



May 2023

Volume 66 Issue 5

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The People We Meet

Chuck Fisher

As I walked into the April chapter gathering, Peggy handed me a photo that I showed to the group. It was a photo of one our chapter's Air Academy scholars, now a few years later. And, it got me thinking about the impact each of us has probably had on a life or future or career at some point.

When I was a kid, maybe six or so, I remember a cousin of my father's coming to the house. He was a pilot, and I remember vaguely a pair of wings. A few years later, still a child, I remember flying with my parents' flight instructor. I loved airplanes and flying and the people who did it. As a retired Air Force colonel with a lot of flights in a lot of aircraft behind me...those shadows in the distant past make sense. They were sparks.

At my niece's high school graduation, a young friend of hers who had heard I had a plane started asking questions about aviation. She'd never flown, but I could sense the bug. I looked up the EAA chapter near them and gave her the contact information. She did a young eagles flight, was a Ray scholar and has gone on to earn ratings through CFII and start her own very successful aviation business.

I read a Ray scholarship application a few cycles back. The candidate was a young lady who had flown with me as a Young Eagle. From zero to go, she went on to a military aviation related career. Her application started with her inspiration during those first moments of flight. Many of us have taken a lot of kids flying over our lives. How many of them found their destiny in your cockpit? Have you ever wondered?

I wrote a year or so ago about a young man who stopped by the airpark when doing some electrical

work in the area. He was so thrilled to see the ultralight

hanging in the chapter builder's hangar. His is one of the names on the tail, and that is a memory indelibly etched in his mind.

Chapter 35 sends youth to Air Academy each year. The candidates come back and tell us about their experiences. They build a wing section, rivet, fiberglass and lots of cool hands-on stuff. But mostly, they hang out with aviators and people who love aviation. They watch AirVenture, the largest aviation event in the world, from the lodge at the center of the event. Does it matter?

I wish I could say I have kept up with all of our youth. I haven't. But here is some feedback on two of our scholars as photos from them popped into Peggy's box recently.

When the chapter last met Carson Casey he was a tall teenager thinking of joining the military and pretty proud of his metalworking project up at Air Academy. These days he sends his greetings from Fairchild Air Force base. He's a Captain and KC-135 aircraft commander.



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Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
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FROM THE PRESIDENTS COCKPIT

CHUCK FISHER



Congratulations! Some days are just going to be good when you open an e-mail and it says something like this:

“Congratulations to your chapter in successfully reaching the GOLD level status recognition level for the 2022 year. EAA is happy to present you with a chapter recognition banner to proudly display where your chapter meets.”



In fact, EAA Chapter 35's 2022 Chapter Recognition total was 11 out of a possible 11 points. But what does that mean. It means that our chapter is one of a handful in the United States that offers a wide palate of programs, has volunteers who have gone the extra mile, and is a chapter EAA would be proud to send prospects to. To put that in perspective, there are a lot of chapters that are struggling to even exist and a lot more that maybe meet for lunch or dinner now and then, but offer no activities at all. We all inherited the 60+ year legacy of our predecessors who built a chapter capable of running safe, well organized rallies for children and adults, provide support for builders and education for aviators of all skill levels. We are active in trying to bring a new generation into aviation, and we celebrate those who came before us.

And, we DO stuff. I am proud to be a member of this chapter, and I hope this recognition of your great work will help inspire you to maintain this legacy and build an even stronger, more vibrant chapter for the future. Only with YOUR active involvement, fresh ideas and willingness to lead and assist can we keep it going for another half century!

Learn to Fly Day: 20 May we will again host adults who are interested in learning to fly. This is a chance for us to make a great first impression on those folks who have wanted to fly, maybe started then life got in the way, or who just have a dream. We'll need everyone's help to make this a quality day for our candidates. The flights are less structured, you don't have to do youth protection, and you can vary length and location as you wish. Moreover, if you have a friend or acquaintance who has expressed interest, this is the time to invite them out. See the flyer on Page 22 of this issue.

April Fly-in and VMC Club: Our Fly-In was sort of a bust, but not totally. We planted our VMC club in the middle of a fly-in. This seemed a bit odd at first, but I think the several dozen who attended will enthusiastically agree that we had a great discussion. That discussion ended in a session on downwind take-off and landing performance culminating in a video of a nearly unsuccessful downwind take-off. Wow!

Fast forward two days. At a nearby airport my attention was suddenly captured by the unmistakable clunk kawump of something gone wrong and I spun about to see a tail sticking out from a cloud of dust. Fortunately, no one was physically injured but aluminum was bent. When this happened, the wind had shifted dramatically within the prior few minutes. It had been a gentle north breeze but was now a stiff south wind. This mishap pilot was landing from the south. Per-

haps relying on the expected winds at the time of departure, maybe even misinterpreting the windsock because the wind was supposed to be the other way. In any case, with a stiff tailwind on landing, the world goes by way too fast in the peripheral vision and the temptation is to slow down till it looks right, which unfortunately may well be below flying speed. Or worse, a pilot may attempt a pull up and go-around from that already deceptively slow AIR speed. Check the current weather and windsock before you land or take off.

Tailwinds for cruise are great. For landing and take-off tailwinds are bad. See I WAS listening.

BK-Flyer: At our last board meeting we voted to accept donation of Bruce King's BK flyer and to take on its restoration as a group project. Many of you may remember Bruce, he was a chapter member who decided to build his own plane based on the tiny Hummelbird but capable of comfortably accommodating an American sized pilot. He designed the BK line of aluminum aircraft and flew his prototype all over the United States. It was featured in the EAA magazine and even in Smithsonian Air and Space. Bruce passed away suddenly shortly after returning from a trade show. Unfortunately, his beloved plane was damaged during the display at that show and he did not have time to repair it.



We have been offered this prototype aircraft, the first of the breed, and our board has decided this would be a great restoration project for our skilled craftsmen, adult and youth. The goal will be to restore it to display standards then offer it to the EAA or Texas Aviation Museum for display. In that way we will leave a legacy for Bruce King...and a legacy for our chapter as well. Bill Fahey will head up those efforts so watch for more info as that comes to fruition.

Scholarships: We selected our 2023 Ray Scholar, Nolan Haecker, and our very first Kellogg Aviation Scholarship recipient Raegan Rait. Both have been active members of our chapter and were selected from a very highly competitive group of applicants. Now we just have to do paperwork and the race is on!

(Continued on Page 3)

FROM THE VICE PRESIDENT

IAN HERITCH

Four months into 2023, and aside from the important schmoozing, our programming has focused on safe aircraft operations: we've discussed local ATC, weather, aircraft maintenance, and pilot decision making. Our pilot decision making discussions occur at our mostly monthly VMC Club meetings, our fellow member and CFI, Matt Van De Walle ably leads us through different scenarios and how we, as pilots, might act. These VMC Club meetings are at 10:00 AM right before our monthly Chapter Gatherings. The next VMC Club is August 12.

We need your help with two upcoming Chapter 35 events: May 20, 2023, we will have our annual Flying Start Event, (See page 22) which is an opportunity for adults to fly in a general aviation aircraft with the intent of sparking a goal of becoming a pilot. Similar to our Young Eagle Rallies, this event is the culmination of the EAA's six day Learn To Fly Week. More information, including registering for our Flying Start Event, can be found at eaa.org/ltfweek. So, how can you help make our Flying Start Event a success? Volunteer to help us: we need both pilots/aircraft and ground volunteers. Send an email to the event Chairperson, Paul Wurster, at paul.wurster@eaa35.org.

I did say helping at two upcoming events; June 10, 2023, is International Young Eagles Day and Chapter 35 is hosting a large Young Eagles Rally at Stinson Municipal Airport. (See page 23) We hope to fly

(Continued from Page 2)

The Tree: As I am writing this we have just had a significant storm/wind event that destroyed several trees around the clubhouse.

Unfortunately, the millennial oak tree in front of the clubhouse was severely damaged. The prognosis is guarded at this time.

(Additional pictures of damage on Page 8.)



at least 100 youth and the only way we can do that is with your help: we need at least a dozen pilots/aircraft and lots of ground volunteers. Please come and help us; send an email to youngeagles@eaa35.org.

For this month, May 2023, our monthly Chapter Gathering is our annual Spring cleaning followed by a Chapter picnic. As you know, we are fortunate to have our own Clubhouse and Hanger, both of which serve us very well. So, once a year we take a couple of hours to deep clean and address deferred maintenance. Come help us spruce up our Clubhouse and Hanger, then stay for the yummy picnic (there might be potato chips involved).

A few words about our June 2023, programming; we feel so strongly about our June 10, 2023, Young Eagles Rally that we are not having a Chapter Gathering and ask all of you to come out to Stinson Airport and lend a hand with the Rally. Youth events are serious business these days, don't just show up at Stinson, let us know you want to help, email us at youngeagles@eaa35.org, to insure a safe event.

One final note: we have a fantastic Country Store with some excellent merch, check out our store on our website, eaa35.org, where you can not only see the inventory but also buy it. My fingers are crossed that we will soon have polo shirts back in stock.



Coming Up: Our next event is the clubhouse annual maintenance and cleanup. We'd planned to paint the building, but now it looks like a good pressure washing of the white part may be all we need for that, and we just need to paint and seal the brown, and the benches and the like. Standby for more details by separate e-mail with instructions. This will be followed by the member's picnic. This will be a no charge "thank you" burger burn. As always, feel free to bring anything you want to share.

OK, it's spring – Go Fly!



CHAPTER BULLETIN BOARD

WE NEED YOU!

Need Volunteers for:

- **Public Information Officer:** Keep Facebook and other social media outlets current
- **Grounds Keeper:** Maintain the grounds in and around the Chapter facility and hangar

Contact president@eaa35.org

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.

From the Kitchen

Our first fly-in pancake breakfast was a fun time even though it was on an off weekend, weather interfered with flying in, and the threat of road closures compromised our attendance. We enjoyed a wonderful time catching up with each other. Our scholarship candidates were introduced, and we are expecting great things from the two of them. It will be exciting to see how their journey progresses.

I must thank BJ O'Dea and Pam Paduh for helping with the setup on Friday afternoon. Thanks to this we were able to go in on Saturday morning and just start cooking. A big thank you to Roxanne Beavers for her contribution of fantastic breakfast tacos and all her help in the kitchen that morning. We were able to leave at a good time since all the clean-up had been completed. Also thank you to BJ O'Dea and Pam Paduh for their help that morning. Many thanks to our griddle master Danny Beavers—The pancakes were fantastic. Thanks to my wonderful helpers.

Coming up in May (not just the May flowers) is our annual clubhouse clean-up and combined with our member picnic. After a morning of clean-up, we will be having hamburgers, hot dogs and all the fixings. Current chapter members eat for free this month. Donations of side dishes and desserts are most welcome. Do not forget to bring your work gloves and be prepared to clean and fix. See you on the 13 th of May.

NEW SECTION — MEMBER BUILDS

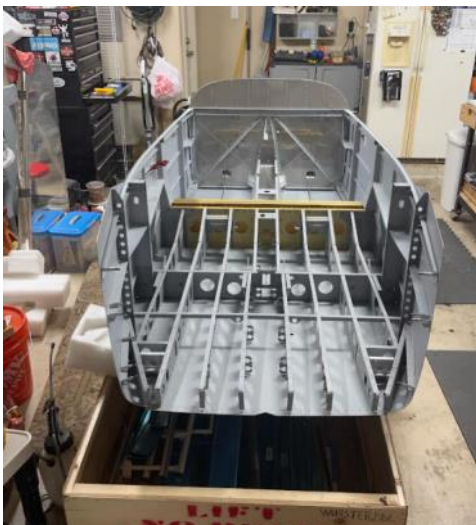
Paul Wurster— Van's RV-14

This month was all about finishing up the sides of the fuselage "tub". One third-party item that I added to the kit was the JD Air latch. To install the latch, I had to use a template to increase the size of the stock latch location. I cut this out and worked to fit the original brackets. I eventually had to add an extra pair of washers to get the fit and function just right. It is a nice looking anodized piece that looks good both on the outside and the inside of the plane.



The rest of the work was just shooting a few hundred more rivets and getting everything looking smooth on both sides. There are few more pages left in this chapter which mostly involves getting the flanges installed along the sides where the wing root fairing will be installed.

In other news, the engine has been ordered! I took advantage of a Sun N Fun special discount and ordered the Thunderbolt version of Lycoming's Y10-390 Exp119. This will be paired with a Hartzell Blended Airfoil 72" prop and will be fired by dual P-Mags. The only drawback is that it will take about 18-24 months to get delivered. No worries, that probably matches my timeline. I hope to get a factory tour in the future, and I will surely write about that.



Link to Paul's Builder's Log:
<https://eaabuilderslog.org/?blproject&proj=7bj2w0ye3>

Frank Pisz—Zenith CH750

This is an update of progress made on this project which was reported on in this newsletter some month ago. At that time The rear fuselage, forward fuselage, and firewall were approximately 85% completed. All non-engine related instrumentation has been installed, wired in, and was ready for testing. Here's a picture of the plane in it's current state:



To recap, I chose to build a Zenith CH 750 STOL for a retirement project because it has/is:

- ◆ Good safety and performance history. Evolved from the CH 701 which has been flying for 35+ years. One of safest home built planes with respect to fatality record.
- ◆ Good STOL and off-airport short field capability. Fun and easy to fly.
- ◆ Light Sport Qualified.
- ◆ Easy and fun to build - I'm a first-time builder.
- ◆ Good factory support, good quality control. Lots of support blogs on internet. Good rapport between builders.
- ◆ Good flexibility in engine choice, 100 - 140 HP range, up to 280 lbs installed weight. (ULPower, Jabiru, Continental, Rotax, Lycoming, Corvair conversion, Viking Honda Conversion)
- ◆ Modest cost: (2016 dollars)

◆ Airframe	\$19,480
◆ Engine (Viking 110)	\$11,995
◆ Firewall Forward (Viking)	\$5,920
◆ Instruments	\$10,000
◆ Floats (basic kit)	<u>\$9,340</u>
◆ Total	\$56,735

(Continued on Page 6)

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Building the CH 750 is very easy and straightforward, especially for a first time builder like me.

.Planning, wiring, and installing the instrumentation proved to be the most challenging and time-consuming aspect of the build as I am a "Mechanical" guy, not an "Electrical" one



With that in mind, I'll focus on a few of the minor issues which arose during the build.

The most pressing one was getting the ADS-B out to work properly. The plane has an MGL system with a Trig Mode S Transponder controlled by the MGL EFIS. After installation, I procured the services of Dean at Time Aerospace to test and sign off the transponder-ADS-B out. The transponder worked fine, but the ADS-B put out erroneous aircraft length and width. After seven months of reprogramming, back and forth with MGL and Trigg, a Trigg transponder upgrade, etc., all to no avail, I gave up and removed the MGL ADS-B components and replaced them with Trigg components. This necessitated the installation of a Trigg control head in the center console, which I'm not particularly fond of, the EFIS touchscreen control was much more convenient and efficient. A re-test by Dean showed all components working properly.

During the fuel system checkout, it turned out that one fuel tank had a very small leak. This, despite a thorough check of the tanks for leaks during the build, necessitating removing one of the top wing and root skins. It was found that there was a small spot of galvanic corrosion between the brass finger filter fitting and the aluminum fuel tank even with a generous prior application of sealant on fitting threads. A quick cleaning and wire brushing of the fittings solved the problem. During the build there was much discussion as to whether or not a vent line between the header tank and wing tank was necessary. Some builders opted not to include the vent line. Of these, some had fuel system failures and some did not. Likewise, some builders opted to include vent lines and of these some had fuel system failures and some did not. I originally opted not to include the vent line, mostly because I did not want to drill another hole through the rear wing spar for the vent line but having the wing open and the fuel tank exposed, I deliberated some more and opted to install a vent line. I was able to install it without drilling through the rear spar by running it along the front spar and into the fuselage. I didn't like the way it looks inside the cabin, as I tried for a clean cabin look during the build, but now feel mor comfortable hav-

ing a vent.

The above photo shows the vent line running along the root rib into the baggage compartment and through the wall to the header tank.

Having completed the fuel system plumbing, another fuel leak test showed no leaks, but hat the header tank fuel gauge was not working. After testing all the wiring it was found that the positive wire to the gauge would go from "hot" when unconnected to "cold" when connected. All individual components and wiring tested satisfactory. After testing everything, I re-read the instructions for the Vertical Power Electronic Circuit Breaker System and found that if the system senses a short, it will shut down power to that device and not restore it until the fault is corrected and the system re-programmed to remove the fault designation within the program. Apparently I mut have shorted the hot wire to the gauge momentarily when installing it and the system remembered that fact. A quick reprogramming with a laptop corrected that problem.



I am hoping to complete construction of the plane this summer, fly off the 40 hours test period on wheels, then switch to the floats, fly off the 10 hours test period on floats, and then enjoy the STOL and amphibious features of the plane. I would enjoy taking some Young Eagles for flights, and as ambitious goal, fly it to a Zenith fly-in, to Sun & Fun, and to Oshkosh. Having met those goals, it is intended to donate the plane to a missionary or medical group.

An ideal reference as to the design features of the plane from an engineering perspective is, "Flying on Your Own Wings", by Chris Heintz, Trafford Publishing, 2010.

Frank A. Pisz



Adventures with Andrea

Andrea McGilvray

Who knew I had even a slight temptation to fly a helicopter never mind jump in head first and not even look and start my commercial add on?



How can this happen? Fair or just pure luck? I have had a total of 3 other helicopter rides prior to all of this and they were interesting but the bait did not get tasted. A few months ago a client of which I was selling his home asked if I wanted to go for a helicopter ride. Well he let me have the controls and after the 2nd frustrating flight I wanted more. Our client relationships also changed which I was not prepared for but super happy that it did. He is a one of a kind and we have super good symmetry. He loves aviation as much as I do was the 1st check in the checklist box. My dog loves him so that was another big checkmark. Why you ask? The quick and dirty is animals know things us humans cannot even start to understand. So I will leave it at that.

Many other checkboxes got checked off as we got to know each other. His name is Mike.

He was willing to share his knowledge on flying helicopters and I was an eager student. Since he is not an instructor, but more competent than most seasoned instructors I felt this was a safe endeavor. So off we went. I flew it more instinctively vs what I know know is "how to". My departures were steep, my approaches were even steeper and I loved tail turns. I got hovering down pat when I finally agreed to look at the horizon. Ya no joke. He told me that would help me and I wanted to try it my way. So finally the day I looked at the horizon life became easier.

He warned me that the school will want me to do the approaches more gradual and I said ok. I'll get there when I get there. Then one day was that day. This past Thursday April 27, 2023.

I started at a 141 school in Sequin E70. Met a nice instructor named John and went flying. I told him I was not a total novice but please keep his hands on the controls. Which I had figured he would anyway. So we did the 1st collective hand, then only the feet, then the temptasious right hand on the cyclic. That one has not been tamed yet. Then added them together and he let me fly the rest of the flight.

So you must ask why get my official training? Well I honestly don't have a real reason but I have come up with excuses that may work.

- ◆ Have fun with Mike
- ◆ Exhilarating to learn this skill
- ◆ Potentially I can use this as an addition to my real estate showing tools (ok got to come up with a real reason)
- ◆ Don't need a runway.
- ◆ Learn it so I can pass a checkride and be safe. I should learn it the way a school teaches it and that is our next conversation.

When I say steep take off and approaches with Mike, they felt super natural. And his warning that the school would be showing me a different way is an understatement. Not saying that it is not challenging on its own, but to start off with, if my approach with Mike was 1 minute, the allowing the school takes 10 minutes. These are not real numbers but I want to emphasize the massive difference in how much more shallow and different they are. To come in hot and flare and land hot is super fun and be on top of it all to do that is one thing. But to snail crawl in and have it 100% in control also has its challenges. In some ways it is much more difficult because it is so slow. No complaints on my end for either. I told John the instructor that I have some bad habits already and when he asked what they were, I told him I'll show him some other time. I like to do a bit of "hot dogging" and I realize for the school system that is a no-no. My aerobic flying comes out of me and I get excited. So I will have to leave that flying to the Pitts for now. Perhaps later in I'll show him my hot dog flying.

So now for the next 2 months or less I will tame the R22 and then the R44 for my instrument. Then get some work done to make \$\$ to buy my own R44 or something like it.

I am super grateful for this opportunity. So stay tuned for an update.





(Continued from Page 1)

So, back to the photo I showed at the April gathering... That was a photo of Kirkland Monaghan, another gangly teenager chapter 35 sent to Air Academy a few years ago.

He related to Peggy that as a child he'd loved the Texas-painted Southwest Airlines plane. Roll the calendar forward a little and he was one of Peggy's students. She had a picture of one of our planes in her classroom. That made her an aviation person. Peggy introduced Kirkland to our chapter. He was a Young Eagle then we sent him to Air Academy as our scholar. Then he was off to his life.

This is Kirkland Monaghan a few years later - He'd just landed the very aircraft he thought was so "cool" as a child and is living a dream that may well have been sparked by a photo in his teacher's classroom, and was certainly influenced by hanging around "aviation people".

Why this article? Every one of us loves aviation. We most likely had a mentor or inspiration at some point even if it is a dim memory a long time ago. And just by being aviation people we may well serve as that spark for others. We don't all fly Young Eagles or build airplanes or look like Tom Cruz. But, we are all aviation people, and that is all it takes. Wear it proudly. You never know who is watching...and whose life you will change forever...just by your enthusiasm and love of aviation.



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BUILDER'S SPACE: 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. Contact Rebecca at youngeagles@eaa35.org or chuck at president@eaa35.org



I have two very nice LightSpeed Headsets for sale and one Yaesu FTA-450L handheld transceiver. The one Headset is a Zulu 3 with very minimal use. The other is a few years older. I sent it back to Lightspeed to be factory refurbished; it has a new controller and cables,

and works perfectly. I'd like the price of one new Lightspeed Zulu 3 for the whole package. That's showing as \$899 on both Amazon and Sporty's. I don't know your policy for listing items for sale, so I'm sending it to you instead of the entire group. I live in Blanco.

Bill Schleifer georgew2052@gmail.com

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APRIL CHAPTER GATHERING



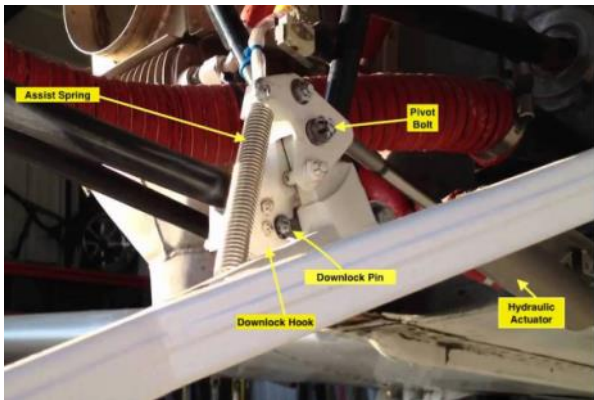
Craftsman Corner

Mark Julicer

Near Disaster with Retractable Landing Gear

I was finishing an annual inspection on a PA-28R, Piper Arrow, and the last items I needed to accomplish were an engine run and a gear swing. Since I had just installed a new alternator, I elected to do the engine run first. I towed the plane out onto the tarmac and began running the engine start checklist. To my surprise, I did not have a green light to indicate that the nose gear was down and locked. Time to troubleshoot. First step, swap the light bulb. Bad news, that did not help. So, I carefully moved the plane back into the hangar, but before crawling underneath a potential collapsing death trap, I placed jacks under the wings and attached my floor weight to the tail skid. Now it was safe to look in the nose wheel well. It did not take long to discover the problem. The downlock pin was bent! The downlock hook could not engage the pin. Before I continue this narrative, it will be helpful if the reader can see what the downlock looks like. Photo 1 shows a Piper Arrow nose gear downlock.

Photo 1: PA-28R Nose Gear Downlock. Photo credit: Del Olson



In this photo the nose gear is down and locked. The downlock hook has captured the downlock pin. When the gear is raised, the hydraulic actuator pulls the hook which rotates around the

pivot pin. The hook releases the downlock pin and allows the gear to retract. BONUS MATERIAL! Del Olson put this all on a YouTube video. You can see the mechanics in action. Be advised, there are several Del Olsons out there, but I'm sure the reader can find the guy with the Piper Arrow. The downlock pin is actually an AN-23 clevis bolt. It is inserted into a steel block and fastened with a self-locking nut. In the photo, all you can see is the head of the clevis bolt with a washer on it; however, what you can't see is critical. On that clevis bolt is a roller/spacer which makes the downlock hook work smoothly and it keeps the clevis pin in the correct position. Look at photo 2.

Photo 2: The downlock pin is actually a clevis bolt and roller/spacer shown here in the downlock hook.



Imagine the long shank of the clevis bolt inserted into a steel block with the lock nut holding it in place. The head of the clevis bolt/downlock pin extends out of the steel block just the right distance for the hook to engage. In the photo, the yellow box shows how the pin goes through a steel block. But what happens if the

roller/spacer is missing? There is nothing to prevent the clevis bolt from sliding further into the steel block. The downlock pin would not extend out far enough for the hook to engage it. The next down actuation of

the landing gear could damage the hook or the pin. See photo 3.

Photo 3: Bent Downlock Pin



In photo 3 the Downlock pin is bent. When it was removed from the airplane there was NO roller/spacer. Where did the roller/spacer go? When did that happen? There is no way to know, but there is a clue. Notice the head of the clevis bolt. It has been shaved down by rubbing on the face of the hook! It is entirely possible that the roller/spacer disintegrated a long time ago.

That downlock pin has been moving in and out of position for a while. Without a roller/spacer the system was dangerous. The hook could still actuate the gear down indicator light as long as the hook could move to its locked position. It just was not actually locked because there was not a pin to engage. What's more, it is difficult to inspect this roller/spacer unless the landing gear is partially retracted and held there, or unless the landing gear door is removed/disconnected before doing the gear swing. Hmmm. Piper Arrow landing gear are designed to free fall in the absence of hydraulic pressure, so it is not possible to interrupt the gear during a retraction and have them remain partway up. It is also desired to check that the gear doors close properly during the retraction test., so disabling the door is not a typical procedure. Maybe the out of position downlock pin would have been seen on inspection and maybe it would have been out where it belonged – all at the whim of airplane vibrations and aerodynamic pressure. Well, apparently, and finally, the downlock pin got caught in a halfway position. The downlock hook with hydraulic pressure on it bent the pin. The downlock hook could not go into its locked position, a microswitch was not pushed, and the indicator light did not illuminate.

Photo 4: Downlock hook pushing on bent downlock pin.

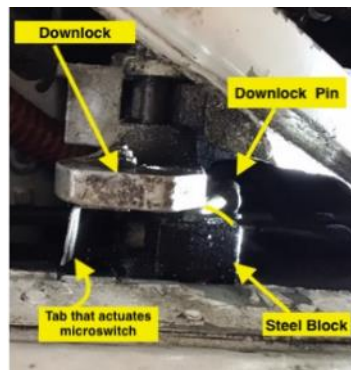


Photo 4 tells the tale. The pin is partially slid into the steel block, the pin is bent, the hook is jammed, and the tab can't press the microswitch that illuminates the gear down indicator light. Once again, when did that roller/spacer depart from the plane? At this point it no longer matters. The take-away from this is that even if the downlock pin appears to be in its proper place and engaged in the

downlock hook, it takes an extra effort to look and see if the roller/spacer is in place. Well the landing gear swing was finally accomplished successfully.

Photo 5 shows how it ought to be.

Photo 5: Repaired System



SCHOLARSHIP UPDATE

It has been an eventful month, to say the least. The group of applicants we had gathered by the end of May were ALL great candidates. As each application came in, my heart sank, as our decisions became harder and harder to make. Be that as it may, the Scholarship Selection Committee (consisting of President Chuck Fisher, Secretary Paul Wurster, Former President Darren Medlin, Treasurer Dee Brame (and her 'designated hitter', when she became unavailable, Charlie Brame), myself, and last, but certainly not least, Jane Kellogg) met to go through the applications and then a second time to conduct on-line interviews of candidates. Not an easy task, and they have my sincere thanks. And.... if you flew through the fog IFR into our pancake breakfast and fly- in (okay, nobody did), or navigated the expected road construction obstacles, on Saturday April 15, you will know:

The winner of the Kellogg Youth Aviation Scholarship (generously funded by EAA Chapter 35 member Jane Kellogg) is Raegan Rait. Raegan is a junior at John Jay Science and Engineering Academy AND is also taking classes at St. Philips College to get her A&P license.



ALLEN INKS, SCHOLARSHIP COORDINATOR

And the winner of the Ray Aviation Scholarship (generously funded by the Ray Foundation) is Nolan Haecker. Nolan is a junior at Champion High School, where he co-founded an aviation-related club at his school (Chargers in Aviation) where students can learn about and talk about aviation.



We expect to give these two a big presentation at the next chapter meeting on May 13th, so I hope you all will attend to give these two hearty congratulations.

Meanwhile, an update on our existing Ray Scholars:

As you may know, Henry Wurster has passed his first milestone (passing written test). He has now begun flying, working toward meeting his second milestone (soloing) by his second deadline (beginning of July).

Jeffery Davila has passed his second milestone (solo flight) and is working on the few items remaining to get ready for his check ride.

And Evan Carrell... well, he is working full time way up in Northeast Texas, and trying to get time scheduled with his instructor, who was newly hired by an airline, is proving challenging. But I have faith.



Chapter 35 Youth / Scholar Programs

Jeffrey Davila—My First Helicopter Flight!



Recently, I had the opportunity to check off a bucket list item I have had since I first laid eyes on the sky, and that was to fly a helicopter. Ever since I started my flight training, the urge I had to fly something that didn't have a fixed wing suddenly grew. I think every pilot, at some point in their flying career, has wondered what it would be like to fly a whirly bird, which some actually get to experience.

After walking around my local airport for one day, I stumbled upon this little blue helicopter that was tucked away in a hangar. Now, granted, I must admit that I don't know anywhere near as much about helicopters as I do about airplanes, but I could tell that this helicopter was different than any other one I had seen before. It had the nose of a Bell JetRanger and the body of a Sikorsky S-52. After talking to the owner for a bit, I found out that it was a Vertical Aviation Technologies (VAT) Hummingbird, the world's first FAA-certified kit helicopter. Now, this wasn't one of those homebuilt helicopters you see on the ultralight field at Oshkosh, you know, those mosquito-looking things. This was a full-blown helicopter. Its powerplant is a Chevy LS4 motor, if that gives you any idea as to how powerful this thing really is.

After some more talking and some more drooling over the cool story of that particular helicopter, I was offered a flight—my first flight in a helicopter, to be more precise. Obviously, without hesitation, I took him up on that offer. A few days later, I show up at my local airport and prepare for my flight. Before departing, the helicopter's owner and my pilot for that flight walked me through the procedures regarding rotorcraft as well as some of the helicopter's flight systems. To put it simply, helicopters are much more complex than fixed-wing airplanes, by a long shot. It's incredible to think about the number of things that can go wrong, and somehow they never do. So, we do our brief, talk about the helicopter, and then prepare for liftoff.

The procedure for starting the helicopter is longer than that of an airplane, for obvious reasons. The first thing we do is start the LS4 motor. As you can imagine, it starts up just like a '74 Corvette, and it sounds like one too. After starting the motor, he let the engine warm up for a little bit, and then he increased the throttle to about 3000 RPM. At that point, the transmission connected to the engine's crankshaft engages. For those of you who do not know the layout of the Hummingbird, the transmission sits in a housing that is just above and slightly behind our heads, so it's pretty darn loud in there. After all of this, the exciting things begin. After a few seconds of waiting, the rotor blades begin to

spin. Everything about the helicopter was more violent than I thought. Every time a rotor blade came by, the helicopter would shimmy a little bit. As the rotor blades began to spin faster, the shimmy turned into a steady vibration. After all of that and letting the helicopter sit for a little bit, it was finally time to depart.

The takeoff was, perhaps, one of the coolest aviation-related experiences I've had. It's amazing to think that a couple of spinning blades can allow a 3,000-lb. machine to lift off the ground as if gravity ceased to exist. In a typical airplane, it feels like certain steps have to be reached in order to achieve flight. In a helicopter, it just seems effortless.

After we took off, we flew around the Canyon Lake area for a little while, flew over my house, my favorite gas station, a local high school, and made our way back to the airport. Before we even left, he had mentioned that he wanted me to try to hover the helicopter. Of course, after playing dozens of video games with helicopters in them, I thought it was going to be a walk in the park. I could not have been more wrong. Of course, anyone can "hover", or at least understand the concept of it, but only a few people can master it. Hovering in a helicopter is probably right up there with landing an airplane on an aircraft carrier with regards to difficulty. It was a humbling experience, especially knowing that not all concepts learned in a fixed-wing aircraft are applicable to rotorcraft. Hovering is simply about feeling what the helicopter is doing and being able to predict its motions. I can happily say that I am not at that point yet. If you could imagine someone churning butter, that's probably a good estimate of what I looked like.

After my valiant struggle with hovering, he landed the helicopter, taxied back to the FBO, and shut the helicopter down. I could not thank him enough for the incredible opportunity I had just received. Flying a helicopter is something I have wanted to do for as long as I can remember, and I can now say I got to do it. He has since invited me to go up with him again, so I plan to further my knowledge of this often-underrated aspect of aviation.

Henry Wurster—Since I've last written quite a bit has changed. For one I've passed my written test, but also I've started flying a lot more regularly. With all my school events completed I will be able to take 2-3 lessons weekly, and solo sometime next month. There have been some complications of course, especially with a handful of my flight school's planes out of commission, but that problem shouldn't last long. On the flight side of things most everything has gone great. My patterns have gone well, and just about all parts of flying have come fairly naturally. There has been one thing I've had to spend more time than I'd like on, and that of course is the landing. Yes, it would seem that all the time in a glider is actually hurting me here, as I continued to flare too little or too late. Thankfully with a few helpful tips from my instructor, and a good few landings at Kerrville we smoothed out my landing fine. Besides that not too much has gone on. The most exciting parts of my training will be next month, as I approach my solo. Thanks for the support, I wish ya'll some safe flying this season.



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

2023		
May	13	0900 Spring Cleaning followed by chapter picture
	20	0900 Flying Start event
June	10	0900 Young Eagle Rally—at KSSF (Stinson) Note: This is in place of the monthly gathering
	17	Young Eagle Rain Date
July	8	0900 Fly-In Pancake Breakfast and Speaker Dave Tillema—48 state Journey
August	12	1000 VMC Club 1130 Chapter Gathering—Air Academy Scholar Presentation
September	9	0900 Chapter gathering Fly-In & Pancake Breakfast 1000 VMC Club
October	14	1000 VMC Club 1130 Chapter Gathering—Solar Eclipse Program
	21	0900 Young Eagles Rally—(San Geronimo)
	28	Young Eagles Rain Date
November	11	1000 VMC Club 1130 Chapter Gathering—Chili cookoff & Annual member meeting

Upcoming Area Events:

<https://socialflight.com>

<https://eaa.org>

<https://funplacestofly.com>

Facebook Group: Texas Aviation Event Calendar



Country Store

WOOHOO!! It's finally Spring!!

New merchandise is in stock... Stop by for a look.....

Our Country Store is the go-to spot for all things Chapter 35. Show your membership pride and help support our chapter by purchasing items such as hats, key tags, koozies, stainless steel laser engraved tumblers, enamel lapel/hat pins, and a few other items all with the Chapter 35 logo.

And don't forget to pick up a Texas flag fishing shirt. They'll keep you looking stylish whether you're attending Sun n' Fun, AirVenture, or just running errands around town.

Wash Wax All products are also in stock to help keep your aircraft (and other vehicles) clean and looking good!

If there are items that you'd be interested in or think other members would be interested in just let me know.

Coming soon There will be a link to purchase merchandise on the

Nancy Duepner

Chapter website.

...You'll also find a link for the purchase of Lightspeed headsets. Using this special link when purchasing Lightspeed headsets online provides an opportunity for our Chapter to earn funds which can be used to help fund scholarships and chapter projects.

Safe Flying.

Countrystore@eaa35.org



Regular Fishing Shirt (short sleeve)	1-S (Khaki)	\$40.00
Regular Fishing Shirt (long sleeve)	None	TBD
Texas Flag Fishing Shirt w/logo (short sleeve)	5 -S 4-M 4-L 4-XL 3-XXL	\$46.00 XXL +\$2.00
Texas Flag Fishing Shirt (long sleeve)	None	TBD
Polo Shirt w/logo (ladies)	1-L (gray) 1-XL (blue)	\$31.00
Polo Shirt w/logo (mens)	1-S (yellow) 1-XL (white)	\$31.00
Polo Shirt w/print logo (child)	1-S (white)	
Texas Flag Aprons	2	\$26.00
Baseball Caps(with logo)	12-Regular 12-TX Flag	\$21.50 \$23.00
Lapel/Hat/Tie Pin	148	\$3.75
Bumper Sticker	Multiple/3 designs	\$3.00
Decals—stick on	Multiple	\$0.50
Duffle Bag	1	\$31.00
KOOZIES	Multiple	\$4.00
Remove Before Flight Key Tag	41	\$5.00
Sew-On Logo Patch	16	\$3.00
Wash Wax Products	Limited supply	\$8.00 & up
Wheel Chocks—Aluminum	3 sets	\$40.00
Metal Art Propeller w/Chap 35 Customization -Request order form	6 per order	\$35-\$40
Stainless Steel Tumblers w/laser engraved logo	6-20 OZ 8-12 OZ	\$12.00 \$10.00

EAA Chapter 35 Leadership



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Vice President	Ian Heritch		vicepresident@eaa35.org
Secretary	Paul Wurster		secretary@eaa35.org
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Member At Large	Andrea McGilvray, Director	210-413-7392	cowgirlcapital@att.net

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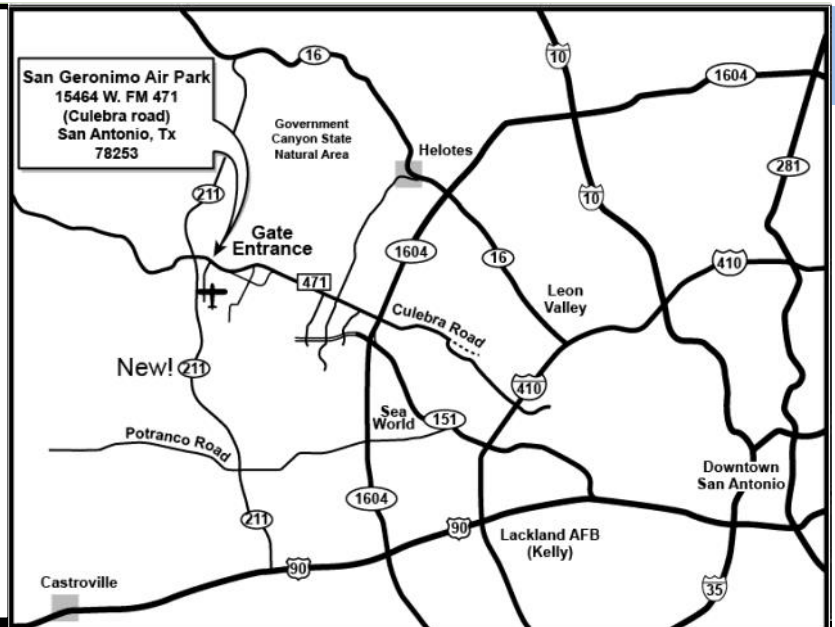
May 13

Spring Cleaning 9:00

Chapter Photo

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
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EAA Chapter Flying Start Event

Located at
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San Antonio, TX 78253

Come and join us at 9am for a brief presentation discussing the essential requirements for becoming a pilot. We have exciting speakers lined up - both men and women - who will shed light on what aviation means to them personally. Following this, you'll have the opportunity to take a scenic flight around the beautiful Lake Medina, giving you a taste of what it's like to be in the air. Don't miss out on this FREE captivating experience and unique opportunity to learn about the world of aviation.

When: May 20, 2023 @ 9am (weather permitting)

Contact
Paul Wurster
(530) 933-8264
secretary@eaa35.org



Scan to Register





EAA Chapter #35

Young Eagles Rally

Located at

Stinson Municipal Airport
8535 Mission Rd
San Antonio, TX 78214

Free airplane rides for kids ages 8-17
Parent/legal guardian approval and
signature required

First come, first flown
Flights are approximately 15
minutes long

When

June 10, 2023
9:00 a.m. - 12:00 p.m. (weather permitting)

Contact

507.210.0504
YoungEagles@eaa35.org
<https://youngeaglesday.org/>



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MAY 13, 2023

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Saturday, May 6th

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