Why two? Well, I wanted one that was flying. And the SiS is not yet flying. And the SiS is the icing on my dream.

So, if you have a dream, please don't let others steal it! Go for it, it is your life to live not their's.

### **IAC (International Aerobatic Club)** **"Hammer Fest" Competition**

I will be competing in Hammerfest at Llano TX, October 18,19 in the Sportsman category, IT is free for anyone to come and watch!

**Watch for Aerobatics over the field!**  
**ALSO LOTS of NO RADIO's/hard to hear!**

*I hope to hear more about your stories!!*



# Safety Note: Non-Tower Airport Operations

From Ron O'Dea

by Joe Shelton

Since there is a high likelihood that at least one airport on most missions is uncontrolled or non-towered, we'd like to share some thoughts on uncontrolled airport operations. If you haven't flown into an airport before (towered or non-towered), familiarize yourself using all available resources including AF/M, Jepps, pilot guides, local instructors, etc.. Don't forget to review all applicable

NOTAMs as well. Field NOTAMs won't be on the ASOS or AWOS.

Since the definition of "uncontrolled" (now referred to as Non-Towered) means that there is nobody separating traffic, there are a few important things to keep in mind. But you should also be aware that even towered airports are only officially responsible for separating IFR traffic so much of the following applies to all airport operations.

1. Prior to your arrival review an airport information manual or appropriate website to familiarize yourself with the airport. It might tell you the favored runway based on the prevailing winds, recommended traffic pattern (especially if it is non-standard),

AWOS/ASOS frequency (if there is one), and other important information such as obstacles and other types of operations around the airport (e.g. glider or parachuting operations).

2. If available, get the ASOS/AWOS as far from the airport as you can. Knowing the winds can indicate the most likely runway or runways. It can help you plan your arrival routing and traffic pattern to fit with other traffic and help you to know where to look for other traffic. If weather conditions are changing, check it again as you reach the airport traffic area.

3. Your primary responsibility is to see and avoid other aircraft and to help them see and avoid you. Keep your lights and strobes on. Keep your eyes outside and head on a swivel at all times, especially during the arrival into the airport area, traffic pattern entry and the pattern itself. Use your passengers to help spot other aircraft. Be very aware that many pilots operating at uncontrolled airports utilize non-standard arrival routing, altitudes, and even patterns opposite the airport's standards.

4. Listen to the CTAF for other traffic starting 20 miles or so before as well as while you are in the airport traffic area. A good job of listening and visualization can give you a sense of other traffic's locations, runways being used, and traffic locations. If you don't hear

any other traffic, double check the frequency, correct radio, and volume.

5. Use appropriate communications and be succinct. Ensure that any other traffic knows where you are, where you are going, and

your intentions. Announce your location and intentions 10 miles or before when inbound, and at least turning downwind, base, and final. Some pilots refer to their aircraft's type and color rather than N Number on the theory that it helps other pilots know what type and color aircraft they are looking for. Succinctly state the runway you plan to use; for example say "Runway One Two" as opposed to "Runway Twelve". IFR pilots often indicate that they are on a particular approach, but that isn't enough information for a non-IFR rated pilot to know your location. It's better to provide specific direction and distance from the airport. That's true for VFR pilots as well —

transients may not know local ground references. When referring to a specific runway, use the runway number and not the phrase, "Active Runway" because there isn't an official active runway at a non-towered airport. The use of the phrase, "Any traffic in the area, please advise," is specifically NOT recommended per AIM 4-1-9-g-1.

6. Don't count on other traffic to do the "right" thing. For example, it is common for aircraft to continue to use the normal runway even when the winds indicate the use of a different runway. In this case, one option is to simply point out the current winds to the other pilots and indicate pointedly which runway you plan on using. The counterpoint is that you should always assume that other aircraft

might be departing or landing in the opposite direction to your aircraft. If you are on an IFR approach or departure, be very cautious about other aircraft. Just because you are in IMC conditions doesn't mean there aren't other aircraft in the airport vicinity operating legally or even illegally.

7. Don't argue or correct other pilots on frequency. If you disagree with what another pilot is doing, operate your aircraft safely, communicate as necessary, and, if you feel you must discuss operations with another pilot, wait until you are on the ground to have that discussion. Don't tie up the frequency with a discussion; other aircraft may need to communicate. If you would like more information, a review of the AIM chapter 4-9-1, "Airport Operations Without Operating Control Tower" is a great reference. You can also look at 91.126 or 91.127 for non-tower airports in Class G and E airspace.

Remember, safety is your primary objective!



1. ***Become familiar with ALL required information before the flight.***
2. ***When approaching a non-towered airport LISTEN on the appropriate frequency. If you don't hear anything check the freq.***
3. ***Keep transmissions brief, others may be trying to transmit also.***
4. ***Keep your head on a swivel***



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# THE BUILDER'S CORNER

## SOUTHWEST HIGH SCHOOL AVIATION PROGRAM PROGRESS CHECK

Darren Medlin



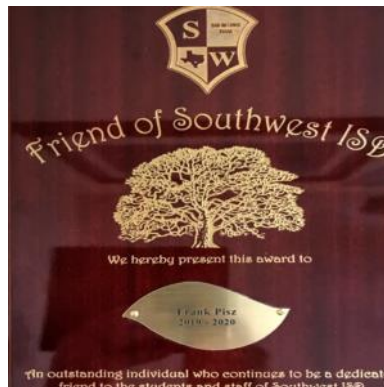
By Darren Medlin

Just five miles south of the intersection of highway 90 and loop 1604 you'll find the Dragons of Southwest High School.

The Dragons are in the second year of an aviation program that includes AOPA classroom lessons and projects, a student RV-12iS build and two Redbird flight simulators. Besides two great teachers the program flies with the help of a group of devoted volunteers from EAA Chapter 35.

For a second year a fantastic group of mentors are devoting time and money to support these students. That support takes many forms. It could involve coming to school during the week, flying a Young Eagle, taking photos, giving a talk in class, posting on social media, donating tools, equipment or funds, tracking down guest speakers and field trip venues and a hundred other things. The result is a program that exposes students from modest, and sometimes challenging, backgrounds to a world they've never seen before.

The school district is committed to the program and demonstrates this by devoting highly sought-after staff and funds to sustain the program. They also understand the im-



lights fabricated and installed. We've had guest speakers and CFI led flight sim lessons. The classes are packed.

If you would like to support the students in person or have an idea or suggestion send me an email or call. Seeing the smiles makes it all worthwhile.



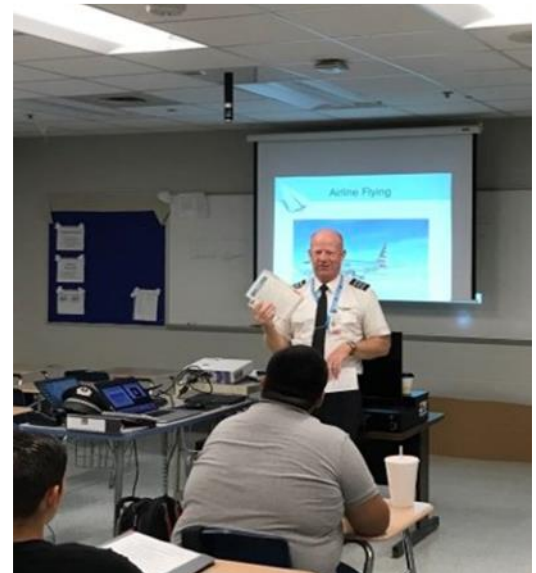
portance of volunteers and recognized EAA Chapter 35 mentors in a special ceremony during a school board meeting this summer.

At the end of last school year students had completed the tail section and fuselage aft of the cockpit and had put the ribs on the wing main spars. Now the wings are being covered, the flaperons assembled and the wiring and brackets for

Darren Medlin

[Eaa35vp@gmail.com](mailto:Eaa35vp@gmail.com)  
or [dmedlin@aol.com](mailto:dmedlin@aol.com)

(210) 875-9971



By Frank Covington

**Update on our Student pilots and their mentors!**

Not much has happened with the 2 students because of the demands of starting a new school year.

Zach Ruiz has 15 hours flying logged, and is close to solo. He will meet with his flight instructor and she will forecast the training needed to acquire the solo milestone. Frank thinks a few more flights but he is very close. Ron O’Dea has been coaching Zach through some ground school exercises, and it’s helping him tremendously.

David Gonzalez has been idle for a bit also. David is working on getting time to schedule a training mission for this weekend.

Hats off to all that are helping with this, besides time consuming, it takes lots of patience!

**These are the folks that are making the difference in the VANS RV-12iS Build at South West High School**

Frank Covington (Scholarship coordinator/ build mentor)

Ron O’Dea (Flight Instructor, classroom mentor)

Jane Kellogg (Speaker/Field trip coordinator/classroom mentor. In education speak she’s the “enrichment” coordinator)

Jon King (Build mentor)

Frank Pisz (Build mentor)

Darren Medlin (Volunteer coordinator)

Dave “The Artist” Baker is our social media and photo volunteer.

**Scholarship headsets provided by:**



The Ray Aviation Scholarship Fund is a scholarship program that is supported by the Ray Foundation, managed by EAA, and administered through the EAA Chapter network. Through the generous support of the Ray Foundation, EAA will provide up to \$10,000 to deserving youths for their flight training expenses, totaling \$1,000,000 in scholarships annually.

**Congratulations!** David Gonzale has done his solo flight and passed his FAA written exam and therefore he has been awarded a Lightspeed Zulu 3 headset!

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# Country Store

BRIAN GOODE

This could be my last input to the newsletter as manager of the Country Store. Rick Vinas has agreed to take over the reigns next month. It has been great working with the membership in providing some classy Ch 35 logo merchandise, since 2013. With your purchases, the Country Store has provided a significant amount of revenue to your Chapter.

*On the road again,  
Brian & June*



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	Sold Out - Can be ordered	\$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
KHAKI FISHING SHIRTS	ONE MEDIUM	
	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

## SEPTEMBER MYSTERY PLANE REVEALED

DOUG APSEY

By Doug Apsey

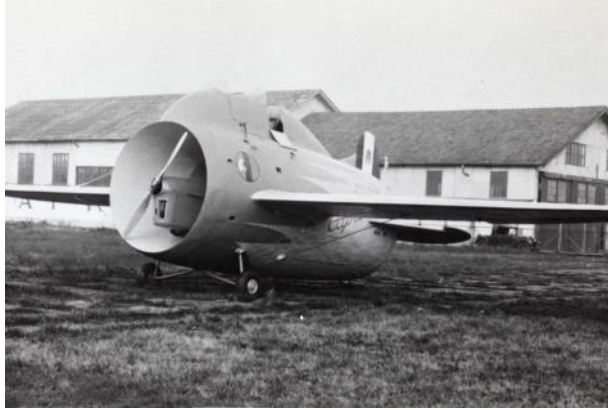
Congratulations to Charlie Brame, Ira Wagner, Paul Wurster and Dr. Gary Saboe for correctly identifying the September mystery airplane as the Stipa-Caproni "Flying Barrel."

This unique airplane first flew on October 7, 1932, and was the brain-child of Italian designer Luigi Stipa. It was built by Caproni, an Italian aircraft manufacturer with an impressive list of WWI through WWII era military and civilian aircraft.

Stipa's concept for the design was to have the engine and propeller which he called an "intubed propeller" completely enclosed within a tapered fuselage similar to a venturi tube. This would compress the airflow before it exited the trailing edge of the duct (fuselage) and, based on Bernoulli's Principle, make the engine more efficient. Basically the entire fuselage became a ducted fan. After years of research and mathematical calculations, Stipa came up with what he thought was the optimum shape and length of the fuselage as well as the optimum propeller shape and rpm to achieve the greatest efficiency from the design. At that point, he petitioned the Italian government to sponsor the development of the aircraft and the government contracted Caproni to build the prototype.

The resulting aircraft was a mid-wing monoplane having a stubby tapered "airfoil" shaped duct for a fuselage with the rather small rudder and elevator mounted on the trailing edge of the duct which allowed the air from the propeller to flow directly over them. The airplane was powered by a 120 hp inline four cylinder de Havilland Gipsy engine mounted mid-way within the fuselage driving a two-bladed propeller that was mounted flush with the leading edge of the fuselage. The two-seat tandem cockpit was mounted on the top to the fuselage.

Initial test flights showed that the airplane was very stable in flight and the design did provide some increase in the engines efficiency while the airfoil shaped fuselage created additional lift which gave the "flying barrel" a better rate of climb than other aircraft with the same power and wing loading. It also gave it an impressive landing speed of only 42 mph and relatively short take off capability. Unfortunately, the intubed propeller induced significant aerodynamic drag which reduced top speed to only 82 mph and basically cancelled out any benefits of the design. After additional testing by the Italian Air Force, it was decided that the design did not perform noticeably better than the conventional designs of the era and further development was cancelled. Only one Stipa-Caproni was built.



It is important to note that Luigi Stipa did not necessarily set out to design a radically new single engine airplane when he designed the Stipa-Caproni but rather use it as a testbed for other multi-engine flying wing designs he was working on. Although none of these were ever built, Stipa's work most likely resulted in the advancement of ducted fan technology and the development of the turbofan engine.

The source for this article was: <https://en.wikipedia.org/wiki/Stipa-Caproni>

For videos of the Stipa-Carproni, check out the following youtube videos:

<https://www.youtube.com/watch?v=kB4-OWz5qE>

[https://www.youtube.com/watch?v=xYqrzh\\_xQRk](https://www.youtube.com/watch?v=xYqrzh_xQRk)



## NAME THE PLANE

DOUG APSEY

October 2019 Mystery Airplane

Here is your mystery airplane for October. Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about this month's mystery airplane?

1. What was its designation/name/nickname?
2. Who designed and built it?
3. What year did it first fly?
4. How many were built?
5. What was the primary purpose of the design?



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Need several **3 inch O.D cable pulleys** for 1/8 th inch cable. They must have bearings, and not be the sleeve variety. Jake White or Norris Warner 830-510-4334, or 830-522-1066, [nwarner1934@gmail.com](mailto:nwarner1934@gmail.com)

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- You must contact the editor by e-mail or phone to extend your ad beyond the expiration date



## EAA Webinars Schedule

We've announced our [September and October webinars](#) that you can enjoy from the comfort of your home. EAA webinars are free to all aviation enthusiasts. Pre-registration is recommended since space is limited to the first 1,000 registrants. <https://www.eaa.org/ea35/news-and-publications/ea35-webinars>





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

OCTOBER 	5	YOUNG EAGLES EVENT In conjunction with Women in Aviation International	STINSON AIRPORT Volunteers and Pilots needed
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
NOVEMBER	16	1st Kelly Airfield Fly-in and Young Eagles Event	Kelly Airfield (KSKF) Volunteers and Pilots needed
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>

October 18, VMC Club, EAA35 Clubhouse  
discussing Vertigo and Spatial Disorientation. . 06:00 PM -  
07:00 PM

Sept 28, 9am-3pm 3rd [Annual East Texas Pietenpol Fly-In](#)  
Mineola Wisener Field (3F9)  
Country Club Dr, Mineola, Texas 75773

October 5<sup>th</sup>  
Young Eagles Rally supporting Women in Aviation  
Stinson Airport,

October 17-18-19 - 17th Practice day, 18-19 Competition day  
HammerFest—Llano

Llano Municipal Airpot (KAQO)  
IAC Competition. (Last TX Aerobatic Competition for 2019)

Oct. 25-27 Reklaw Fly-In  
<http://www.reklawflyin.com/>

October 19, Hallettsville Annual Fall Fly-In  
BBQ, Antique Airplanes and Cars, Biplane Rides  
(34R)

Cedar Mills 20th Annual Safety Seminar and Fly/Splash-In  
Cedar Mills Marina And Resort, 500 Harbour View Rd Gordon-  
ville, TX 76245, [Faasafety.gov/SPANS](https://faasafety.gov/SPANS) for more details

November 9, Fall Wings & Wheels Fly-In!  
190 Pershing Ln, Kingsbury, TX 78638  
Old Kingsbury Aerodrome Airport (85TE)  
North side of runway is a little bit rough, but otherwise good  
grass  
9:00 AM - 03:00 PM

November 16  
1st Kelly Airfield Fly-in and Young Eagles Event  
Starting 9 am till ....., General Public Flying 9 am till ...  
Military Static display,  
Kelly Airfield (KSKF—Delta Airspace)

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# EAA Chapter 35 Leadership



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<b>Secretary:</b> 210-289-7445	Mike Landis <a href="mailto:mlandis7210@sbcglobal.net">mlandis7210@sbcglobal.net</a>	<b>Treasurer:</b> 210-493-5512	Dee Brame <a href="mailto:DeeB@satx.rr.com">DeeB@satx.rr.com</a>

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## Technical Counselors

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Nick Leonard 830-765-7481 <a href="mailto:ohlson38@gmail.com">ohlson38@gmail.com</a>	Lew Mason 210-688-9072 <a href="mailto:lewnan@sbcglobal.net">lewnan@sbcglobal.net</a>

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*Chapter 35 meets  
Each Second Saturday of the Month*

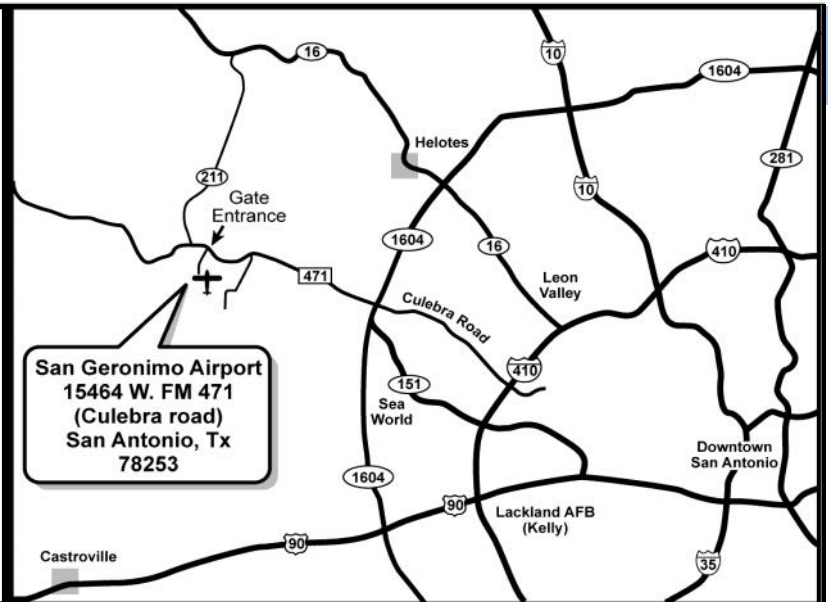
**SEPTEMBER 14**

**LUNCH MEETING**

**EAA Chapter 35 Clubhouse**

**Lunch 11:30 am**

**Meeting/Program 12:30 pm**



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  
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# CLUBHOUSE & OTHER NEWS:

By Andrea McGilvray

We had a very close call August 20th. This Oak limb fell and just missed the clubhouse, it brushed it with a tender set of leaves! It did damage the open pavilion area so this will be next to be resolved. This dry weather is causing stress on trees, so please use caution

when parking under trees. This gave NO warning!

There still is some free firewood available! Come and get it!

The ceiling in our clubhouse is like new. Thank you Freda for taking care of this! Now comes this new accident!



## JOKE of the month

A man named Mr. Smith was flying from San Francisco to LA. Unexpectedly the plane stopped in Sacramento along the way. The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft, the plane would re-board in 30 minutes.

Everybody got off the plane except one gentleman who was blind. Mr. Smith had noticed him as he walked by and could tell the blind man had flown before because his Seeing Eye dog lay quietly underneath the seats in front of him throughout the entire flight. Mr. Smith could also tell he had flown this very flight before because the pilot approached him, and calling him by name, said Keith, we're in Sacramento for almost an hour.

Would you like to get off and stretch your legs?" Keith replied, "No thanks, but maybe the dog would like to stretch his legs".

Now, picture this: All the people in the gate area came to a complete quiet standstill when they looked up and saw the pilot walk off the plane with the Seeing Eye dog! The pilot was even wearing sunglasses.

People scattered. ***They not only tried to change planes, but they were trying to change airlines!***

## Local NEWS

*Instructor/Student Corner:*  
*Who is your mentor or that special person that encourages you?*  
*PLEASE share.*

San Antonio pilots fly in their first all-female Air Race Classic made famous by Amelia Earhart:

In June, Denise Pride, left, Dana Perez, and Leslie Ravey were three of



100 female pilots who competed in the 43rd annual Air Race Classic, a three-day woman's air racing event from Jackson, Tenn., to Northern Ontario, Canada. The nation's only air race for women started in 1929 as the Women's Air Derby also known as the Powder Puff Derby

For more of the story:

[Click HERE](#)