



RUNWAY 35



The Official Newsletter of EAA Chapter 35, San Antonio TX

Founded in 1957



AUGUST 2024

Volume 67 Issue 8

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Please see our sponsors!

Next Event

10 August 2024

VMC Club 10:00

Chapter Gathering

11:30

Lunch

Speaker 13:00

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35. Edited and Published by Chuck Fisher

newsletter@eaa35.org

Featured Speaker

Darren Medlin—Status of SWHS Aviation Program

AND

YOU! - Bring your stories and favorite photos from AirVenture.

Send your photos to president@eaa35.org to be uploaded for a slideshow.



2023 Kellogg Scholar Raegan Rait over San Antonio

Photo by Raegan Rait

FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



Last month, after a worthwhile hiatus, we returned to our regularly scheduled programming. The day began with another well-attended VMC Club; Matt Van DeWalle led us through several thought-provoking real world VFR scenarios. These one-hour sessions are a fantastic way to keep improving our judgment when we fly. Come join us on

August 10 for our next VMC Club.

After the VMC Club, we busted right into our monthly Chapter Gathering. We began with a delicious lunch followed by another fantastic presentation by FAA air traffic controller Travis Ulhorn.

Travis began his presentation by describing his journey to the KSAT tower and the current controller opportunities, including the training curriculum and flow. Then Travis gave us an overview of the San Antonio area airspace and some new ATC procedures. One thing Travis again made clear, for safety's sake, our local approach/departure controllers want to help us aviate through and around the San Antonio airspace safely and they are eager for us to call them up and say hello. Don't be shy, and don't think that you are interrupting the ATC controllers are public servants who are paid to provide services to all aircraft, even a lowly LSA flying from San Geronimo to Lockhart for a BBQ lunch (that would be me). A huge Thank You to Chuck Fisher for not only smoking the pork and turkey we stuffed our sandwiches with but also for helping BJ O'Dea get the kitchen up and running for the day. Also, a huge Thank You to BJ O'Dea and Peggy Fisher for running the kitchen and serving lunch, Dee Brame for ably handling our lunch money, Dean Doolittle for preparing our grounds for the day, Nancy Duepner for setting up and running our Country Store, and our Vice President, Paul Wurster for putting together another terrific meeting.

Our Student membership is growing, these members are primarily high school age kids and, at the moment, we have 23 Student

members. This is aviation's future, and clearly, not all of today's youth are playing video games or scrolling social media. We are not offering programming for these folks, and if we do not do so, this may be a huge missed opportunity.

Offering one or two youth flight training scholarships a year is wonderful, but we've got 21 other youth eager for some kind of youth-oriented activity. I'd like to see Chapter 35 have three to four youth programming events per year, and we may try and do one in the Fall. I have no idea what this event will be, so on the 10th, during the interlude between the VMC Club and the Chap-

ter Gathering, we are going to have a quick get-together, with any Student members in attendance in an effort to learn what kind of programming they would like to see. If you would like to help me create an event for our Student members, let me know: president@ea35.org.

Last month a fellow aviator, EAA'er, and homebuilder, Bill Beal, donated to Chapter 35 a box of very cool books on designing and building aircraft. Thank you, Bill, that was generous of you.

This month, on August 10, we will have another great day of programming: at 10:00 AM, we will begin with another excellent VMC Club, followed at 11:30 AM, by our Chapter Gathering. For our lunch, we

will have our world-famous spaghetti cook-off and you are very much invited to cook up a sauce and bring it over for everyone to enjoy. As always, we will provide the sides, beverages, and dessert. For lunch, we ask for a minimum \$7.53 (\$7.00 cash) donation.

For more information about the many facets of EAA Chapter 35, please visit our robust website at ea35.org.

See you on the 10th.



CHAPTER BULLETIN BOARD

WE NEED YOU!

Need Volunteers for:

- ◆ **Air Academy Chairperson:** Here is your chance to really make a difference in a young life!
- ◆ **Young Eagles Coordinator:** This is the CORE youth activity for Chapter 35 and you will make a huge difference in a lot of young lives!

Contact president@ea35.org



From the Kitchen

While I am prepping for our annual pilgrimage to AirVenture (Oshkosh) I am going to try and get my feature done.

First, a huge, big THANK YOU to BJ O'Dea for starting all the prep work on Saturday July 13 since, I had another function to attend before I could be at the meeting. Also thank you to BJ for helping with the set-up on Friday morning.

Another great big THANK YOU to Chuck Fisher for smoking all the meat that you ate. It was excellent and I think all that ate thought so too.

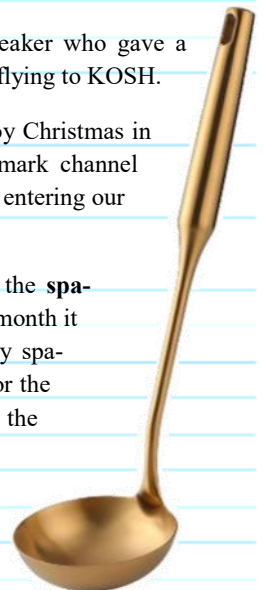
On a personal note, I truly did enjoy our speaker who gave a wealth of information about the local area and flying to KOSH.

Hard to believe that we have been able to enjoy Christmas in July for almost 24 hours a day on the Hallmark channel which means when that event ends, we will be entering our eighth month, which is August.

August has become the traditional month for the **spaghetti sauce cook-off contest**. As I said last month it is time to dust off your favorite or old family spaghetti sauce recipe and make a crockpot full for the gathering on August 10. Members will be the judge of the sauce.

I am looking forward to tasting all the sauces!

See you in August.



*The highly coveted Golden Ladle!
Will it be yours?*

Reminder: PLEASE stay after the presentation and help clean up. After every gathering the trash needs to be taken out, dishes done, serving items put away, carpets vacuumed, etc. It is all of OUR clubhouse, please help keep it nice.

WE NEED YOUR ARTICLES!

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: newsletter@ea35.org

FROM THE VICE PRESIDENT

Paul Wurster

I hope you enjoyed Travis Uhlhorn's presentation on ATC as much as I did. I have heard him present before and he is always good, but this time I asked him for more information on the ATC career track and the decisions that led him to where he is today. His start as a CFI and regional airline pilot that got trumped by economic cycles and regulatory changes. After being furloughed, he could have waited around to be called back which likely would have taken many years. Thankfully for us flying around San Antonio, he went to work for the FAA. It makes me think of the saying, "timing is everything". It really is. A few years earlier or later and the industry would have been totally different.

Careers in the aviation industry are anything but linear. Most people will lay down a path that worked for someone they know who most recently achieved their goals. The likelihood that same path is still available within the same timeframe is so unlikely that the boilerplate YMMV (your mileage may vary) should be stamped on everything. The things that will really benefit anyone in the flying world is grit and a real passion for aviation. Without these traits, the boom and bust cycles of the industry will wear you down faster than a spinning prop during a gear up landing.

I did a full 20 year career in the military, but that is not for everyone. It was a great opportunity for me. It allowed me to fly airplanes that have no private or commercial counterparts. I built up lots of hours and incredible experiences at the edges of the envelope. Also, the military gave me the opportunity to fly higher performance aircraft earlier. The expectation is to be a PIC and eventually an instructor much earlier than you might with other career paths. One drawback for some is all of the military non-flying jobs that go along with being a pilot. Some really hate this, and some people like it more than flying itself. It is a balancing act for sure, but in the end, my passion for aviation always made flying incredibly enjoyable and rewarding even when it was not my primary duty. All that being said, the military gave me a paycheck and benefits which provided for my family, and that is job one no matter what my desire to fly planes is like.

When it was finally my time to retire and try to get on with the airlines, hiring was still strong. Things were looking good. I got a call back from Delta Air Lines two days after I put in my application. I prepared like crazy for that interview and got hired. Subsequently, I got an interview with United. I almost did not go to that one because I had made up my mind to go with Delta. Kris Kelly convinced me to go so I did. About the same time, a novel virus was spreading across the world. The airlines did not know how this was going to affect them so they started getting cautious. United actually cancelled a class the week prior to my interview. I ended up being the very last person to interview with United for over a year. I got a job offer, but it was not a real job until they gave me a start date over 15 months later. No problem, I still was about to start with Delta, right?! Nope, I ended up being in the first class that got cancelled. So there I was on lockdown with no job in an industry



that looks like it was going to be utterly destroyed. I was fairly relaxed for about six weeks. Disappointed but relaxed. Then I started thinking I would never work again. I got back after the applications and found a local Medevac job a few months later. I really loved it even though it did not pay as well as a major airline, but it kept me current and building my resume. A year later, everyone called me back and I got an interview with a major cargo airline which had always been my first choice.

The highest highs and lowest lows are ever present in this industry. However, if you really love aviation, you will find a way to enjoy all of it. If you realize how very cyclical it is, you will plan your life and finances accordingly. I try to plan to always be one medical or world event away from upsetting my future plans. Last year, my company was laying out a gloomy future; today, they are pulling airplanes out of the desert as fast as they can and getting new simulators delivered in anticipation of future training. Life marches on. I am just trying to enjoy the things that make aviation worth it for me: watching other people learn to fly new planes and master new skills, deftly and efficiently integrating in and out of complicated and busy airports, and looking forward to some day flying the airplane that I built with my own two hands (and the help of many other people).

I hope you are enjoying wherever aviation is taking you these days and into the future. Fly safe and savor the moment.



Membership Update

Zac Morton

Please welcome our new members:

Cody Bushnell and Leah Shannon

Cody and Leah have joined with a family membership. Lew Mason saw them loitering about looking for a new home for their Ercoupe and recruited him to join the chapter. Welcome, Cody and Leah!

Steve Powell

Steve is a returning member of Chapter 35, rejoining after a few years away. Some of you may already know him. Steve is retired from flying for FedEx, and is getting back involved with general aviation. Welcome back, Steve!

We have also had four new student members join in the past month! Please welcome the young members when you see them at our gatherings.

The chapter directory will be published a couple of times each year. If you have new projects, aircraft, or contact info you would like in it, please let me know at membership@eaa35.org.

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Caught in Action Rebecca Southard



Rebecca volunteers in the Blue Barn at AirVenture each year guiding other chapter leaders and coordinators on the Young Eagles program and administration. Thank you Rebecca!

Volunteer Spotlight Matt VanDeWalle

Matt is Chapter 35's VMC Club lead. He is also a CFI, CFII, MEI, ATP.....etc. He's been instructing for longer than most of us have been flying.



He brings his experience and innate skill in teaching from the simple, big picture, to every VMC club meeting. Under his guidance attendance has skyrocketed and our VMC clubs have become a packed house event.

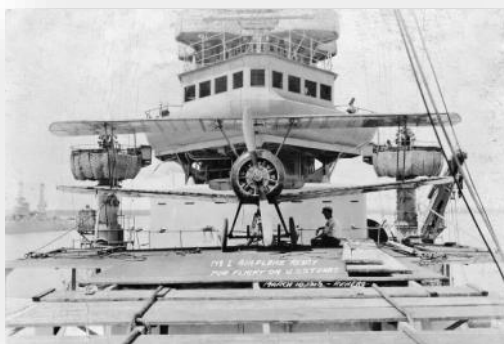
Thank you Matt for your leadership and very active mentorship.

You make us better pilots!

An Iconic Ship That Made Aviation History

by Marilyn Doolittle

How did a battleship make aviation history? I'm pretty sure battleships tend to stay in the water, right? Well, this is an interesting story. You may have heard of the Battleship Texas, named after our great state. Built at Newport News, the former USS Texas (BB-35) was commissioned March 12, 1914 and decommissioned April 21, 1948. The battleship saw action in both World War I and World War II.



When she completed her final mission, the state of Texas acquired the ship and turned it into a memorial ship. I have toured the battleship and was surprised by what was below deck. More decks. And even more decks. I started to think I was in a floating skyscraper with most of the floors below the water's surface. As I descended, the "décor" got less and less attractive, from sleeping cots, medical and other administrative offices and shower facilities, to more functional areas like engines and such, until reaching the bottom deck which seemed like something out of a horror movie.



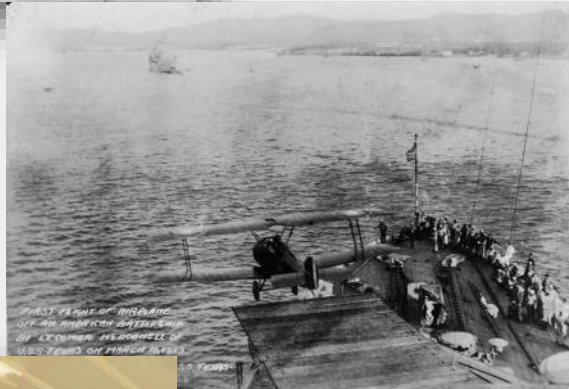
But I digress. The battleship Texas is a now floating museum, with her final berth still being debated but will be somewhere in Galveston. For many years, she was berthed on the Houston Ship Channel right next to the San Jacinto Monument at San Jacinto State Park. Being over 100 years old, she developed several leaks, cracks, a burned out pump, and the like, and began to list. In 2022 she was pulled from her berth and placed in dry dock for repairs. Much effort and funding has been used in getting her back in "ship shape" so that she can accept visitors again soon.

The USS Texas is not only the last remaining U.S. battleship of its kind, but also the last U.S. naval vessel of any kind, still afloat that served in the Normandy invasion. In fact, a roller bearing from one of her 5-inch guns, and a piece of steel from a blister tank (aka tor-

pedo guard) stamped with the ship's silhouette were shipped to Normandy on loan to recognize the 80th anniversary of the historical invasion. These parts have been retained for the recognition of the Battle of Cherbourg, and will be returned by France to us next month.

So what about her aviation contribution? Well, you probably have seen aircraft carriers in pictures or in person. Ships designed specifically for launching military aircraft where needed, like a floating runway with aircraft support crews. But a battleship, specifically the USS Texas, was the first battleship

to launch an aircraft from its deck. On March 9, 1919, in operations off Guantanamo Bay, Cuba, the USS Texas became the first American battleship to launch an airplane from its deck. Lieutenant Commander Edward O. McDonnell flew a British-built Sopwith Camel from a fly-off platform constructed with a catapult atop the No. 2 turret on



the USS Texas. The ramp on turret no. 2 was 50 ft by 20ft and turned into the wind for the Sopwith Camel to take off. Note: while not the first US Navy ship to launch an aircraft, that honor goes to USS Pennsylvania (ACR-4), an armored cruiser, USS Texas is the first US battleship to launch an aircraft.

And if the Sopwith Camel sounds familiar, yes, it is the iconic biplane flown by that intrepid pooch, Snoopy, who graces our own San Geronimo Airport wind indicator.

As a final observation, the USS Texas is also a movie star. She has appeared in several films prior to and since her retirement. Her cinema debut, though brief, was in the final scene of the 1937 film *Boy of the Streets* starring Jackie Cooper and Maureen O'Conner. For the 2001 film *Pearl Harbor*, she was chosen as a filming location because she is the only surviving American battleship that was built and in service prior to 1941. The interior scenes of the aircraft carrier *Hornet* were also shot inside the USS Texas. For the 2006 films *Flags of Our Fathers* and *Letters from Iwo Jima* actual film footage of the exterior of the USS Texas taken by the film crew were used to depict her fighting at Iwo Jima.



Around the Grounds at AirVenture 2024!



Around the Grounds at AirVenture 2024!



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Member News Briefs!

Thomas Reyna - Ray Scholar



By the time you read this, I'll be at boot camp for West Point.

I'm expecting a rough 6 weeks, but I'm looking forward to it! After getting a buzz cut, going through the obstacle courses, gas chamber, land navigation, hand grenade training, and rifle training, there will be a final 12-mile ruck back to West Point to start the academic year. Right now, I'm preparing by running, breaking in my boots, and spending time with friends. I got a call from Coach Dempster, the West Point rifle coach and she has recommended me for the position of Range Safe-



ty Officer. The RSO has access to rifle, pistol, and shotgun activities as well as all the privileges of the D1 athletes but with less time commitment. She offered me the spot so I will have time to try out for the flying team!

This has been a tough journey so far, and I'm looking forward to many more challenges along the way. I can't tell you how grateful I am to all the people who've mentored me and given me so many opportunities to be successful. Several years ago I learned about

EAA, and from my first meeting, I was welcomed with open arms. It has fostered my love for flying and encouraged me to fulfill goals that were once dreams. Thank you from the bottom of my heart.



Andrea McGilvray

Iwrote my IA exam at Baker School And yes passed!! And there was a EAA meeting that Thursday so I joined them for my celebration. Also met up with an Air racer Sam Swift. I'll write more about this when I get home.



Spaghetti Cookoff!

It is Spaghetti Cookoff time! Please bring your favorite spaghetti sauce to share with everyone. Your choice of sauces can be red, white, meat or meatless and everything in between.

The Kitchen crew will have plenty of spaghetti and sides (though sides, salads, and deserts are ALWAYS appreciated) but the sauce is totally up to YOU!

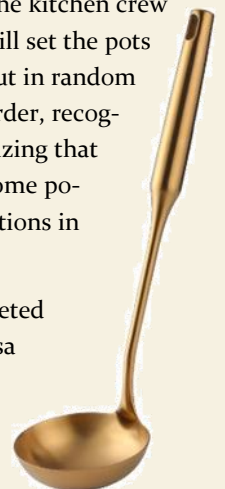


We generally find it works best to bring a crock pot of sauce to keep the sauce warm. The kitchen crew will set the pots out in random order, recognizing that some positions in

the line are a little disadvantageous.

And, the winner will be presented the highly coveted gold ladle for 2024. Last year's winners were Lisa Reyna, Nancy and Ross Duepner and Marylin Doolittle.

Fights On!



The highly coveted Golden Ladle! Will it be yours?

July 24 Gathering and VMC Club

Photos Ian Heritch and Chuck Fisher



July 24 Gathering and VMC Club

Photos Ian Heritch and Chuck Fisher



Travis Ulhorn, San Antonio ATC, pilot, CFI, CFII and chapter member gave a great presentation on SA Area traffic, AirVenture ATC procedures with fantastic photos (wish we'd been recording!) and a super overview of the ATC career field and pathway to the career.

This was important information and very timely! Some in attendance were apparently truly shocked!



New Refrigerator!



A HUGE thank you to Chapter 35 member Dan Ramsey who donated a new refrigerator for Chapter 35! Our old fridge is, frankly, too small and getting pretty well work. Dan came through with a modern efficient model that the Kitchen Crew will love. For now, it is serving as a drink chiller as we consider kitchen upgrades to accommodate the wider doors.



Our Grounds

It Rained!

Lew Mason provides a few photos of the grounds after the recent rains. The Crepe Myrtles are finally showing their first bloom after a long hard year and a half of drought and blistering heat and the recent landscaping effort by everyone is really bringing the memorial circle to life.

We also spread lots of grass seed (again) but as of yet that is still not coming up despite the rain. Bad soil!

Thanks everyone, and especially Dean Doolittle, for working so hard to keep our grounds looking nice!



It is Clean!



Thanks to Ian, Chuck and Peggy for meeting the sunrise at the clubhouse, moving everything out of the clubhouse and having the carpets professionally cleaned. They needed it! And...we got everything back inside a) before it rained and b) without tracking (too much) dirt back inside!



Scholarships Update

So, Allen goes to Europe and this happens!
Rory AND Ethan Solo AND pass their written—no—SMOKED their written exams!

All three 2024 scholars are moving rapidly through the books and training. I think it is safe to say....the Race is on!

Jeffrey is waiting for a DPE and flying with Paul. Nolan is finishing his last couple of hours and will need a DPE.

Anyone know a DPE that can take on a few students pretty quickly?

Chapter 35—See what you did?



Ethan Palumbo— 2024 Ray Scholar SOLOS!



CFI Cate Cushing (my flight instructor) cuts my shirt after my flight at Barrio Aviation

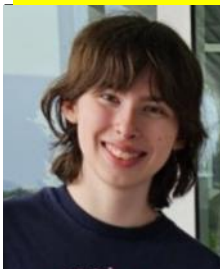
I've been moving along nicely on my quest to becoming a private pilot. I have **passed my written and soloed** in a week's time. I've been getting a lot of things done, I've been flying all the chances I get to have my private pilots license done by beginning of September. It was an astonishing experience flying by myself for the first time. It was nerve racking at first but once I was in the air I was like "I got this". I did 4 take-offs and landings in the pattern at Castroville Municipal.



Me with my parents, Chris and Elvia Palumbo (Castroville Airport)



Rory Sorola—2024 Kellogg Scholar SOLOS!



Hello, everyone! I'm happy to say that I recently **did my solo flight**, meaning that I've surpassed not one, but two milestones! As of right now, my next goal is to do my solo cross country, but I obviously have to prepare first. I'll be learning about all sorts of unique landings, as well as pilotage and dead reckoning. Aside from my training, I'm currently interning at the Southwest Research Institute with the YES program, alongside many new friends all interested in unique fields of study. I'm getting a mentor to complete an independent study project over the year in the field of spacecraft instrumentation. I hope to complete it before November and compete at various science fairs. Maybe I'll compete at the state or even national level, who knows? All I want is to have fun as a teenager, and I think taking all of these amazing yet educational opportunities is the best way to do it.



Raegan Rait—2022 Kellogg Scholar

Hello Chapter 35!! It's been a while, the end of the school year and summer has been busy for me. After getting my Private Pilot's License, I had to hunker down to finish out the school year strong. I graduated from community college with a Level 1 Certificate in Aircraft Structures, then graduated high school Summa Cum Laude. So far this summer, I've been working to save up as much money as possible before I go off to college, and I've also been working on learning to fly the Diamond DA-40.

So, with all of that, one question remains: where am I going next? Funnily enough, my collegiate education and my aviation education are hand in hand, as I'm going up to the University of North Dakota to major in Commercial Aviation and minor in Aviation Safety. When I tell people about this, after they comment on the cold I'll be feeling for the next 4 winters, they ask "How did you decide on UND?" To some, majoring in Aviation might seem like a bad idea, especially when going through the military or going to college then to a traditional flight school after are the more typical routes.

There were a couple of major factors that went into the ultimate decision about my future. First of all, I was very headstrong as a child and into my later teenage years and knew that I wanted to go out-of-state for school. Coming from an Air Force family, the military has always been a very strongly suggested option for my future, but I've always known that the military was not what I personally wanted in life. Finally, with coming into a passion for aviation and knowing that I want to go to the airlines, I knew I wanted to get to



my ultimate goal as soon as possible. With the University of North Dakota being out-of-state, a flight training option that I did not have to go through the military for, and R-ATP approved allowing me to get to regional airlines at 21 with 1000 hours, I was pretty sure it was the best fit for me. But, as with all things nowadays, the final decision came down to money.

Thanks to the generosity of Jane Kellogg and Chapter 35 as a whole, I have a semester to a year cut off of my education because I have my Private Pilot's License. Not only that, with the college credits I'm taking into university, I'm about 40% done with all of the credits I need to graduate, so the only classes I need to take are major-specific (aka, getting my other ratings and licenses.) Not only am I about a sophomore in credits, I have also earned enough money in merit scholarships to have my tuition completely paid off, so the only things I need to pay for are room, board, and flight costs, which I'd have to pay for anywhere. This was what solidified my decision to go to UND.

This next chapter of my life will come with many changes, however, I'm excited for the opportunity to grow and become independent. Hopefully, I'll be able to see some of y'all next year in Oshkosh, Wisconsin, where if given the opportunity I'll be with the University of North Dakota. While I hope this is not goodbye forever, I wish all the best to all current and future scholars, and I want them to know that if they ever need anything, be it flight training advice from someone who's been in their shoes, to recommendations on what to bring to their first checkrides, I am always willing to help!



Nolan Haecker—Ray Scholar 2023

Hello to all members at the EAA! This past month of summer has gone by in a flash. I feel like it has been ages since I've been to a meeting. And to be honest, it has been, but not because of any bad reason. This summer has been extremely busy for me and a lot of my business is welcomed. I have gone on three vacations this summer and have enjoyed all of them thoroughly. I have got to fly again this summer, and I am very grateful for that experience. And I am also preparing very heavily for my new beginning into college at Texas State University. It has been around two weeks since I flew last and that is because I've taken two vacations in these last weeks with my family. We just got back today from Port Aransas. Port A is one of my favorite places to go every summer.



Soon I will fly again, and I only have a couple more hours of required solo time until I will begin my check ride prep. This stage of flight feels like it is going by in a blur! I am kind of surprised at the crazy things that you can do without even looking outside of a plane. I flew an hour with glasses on covering the majority of my eyesight, and this was very hard, however, I still think that it was a very useful exercise and help me to learn more on relying on my instruments in case of bad weather. It is very important to understand instruments in a plane because no matter how many hours you've flown with clear conditions, One time instrument weather conditions could be detrimental. I am now moving on to my solo cross country and solo towered time.

This journey has been truly amazing and something that I will forever be grateful to have experienced



CLASSIFIEDS

To post a classified—contact the editor at ea35news@gmail.com

You must be an EAA Chapter 35 member. Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.

PLEASE Notify me when your item sells!!

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

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San Geronimo AirparkSM Property Owners Association

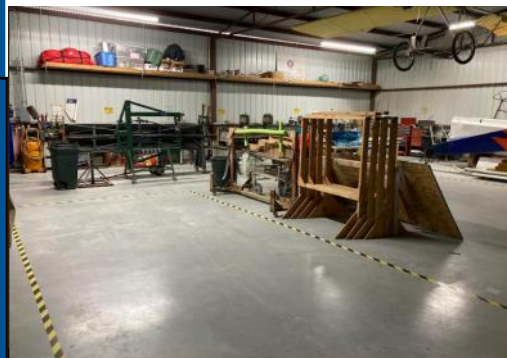
So We May Fly ForeverSM

Crossfeed from the San Geronimo Property Owners Association. See [About San Geronimo Airpark POA \(sgapoa.org\)](http://sgapoa.org)

We had rain!

Who knows when it will return, but please do not drive trucks or cars on moist ground. Stay on hard surfaces and do NOT drive on the taxiways. Ruts will catch wheelpants and propellers causing considerable damage.

BUILDER'S SPACE: Need more space? The chapter has a now vacant 10x20 builders space in the chapter hangar, access to chapter tools, equipment and room to temporarily expand (e.g. to mount wings, etc.).



This is about the size of a garage with lots of extra room and for building up till you need a full sized hangar and costs less.

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Mark Julicher

Small Continental engines are prone to “morning sickness” which is aviator speak for sticking valves on a cold engine. Typically, once the engine reaches operating temperature the sickness goes away, but not always.

How do you diagnose this ‘disease?’ That is easy enough, the engine runs poorly after the first start of the day but gets better after the engine warms up. At least in the early stages of the disease that is a typical symptom. Now the disease may behave like a badly timed magneto, so if a mechanic fiddles around with mag timing and such and the problem goes away, then the engine may seem “cured.” But not really. It could be that warming and working the engine unstuck the offending valve and all seems well for the time being. Suppose you do a full power static run up and your engine won’t make full static RPM. That might be a sign of a sticking valve. Of course, you do know the full static run up RPM that your engine is required to produce – right? Maybe you should find out what that number happens to be. Oh by the way, don’t do a full power runup over gravel because that is a good way to ruin a propeller.

What causes the disease? Carbon buildup on the valve stems and on the valve guides reduces the clearance between stem and guide until they begin to stick. You may have deduced that as the engine warms up the metal expands just a bit and the sticking goes away. And that would be a good deduction, but eventually the sticking won’t go away anymore. Now what is stuck it a pilot at an away airport. Ouch.

Disease prevention is difficult. Small Continental engine typically run cooler than many other engines. Cooler running can mean unburned fuel becoming soot (carbon) and building up. One way to prevent, or at least delay, the malady is to effectively lean your engine. Why? Because more complete combustion decreases carbon in the exhaust. That carbon will mostly be burned if the engine runs hotter. This is not a recommendation to over-lean and run crazy hot! Just try not to run cold. A good engine monitor is helpful here. By the way, it is about impossible to over-lean the engine during taxi. It just is not going to detonate or anything bad. If you forget to go back to rich during the run up, well that will most likely make the engine just up and quit.

Other ways to diagnose carbon build up include using a bore scope, removing a valve cover, and removing exhaust/intake tubes and having a good look.

Photo 1 is an O-300 cylinder head with the valve cover removed.

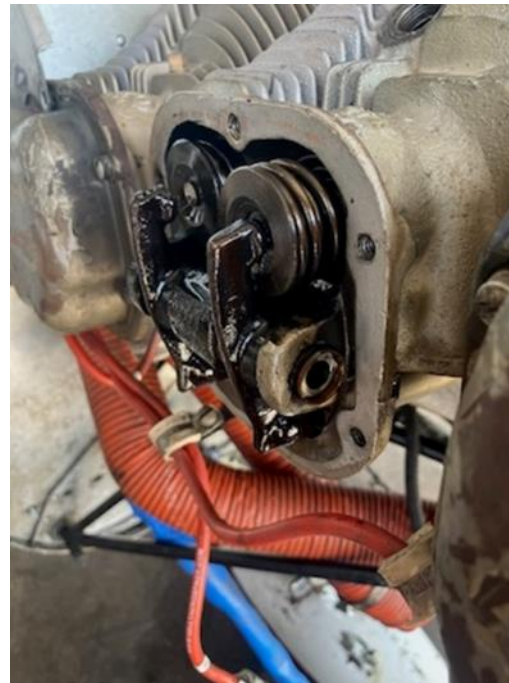


Photo 1: Exhaust valve stuck open. A lot of carbon buildup on the rockers.

The rockers are covered with carbon that has been getting past the valve guides. Look carefully. The exhaust rocker is not touching the exhaust valve. That valve is stuck very badly! Sometimes turning the propeller through (with spark plugs removed!!) you can see or hear a valve sticking and popping back into place.

Photo 2 shows an exhaust valve looking through the exhaust port. Pulling exhaust manifolds off during

inspections is usually not done, but sometimes it is necessary.

How about using a bore scope? Photo 3 shows valves in a rather clean cylinder. The color of the valves does not show any overheating and there is little to no carbon evident. The gray color is lead oxide, but not too bad there either.

Photo 4 is a borescope inside a cylinder that is suspicious. These valves were not sticking yet, but not burning cleanly either.



Photo 2: Carbon build up on an exhaust valve stem.

(Continued on page 18)

The Workshop (continued)

(Continued from page 17)



Photo 3: Borecope of the valves inside a fairly clean cylinder.

There are no approved chemicals that can be added to the fuel to remove carbon. Revving the engine and running it hot on the ground will not do much good either. Ultimately the cure is to remove the valve from

its valve guide, ream the valve guide to remove any buildup, and clean the valve stem. Some mechanics can do a sort of good job at this without removing the cylinder but the best job will be to re-

move the cylinder and clean everything thoroughly.

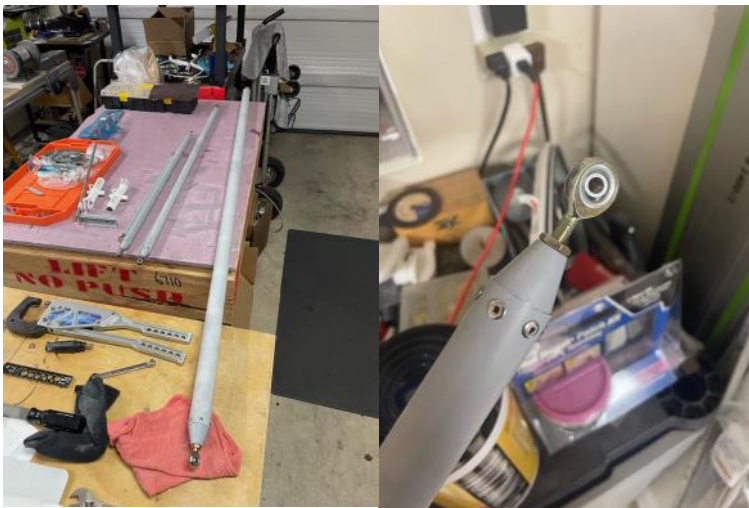


Photo 4: Borecope of the valves inside a cylinder

RV Build Progress

Paul Wurster

I'm working on all of the control rods that connect the control sticks to the elevators. The RV uses solid control rods instead of cables. to actuate all the surfaces. This adds to the positive control feel and responsive handling of the RV. They are made up of relatively thin tubes with adjustable end-links riveted to the end. There is one bell crank assembly in the empennage that also will mount the auto-pilot pitch servo in the future.



From the Builders Log

Joe Terrones—Sling Tsl

Retrieved the canopy from the storage area up above and fit it to the fuselage. I needed to remove a little material from the aft bottom and aft sides, but with three fits it was nice and aligned. I then drilled the holes and clecoed it in place. I noticed the aluminum reinforcement strips that Evan talks about in his video were now built into the canopy, but the holes did not line up at all. Not sure if that was on purpose or not, but the holes I drilled went through the strip so I'm sure it will function as required.



Non-Stop Transatlantic Flight—the Hard Way—in an LSA

On May 20-21, 1927 Charles Lindbergh crossed the Atlantic Solo.

Since then aircraft technology has improved to a point that jumping the Atlantic has become routine in large aircraft, airliners and some smaller aircraft. Smaller and medium aircraft typically hop across the north Atlantic stopping in Iceland or Greenland for fuel.

The SuperVeloce uses a super efficient slick design that include a fuselage and canopy that actually add lift. The cockpit is huge, but the aircraft weighs only 1300 lbs. It's max speed, an FAI record, is in excess of 250kts and it has a standard range of 1600 miles burning 2.25 gph using a Rotax 915iSV.

The aircraft has a 27 foot wingspan and cabin more than 4 feet wide. The standard configuration includes two 16 gallon tanks. This is European category ultralight, but US category light sport aircraft with a



However, flying a two seat private aircraft NONSTOP is definitely uncommon. And doing so WESTBOUND against a strong headwind would challenge most any private aircraft.

So it was a bit of a surprise when AirVenture welcomed a sleek, Italian, two-seat aircraft that did just exactly that. The aircraft is a Risen SuperVeloce, and the numbers are staggering.

The two pilots of the SuperVeloce flew across in comfort in the spacious cabin and comfortable seats, non-stop 1,850 miles, from Scotland to Canada at an average speed of 165-200 Kts with a 20 Kts headwind, burning only 4.5 gph, using only 43 gallons of fuel and still had a few hours of fuel left. The total flight from Italy to AirVenture as 4,050 miles!

maximum take off weight of 1323 lbs. for the 912 version and 1378 for the 915 version.

Nearly 100 years later, Lindbergh's flight is now within reach of any light sport qualified pilot.

Dream!



Chapter Builders!

Fred MacMahon, Builder Coordinator

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

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



Country Store

Nancy Duepner

Hello!!! Can you believe it's August already?

The country store is open for business in-person at our Chapter gatherings and via our Chapter website. If you have questions about inventory items or need help ordering something please reach out either by phone or email. I'm happy to help ☺

Safe Flying,

Nancy (954)675-8462

**** Special Deals ****

Duffle Bag—Expandable zip-up bag w/ embroidered logo 	1	\$25.00
Texas Flag Apron 	1	\$20.00
Men's Polo Shirt w/ embroidered log 	1-XL (white) 1-S (yellow)	\$23.00
Ladies' Polo Shirt w/ embroidered logo **fits a bit smaller than size** 	1-L (gray) 1-XL (blue)	\$23.00

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

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

2024 Chapter Calendar					
August	6	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	10	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Speaker TBA
September	10	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	14	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Speaker TBA
October	5	9:00	Young Eagles Rally		Stinson (KSSF) - NOTE DATE CHANGE
	8	19:00	BOD+L		
	12	8:30	Chapter Gathering	Pancakes	Fly-in Pancake Breakfast
		10:00	VMC Club		
November	6	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	9	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	General Membership Meeting & Chili Cook-off
December	10	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	14	11:30	Chapter Gathering	Lunch	Holiday/End of Year Finale

www.socialflight.com
<https://www.eaa.org/ea/events>
[Texas Aviation Event Calendar](#)

August 10

23rd Annual Fly In Breakfast, Monahans TX 7:30-11:00

August 31

Biplanes and Breakfast Rockport TX 8-11

September 7-8

Airsho 2024 Midland TX

September 14

Airplanes and Coffee (Terrell Municipal Airport (KTRL)) 0830-1230

September 20-22

35th Annual Under the Wire Fly In. Louise TX

October 4-6

Ranger Texas Fly In and Airshow (www.rangerairfield.org)

October 19

Texas Barnstorming Museum Fly In and Car Show (Hallettsville)

October 25-27

39th Annual Flying M Ranch Fly-in and Campout, REKLAW TX.
www.reklawflyin.org

October 26

Brownwood Fly In Fair (Brownwood TX)

November 9

Airplanes and Coffee (Mount Pleasant (KOSA)) 08:30-12:30

Wings and Warriors Fly In (San Marcos TX)

Wings Wheels and Wine. Llano TX KAQO 0900

November 15-17

Warbirds over South Texas (Rockport TX)

December 7

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

Airplanes and Coffee (Gainesville TX)



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

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NEXT EVENT

10 AUG 2024

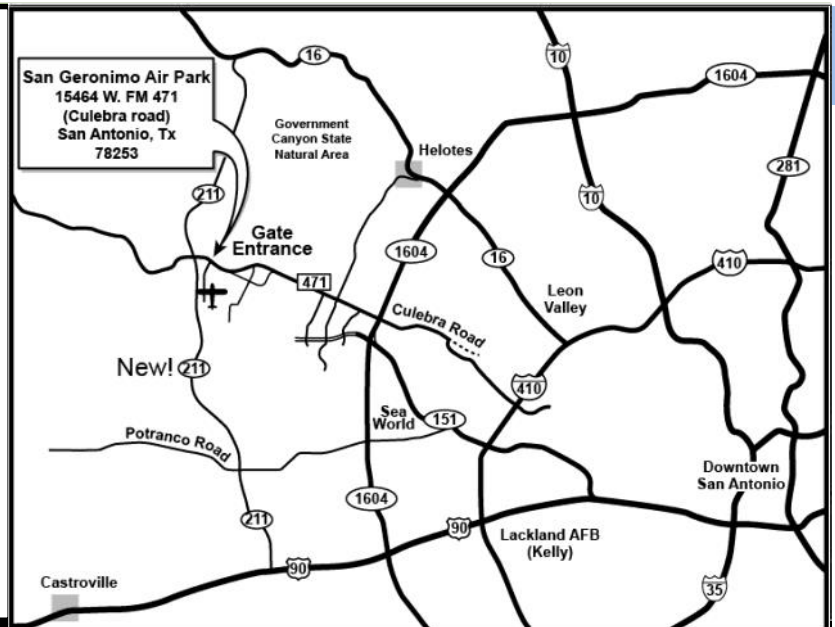
VMC Club 10:00

Chapter Gathering 11:30

Lunch

Speaker 13:00

Chapter Clubhouse



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For over 60 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

[Click Here for Link to 8T8 on AirNav.com](#)

Ron O'Dea, Secretary
15464 Culebra Road., #14
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