



April 2023

Volume 66 Issue 4

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Women Venture 2023

Peggy Fisher

In three months, aviation enthusiasts will be heading what many consider to be aviation Mecca. Or better known as AirVenture, Oshkosh, or simply KOSH. For a lot of us it is the high point of the summer, we wait to hear those words rock your wings, land on the spot. Again it promises to be a week of fun, different planes, seeing things aviation, and events not seen elsewhere and in some cases taking flights that are unique.

One of the highlights for women is the WomenVenture events. There are several, but the big day of celebration for women will be on Wednesday July 26. That is the big celebration for all women connected to aviation, not just pilots. On Wednesday, the events begin around 11:00am when all women gather at the featured airplane in Boeing Plaza for a huge group picture. The attire is the award-winning t-shirt which is offered at no cost but must be reserved. It is pictured at the right. The shirts do tend to run small, so size up one size. You have until Wednesday morning to pick up the shirt. I will post the order link at the end of this article. The shirt this year is really nice. After the picture most head over for the lunch and guest speaker. Last year's speaker was Eileen Collins, the first woman to pilot and later command a NASA space shuttle mission. The



lunch is a delicious box lunch and costs \$5.00. The t-shirt can be reserved at <https://www.etix.com/ticket/p/2371553/eaa-womenventure-tshirt-oshkosh-eaa>. The lunch ticket can be purchased at this site <https://www.etix.com/ticket/p/7252840/eaa-womenventure-power-lunch-oshkosh-eaa>. There is also an ice cream social on Monday from 3:00pm to 4:00pm and you can register for it here. <https://www.etix.com/ticket/p/2493996/eaa-womenventure-ice-cream-social-oshkosh-eaa>.



Hope to see you there. Above is the group picture taken at AirVenture 2022 on Wednesday morning.

Next Event
April 15
Chapter Clubhouse

FLY IN!

Pancakes 0900-Noonish

VMC Club—10:00

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Fly-In and Pancake Breakfast

"Come for the pancakes, stay for the airplanes"

April 15: 9:00 AM

VMC Club

April 15: 10:00 AM

FROM THE VICE PRESIDENT

IAN HERITCH



March 11, was another day of great programming by Chapter 35; we began the day with a fantastic VMC Club, ably led by *Matt VanDeWalle*. The main scenario was finding yourself VMC on top; there are choices, but what do you do? **Join us for our next VMC Club on Saturday, April 15, 2023, at 10:00 AM.**

A BIG Thank You to *Danny Beavers*, *BJ O'Dea*, and our kitchen crew for starting off our Chapter Gathering with a yummy meal. After lunch we had a sobering presentation by FAA *FAA Team Manager*, *Garry Mitchum* who reminded us, with photos, that we should strive to meet best practices when building/maintaining/inspecting our aircraft.

As we know, the consequences of poor work can be harsh. A great job by Garry. Garry Mitchum, our fellow member Ryan Newman, our February National Weather Service presenters, and our January presenter who is an ATC controller, are all public servants who ably contribute to their organizations, and to us aviators.

Speaking of our fellow chapter member, *Ryan Newman*; Ryan is an FAA *FAA Team Manager* and the FAA recently presented him with an **Award for Excellence In Public Service**; very well deserved. Congratulations Ryan!

Some of you may have noticed we were using a QR code as a way for

much simpler method and makes Dee's job a little easier. Your Board of Directors decided to try the credit/debit card processor Square as it offers a number of advantages over PayPal, the most critical is that it is simpler for our members to use. We have not cut ties with PayPal, but for now we are Square.

Nancy Duepner is doing a great job wrangling our Country Store back into operation.

New, very cool, items have been added to the store with more to come. Very soon the Country Store will be on our website with easy to use internet links to order and pay.

Relatedly, beginning in April, at our chapter events, Nancy will have a current inventory of items for sale with QR codes for easy credit/debit payment. Cha-ching!

April 2023 Events

CAUTION, CAUTION Due to Easter, our April 2023 events are on the 3rd Saturday April 15: 9:00 AM Fly-In and Pancake Breakfast "Come for the pancakes, stay for the airplanes"

April 15: 10:00 AM VMC Club

Looking forward to seeing you on the 15th.



FROM THE PRESIDENT'S COCKPIT

CHUCK FISHER



I want to take this opportunity to thank Vice President Ian Heritch and all who led the chapter to a very successful March Gathering, educational session and VMC club meeting while Peggy and I were abroad. The chapter is, indeed, in excellent hands!

Young Eagles! As I am writing this, we have just completed a really nicely run Young Eagles rally. Our next rally, before I forget, will be **June 10th**.

Here is what the President/pilot saw. At dawn it was quiet, dark and still. But in a flash, Rebecca and Marylin had computers and registration set up using new technology, Dean had a line of aircraft and pilots in place exactly on time and briefed, Jon King and Eric Warner pulled in with the Flight Simulator trailer right on cue, Student members and Ray scholars were busy setting up stanchions and guiding kids around the static display, Nancy had the store set up and Peggy had refreshments for the kids and blessedly food and coffee for the volunteers.

That doesn't just "happen". The planning and coordination, working with limited connectivity and new equipment, was no small task! From my perch...it was amazing to watch. I want to thank everyone who made it work and I hope you will too.

Flying Start! We will also be conducting a Flying Start event in May. This will be an event for adults who want to learn to fly. Our

role is to help them to know what they should expect, so they have an educational opportunity, then we partner with pilots and instructors to expose them to general aviation and perhaps hook them up with qualified instructors to help them achieve their dreams. If you'd like to be part of this contact Paul Wurster at secretary@eaa35.org

BUILDERS: We have an open building stall available in our hangar. This is relatively inexpensive way to have an accessible space to build, do a team project, etc. Hangars are hard to find in San Antonio, so this allows builders to do the small work up to final assembly while on a waitlist for a regular hangar. Contact president@eaa35.org or eaa35news@gmail.com for details.

Safety: Keep your heads on a swivel please. There have been lots of incidents of runway incursions, near misses and some in flight collisions recently. As the weather gets nice and the air more crowded, please pay particular attention to using your **EYEBALLS** to identify planes near you. If you can't find them, they may well be way to close for comfort.

Remember that our April Gathering is a week later than usual – 15 April – due to the Easter holiday weekend.

In the meantime, the bluebonnets are blooming and the skies are clear...Go Fly!



CHAPTER BULLETIN

HELP WANTED

- **Public Information Officer:** Keep Facebook and other social media outlets current, Write news releases for local news outlets, etc. Contact president@eaa35.org

Texas Barnstorming Museum—HELP WANTED!!!

We're having our first ever Volunteer Day Saturday, April 1st 2023 at the Texas Barnstorming Museum. Hallettsville Municipal Airfield, (34R)

Plan on being here about 9, and we'll cook lunch for the volunteers early afternoon. Wrapping up around 5:30.

We're going to turn this into a monthly event, and are starting a program where volunteer hours can be traded for rides and/or instruction in our Cubs, Stearman and soon the Staggerwing.

Our "Youth in Aviation" Flying Scholarships are ongoing, and this is a great opportunity for young adults (14 and up) to learn and work towards a career in aviation through an investment of their time.

Please drop us a line via messenger, watch the website or FB page, or call me for more details. RSVP if you can.

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YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: eaa35news@gmail.com

From the Kitchen—Peggy Fisher

I hear the March meeting was a success and enjoyed by all. A huge great big thank you to BJ O'Dea for stepping in and tying it all together and making it work. A great big thank you to Danny Beavers for manning the grill and preparing awesomely good burgers and hot dogs. Thank you to Roxanne for directing the operation. I really appreciate it. Also a bit thank you to the helpers to make it all happen were Robin Apsey and Pam Paduh. Thank you for helping with all the logistics. Many thanks to Dee Brame, Robin Apsey, and BJ O'Dea for contributing cookies for the desert table, Ulf Baldin for a pecan pie, Mary Ann Schlattman for some candy and Ian Heritch for the vegan burgers. Again, thanks to everyone for attending helping.

Coming up for April 15 is our first Fly-In Pancake Breakfast for the year. We are meeting a week later due to the Easter Holiday on our usual meeting day. Please encourage all your pilot friends to fly in and make it something special. We will be needing cooks for the pancakes and also the other fixings. Even if you don't fly in please come and enjoy the companionship. We will be serving hot pancakes, bacon and sausage from 9:00 am until 12:00 pm (noon). May will be the clubhouse clean-up and members picnic.

That is, it for this month. Thanks to all who filled in while we were making our way to Greece.

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.

WHAT OUR MEMBERS ARE BUILDING

NEW FEATURE!

Paul Wurster— Van's RV-14

This might not look like a lot of progress from last month, but it is a good amount of work. After getting the bottom of the fuselage pieces joined, I started working on the upper and lower longeron assemblies. The longerons on the long sturdy pieces that run the length of the aircraft and tie the tail to the engine mount. I riveted and match drilled all the holes from the C-Channel pieces to a machined block that will house the bolts that go through the firewall. After getting these twisted into shape, and riveted together, I started fitting the side skins to the fuselage. This was an exciting moment to see the “tub” that I will someday be flying in. After flying around the field in my mind for a bit, I promptly disassembled it and prepared all the surfaces for flush rivets. I had to drill countersinks into all the heavy underlying metal structures and longerons. The skins got dimpled. These long and floppy skins are difficult to handle by yourself, but thankfully, my parents were in town and helped me maneuver the unwieldy skins into the DRDT-2 dimpler. After 90 minutes, both skins were complete. Next month, the sides will be assembled and hopefully riveted on.



Link to Paul's Builder's Log:
<https://eaabuilderslog.org/?blproject&proj=7bj2wOye3>



Safety - "CIRCLE THE AIRPORT"

Ryan Newman FAASTEAM

Another day, another Safety Tip. This one just kinda fell right into my lap, and who am I not to share it with all of you. After all, inquiring minds want to know, right?

So, a guy walks into a bar..... No, that's the wrong opening for this venue. You'll have to get me off-line for the rest of that one.

So, a Guy (or maybe it was a not-guy) is flying into Stinson Municipal Airport (KSSF) and tower says to "Circle the Airport West for Runway-14." This is completely different from "Enter the Right Downwind for Runway-14."

Let's take a look at the difference.



"Circle the Airport West", "Remain West", or "Maneuver West"....**of the field, means exactly that.** You must maneuver west of the ENTIRE field as you proceed to the assigned runway, but stay within the published Class D airspace. Don't overfly any part of the airfield as you maneuver!

When instructed to perform any part of the normal traffic pattern (upwind, crosswind, downwind, or base), even if it is Right-Turns; this is not a restriction from overflying other parts of the field. If the Tower Controller needs you farther out, or to extend, etc., it is up to them to make that additional instruction to you.

In this particular case, there is frequent Helicopter Training on, or in the vicinity, of Runway-9/27, while Runway-14 may be the primary for all other traffic. So, there's a reason for Tower wanting traffic to maneuver West of the field, separation. Does the average non-based pilot know this? Probably NOT. It's not important that you know the reason behind ATC's instructions; It IS important that you comply with the instructions given. This type of situation can exist at other airfields and you will likely NOT know the "Why" behind ATC's instruction. We, as Pilots, must assume that ATC has the Situational Awareness to bring us in, or get us out safely, based on the known traffic. Known to ATC, but not necessarily known to the pilot. Don't question the instruction if it is an inconvenience. Question it if you think it is creating a hazard, or if you cannot comply.

Most pilots believe that "Circle" is an IFR Approach term ONLY because in the Aeronautical Information Manual (AIM), that's the only context used, and "Circle the Airport" is not in the Pilot-Controller Glossary (PCG). I hate to burst your bubble, but it ain't so. In the Controller's Air Traffic Control Order (Order JO 7110.65Z) it indicates "Circle the Airport" as normal sequencing and spacing terminology for VFR use. This is a case of something that in the Controller publication, JO

7110.65Z, that is not in the Pilot equivalent publications, the AIM and PCG.

So, what's the really important take-away from this scenario? The difference between "Circle the Airport West" and "Enter the Downwind"? Nope.

It is to PAY ATTENTION to exactly what the controller tells you. There can be subtle differences.

How many of you are familiar with *Expectation Bias*? You know, people hear what they expect to hear. I'll give you an example.

Have you ever heard the phrase "No disrespect intended, but....." then comes the part where they disagree with you.

For many years I have been saying "No respect intended, but....." Did you see the difference? Never, not once, have I ever been called out for dissing someone in this way. After all, people hear what they want to hear, or.....what they expect to hear. (Be careful if you choose to try this yourself; best to do it in a lighthearted setting)

There-in lies the important lesson. Don't just hear from the controller just what you expect to hear. Listen to what they ACTUALLY say. Most times, it won't make a difference in the world. The one-time that it does make a difference, I hope you were listening carefully. And this is also why we read-back the directions just given by ATC; a confirmation to the controller that it was received correctly.

Here's a pearl of wisdom for some of you. If you never want to have a disagreement with the Tower Controller, then NEVER fly into a towered field. Yeah, that is kinda extreme.

Look, if you go forth and fly for years and years, Y'All are gonna eventually, at some time, think that the voice on the other end of the radio is all jacked-up. Your day is coming, trust me. So, what do you do?

- Stay calm; Stay professional
- Resist the urge to school someone over the radio; it never comes across well (It's a recorded conversation, and the playback is not going to sound good at all)
- Comply to the best of your ability
- If you are not going to comply, make sure the controller knows it §91.123(b) *Except in an emergency, no person may operate an aircraft contrary to an ATC instruction in an area in which air traffic control is exercised.*
- Request clarification if you don't understand, if you can't comply, or you think it's unsafe to comply
- If the Controller gives you an instruction that you cannot comply with (unsafe, not capable, or violates a regulation), the magic word is "Unable" (Use this *Super-Power* wisely)

Next time you're talking to a Tower Controller, show them some appreciation,.....but don't tie up the frequency.

There you have it. Now go forth and commit Aviation.

Ryan



Adventures with Andrea

Andrea McGilvray

Work and Play

It all started innocently with a helicopter ride. The other innocent part was I was told he was selling his home. I have it listed, and since then, I've already put it under contract, and it should close/be sold soon. In between all these real estate transactions and flying, there's been a lot of activity. I jokingly say I have a AA problem, and I guess I do, but it is an "aviation addiction" and helping sellers or buyers with real estate transactions is funding it.



When I came out to Zuehl in early February, I wanted to sell my property, and at the same time, I had a listing of

Mike's place. Mike offered me a helicopter ride, and a whole new chapter is being written all because of that first ride. The bait was flying in a helicopter, and I swallowed the hook. I also gave Mike a flight in my Decathlon and showed him what it looks like being upside-down. I think he swallowed that hook too!

In between flights, we got talking a lot about ourselves. I don't think there's a single thing that he is different than me, and he loves aviation, the same activities, and foods, and is scared of needles just like I am, so I have found someone to play with. He is easygoing, doesn't drink, doesn't smoke, and doesn't have a single bad word to say about anybody or anything. He is like a refreshing glass of cold water on a hot day.

Back to flying. So then came the next flight and the next flight and the next flight in the helicopter. The slight movements are pure expressions of your ideas, not true movements. My feet have somewhat of an advantage. They know how to keep things straight without conscious thought due to my tail wheel time, but my left hand with the collective gets excited, and I pull up/down/up/down, and we go up/down. My right hand on the cyclic is too aggressive, and I tend to pendle [*pen-dle: a pendent object (as an earring or a pendulum) v: to oscillate*] under the blades in a hover, kind of like bouncing down the runway and it gets pretty exciting at times. As I continue to play with this new (lovingly called) Large Weed Wacker, my reactions are getting more and more controllable. Take off, hovering, and landing smoothly are all progressing, but my approaches are something else. I always thought flying an aerobatic airplane was sensitive, but nothing like a helicopter. My love for changing altitude has been a challenge. I like going up and I like coming down both as steep as possible and potentially scary for some folks. It is super fun to do a tail turn and zoom go. It feels very natural for me to do this. If you ask me what next, I have no idea, but as soon as my training is done, I intend to get my commercial certificate in the helicopter. I also expect to buy my own helicopter when the right one comes to me. What is next? Potentially fly rice fields, and who knows what else is next. I'll report back when it happens!

From an ultralight Kitten to a replica Mustang

Jerry Sides re-introduced flight to me in 2015, and he never knew he caught a tigress, not a kitten by the tail. From 2015 until the specific Thanksgiving evening in 2020, he was one reason why I am where I am today. So I credit him with my affliction to my new aviation world. Up-



on his going west, I was given his 2/3 scale mustang he built and flew for over 600 hrs.

So far, I have done a thorough check on the airframe and engine, and it all checks out. I would like to do a gear swing before I pull up the landing gear, but I plan on flying it with the gear down the 1st few times. This airplane has a ZZ4 355 HP Chevy in it with a 3-bladed Hartzell prop. I have found a few folks that have similar airplanes that I got some data. I have done some taxi/exercise the airframe and one time got the tail pretty light. I will be planning to fly it in the next few weeks on a perfect morning and will get photos and videos of that event. One of the few things I have about its characteristics is that it is easier to land than my Pitts. I'll report back on that!



Fisk Arrival in Tiger Moth

Jeffery Davila (Ray Scholar)

In one of my previous articles, I mentioned the challenges of flying the Tiger Moth to AirVenture. Before we departed Kestrel Airpark, I think I had an unconscious understanding of some of those challenges. However, I must admit that I never really imagined the final leg into Oshkosh being that much of a challenge, but rather a slight obstacle in the grand scheme of things.

As many of you know, the final leg of a trip into AirVenture usually includes flying the infamous "Fisk Arrival". For most pilots who are flying more "conventional" aircraft, flying one of the two recommended procedures isn't too much of a challenge. You're either flying low at 1,800 ft. and at a brisk 90 knots, or you're flying higher at 2,300 ft. at a blistering 135 knots (That's where the fancy airplanes are). Well, flying at 90 knots isn't too much of an issue for about 99% of the GA aircraft out there, but we weren't flying one of those airplanes. Our weapon of choice was a 1939 de Havilland Tiger Moth. For those of you who do not know much about the Tiger Moth, here's a quick reference that'll give you an idea of the airplane's speed capabilities. Over Northern Texas and Southern Oklahoma, we managed to hit a cruising speed of about 100 mph...with a 30-knot tailwind. I bet you're probably starting to get the picture.

After a few hours of questionable weather, the pattern into OSH eventually opened back up. As expected, there were hundreds of aircraft waiting to find their place in the conga line. Here's where the issues began to arise. On a good day, the Tiger Moth cruises at 75-80 mph, which is well below the minimum airspeed mentioned in the Fisk Arrival procedures, and that's on a good day. As many of you may remember, a rather large storm system made its way through the area the previous night, which meant that we were fighting some

decent gusts here and there. When we first jumped in line, there were only a handful of aircraft flying around us, which was very manageable. Once we hit Green Lake (VFR Waypoint VPGRN), everything changed, and it changed rapidly. Every time I looked down at my iPad, more aircraft appeared, and it almost seemed like 6 or 7 aircraft were popping up every few seconds. It was overwhelming, to say the least. After a few minutes, it dawned on us that we were probably flying the slowest airplane in the line. At first, it didn't seem to be that

much of an issue for those around us. Most of the aircraft would just fly around us, but that became harder and harder for them to do once the conga line became more congested. When it really struck me was when I turned behind me to look at the airplanes following us, and I saw a white Cherokee 6 with full flaps that was hanging by its propeller. The airplane almost looked like it was trying to fly one of those "High Alpha Pass" maneuvers. By then, we started asking ourselves what we could do to help the airplanes flying behind us. Do we get out of line and let them pass, but risk getting called out by ATC? Do we maintain our position and let the airplanes move around us? Do we descend a little bit? What is our best option? One of the factors we had to consider was our fuel state. The Tiger Moth only holds enough fuel for three hours of flight (including 30-minute reserves). Once we were in line, we were committed.

To help solve this issue, what we ended up doing was flying slightly to the right of the main line to allow aircraft to make their way by. That way, we were able to ensure that the airplanes were traveling around us in one direction, not above us, below us, and to our right and left all at the same time. This seemed to help greatly, both for us and the other pilots.

After that, everything went smoothly. We got to Fisk (didn't get to do the wing rock, which I really wanted to do), got directed to land on runway 36L, landed, parked in "Vintage Parking", and got to spend almost a full week at the aviation mecca of the world. Somehow, we managed to get to our destination in one piece. What more could you ask for when flying an 82-year-old airplane over five states?



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BUILDER'S SPACE: Joker will be moving to another hangar 1 Jan. This will open up the 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



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Craftsman Corner

Mark Julicher

Hanging a heavy, controllable pitch propeller can be tricky business, but with a bit of technique it can be done safely by one or two people. Here is one way to do this task.

Of primary importance is to lift the propeller safely and controllably to the engine's crankshaft. In a pinch, two people can lift a propeller by hand whilst a third person starts the bolts into the bosses, but there is a better way using an engine hoist. Photo one shows an engine hoist and a length of rope lifting a propeller into position.



Photo One: Engine hoist holding a propeller.

There are several points to notice in this photo. First of all, the spinner back shell is already mounted to the flywheel and the alternator belt is loosely hanging in place. If you forget the alternator belt it will ruin hours of work. Second, the top propeller blade is positioned away from the hoist boom to keep it from being damaged. A bit of foam padding protection on the blade would be a good idea too. Not seen, but of course important, the O-ring in the propeller bore is already in place and coated with Parker O-ring lube.



Photo 2 shows my technique for tying the rope to a three-blade propeller. A two-blade prop is trivial to tie and lift in a horizontal position. Use care to keep the slide-bolt snap from scratching the top blade. (Who knew that the spring-loaded thingy on this rope was called a slide-bolt snap?) A handy shop rag might be needed here to protect that painted blade.

Photo 2: Rope Position



Photo 3: Orientation of flywheel, crankshaft and back shell is critical

Look carefully! Four of the propeller bolt bosses are long and two are short. The propeller has counterbores in it to accept the longer bosses, but you could inadvertently put the propeller on without the counterbores matching the longer bosses. Tightening the prop bolts in that situation would push the long bosses out of the flywheel.

The flywheel (usually) is drilled so that the long prop bolt bosses can only emerge from certain holes and the short bosses are flush to the flywheel face. Notice that this flywheel can go on this crankshaft in two positions – 180 degrees apart, but since the timing marks are stamped onto the flywheel it is possible to have those timing marks out of position. Double check! Turn the engine to put number one cylinder at top dead center and then set the flywheel accordingly.

It can be seen in this photo how the spinner back shell is fastened to the flywheel with a dozen small bolts. Once the flywheel is correctly oriented to the crankshaft, assure the back shell is oriented to the propeller. Otherwise, the cutouts and screw pattern in the spinner won't match the propeller and back shell.

(Continued on Page 13)

(Continued from Page 12)



Photo 4: Propeller bolt starting into the bosses.

Photo 4 shows all the propeller bolts starting into the propeller bolt bosses. This can be tricky and is often better done with two people. The engine hoist is tweaked up and down until the bolts line up just right. The propeller is rotated slightly and slowly to make the bolts line up just right. The propeller is tilted to make the bolts line up just right. When everything is just right the bolts can be started using just fingers to turn them. All the bolts must be turned evenly, a little at a time so that the propeller goes on straight.

Getting the bolts cockeyed makes everything difficult. Patience is the watchword here. Once the bolts are well started it is time to switch to using a wrench, but again, just a little on each bolt at a time to keep it all going evenly.



Photo 5: Propeller wrench in action

Photo 5 shows how a specialized wrench is used to tighten the propeller. This wrench is easily fabricated from a good quality 9/16 combination wrench. The wrench is bent using heat and a vice and a hammer. A 3/8 socket is welded to the box end of the wrench to accommodate a torque wrench. It takes two of these wrenches to tighten the propeller because of the 15-degree offset at the

open end of the wrench. One wrench tightens three or four for the bolts and a mirror-image wrench does the others. Once all the bolts are hand-snug it is time to break out the torque wrench.



Photo 6: Torque wrench applied to the propeller wrench.

The torque wrench fits nicely into the socket that was welded to the propeller wrench. As shown here the torque wrench is oriented 90 degrees to the propeller wrench, therefore the torque reading is true. If the torque wrench were extended out horizontally, the torque setting would have to be corrected for the longer lever arm. Here it is easy to avoid the math and just torque the bolts. Do sneak up on the full torque a little at a time and don't just apply full torque to each bolt all at once.

With all the propeller bolts tight, the last step is to apply safety wire to through the roll pins in the propeller bolts. That is another tricky task, but I shall leave that to another article.



Chapter 35 Youth / Scholar Programs

Thomas Reyna—Dear Fellow Pilots (*wow, that still sounds unbelievable!*) I'm really looking forward to the upcoming flying season! As a new pilot, I wanted to take a moment to share some of my experiences with you and offer some tips for those who are just starting out on this exciting journey.

First of all, let me say that there's nothing quite like the thrill of taking to the skies for the first time. Whether you're flying solo or with an instructor, the feeling of lifting off the ground and soaring through the sky is truly exhilarating. One of the biggest challenges that I've faced as a new pilot is mastering the art of communication. From radio calls to hand signals, there are a lot of different ways that pilots need to communicate with each other and with air traffic control. It can be intimidating at first, but with practice and patience, it becomes second nature.

Another important lesson that I've learned is the importance of careful pre-flight planning. This includes checking the weather, reviewing your route, and ensuring that your aircraft is in good working order. Taking the time to plan ahead can help you avoid potential hazards and ensure a safe and enjoyable flight. Give it your 100% effort every time.

Finally, I've also discovered the value of joining a community of fellow pilots. I've discovered through EAA Chapter 35, online forums, and everyone else with their sights on the skies, that having a group of like-minded individuals to share experiences and knowledge with can be incredibly helpful and rewarding. To everyone starting out on their journey, you will run across some challenges - don't quit! Things may get difficult, but it doesn't last - and there is support all around.

As I continue to learn and grow as a pilot, I'm excited to see where this journey takes me. I look forward to exploring new destinations, mastering new skills, and sharing my love of flying with others. I'm especially looking forward to the upcoming Young Eagles Rallies to share the excitement!

To all of my fellow hobby pilots out there, I wish you safe and happy flying in the upcoming season!

Evan Carrell—Since I last was in contact not much has changed flying wise, I've been flipping cars quite successfully to afford buying Rafael Cortes's zenith 601xl in the future, my good friend who's a 150 owner and CFI agreed to help me finish out my training, but he's now completing IOE at American to fly the A320 series of airliner. The school in Longview is made up of G1000 Cessna 172's and runs 220/hr wet with instructor, I don't have the funds to make that two hour drive, and finish out my check ride, as well as the last few hours of check ride prep.

I'm hoping that my good friend will come through here in the next couple of days and we can set up a day to get my last few hours knocked out. There is still no school within two hours of me, I have a DPE lined up around a 1.5 hour flight away from my home airport for whenever I'm ready.

My airplane is still down for maintenance, but good news is I have all of the parts required to fix it! I'm hoping to have my airplane going soon, to get some stick time in and shake off the built up rust from not flying consistently recently. I appreciate the continued support from everyone at the chapter, I promise to keep y'all updated with whatever I have going on. I wish Mr. and Mrs. Goode the very best at their new place in Florida.

EAA LEARN to FLY WEEK

May 15 to 20 2023



Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20. Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.

Learn to Fly Week will conclude on Saturday, May 20, with Flying Start events hosted at chapters across the country. EAA's Flying Start program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area.

Following a short presentation about learning to fly, attendees will be offered a free introductory Eagle Flight to experience the spirit of aviation firsthand.

"Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process," said David Leiting, EAA Eagles Program Manager. "Our goal is to show attendees how accessible achieving their dream actually is." Leiting also added that inspiration from this event stemmed from packed forums at the Learn to Fly Center at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.

Combining the educational forums from the Learn to Fly Center and the connections and inspiration found at Flying Start events, EAA Learn to Fly Week is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty's Pilot Shop is the presenting sponsor of Learn to Fly Week. Sporty's will be participating in multiple webinars and offering product discounts during the week.

Full webinar schedule and more details on Learn to Fly Week can be found at EAA.org/LTFWeek.



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

2023		
April	15	0900 Pancake Breakfast FLY IN 10:00 VMC Club
May	13	0900 Spring cleaning followed by Chapter Picnic
	20	0900 <i>FLYING START</i> EVENT
June	10	0900 Young Eagles Rally—at KSSF (Stinson) <i>Note: This is in place of the monthly gathering!</i>
	17	Young Eagles Rain Date
July	8	0900 – Fly-In—Pancake Breakfast and <i>Speaker Dave Tillema—48 State Journey</i> 1000 VMC Club
August	12	10:00 VMC Club 11:30 Chapter Gathering– Air Academy Scholar Presentation <i>David Hook—Drone Presentation</i>
September	9	09:00 Chapter Gathering fly-in & pancake breakfast 10:00 VMC Club
October	14	10:00 VMC Club 11:30 Chapter Gathering solar eclipse program
	21	0900 Young Eagles Rally (San Geronimo)
	28	YE Rally Rain Date
November	11	10:00 VMC Club 11:30 Chapter Gathering chili cook-off & annual member meeting

Upcoming Area Events:

<https://socialflight.com>

<https://eaa.org>

<https://funplacestofly.com>

Facebook Group: Texas Aviation Event Calendar

Saturday April 08, 2023

McGregor/Waco EAA Chpt 59 IMC/VMC Safety Club - Pancake Breakfast

EAA Chapter 59 Hanger: McGregor Executive Airport

Waco, TX

08:30 AM - 10:30 AM

Tuesday April 11, 2023

VMC Club April Meeting Disappearing Airport

New Braunfels Airport

06:30 PM - 08:30 PM

Thursday April 13, 2023

April IMC Club Misleading Indications

New Braunfels Airport

06:30 PM - 08:30 PM

Saturday April 15, 2023

WINGS - Removing the Mystery

Tac Aero Aviation Maintenance Hangar, Gillespie County Airport

Fredericksburg, TX

08:00 AM - 10:00 AM

Wednesday April 19, 2023

Emergencies - Keeping Cool in the Cockpit

Anson Aviation, Sugar Land Regional Airport

Houston, TX

07:00 PM - 09:00 PM

EAA 1607 Monthly Pancake Breakfast

Lago Vista Tx Rusty Allen

Lago Vista, TX

09:00 AM - 11:00 AM

Friday May 05-07, 2023

CRITTERS LODGE SPRING FLY- IN MAY 5, 6, & 7



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 (men's)	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	\$19.00 \$21.00
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

Officers

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

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Member At Large	Andrea McGilvray, Director	210-413-7392	cowgirlcapital@att.net

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Flight Advisors	Vacant—this could be YOU!		

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Pd Thru Dec 2023



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Owner

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email: pilotshop@aol.com
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Senior Aviation Medical Examiner
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NEXT EVENT

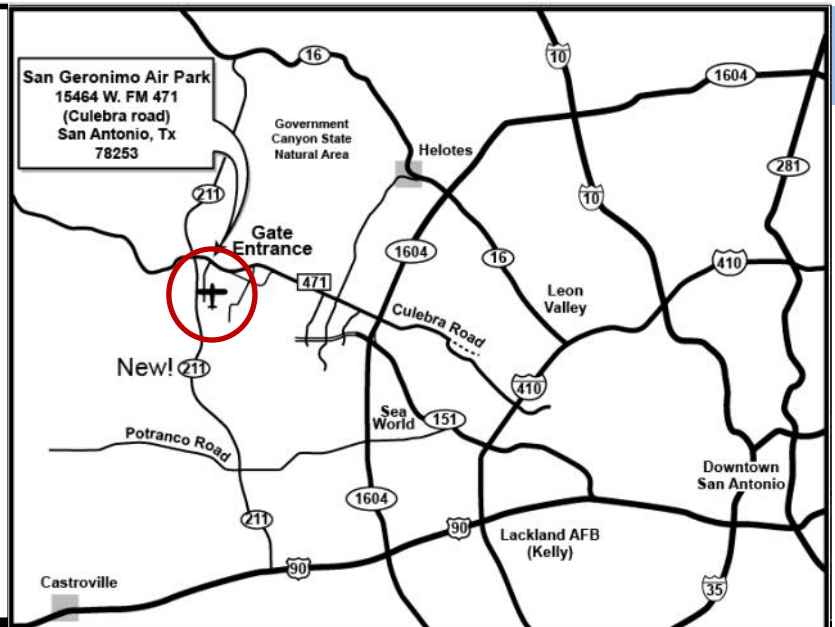
April 15

FLY IN 0900

VMC 1000

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 CULEBRA RD., #14
San Antonio, TX 78253

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

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April 1st, Ft. Worth



SAT, APR 1 AT 8 AM

Fly In Pancakes at the Museum

Fort Worth, TX

☆ Interested

Wings Over Pegasus 2023

April 8th, Gates Open at 11am

7111 FM 2339

Murchison, TX 75778



THE BEAST UNLEASHED

SPRING 2023 SCHEDULE

APR 1 • CONROE, TX

APR 15/16 • HOUSTON, TX

MAY 12-14 • TEMPLE, TX

MAY 20-21 • MCGUIRE AFB, NJ

JUNE 2-4 • READING, PA

32



AIRPLANES AND COFFEE
HOUSTON FLY-IN
 ELLINGTON AIRPORT (KEFD)
 SATURDAY, APRIL 15
 8:30 AM - 4:30 PM
 Signature Flight Support, 11811 N. Brantley, Houston, Texas 77034



Our **community fly-in** event is designed to expose the youth, families and local enthusiasts to various careers in **Aviation, Aerospace** and **STEM**.



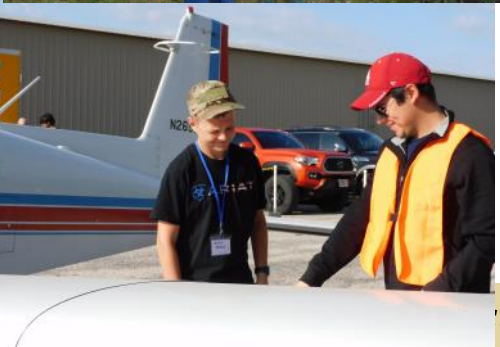
"AFTERBURNER SHOWS"

- February 26 Laredo, TX
- March 17 Bluebonnet Air Show, Burnet, TX
- March 25-26 Barksdale AFB, Shreveport, LA
- April 22 Dyess AFB, Abilene
- May 6-7 Wings Over South Texas, Corpus Christi, TX

MARCH CHAPTER GATHERING and FAAST Team Briefing—Gary Mitchum



YOUNG EAGLES MARCH 2023



YOUNG EAGLES MARCH 2023



YOUNG EAGLES MARCH 2023

