



November 2022

Volume 65 Issue 11

Inside this Issue

Presidents Cockpit	2
Bulletin Board	3
Craftsman Tech	5
New Members	6
Classifieds	7
Scrapbook	10,11
Scholars	14
Name the Plane	15
Country Store	17
Calendar	16
Contacts	18
<i>Please see our sponsors!</i>	8,9,19

Veteran's Day

Our November chapter gathering occurs the day after Veteran's Day this year.

In contrast to Memorial Day that honors those who have given their lives in service, or Armed Forces Day that celebrates those currently serving, Veteran's Day is set aside to honor and celebrate all veterans of our nations service – wartime or not.

Veteran's Day traces its heritage to a magical moment of silence after years of continuous carnage, bombardment and endless trench warfare in the most destructive conflict in history to that point. It celebrates the eleventh hour of the eleventh day of the eleventh month when, by agreement (Armistice) Germany agreed to stop fighting, lay down arms and go home.

For those who don't recall their world history from high school, WWI started as a conflict between the Austria-Hungary and neighboring Serbia. Austria-Hungarian leaders blamed Serbia for the assassination of Archduke Franz Ferdinand by a Bosnian Serb. Russia sided with Serbia. Germany and the Ottoman empire joined Austria-Hungary. Then France, England and Italy joined Russia coming to the aid of Serbia. Over the next years that ember lit conflicts with Poland, China, Japan and nations around the globe. By one estimate nearly six million military and four million civilians would perish.

After four years of fighting, though, exhausted Ottoman forces signed an armistice with the allied forces ending fighting in the Mideast in October 1918. Days later, the Austro-Hungarian empire, which had

Chuck Fisher

been steadily disintegrating into independent states signed a similar armistice with Italy. This left Germany, which was fighting internal conflicts, labor strikes and protests of its own, isolated as the last European combatant. Though a monarchy, the country had effectively been led by the German military commanders Paul von Hindenburg and his subordinate Erich Ludendorff, and in 1918 Kaiser Wilhelm II was forced into exile abdicating November 1918. Germany became a republic to be led by chancellor Friedrich Ebert.

Even before his abdication, though, German leaders sought a graceful end to the conflict. Messages were passed to the Allied commanders requesting a meeting between combatant leaders. Allied commander Marshal Ferdinand Foch was in no mood for collegiality or favorable terms. He would not grant a cease fire, so waving white flags and bugling "surrender" a small delegation of German negotiators drove through the smoking desolation of "no-man's land" and eventually rendezvoused with Marshal Foch at a rail car in the Forest of Compiègne. There was apparently little negotiation, and in the end, the Germans agreed to an armistice, not a surrender, that required them to lay down arms and retreat to the borders of Germany turning over nearly all of their military equipment. Though later punished, Germany was left intact.

The tenuous agreement took effect in the eleventh hour of the eleventh day of the eleventh month. A day memorialized as Armistice Day.

Ideally that would be the end of the story.

(Continued on Page 6)

Next Event

Chili cookoff and Membership Meeting

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
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This Month's Feature Event!

*Annual Membership Meeting
Chili Cookoff
November 12 @ 11:30
Chapter 35 Clubhouse*

FROM THE PRESIDENTS COCKPIT

CHUCK FISHER

Ahhhhh Fall at last! Well or at least it is not blazing hot summer. I hope you've had some time to enjoy the cooler weather and maybe do some flying or building or other projects.

With the cooler weather, though, is the reminder that we are in a power dive toward the holidays! And thus, it is time to discuss our two big fall/winter events.... already! Back to that in a second.

Phishing and Cybercrimes: Before getting to the fun stuff I need to mention a sharp rise in targeted phishing and other scams. Be VERY vigilant. Across the nation EAA Chapter leaders and members have received all sorts of very targeted e-mails that look legitimate asking for folks to send money by Venmo or purchase things. Your leadership will NEVER make such a request by e-mail or text and we are working on a strategy to remove phone numbers and e-mails from the public domain altogether. If you ever have ANY question...don't answer the e-mail, Do NOT click on any links in email or text, and pick up the phone and call one of us using the number in the directory. Be careful...these scammers are full-time professionals that do this for a living...and they are getting pretty good at it.

Fall Membership Meeting and Chili Cook-off: Our chapter bylaws require us to have one meeting of the members each year, in November. Every other year and as necessary we hold elections for officers, and we will also present an annual report for the group. This year we WILL hold elections for two out of cycle vacancies. Our Vice President, duly elected by the membership was Kris "Ike" Kelly who is living his dream now as a successful airline pilot on the east coast. Rick Vinus stood in for most of the year but has been unable to continue.

So, I have appointed Ian Heritch to move into the Vice President role. This vacated his secretary position, so I have asked Paul Wurster to resume duties as secretary. Thus, at our membership meeting we will propose a slate for your approval consisting of:

-Ian Heritch for Vice President

-Paul Wurster for Vice President

-We will take nominations from the floor

We want a good turnout for our annual meeting....and the bait is FOOD. Chili to be more precise. Chili! It is that wonderful time of year where YOU can face off for the fearsome battle of the chilis. Any type of Chili is OK – spicy or not, with beans or without, beef, meatless, chicken, venison...or whatever.

It works best to load up a crock-pot with your magical potion and bring it half hour before the meeting so we can get her plugged in and labeled. We'll plan on having the fixin's there, but good cornbread is always welcome! I can tell you that in past years there has seldom been much left, so the more contributors the better. One of you will leave with the proud mantle of 2022 Chili Master!

Holiday Luncheon 10 DECEMBER 1130: Holy cow...it's already Christmas! Well, if you have been to Hobby Lobby it's been Christmas since July. Anyway, we will hold our Holiday Lunch/Dinner and gift exchange on 10 December! I put it that way because Jonny will again cater a delicious **steak and shrimp dinner or a full out turkey extravaganza**. This year he'll bring a staff and cater the whole thing first class! The cost will again be \$25 a plate, but with gratuity that works out to \$30 each. I don't know if you've eaten out lately, but that is a good price for a catered steak dinner! We'll have tickets at the November member's meeting. If you are going to purchase at the gathering, please plan on using cash or check as we are sorting out the country store/credit card capabilities still.

We'll also plan on opening online sales as we have in the past, so you'll be able to purchase with a card online (for a small PayPal service charge).

Donations, endowments and scholarships: We are very fortunate as a chapter to have so many members and friends who are passionate about aviation! We have been able to offer Ray Scholarships every year...and hopefully be Christmas will have some new pilots to celebrate. We offer grants for our right seaters to do formal training (Pinch Hitter) training. Peggy did this course (not using the grant) and really enjoyed doing so. In the future we plan to expand our offerings, maybe awarding some grants or scholarships for adults to learn to fly, etc. I want to specifically thank Jane Kellogg for donating the proceeds from the sale of her airplane toward these expanding our offerings, and I'd like to encourage each of you to think about making a year-end, tax deductible donation to our scholarship fund. You can either give it to Uncle Sam.... or you can be part of someone earning their wings and following in your footsteps. Think about it...

So, please be at the November meeting, buy your holiday gift exchange luncheon tickets, and think about year-end giving.

Yes....it is already fall! Go Fly!



Notes from the VP — Ian Heritch

Lew walked over to say hello and to see what I was up to, I was sprawled out - laying on the concrete floor of my hanger, so maybe he also wanted to see if I was still breathing. In total I spent the better part of ten days laying on the concrete floor, cleaning and then polishing the belly of Red Venom 2, my Van's Aircraft RV-12. Ten days of pure joy, removing a nice thick film of tetraethyl lead, and other combustion by products, from the tender belly of the dainty beast.


The impetus for this project was a combination of Red Venom's annual bath, which always accompanies the aircraft's Annual Condition Inspection, and the necessity for preparing the airplane for complying with yet one more onerous Service Bulletin from Van's Aircraft. The RV-12 de-

sign has been the subject of many, many onerous Service Bulletins, two this year alone.

For me, part of the joy of aging has been experiencing the onset of nausea whenever I lay on my back and work on something right above me, like cleaning and polishing the belly of my airplane. The more time I work like this the more nauseous I become. Most of the time I can only go about an hour before giving up. Warm temps and the smell of cleaning products don't help. But I am an experimental aircraft builder and pilot, so its in my DNA to find a solution, a work around, or a hack to this queasy problem (I tried pushing on through the nausea, you can trust me that that did not go well).

(Continued on Page 4)

CHAPTER BULLETIN BOARD



EAA

Master the Art of Aviation


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

eea35vmclub@gmail.com
eea35.org



VMC_CHAP_PS_2022

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

From the Kitchen

Happy Fall. Greetings from Chapter 35 kitchen. We had a fantastic turn-out for our October Pancake Breakfast Fly-in. Many thanks go to BJ O'Dea for helping to set up on Friday morning before the event. It made Saturday go much smoother. A huge shout out and thank you to our master pancake chef otherwise known as Danny Beavers. Thanks go to all the great kitchen help; Pam Perdue, Roxie Beavers, Robin Apsey, and BJ O'Dea. All of this help makes for a very successful event and much appreciation from me.

Can't believe that we already ready for November which will be the annual chili cook-off. This is a chapter participation event. The more chili we have the more people can eat. Who will walk off with the honor of making the best chili for Chapter 35 in 2022. Anyone who is not gifted in the art of chili making can also contribute cornbread or dessert.

Christmas is just around the corner, and we again will be having the meal catered. See the President's column for details. A good time awaits on this special event. There will also be our fun gift exchange.

Plans for the new year are in the works and it promises to be an extremely exciting year.

Again thanks to all who helped with setup, serving/cooking and clean-up.

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 2)

After experimenting with hallucinogenics, which were groovy but not very effective, I stumbled upon a hack that worked for me: two Dramamine, two Tylenol, one bagel sans schmear, and working without my glasses. No nausea, truly.

Today, the belly of Red Venom is super clean and has a nice glossy appearance. In keeping with its name, Red Venom 2, the paint job includes two nice size snake fangs painted on the belly. Aside from having to crawl on your back, they are again a pleasure to look at. In software creation terms, they are an “Easter Egg”, visible only to those that take the time to look.

I share this story, not to encourage our membership to get on their back and crawl under my airplane, like pilgrims looking for a sign, no, I share this story to acknowledge how we, members of the EAA and Chapter 35, do not shy away from adversity, we work our way through it, often times by creating a clever hack. Many of you reading this have worked your way through a building problem, similar as I have (but probably without the hallucinogenics). That’s the aviator way.

Our former Chapter President, Norris Warner was with us for last month’s Chapter Gathering, it was great to see him. Norris is clearly dealing with some of life’s challenges, but as the pilot, engineer, and aircraft builder that he is, Norris has found some hacks to help him carry on with his life. Some of you may have noticed that he is piloting yet another machine. A PIC is always a PIC; that’s the aviator way.

Once a year we need to have a Chapter Gathering that is a little more Business than we prefer, November is that Gathering. Nevertheless, this is an important event for Chapter 35, so please come out and hear about all that we accomplished this year, and help us prepare for next year.

In addition to our annual business meeting, we will have a Chili Cook-off which is guaranteed to be a spicy event. If you would like to bring a chili with which to do battle against the other entrants, please do so, we would love to taste what you created. I look forward to seeing you at our clubhouse, at San Geronimo Airpark, on Saturday, November 12, 2022 at 11:30am. For more information, please see our website at eaa35.org.

A little tease for December; our annual Holiday Lunch is fast approaching, it will be on Saturday, December 10, 2022. The lunch will again be catered by Jonny Hale; to reserve your spot and select your meal, please view the 2022 Holiday Luncheon page on our website at eaa35.org. Spots will go fast, so reserve now!



Amazon Smile Benefits Chapter 35!

Do you shop on Amazon? We definitely do, and this time of year probably will a lot. If so, did you know that for every dollar you spend, a portion of that can be directed to charitable organizations?

It is actually very simple to do so, and I encourage you to consider joining the “smile” program.

Simply click on this Link <https://smile.amazon.com/ch/74-3022196>

It’ll take you to the smile page and you select “start shopping”.

That’ll take you to the usual Amazon home-page, but if you look it is a smile.amazon page that is automatically hooked to your chapter. Bookmark that page and make it your start page for Amazon and every time you shop, your chapter gets .5% of every dollar you spend. Sure it is small, but it’ll add up.

Your shopping experience is exactly the same, there is no cost, and everything is automatic. There’s nothing else you have to do!

Pretty Cool huh? Happy Shopping!

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Year End Giving

Allen Inks

As the end of the year approaches, many people's minds turn to giving. Well, giving and year-end tax planning. Speaking of which.... Did you know that **EAA Chapter 35 is a tax-exempt public charity?** In general, if you are an individual who itemizes deductions, you may deduct contributions to EAA Chapter 35 up to 50% (60% for cash contributions) of your adjusted gross income! Okay, most people aren't going to be donating 50-60 percent of their annual income to the Chapter but it is nice to know that you can deduct your donations to the Chapter. And, of course even if you don't itemize your deductions, you can still donate to EAA Chapter 35. And how can you donate?

Let's explore some of the ways:

1. There is a handy "Donate" button on the Chapter 35 website... you COULD pause reading this newsletter, and pop over to the website and donate right now (<https://chapters.eaa.org/ea35/donate>). But... since this still tax planning season, you also might want to wait until you have read the rest of this article.
2. You could make a cash donation at a meeting. At the September 2022 meeting for example, cash donations were collected to supplement the Chapter 35 scholarship funds. People were throwing twenties into a coffee can with abandon (as Scholarship Coordinator, I thank you). So, deductible, right? Well... probably not, because as far as I know, no one asked for a receipt from the Chapter. Please refer to IRS Tax Topic No. 506 which gives general guidance on Charitable Contributions. And what it says in there is, For contributions of cash, check, or other monetary gift (regardless of amount), you must maintain a record of the contribution: **a bank record or a written communication from the qualified organization containing the name of the organization, the amount, and the date of the contribution.** So, if you write a check, your cancelled check would be a suitable bank record. Otherwise, get a receipt from the Chapter with the EAA Chapter 35 name, the amount of the contribution, and the date of the contribution. Sorry, money spent buying 50-50 raffle tickets are not deductible, because you get value for that money, nor is money you spend purchasing a meal at, for example, a pancake breakfast.
3. You could make an "in-kind" donation of some sort of equipment or material. Do you have a functioning lathe, a welding machine, or a set of aircraft scales that you no longer want? How about an airplane? Consider donating them to EAA Chapter 35. I know that we are also interested in acquiring a deep bookcase to hold some reference books that have been donated. You generally can deduct the fair market value of any other property you donate, provided you have the appropriate documentation... Again, look at IRS Tax Topic No. 506.
4. And, here we go again with the year-end tax planning aspect: Many of our members are old enough that they are having to make a "Required Minimum Distribution" (RMD) from IRAs. I like to double check in November to make sure that I got the scheduled RMD from my IRA... that way I can avoid the stiff penalty associated with NOT withdrawing enough money from the account that year. "Yeah, that's right - I was required by LAW to take that money out Now what am I going to do with it? Well, of course, I'm going to give a sizeable chunk to my favorite charity, Experimental Aircraft Association Chapter 35

Inc. But first, I must pay income tax on that withdrawal... Boy I sure wish I didn't have to do that." Well, if you have ever that thought, you are in luck: If, instead of taking the RMD out of your IRA, you had instructed the institution holding your IRA to make a Qualified Charitable Distribution (QCD) straight to a suitable charity (broad hint: **Experimental Aircraft Association Chapter 35 Inc. EIN: 74-3022196 is one**) on your behalf, then it is NOT income to you, and you don't have to pay federal income taxes on it! Generally, a QCD is an otherwise taxable distribution from an IRA (other than an ongoing SEP or SIMPLE IRA) owned by an individual **who is age 70½ or over** that is paid directly from the IRA to a qualified charity. And the beauty is that it also counts toward the amount you are required to withdraw from your IRA each year (your RMD). If the QCD is equal to or greater than the RMD, you won't owe income taxes on that withdrawal. If you are going to make a donation anyway, why not make it in a way that avoids having the money taxed as income, but still counts as a deductible donation if you itemized? Unfortunately (or fortunately, depending on how you look at it) I cannot make QCDs from the IRA account from which I have RMDs, because I am not yet age 70½ or over. It is an IRA account that I inherited from my father, and although I am required to withdraw a minimum amount each year, because of how old he would be if alive today, I am not allowed to have the money distributed as a QCD... I've got couple of years to go until I'm 70½. QCDs aren't a silver bullet for everyone, but for those who can, please consider EAA Chapter 35 when telling them where to send the QCD.

One last thing I have found is that there may be very limited space for identifying the source of the donation when a financial institution makes a QCD directly, just your name, which can present certain limitations. You may be able to have your financial institution make out your QCD withdrawal in the form **a check made out to the Charity**, but mail the check to YOU, so that you can in turn mail it to the Charity **along with a cover letter** more fully identifying you (Name, Address, Telephone number, and any special instructions about how you want your donation used.

5. Gifts of Appreciated Assets (If you have some stock, for example, which has risen in value, and you want to make a gift to the Chapter from that stock.... You could sell the stock, pay capital gains tax on the increased value, and then donate the remainder to the Chapter, taking a tax deduction for just the cash you give..... Or you could just give the stock to the Chapter, pay no capital gains, and deduct the full market price of the stock on the day of the gift....The Chapter could then sell the stock, and receive the full market price for the stock...it would not be reduced by Capital Gains tax. Or retain the stock as an investment which could grow in the future...

6. Here is a new one: If you missed the recent e-mail from Chapter 35 President Chuck Fisher, he wrote, "Following up on the charitable giving thread, I have set up a Smile account that allows **Amazon customers** to passively contribute to charities. Basically ... click <https://smile.amazon.com/ch/74-3022196> [to set] your start page in Amazon, 1/2% of every purchase is funneled back to the chapter. It is totally passive and totally free. Give it a try and let's see how this works!"

(Continued on Page 6)

(Continued from Page 1)

Unfortunately, two decades later Germany's appointed Chancellor Adolph Hitler sought to avenge what he felt was an illegitimate capitulation and restore his rightful nation. In that same rail-car (not by accident) in the same place he forced the surrender of France to German forces as he led the world into the second world war to restore his vision of his rightful nation.

A century later we watch another dictator bent on reclaiming land and restoring the supremacy of his nation after it was torn asunder in a peaceful revolution. We should be concerned and remember that rail car in the woods – we have been here before.

Since 1918 American forces have been almost continuously engaged somewhere in the world in small skirmishes to global conflicts Europe, Asia, Korea, Vietnam, the Mideast, Africa, Central and South America, Afghanistan and defending our homeland. There will almost certainly be more.

So, although the 11th day of November will for eternity be the day Germany agreed to lay down arms and walk away effectively ending our first global war; it now is a day to reflect and honor all who have served on behalf of each of us as they served our nation.

Whether volunteers, draftees, officer, enlisted, career or short timers, all veterans donned the uniform of their nation and carried our flag proudly. Every veteran is different, unique and no single characterization of "veterans" is fair or true. But as a veteran myself, I will speak on behalf of all.

Find a veteran, whether a fighter pilot standing straight as an arrow, a warrior stooped with age, a well-muscled commando or a frail vet on a street corner and ask them about their service. I suspect you will notice they stand a little taller. They'll reflect fondly on their unit and their buddies. You might notice a glimmer in their eyes as they tell you of their role, their pride in their service and.... THEIR nation.

So, this Eleventh Day of the Eleventh Month take a moment to thank a Veteran and remember why that day is meaningful.

*(Continued from Page 5)*

Way to go, Chuck! I have also been informed that by the time this newsletter is published, you should be able to go to your Amazon account on their website, click on "accounts and lists" in the upper right, and under "Your Lists", click on "AmazonSmile Charity Lists" and search for and select "Experimental Aircraft Association Chapter 35 Inc" to select the Chapter to receive that 1/2% donation.

7. And the newest: Experimental Aircraft Association Chapter 35 Inc is now a charity to which you can ask your Facebook friends to contribute (in honor of your birthday, for example). You may be thrown off by the Shavano Park address when you look up that name, but don't worry, that's just our tax address (don't want important paperwork delivered to the clubhouse where no one will see it, right?). I have tried it, and have already raised far more money for the Chapter in a few HOURS that I was expecting.

Some final notes: First, these are only some of the ways one can give to EAA Chapter 35. I won't even attempt to describe Legacy Gifts or other complex, tax-advantaged strategies.

Second, if you are going to be making a gift of equipment or other "in-kind" donation, or are thinking about gifting appreciated assets, or are making any kind of significant gift (larger amounts of money, for example), it would be best if you contacted the Treasurer or the President or another chapter officer so it can be discussed beforehand, and appropriate measures taken to acknowledge and take proper care of the gift. In other words, do not leave that 2022 Cirrus SR-20 on the ramp outside the Chapter building (the one you are donating to the Chapter for use in Young Eagle flights and Student pilot training) without telling a Chapter officer first.

Third, and MOST IMPORTANT:

I am NOT a tax professional, not an expert on ANY of the things I've written about. This article has NOT been reviewed by a tax attorney or other professional. So don't take this article as gospel. YOU should read the IRS guidance, and, if warranted, consult your own tax professionals and financial advisors to be fully aware of your options and the tax consequences.

Thank you in advance for considering making a donation to EAA Chapter 35... happy tax planning.



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



Chapter 35 member Alan Gratia is selling his beautifully built and IFR rated Zenith CH-750 Cruiser. The plane has an expansive list of amenities. A few of which are listed here.

- Airworthiness Certificate 2/21.
- Approximately 80 total hours
- Viking 130 engine with inflight variable pitch propeller
- Dynon HDX 10 inch with dual axis autopilot
- Garmin 175 WAAS Certified GPS
- SafeFlight Dash mounted AOA
- Beautiful Panel built by SteinAir
- LED landing and wigwags in EACH wing for visibility
- Red Cube fuel flow transducer (displays on HDX)
- Certificated at 1560 lbs
- Asking \$125,000
- Contact Allan at: dragnet12@me.com

WANTED: HANGAR

Mark Vondrasek is looking for a hangar at the San Geronimo Airpark. Looking for something larger then 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

To post a classified—contact the editor at eaa35news@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

WANTED: HANGAR

Bill Fahey is looking for a hangar at any of the surrounding air-parks. I live in Bulverde so something in the northern area would be great but I won't rule out any others.

You can reach me at: William.fahey@sbcglobal.net



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Craftsmen's Technique

by Mark Julicher

Inspection Findings And Stuff a Pilot Should See During Preflight

Broken stuff is often subtle. Sometimes airplane parts go bad over a long period of time. Perhaps nothing jumps out and shouts HEY LOOK HERE. How many of the following items would you have caught during preflight?

Number one: Rusty cable. Rust often happens from the inside out. On a cable, water can wick inside the strands and rust where you can't see it. When you see a cable that looks like photo 1, you ought to question if it is airworthy.

Photo 1: Aileron cable.



Number two: Rusted gear leg. The paint on classic Cessna landing gear legs is often as old as the plane and that spring steel gear leg is showing a lot of surface rust. Well, Cessna painted their gear legs with the peg step already in place. In other words, there is no paint underneath the step that is clamped onto the gear leg. That means that if the gear leg is looking poorly, underneath the step clamp is not so good either. You can't see this during preflight, but you should be suspicious when the rest of a landing gear leg is rather rusty.

Photo 2: Rust under the step of a Cessna.



Number three: Safety wire around structural member. Sometimes it is just too tempting to lash that safety wire to the nearest solid object. But given enough time, safety wire will cut through just about anything. Either find or make a better spot to tie off that wire!

Photo 3: Safety wire around engine mount.



Number four: Rusty brake pins. Cleveland brakes slide on two pins which are about the diameter of your little finger. When these pins get rusty, toe brakes don't work as well. When these pins get really rusty the brakes don't work at all. The pins are one of the few places where graphite lubricant is a good idea.

Photo 4: Rusty brake in situ.

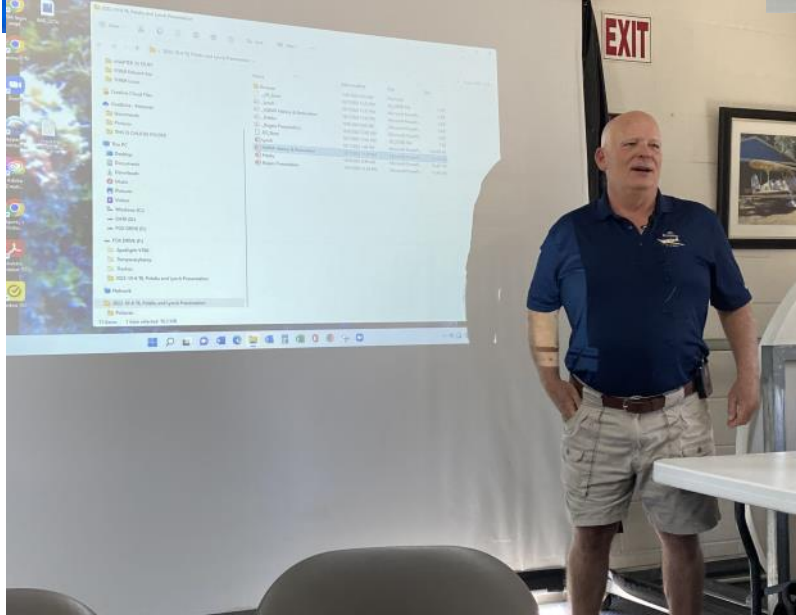


Photo 4a: Rusty vs clean Cleveland brake.



Continued on Page 13

OCTOBER CHAPTER GATHERING



OCTOBER GATHERING...



(Continued from Page 10)

Number five: Mud Dauber. Are you sure you pulled a fuel sample on preflight? This clog could just as easily have been the fuel vent and caused engine failure.

Photo 5: Clogged gascolator.



Number 6: Broken alternator mount. But the alternator was working fine.

Photo 6: Broken standoff.



Number seven: Threadbare filter. The K&N filter should be replaced every 5 years. This filter is obviously overdue.

Photo 7: Worn out filter.



OK, seven should be enough to look at for now. Look hard during your next preflight inspection.



Casey's award winning T-6



Chapter 35 Youth / Scholar Programs

Thomas Reyna—I'm on the home stretch for finishing my PPL! I only have one more night flight, some solo towered landings, and some foggle time! I am currently working on scheduling my Check Ride, which is planned for December 1st, my 17th birthday! It is unbelievable how fast this has gone by. I remember being scared to do my second solo. The first time I did EVERYTHING was terrifying- from preflight to run-up all by myself without my instructor nearby, and now I'm hopping in for cross countries with no problem. Speaking of cross-countries, just this month I completed my first long cross-country! It looks like I am going to have everything done in time for my birthday with time to spare (fingers crossed)!

I've also been looking into career options. As many of you know, I've really enjoyed working on the Joker. I got curious about hands-on jobs, so I did some research. I applied to a few jobs and had an interview with Cutter Aviation for a Mechanic Assistant job that looks promising! I wouldn't have even known to look into something like that without Chapter 35! Thank you to Bill Fahey. I'm sorry you had an incident with your plane, but there was a silver lining - it has provided a great education!



Evan Carrell—Hey everyone, since my last email update I have a few notable points I would like to inform y'all of. So with my last update I had flown my first 0.9 hours of night and had finished 8 of the 10 night landings required. I took my 2nd powered flight with the scholarship and completed my night cross country from KTXK to KDTN

I have my written scheduled for this upcoming Thursday, and Friday morning I will leave in my airplane for Reklaw. I need to complete my written test, and do a long cross country to be endorsed for the airport I will be taking my checkride at. Thank you to each and every one of you supporting my aviation journey.

Jeffrey Davila—As a student of aviation with a thirst for knowledge, I have made it a practice to diversify my piloting experience by operating as many different types of aircraft as are available at a given time. Imagine my excitement when one of my aviation mentors recently invited me to join him for a morning flight in his beautifully updated T-28B Trojan. If that wasn't enough of a thrill, I learned we would be joining a recently restored P-39 Airacobra, belonging to the Central Texas Wing of the Commemorative Air Force, which was going to be flown the same morning.

Though a mock dogfight may not be as intense as the real thing, I would get the opportunity to try my hand at it before our return to San Marcos Regional Airport.

A T-28 can certainly pull its own weight when it comes to performance. In fact, it has better climb, roll, and turn capabilities than a P-51 Mustang in many flying conditions and situations. In other words, it was up to the task of engaging the P-39. Following our takeoff, we made our way southeast of Lockhart to perform aerobatic maneuvers while dodging clouds. After putting the venerable Trojan through its paces, we turned back toward Lockhart to meet up with the P-39 as we had previously briefed. Before long, the Airacobra's presence was displayed through ADS-B on our multifunction display and we proceeded to intercept.

Relying on the raw stick and rudder skills acquired through 30+ hours of flight time in a DH-82 Tiger Moth, as well as some previous T-28 experience, I felt prepared for the challenge. Although the engagement only lasted a few minutes in actual time, the entire experience seemed much longer. Needless to say, this is an experience I will not soon forget.



MYSTERY PLANE REVEALED!**BY DOUG APSEY**

Congratulations to Charlie Brame and David Baker for correctly identifying our October Mystery Airplane as the Saunders-Roe SR.A/1 flying boat. Designed and built by British seaplane manufacturer Saunders-Roe, it was the world's first jet powered seaplane. Inspired by Japan's success with seaplane fighters during WWII, the intended use of the SR.A/1 was to be a fighter/interceptor aircraft. The first prototype made its maiden flight on 16 July, 1947. Only three were built for evaluation by the Royal Air Force. Performance and handling were said to be good



after several modifications were made to the third prototype including upgrading the engines to increase thrust. Unfortunately, two of the three prototypes were lost due to accidents. One to a fatal crash during a test flight and the second during a non-fatal crash when the airplane cartwheeled and sank after hitting a log that tore off a wing float. The program was scrapped by the RAF after it was determined that the design was not capable of matching the performance of land/carrier-based aircraft. The success of aircraft carriers in the Pacific during WWII also played a role in the RAF's decision to end the program.



The SR.A/1 had a pressurized cockpit large enough to accommodate a second crew member if needed although it was initially designed as a single seat aircraft. Two of the three prototypes were fitted with the first production Martin-Baker ejections seats. The air intake could be extended to reduce water intake during takeoff and the underwing mounted floats were retractable to reduce drag during flight. The SR.A/1 was powered by two Metropolitan-Vickers Beryl MVB.2 turbojet engines producing 3,850 lbf of thrust each. Empty weight was 11,262 lbs while gross weight was 16,000 lbs and the maximum takeoff weight was 19,033 lbs. The maximum speed was 512 mph although the third prototype reached a speed of 624 mph during a test flight. Endurance was only 1 hour and 48 minutes

due to the high fuel consumption of the early jet engines and limited fuel supply. Armament was four 20 mm guns mounted in the nose above the air intake and eight rockets or two 1000 lbs bombs. The only remaining SR.A/1 (which is also the first prototype built) flew for the last time in June of 1951 and is now on display at the Solent Sky Museum in Southampton, UK.



Sources for this article include:

Saunders-Roe SR.A/1 - Wikipedia

Saunders-Roe SR.A-1: Photos, History, Specification (tvd.im)

Incident Saunders-Roe SR.A/1 TG271, 12 Aug 1949 (aviation-safety.net)

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

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

1. What company manufactured it?
2. What is its name/designation?
3. When did it first fly?
4. How many were made?
5. What was the intended purpose of the design?



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

2022		
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)
2023		



Upcoming Area Events:

<https://socialflight.com>

<https://eaa.org>

<https://funplacestofly.com>

Facebook Group: Texas Aviation Event Calendar



10
DEC 10 AT 9 AM - DEC 11 AT 7 PM
Coastal Bend Holiday Fly-In
Aransas County Airport

November

- 4-6 Classic Military Jet Fly In, KTME, Brookshire, TX
- 5 Swine Tasting Fly In, Castroville, TX
- 5 Gloster Aerodrome Fly In, Sealy, TX
- 5 Greenville Fly In, Greenville, TX
- 5 CAF Lone Star Wing Fly In, Harision County Airport
- 5 Beaver Moon Fly In, Hooks Airport, Spring, TX
- 5 Hangar Dance Fly In, San Marcos, TX
- 5 Airplanes and Coffee, Mount Pleasant Fly In, Mount Pleasant, TX
- 12 Pioneer Flight Museum, Kingsbury, TX
- 11 Fly Our Warbirds, CAF, Dallas Executive Airport
- 11-13 Wings Over Dallas, Dallas Executive Airport
- 12 Houston Airliner Collectibles Show, 1940 Air Terminal
- 12 Business Aviation Expo, Ellington, Houston
- 19 Wings & Wheels, 1940 Air Terminal Museum, Houston

December

- 10-11 Coastal Bend Fly In, Rockport, TX
- 12 Challange Air For Kids, Conroe, TX



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!

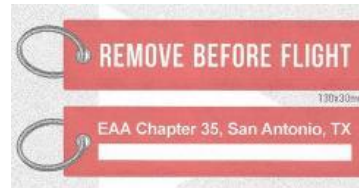
Airventure is something I have tried to attend for about the last six or seven years, but something always came up. This year, I finally made it, and it was much more than I expected. Now I know why people go back year after year.

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.

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YELLOW POLO SHIRTS	One Small	\$31.00
	One Medium	
YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
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	ONE LARGE	
TEXAS FLAG APRONS	3 left	\$26.00
Additional Items available		
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CHAPTER 35 DUFFLE BAGS	Only 2 left	\$31.00
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WASH WAX PRODUCTS	Limited supply	\$8.00 & up



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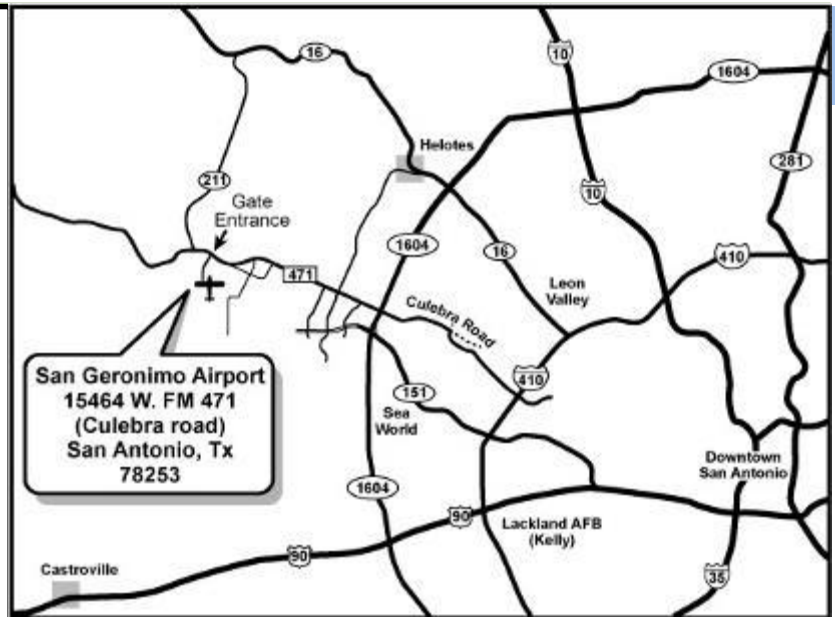
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NEXT EVENT
November 12
Chili Cookoff
Chapter 35 Clubhouse
8T8 (San Geronimo Airpark)



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](#)

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