



September 2022

Volume 65 Issue 9

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RETURN OF JOKER

Bill Fahey

As you may recall, we recovered my Zenith CH750 Cruiser, affectionately named Joker, from a mowed wheat field in early June and placed it in the EAA Chapter 35's hangar.



Since then we've had a flurry of activity on the plane. I don't know how many rivets are in each wing but suffice it to say, a bunch! However, when you take a dozen EAA Chapter 35 members and hand them half a dozen drills, a few hammers, and some punches, they make short work of all those rivets. They had

the wing skins and damaged ribs off in very short order.



One of the flaperons looked like it had been hit by anti-aircraft fire and had a hole blasted through it. The former sounds cooler than the fact that it was speared by a fence post. Here you can see the flaperon being expertly disassembled so the ribs and other internal components can be reused.



Next Event

September 10
Chapter Clubhouse

Social 11:30

Lunch 12:00

Program 13:00

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Publisher: Chuck Fisher
Editor: Bill Fahey

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FROM THE PRESIDENTS COCKPIT

CHUCK FISHER



As I write this column we have just finished the August Gathering. If you missed it, you missed a good one! We saw Nolan Haecker present a well done multimedia show about his experiences at Air Academy. How cool was that!? Then we saw several of our members talk about their roles and experiences at AirVenture. We had volunteers in the Blue Barn, Warbirds tours, Gift Shop, AirVenture, several sales booths and demo areas.

Chris "Tron" Watson and Mike "Bones" McCoy showed us what it took to put FIFTY aircraft in the air in tight formation. Jeffrey Davila, our Ray Scholar corrected my misunderstanding in that he did not fly in the P-51. My apology. However, he DID fly up there and back in a Tiger Moth....really! This is no-kidding 1920's stick and rudder AirMail pilotage.

AirVenture is always an amazing adventure and I am thrilled so many of our members participated. If you look at the chapters photo, you will see we were really well represented. I would urge you all to consider next year taking it a step further. Make it a point to become PART OF the show. You can do that through volunteering in so many ways, from driving tractors, manning booths, flightline operations, security, cooking pancakes or teaching kids to flying in the shows or even having your own pride and joy judged. So put that marker in the back of you mind – "volunteer at AirVenture". It's right around the corner already!



Volunteers: We still need some volunteers for the chapter. We've been looking for a while for a person or persons who like to shop to help Rick take on the Country Store. We want to make sure we have inventory people can use and want, and maybe even expand further. Come on....someone out there likes to shop!

Return of the Joker: Bill and team are moving right along on the Joker and it'll be in the air soon! That I encourage everyone who is able to help with the re-build project and to be thinking forward to what we can do next in our excellent builders facility.

Movie Night: With the cooling evenings we may resume movie nights following VMC club. I have some new DVD's to share. Watch for a flyer and announcement.

September Gathering: Rick is busy putting together the September gathering. This one is scheduled to be a Fly Mart (that means clean out your hangars and help folks find those hidden treasures they need) and display of chapter members' aircraft and projects. I'll leave the details up to Rick (see his insert).

Looking further out: We are entering the LAST quarter of this year...already! On the schedule you will see we have a Young Eagles Rally scheduled for October, Chili Cookoff in November and Holiday Dinner in December. Where has this year gone! We are already making holiday dinner plans along the same format as last year. So, If you have suggestions or preferences please let me know now so we take them into account during planning.

Enjoy cooler weather for a change. Go Fly!



Notes from the VP —

Another great Young Eagles event in the books! It started off looking like weather wasn't going to cooperate, and then it all started to come together. Thanks to everyone who flew and volunteered, but especially to Rebecca and Dean for bringing it all together. It gets better every time!

For September's meeting, we are still trying to bring all the details together to have the annual Tour of San Geronimo coupled with a pop-up Fly Mart along the way. A big factor again will be the wetness of the turf at all points around the airpark. Soft taxiways can be heavily damaged by the tractor towing the trailer around with a large group aboard going from place to place, so any more rain may make it time to punt! Now

would be the time to let us know that you are eager to present pictures and a talk about your recent flights to exotic or distant destinations!


Without a big plan for another special meal, we will be having hot dogs and hamburgers on Saturday the 10th for our regular meeting. Weather permitting, we will hope to tour right after lunch. Lunch should kick off about noon, after the usual announcements, prayer, and introduction of guests and new members.

As always, it is time to start thinking about Christmas! At the rate the year is flying by, it will be here before you are ready! We should be taking votes on what to do for our Christmas luncheon, although most people are clamoring for the Return of Johnny!

Rick Vinas



CHAPTER BULLETIN BOARD



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

VMC Gatherings
 Third Friday of the Month
 Meeting: 6:00 p.m.

Location
 San Geronimo (8T8) 15464 Culebra Rd
 San Antonio TX 78253

EAA Chapter 35

ea35vmcclub@gmail.com
 eaa35.org



VMC_CHAP_PS_2026

WANTED!

COMPOSITE EXPERT

Are you good at working with fiberglass? Would you consider conducting a hands-on workshop on a Saturday in September?

Materials will be supplied.

Contact ea35news@gmail.com

From the Kitchen

Another great meeting has passed, and I believe all had a great time. Congratulations to Roxie Beavers for her award-winning spaghetti sauce. Thanks to all who contributed sauce to the event. A special thank you to Pam Perdue, BJ O’Dea and Roxie Beavers for all their help with set-up and serving. Thanks to all the members who assisted with clean-up.

Hard to believe we are heading into September already. September’s menu will be another Burger Burn to go along with the Chapter Fly-mart. We will feature hamburgers, hot dogs, and sides to go with it. October will bring the last pancake breakfast of the year. Remember all pilots that fly in get their breakfast free. All our awesome chili cooks start finalizing your recipes for the annual chili cook-off at the November annual membership meeting.

We will have the December Holiday lunch catered so watch your newsletter for details regarding time, price, and the program.

WE NEED YOU!

Need Volunteers for:

- **Country Store Manager(s):** Do you like to SHOP? Looking for someone to take over country store, manage inventory, find and purchase cool stuff for our members!
- **Public Information Officer:** Keep Facebook and other social media outlets current
- **Grounds Keeper:** Maintain the grounds in and around the Chapter facility and hangar

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.

(Continued from page 1)

The old nose gear collapsed when we flipped the plane over and crushed the radiator. The new gear has been installed and a larger front fork has been added along with a new 6" tire. The original was a 5" tire and while it worked fine on paved runways, it didn't really care for turf.



I purchased new tinted windshield, doors and top glass for the plane but hadn't put them on yet, so after removing the old doors, it was time for a lesson in working with plexiglass. This can be intimidating and scary for even the most experienced builder. After practicing with some scrap, the doors were drilled and turned out great.



Meanwhile, Frank and Allen tackled the top glass and had it installed quickly.



Here is Frank trimming one of the doors. Shortly after this photo was taken, the cutting disc he was using exploded sending shards of disc throughout the hangar. Safety glasses are a MUST!



Keep in mind, all of this is being done in triple digit heat! Coming up next month we will go over modifications to the fuel tanks, reattaching ribs, wing skins, and building a new flaperon.





How to get on-line to start your flight physical paperwork without losing your mind (or temper)

The FAA still requires that each pilot apply for a Medical Certificate on the official form known as the **FAA Form 8500-8**, but since 2012 it has been required to be completed online. The process is known as **MedXPress** and can be searched alone or through **FAA.GOV**. Once you have completed the application process you will receive an 11 or 12 digit **CONFIRMATION NUMBER**. That is **YOUR AME's (Aeromedical Examiner) KEY TO YOUR MEDICAL FILE**.

>>>Provide the confirmation number to your AME but keep your password secret<<<

The following suggestions and tips should make completing your file easier:

1. Your SSAN cannot be required, and you can opt to have a random pseudo SSAN generated.
2. Your Name and Date of Birth identify you. List your DOB with slashes such as 07/31/2019.
3. **TO AVOID DELAYS:** If you have a **Special Issuance**, please place your **PI number** somewhere on the form and be prepared to provide your FAA letter to your AME. This applies also to **AASI** (AME Assisted Special Issuance) and **CACI** (Conditions an AME Can Issue) **Letters** as they usually ask for lab tests and/or doctor reports. If you have these documents, please gather them together and have them available for your AME.
4. If you have a Statement of Demonstrated Ability (**SODA**), please place that SODA number somewhere on the form. Same deal as item 3, the AME may want to see this document.
5. Enter your prescription drugs and any unusual over the counter (OTC) drugs on the form. Aspirin and cholesterol drugs are fine to list. If you are unsure, call your AME or leave it blank and discuss at your visit.
6. **ALL arrests for any reason** should be disclosed as the FAA searches national databases for these items. One DWI/DUI longer than 5 years ago may be OK, but be prepared to answer questions about the BAC, court actions and/or disposition of the case. **This is a FAA hot-button issue.**

7. **Do not list every visit with each individual doctor.** The FAA just wants to know which types of doctors you are seeing so that they can work backwards if there is a medically related incident.

8. There is a box that asks about **near vision contact lenses** that is obsolete – check **NO**.

9. If you have a condition that you reported to the FAA during a previous medical exam, **PRNC** (previously reported – no change) is a term that can be used on the form. If you use it, expect your AME to question the history unless you are a previous patient of that AME.

10. **OSA** (Obstructive Sleep Apnea) is a big issue now. You must be screened for the condition, and you may have to provide additional information to the FAA. **This is a FAA hot-button issue.**

11. If possible, remove your contacts and bring your lenses. Your vision and color perception are tested. If you test with contacts, a vision restriction will be placed on the Medical Certificate.

12. **READ THE FINE PRINT ON THE BOTTOM OF THE FORM. THIS IS A LEGAL DOCUMENT AND YOUR ELECTRONIC SIGNATURE SEALS THE DEAL. FRAUDULENT REPORTING HAS BEEN PROSECUTED.**

13. Prior to your office visit, text or e-mail your **MEDXPRESS CONFIRMATION NUMBER** to your AME. The AME can review your info ahead of time and modify/adjust if required.

14. The AME has only 14 days to complete your file – please bring pertinent medical information with you to avoid a deferral and subsequent delay in your certification.

There you have it. The medical certification FAA application process demystified (mostly).

Form 8500-8 - APPLICATION FOR AIRMAN MEDICAL CERTIFICATE OR AIRMAN MEDICAL & STUDENT PILOT CERTIFICATE

Document Information

Number	8500-8
Title	APPLICATION FOR AIRMAN MEDICAL CERTIFICATE OR AIRMAN MEDICAL & STUDENT PILOT CERTIFICATE
Edition Date	March 01, 1999
Orientation	Portrait
Unit of Issue	EA
Responsible Office	AAM-200
Contact Information	Shawna Adkins shawna.adkins@faa.gov
Content	<ul style="list-style-type: none"> • FAA MedXPress The FAA MedXPress system allows anyone requiring an FAA Medical Certificate or Student Pilot Medical Certificate to electronically complete the FAA Form 8500-8. Information entered into MedXPress will be transmitted to the FAA and will be available for your AME to review at the time of your medical examination.



YOU WANT A STUDENT PILOT LICENSE?

RB “Doc” Hecker, DO, FAOCA

How to get on-line to start your Student Pilot Certificate paperwork without losing your mind!

Historically, an Aviation Medical Examiner (AME) was able to issue a combined Medical Certificate and Student Pilot Certificate at the beginning of the budding pilot’s experience. The medical and student pilot certificate were one and the same. As of April 1, 2016, this is no longer the case. Due to security concerns, the Transportation Security Administration (TSA) and the Federal Aviation Administration (FAA) changed the way Student Pilot Certificates are issued.

Legal Jargon Here-- Skip if it makes you crazy:

This change is in response to a new **Final Rule** published 01/12/16 [81 FR 1292] and effective on April 1, 2016. It is in response to **Section 4012 of the Intelligence Reform and Terrorism Prevention Act** and facilitates security vetting by the TSA of student pilot applicants prior to certificate issuance. **FAA Advisory Circular AC 61-65F outlines some of the changes currently in place.**

A Student Pilot Applicant must apply on FAA Form 8710-1. The easiest way is by going online and filling out an Integrated Airman Certification and Rating Application (IACRA) and then continuing that process one of several different ways: 1) through the local Flight Standards District Office (FSDO) 2) through a Designated Pilot Examiner (DPE), 3) at a FAR Part 141 **School Approved Representative**, or 4) through an **FAA Certifying Officer approved Certified Flight Instructor (CFI)**.

The successful result will be a **temporary airman certificate is issued via e-mail within an estimated three-weeks**, followed by a permanent pilot certificate card mailed to the applicant. The student pilot rating does not expire as it once did; however, previously **issued paper certificates are now invalid due to their original issues/expiration dates unless they have been converted to a permanent card.**

Integrated Airman Certification and Rating Application (IACRA) – FAA Form 8710-1

IACRA is a secure integrated, web-based application platform that processes and captures historical pilot data. This database communicates with other FAA databases to confirm valid pilot status. Completed applications are stored for applicants to review.

How to Apply for a Student Pilot License via IACRA

1. Access IACRA on the computer by logging onto <http://iacra.faa.gov/iacra/> and open an account by selecting “Register for an IACRA account”.
2. Check the box for “Applicant” and enter all the data requested and register. **Ignore the request for a pilot license number (you do not have one yet)** and fill out the information requested.
3. You will be asked for a **username** and **password**. You will be issued a Federal Tracking Number (FTN) which is very important. You will be

requesting a Student Pilot Certificate. Once you have completed the application and signed it, the website should acknowledge you have a pending application.

4. **The next step is to see a Certifying Officer (FSDO, DPE, CFI, Part 41 Representative) to process your application, that individual will need your FTN, username, password and a government issued ID (typically a Driver License).** Once the application has been certified, the Student Pilot License plastic card is mailed about 3 weeks after application.

5. The entire process can be completed in about 20 minutes in most cases. If you encounter any problems with the system, you can telephone the IACRA Help Desk at (877) 287-6731.

6. Although the FSDO will process this application for no charge, most DPEs, Flight School Representatives and CFIs will charge a reasonable fee to process and sign your application.

Form FAA 8710-1 - Airman Certificate And/or Rating Application Document Information

Number	FAA 8710-1
Title	Airman Certificate And/or Rating Application
Edition Date	October 18, 2017
Orientation	Portrait
Unit of Issue	EA
Responsible Office	AFS-800
Comments	<p>Contact Information</p> <p>For general inquiries concerning the use of this form, for information on obtaining pilot and instructor certificates or ratings (except those for sport pilot), or to mail your completed FAA 8710-1 contact your local Flight Standards Office (FSO): http://www.faa.gov/about/office_org/field_offices/fsdo</p> <p>Further Note</p> <p>For the <i>Airman Certificate and/or Rating Application-Sport Pilot</i> (FAA Form 8710-11), see the following page: http://www.faa.gov/forms/index.cfm/docId/documentInformation/documentId/185791</p> <p>For information concerning the <i>status of an existing application for a certificate or rating</i>, contact the Airman Certification Branch: http://www.faa.gov/licenses_certificates/airmen_certification/contact_airmen_certification/</p> <p>For <i>general airman certification issues, including certificate replacement or to update personal information</i>, see the following page: http://www.faa.gov/licenses_certificates/airmen_certification/</p> <p>For information on the verification of a foreign license, see the following page: http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification/</p> <p>Contact Information</p> <p>9-afs-800- Correspondence.faa.gov [The email argument contains a malformed email address.] 202-267-1100</p> <p>Content</p> <ul style="list-style-type: none"> • FAA 8710-1 (PDF)



CLASSIFIEDS

Rotax 503 for sale. Freshly overhauled Rotax 503 engine with muffler, new pistons and rings, rebuilt carbs and ready for your air-plane. TTSN 150 hrs TTSO 0 hrs. Asking \$5000.

Contact Tim Carter at 210-289-1780



Pietenpol project for sale

Pietenpol Air Camper project for sale. Fuselage, one piece wing, empennage, & controls surfaces all built with Sitka Spruce & Finnish Birch plywood glued with T-111 glue. the cabane struts are made from old Piper struts. All fabricated steel is 4130. Sale includes a disassembled Model A engine, 4 Piper wing struts, 1/8" stainless control cables sufficient to finish project, extra wood, & 4130 steel stock. Landing gear was remade to move 8 1/2" fwd. & is in progress. Plane is on gear. Wheels came from a Piper Cherokee. Tail-wheel made from plans from BPA Newsletter, not full swiveling. The stick & rudder bars are made & installed. Instruments are installed. Builder's log included. The plane is located at Comfort, Texas, near San Antonio. Asking \$5000.

Contact minerjb@hctc.net with any questions.



WANTED: HANGAR

Mark Vondrasek is looking for a hangar at the San Geronimo Airpark. Looking for something larger than a T - hangar. Must have electricity. I need room to finish my gyrocopter project and store a trailer.

Please call me at (608) 438-9077

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AUGUST YOUNG EAGLES RECAP

DEAN DOOLITTLE

On Saturday, August 27th, our chapter hosted a Young Eagles Rally. Despite a nearly two hour weather delay our six dedicated pilots flew 35 young people. Twenty five of these Young Eagles were first time participants. We flew 25 boys and 10 girls who were not only from the San Antonio area but also from the Houston, Austin, and Midland areas.

Our next Young Eagles Rally is scheduled for **October 22nd**. (rain date is Oct 29th)



While waiting for their turn to fly the Young Eagles were able to enjoy two flight simulators, sit in static display aircraft provided by our members Chuck Fisher and Lew Mason, and receive a pre-flight briefing from our Ray Scholar, Jeffery Davila.

Kudos to all of our volunteers both in the air and on the ground for



If you would like to be part of the excitement please volunteer either by signing up at YoungEaglesDay.org or by contacting one of your Young Eagles Coordinators, Rebecca Southard and Dean Doolittle, at YoungEagles@eaa35.org. We would welcome your help.

More photos on page 22 and on our website at <https://chapters.eaa.org/eaa35>

helping to make this a fun and safe event.



AUGUST CHAPTER GATHERING



AUGUST GATHERING...



I'M SAFE—HUMAN FACTOR SAFETY “IT’S JUST A COLD

CHUCK FISHER MD

I am writing this missive while sniffing a bit and feeling a little ugly. But it's just a cold, and a minor one at that. It's more of an annoyance and my plane is being worked on anyway, so I figured today is a good day to catch up on long overdue maintenance on my travel trailer.

This was a pretty simple task, installing a couple of lights, installing a television mount and a few other assorted minor things. A simple morning's work. Normally.

Installing a television mount is truly not a particularly challenging task. But this day it seemed I managed to drop every screw at least once and some several times. I found myself on my knees chasing tiny screws around the floor more times than I could count. And of course, the fastener I had just had in my hand was still on the table outside the trailer, not still in my hand. Oh, and back to the screws, they were a problem because I had to do and re-do several minor steps over and over. Oh yeah...the washer; oops, the spacers go in first... You get the picture.

Now the wiring. Well, that would've gone better if I remembered to bring the wire snakes that I drove all the way back to the house to get...and forgot again. And of course, the part I need to install is in the cabinet that is locked, by the key I left at the house...again.

And, it seemed every little task required sitting down, drinking a bottle of water and convincing myself to do it. Really?

The point here is that “It's just a little cold” I felt really pretty decent and frankly I suspect that if the sinuses and ears cleared and I needed to go somewhere, there is a chance I might even have convinced myself I was fine to fly. Scary.

There is more to a “cold” than just clearing the ears and sinuses. What I was feeling was the fatigue and cognitive effects of a viral illness. That feeling of “coming down with something” should be

familiar to everyone. It is real. It is your mind not performing up to specifications. It knows it and you feel it.

Those tiny screws I kept dropping reflected subtle decrements in dexterity, no doubt amplified by fluid loss and dehydration in the heat. The same thing in the cockpit, which also can be hot and dry, could be missing warning lights or rising temps, drifting off course, off altitude, off airspeed...a set-up for a bad landing.



I forgot the key, and forgot my wire snake....twice. Clearly though I thought I was thinking clearly...I wasn't. In the cockpit those same memory lapses could translate to missed pre-flight items, major checklist misses, missed radio calls, errors in the nav system, failing to put the landing gear down, etc. Moreover, those subtle cognitive misses, are a set-up for disorientation. Your brain is just not fully in the game, and add a few clouds, darkness or an unexpected subtle turn

and its gyros will tumble.

These are all bad things. Having to return home to get the things I forgot was annoying but those same sorts of errors in the cockpit or becoming disoriented could be fatal.

The point here is that deciding you can fly with even a mild viral illness can lead to very serious consequences....even if you CAN clear your ears. That's the essence of the first line in the “I'M SAFE” check. If you don't feel 100%...you aren't. That “coming down with a cold” sensation may correlate with a lot more performance impact than you notice. Mine did.

It was just a little “cold”.....



Chapter 35 Youth / Scholar Programs

Evan Carrell—Since I last wrote I have had a few interesting things happen, most importantly my airplane is back in the air! After a long condition inspection, and my landing gear having to be completely replaced due to a weak aftermarket system being installed before I bought it, it's legal to fly. As some of you may have seen from my Facebook post, I have been soloed in it for a few months now and I only have a few requirements left to take my checkride (half an hour of night, as well as an hour of hood time). I appreciate the continued support of the chapter and I will do my best to keep y'all updated!

Thomas Reyna—Thomas is moving along smoothly and will be ready for his checkride quickly and will find himself just waiting for his 17th birthday to take the checkride. He's planning to do his check ride on December 1, his 17th birthday. Until then, he's flying once a week because he is back at school for his Junior year, taking a rigorous schedule of AP classes and starting his application to the Air Force Academy. He's going to try to continue to help with the Joker rebuild whenever possible because he has really enjoyed the work and getting to know some others



Dear members of the 35th EAA Chapter,
I am so grateful that you gave me the opportunity to come to the Air Academy here in Oshkosh. This has truly been a once in a lifetime experience and I don't think that I will ever forget it. This camp has given me some incredibly appreciated knowledge about aviation. This deeper look into aviation has only made my need for flight increase. Ever since my first flight with Richard on his J-3 Cub, I have been in love with flying. I am so grateful for the warm environment which has been created for me in the EAA. From Chuck's constant education for me, to Jim's need to teach me and introduce me to others, and to the rest of the Chapter's loving attitude.
Thank you for this amazing gift.
Sincerely, Nolan

Experimental Aircraft Association • PO Box 3086, Oshkosh, WI 54903-3086 • Tel 920.426.4800 • www.EAA.org

From Darren Medlin

Aviation students at Southwest High School started their new school year today. I only attended the build class but drone and pilot classes should start this afternoon and I'll let *Rodolfo* share any info on those. The build class was alerted to this Saturday's Young Eagle Event at San Geronimo Airpark and we might see some as walk-ons.

The Builders: All 12 builders are seniors, 7 of which built last year. Two girls and 3 boys are joining as first time builders. Our returnees are *Hector, Noah, Juan, Dominic, Jason, Stirling* and *Leo*. Our new builders are *Yadiel* (boy), *Jose, Mario, Tykeia* (girl), and *Alaine*,

Classroom: *Eric* did a great job getting the old hands and new students set up for success. Today was 90% classroom with a shop orientation at the end. Computers were checked out, students connected to the various electronic classroom tools and *Eric* shared his expectations and rules of the road.

Build: Over the weekend *Ian Heritch* shared a Van's service bulletin that requires brackets for the tailcone bulkheads. It applies to all RV12's and I ordered our \$30 fix kit today. The following link has details: <https://www.vansaircraft.com/service-information-and-revisions/sb-00053/>. The brackets are required to prevent cracks that have been found in some RV12 tailcones. You can talk to *Ian* for a real world example.

Next Steps: *Jon King* has a temp fuel system installed so the engine can be run while we get permission from Van's to replace one of the solid fuel lines with a flexible one as part of fixing a fuel leak. *Jon* also has the wing tip lights pre-positioned for installation. *Frank Pisz* is mentoring Tuesdays and Thursdays and is working on the fiberglass skirt across the front of the canopy.

Spread the word: These seniors are less than 12 months away from being kicked out into the real world. Every minute they spend with an adult is a chance for them to learn something. If you, or anyone you know, are aviation fans and have some free time during the week please plan to visit and let us show you around. The core build hours are M-F, 9-11 am. *Rodolfo* can share the drone and pilot times. Individual mentors volunteer from one to five days a week based on individual preferences. You don't need to be a builder to be an adult aviation mentor, just an adult :-). If you have ideas, comments, questions or suggestions let me know.



MYSTERY PLANE REVEALED!**BY DOUG APSEY**

Thank you again to Ron O'Dea for suggesting our August 2022 mystery airplane. I didn't receive any answers so Ron found a good one for us. It was the MS.1500 Epervier (Sparrowhawk) manufactured by Morane-Saulnier for the French Air Force. The first flight occurred on May 12 th , 1958. The Epervier was designed as a tactical reconnaissance and counter-insurgency aircraft to be used by the French Air Force primarily in Algeria. The design never went into production and only two prototypes were built.



The Epervier was a low wing, tandem two-seat aircraft with fixed landing gear. The first prototype was powered by a 400 hp Turbomeca Marcadau turboprop engine that was later changed to a 700 hp Turbomeca Marcadau turboprop. Maximum speed with the larger engine was 196 mph. Empty weight was 3,660 lbs and maximum take-off weight was 6,283 lbs. It had a relatively short operational range of only 430 miles but this could be stretched to as much as 800 miles when ferrying the airplane.



Armament was either six wing mounted rocket pods or six 110 lb anti-personnel bombs. Each rocket pod could carry either forty-two 2.75 inch rockets or up to 216 smaller rockets.

I could not find any reference that explained what became of the two prototype MS.1500's but it appears they do not exist today.

Sources for this article include:

en.wikipedia.org/wiki/Morane-Saulnier_Epervier
www.historyofwar.org


**NAME THE PLANE****DOUG APSEY**

Here is your September 2022 mystery airplane. Who will be the first to email me at dapsey@satx.rr.com with the following information about this airplane.

1. Where was it built?
2. Who designed/built it?
3. What is its name? (More than one option here)
4. Approximate what year did it first fly?
5. What does this airplane and EAA Chapter 35 have in common? (Hint, if you know the answer to question #2, you probably know the answer to this one!)



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

2022		
SEPTEMBER	10	1130 Social/12:00 Program: Chapter 35 Member Open House and Fly-Mart
	16	1800 VMC Club (see FAA Wings page and e-mail)
		1930 Movies on the lawn (weather permitting)
OCTOBER	8	 0900 FLY-IN PANCAKE BREAKFAST
	14	1800 VMC Club (see FAA Wings page and e-mail); 7:30 Movie night on the lawn TBA
	22	0900 YOUNG EAGLES RALLY (RAIN DATE 29 Oct)
NOVEMBER	12	1130 <u>Annual Membership Meeting</u> and Chili Cookoff
	18	1800 VMC Club (see FAA Wings page and e-mail)
DECEMBER	10	CHRISTMAS PARTY - PLANS TOTALLY PENDING 1100 Social Hour; 1200 Lunch Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details)
	16	1800 pm VMC Club (see FAA Wings page and e-mail)

Upcoming Area Events:

Facebook Group: Texas Aviation Event Calendar

<https://socialflight.com>
<https://eaa.org>
<https://funplacetoefly.com>

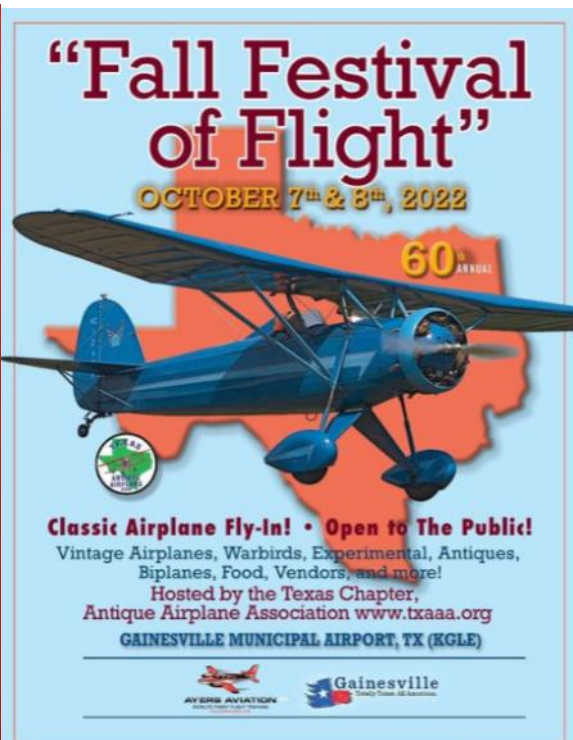


RANGER AIRFIELD'S ANTIQUE FLY-IN & AIRSHOW
 Fri SEP 30 - Sun OCT 2
 WWW.RANGERAIRFIELD.ORG

Celebrating 111 years of flying at Ranger Airfield!

Photos from 2020

Ranger, Texas GPS: F23 Grass 1/19: 3400x75 ft. Elev: 1470 ft.
 Transportation to Hotels Camping Showers Fire Pit Short Airshow Fri/Sat



"Fall Festival of Flight"
 OCTOBER 7th & 8th, 2022
 60th ANNUAL

Classic Airplane Fly-In! • Open to the Public!
 Vintage Airplanes, Warbirds, Experimental, Antiques, Biplanes, Food, Vendors, and more!
 Hosted by the Texas Chapter, Antique Airplane Association www.txaaa.org
 GAINESVILLE MUNICIPAL AIRPORT, TX (KGLE)

AVERS AVIATION
 Gainesville
 Truly Texas. All-American.



OCTOBER 8, 2022
 TWENTY-THIRD ANNUAL **CORSICANA AIRSHOW**
 Hosted by the Eagle Squadron
 FREE ADMISSION to Veterans & Active Military Personnel

"The Best Little Airshow in Texas"

Rides in several warbirds will be available on Friday and Saturday. See Facebook  (Coyote Squadron) for details

GATES OPEN 8:30 AM
 SHOW STARTS AT 12:00 PM

CORSICANA MUNICIPAL AIRPORT
 WWW.COYOTESQUADRON.ORG AIRSHOW



By RICHARD VINAS

I hope everyone who needed an official-but-unofficial Chapter 35 Texas Flag shirt got one before picture time at Airventure. I badly underestimated how many small- and medium-size members we have and badly overestimated how many XL and 2XL would be called for, made worse by the shirts running a little large! Let me know your size needs at the next meeting and I'll make sure I get enough for everyone to have one. Of course, the Oshkosh shirt is also a good one to wear for the monthly Chapter 35 meeting!

Airventure is something I have tried to attend for about the last six or seven years, but something always came up. This year, I finally made it, and it was much more than I expected. Now I know why people go back year after year.

The Country Store is your source for all things Chapter 35. Apparel, key chains, coffee cups, and hats are only a small part of the merchandise we have for sale. Our most popular items lately are the excellent aircraft cleaning products from WashWaxAll, so let me know what you need. We may have another shirt or two that you want in addition to your official Texas Flag shirt, so come browse our selection.

If you think you have a flair for the retail side of life, let us know. We are looking for a new proprietor for the Store, the last one being more of a mediocre mechanic than a retailer (me)! As always, if

you have an idea for a product or clothing that you would like to see us carry, or just want to browse through the inventory, let me know and I'll see if we can accommodate. If there is something that you think our members would be interested in, we will see about adding to our inventory.

See you all before you know it!



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

TEXAS FLAG POLO SHIRTS	Sold Out - If you want one, let me know!	\$39.00
TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
YELLOW POLO SHIRTS	One Small	\$31.00
	One Medium	
YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
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

EAA Chapter 35 Leadership



Officers

President	Chuck Fisher	210-878-5561	president@eaa35.org
Vice President	Richard Vinas	210-912-1699	vicepresident@eaa35.org
Secretary	Ian Heritch		secretary@eaa35.org
Treasurer	Dee Brame	210-493-5512	treasurer@eaa35.org

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Past Presidents	Darren Medlin (2020-2021)	(210) 875-9971	darren.medlin@eaa35.org
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Member At Large	Tom Rich		tmriws@gmail.com
Member At Large	Andrea McGilvray, Director	210-413-7392	cowgirlcapital@att.net

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Air Academy	Maarten Versteeg	210-256-8972	maarten.Versteeg@sbcglobal.net
Tool Crib/Hangar	Rebecca Southard (for immediate access call Lew Mason at:	507-210-0504	lewnan@sbcglobal.net
Builders Coordinator	Fred McMahon		Aircraftbuilder@eaa35.org

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Flight Advisors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
Flight Advisors	Vacant—this could be YOU!		

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Technical Counselors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
Technical Counselors	Steve Formhalls	210-289-3984	sf3543@sbcglobal.net
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Technical Counselors	Lew Mason	210-688-9072	lewnan@sbcglobal.net

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

Pd Thru Dec 2022



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www.thepilotshoppe.com

Paid Thru August 2022



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Senior Aviation Medical Examiner
FAA HIMS / IMS AME

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Paid Thru August 2022



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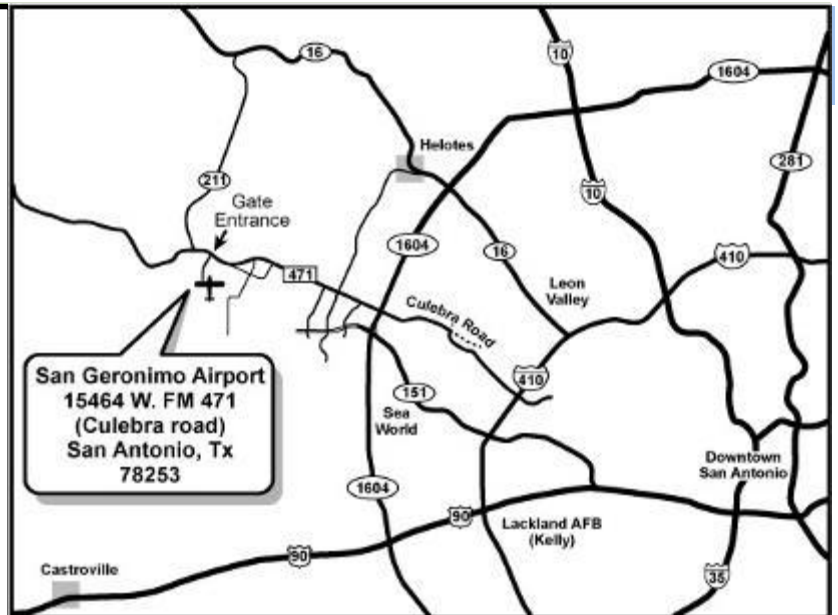
NEXT EVENT

AUGUST 13

1130 SPAGETTI COOKOFF

Chapter 35 Clubhouse

8T8 (San Geronimo Airpark)



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

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

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

Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
San Antonio, TX 78253

Paste Address Label Here

Runway 35—The Official Newsletter of EAA Chapter 35, San Antonio, Texas

www.eaa35.org & www.facebook.com/ea35/

ALL You Need to Keep it Looking New!

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



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



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



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



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

NEW

Waterless Wash Wax Mop - Faster, Easier, Safer.

NEW

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



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



Aero Scrubber

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



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



AeroDiaper

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



NEW

Waterless Wash Wax Mop Starter Kit

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



Starter Kit

All you need to get started with Wash Wax ALL.



Leather/Vinyl Kit

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



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



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



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



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



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



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



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



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



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