



The Official Newsletter of EAA Chapter 35, San Antonio TX

Founded in 1957



SEPTEMBER 2024

Volume 67 Issue 9

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Next Event

14 September 2024

VMC Club 10:00

Chapter Gathering

11:30

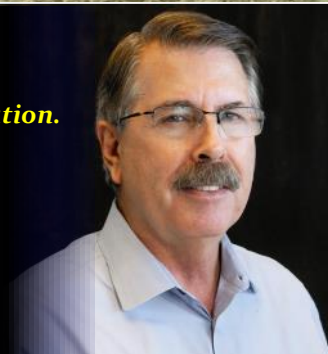
Lunch

Speaker 13:00

Chapter Clubhouse

Featured Speaker

Richard Becton— private/corporate aviation.



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

newsletter@eaa35.org

FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



Hello EAA Chapter 35!

I hope you agree that our Chapter 35 is healthy, active, and continues to be a vital part of the San Antonio area aviation community. Two member events most months, three Young Eagles Rallies each year, three substantial youth scholarships this year, a robust monthly newsletter, and a current and useful website. This is EAA Chapter 35 in 2024, and only part of the story of the four gold medal banners flying in our clubhouse.

It would be easy to be satisfied with our current circumstances and to assume that we will cruise on for another sixty-seven years, but your Leadership has had and continues to have one eye on our future. Over the past twelve months or so, we have installed a new air conditioning system in our clubhouse, professionally painted the exterior of our clubhouse, and updated our clubhouse's electrical system, all done in service to a long and robust future.

Our next and possibly most consequential step is to update our audio and visual capabilities and simultaneously bring the world to our clubhouse. We have been served well by our video projector and government surplus roll-up screen; but to truly take advantage of a connection to the world and all it will bring us, we should invest in a large, vibrant, and bright flat-screen TV. And a connection to the world?

That will be a high-speed internet connection to our clubhouse. High-speed internet service in our clubhouse will add much to our chapter's capabilities. We will no longer be constrained to hosting presentations by folks physically located in the San Antonio area, we will have the capability to bring presenters from around the world to San Geronimo Airpark. How cool it will be to have today's aviation leaders come to us? High-speed internet service will also give us the capability to send our creations to folks around the globe. And finally, with high-speed internet service, we will finally have the ability to truly utilize the forlorn flight simulator collecting dust in our clubhouse.

In addition to buying a 100-inch flat-screen TV, we may want to mount the beast on a robust wheeled cart, we will need to install a Cat-6 ethernet distribution network in addition to a robust professional-grade Wi-Fi system.

As exciting as this capability will be, this will require a significant

financial investment for our chapter, but your Leadership feels strongly that without this capability our future will be less bright. I hope you will support our commitment to bringing this capability to Chapter 35, and if you have experience designing and installing a Cat-6 ethernet network, please give me a call.

Some upcoming events I'd like to mention:

Saturday, September 14:

- ⇒ 10:00 AM - VMC Club
- ⇒ 11:30 AM - Chapter Gathering with a yummy lunch

Saturday, October 5:

- ⇒ 9:00 AM - Our Fall Young Eagles Rally at Stinson Municipal Airport.

We are expecting a lot of 8 to 17-year-olds to register for this Rally. We need ground volunteers and pilot volunteers

with their airplanes. Please come out and lend a hand with this very successful event. Come help put a huge smile on a kid's face. Please email Dean so we know to expect you:

dean.doolittle@eaa35.org

Please welcome **Steve Powell** as our **new Air Academy Chairperson**, he is already working hard to secure us a slot in the 2025 camp season. While Steve is our Air Academy Chairperson, we will use the email address: **airacademy.flyaway020@passmail.net** as our public Air Academy email address. Please update your Contacts.

Saturday, October 12:

- ⇒ 9:00 AM - Our Fall Fly-In and Pancake Breakfast; we would like to have a nice group of airplanes, so make a plan to polish up your airplane and bring it over to San Geronimo Airpark and show it off.

Remember, if you fly in for the event (from *another* airport) the pilot will not be asked to donate for the breakfast. I look forward to seeing you at these events.



Membership Update

Zac Morton

Please welcome new member, Devon McCollough!

Devon is an Airbus A320 pilot for an airline and a CFII. Paul Wurster invited him to come check out Chapter 35. He and his son attended our August gathering. Welcome, Devon!

Directory and Dues

The chapter directory will be published again about the time of this newsletter. If you have any updates to your information or photo, please email them to me at membership@eaa35.org. I'll no longer be sending individual requests for updates.

CHAPTER BULLETIN BOARD

WE NEED YOU!

Need Volunteers for:

- ◆ **Young Eagles PILOT Coordinator:** This is the CORE youth activity for Chapter 35 and you will make a huge difference in a lot of young lives!

Contact president@ea35.org

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EAA 983
PECAN PLANTATION, TX

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Experimental Aircraft Association, Chapter
September 28, 2024 9 am to 3 pm
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- Young Eagle Flights
- Aircraft Simulator
- Radio Control Display
- Gyrocopter
- Glider
- Food Available
- Silent Auction
- Fire Trucks
- Helicopter
- Fun for all ages!
- Airport ID is 0TX1
- CTAF 122.975
- Pattern on West side
- EAA983.org for info
- Rain Date is 10/5

From the Kitchen Peggy Fisher

A great big round of THANKS to BJ O'Dea, Roxie Beavers, and Nancy Mason providing an outstanding Spaghetti Cookoff while I was away. When you are Grandma to be for the first grandchild you go to the shower. I was also informed that the spaghetti sauces were all incredibly good and enjoyed by everyone. Winners of the spaghetti sauce contest were Peggy Fisher (first) taken and accepted by Chuck Fisher, Nancy Mason (second) and BJ O'Dea (third).

Big thanks go to those who helped with cleanup: Dee and Charlie Brame, Jim Gibson and everyone who chipped in. *Love those people who help clean-up.*

On tap for next month will be grilled hot dogs and hamburgers with all the fixings. Invite your flying friends to join us for what is sure to be a fun-filled meeting. We know the food will be fantastic. As always you are welcome to bring a side dish or desert. All donations will be welcome.

Looking forward to October will be our second pancake breakfast of the year. Again, invite your flying friends to join us. All who pilots that fly in get a free breakfast.

Looking forward to seeing everyone on the 14th of September.

62ND ANNUAL FALL FESTIVAL OF FLIGHT
SEPTEMBER 20-21ST, 2024

Classic Airplane Fly-In! Open to The Public!
Vintage Airplanes, Warbirds, Experimental, Antiques, Biplanes, Food, Vendors, and more! Hosted by the Texas Chapter, Antique Airplane Association, www.txaaa.org

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

FROM THE VICE PRESIDENT

Paul Wurster

I have an admission to make. I really like weather flying. I am not talking about stupidly flying into a thunderstorm to see what happens or checking to see if the icing forecast is correct or not. No, as a real aviation nerd, I like the strategy and skill involved to safely navigate inclement weather while arriving at my destination unscathed. However, the more I think about it, I think I actually appreciate that I have a finer grasp on how the weather works and develops.

When I recollect on what I used to know about how weather affects aviation, I was little more than a METAR reader. Only 25 years ago, getting weather products and forecasts was certainly more limited than it was today. The internet and popular aviation programs like Foreflight have made it easier to access reliable, current and detailed weather data. More importantly, it has helped us visual and experiential learners see weather data in more ways than ever before.

With these new tools, I feel like I have learned more about weather in the last 5 years than I did in my first 20 years of flying. All pilots are in the least amateur forecasters, but now we have access to all



the tools of the pros. It is just up to us to use them correctly. There are plenty of webinars and youtube videos following the weather these days that we can all get plenty of reps. Some of my favorites are Ryan Hall's storm system tracking and Scott Dennstaedt's yearly Airventure lead up and daily forecasts.

I feel like I have learned a new language with this weather knowledge. This has made strategizing how to navigate the weather on longer trips, and it is satisfying when it all works out. However, if there is a negative side to these new resources, it is that it is assumed that everyone knows it. I think the questions given to private pilot applicants now are definitely more difficult than I was expected to answer in the late 90's. The FAA has even added the usage of specific tools to the latest version of the Private Pilot ACS which is great, but you definitely need to start your weather education even earlier these days.

If you have not cracked a book on the subject in a long time, take another look. It is a brand new day and it might just be better than you remember.



Young Eagles Rally October 5th at Stinson Municipal Airport Dean Doolittle

Chapter 35 is hosting our fall Young Eagles Rally at Stinson Municipal Airport on October 5th. This is our big event for the year and we will need an extra helping of volunteers for this event as we are expecting up to 100 Young Eagles.

Our Young Eagles rallies are successful because of the help and support of our chapter members and the local community. As always, we will need volunteers to pull this event off in a safe and efficient manner. Please save the date, October 5, and make plans to join at Stinson Municipal Airport for this event.

We need volunteer pilots as well as volunteers on the ground.

Pilots need to be current EAA National members as well as having an EAA background check and have taken the EAA Youth Protection course online within the last three years. Your background check and Youth Protection status can be found at EAA.org on your Training Information page. More information regarding pilot and aircraft requirements can also be found at EAA.org.

Ground volunteers are encouraged, but not required, to complete the EAA background check and EAA Youth Protection course online. EAA National membership is not required, but is encouraged.

On the ground we need help with the following tasks:

- registration/welcome desk
- security
- escorts (walk Young Eagles to and from the aircraft)
- aircraft parking/movement
- preflight briefing for Young Eagles
- safety

If you have volunteered for one of our Young Eagles events in the past you should receive an invitation to help at this event about 30 days before the event. If you don't receive an invitation, please check your spam folder. If you haven't been receiving invitations to our events, please read and follow the instructions below and we will add you to the list of volunteers.

If you haven't volunteered for one of Young Eagles rallies in the recent past and would like to volunteer for this rally or future rallies, send an email YoungEagles@eaa35.org. In the email let us know if you would like to help as a pilot or on the ground and we will send you an invitation to join the YoungEaglesDay site. The invitation will come from YoungEaglesDay.org which is a site set up by EAA National to help chapters organize Young Eagles rallies. Alternatively, go to yeday.org and click on the "sign up" link at the top of the landing page to create an account. Once you have an account we can send you an invite which will confirm your wish to volunteer. We will also send you a reminder a few days before the rally and updates if the event is postponed or cancelled.

Finally and importantly, we need a pilot to step up and volunteer as a Young Eagles Co-Coordinator (Air Boss) for the Chapter. Young Eagles Coordinators help plan our Young Eagles events, participate on the day of the event to maintain a safe environment for our rallies, and coordinate volunteers. As Air Boss and Young Eagles Co-Coordinator you would work with Rebecca Southard. Rebecca handles setting up our events and manages the registration and Young Eagle to pilot assignments. Your responsibility would be pilot recruitment for future events as well as route planning and safety during these future events.



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Caught in Action



Volunteer Spotlight

Peggy Fisher



Chapter 35 is very fortunate to be among the relatively few chapters that offers meals with their programming. Though many hold pancake breakfasts, a rotating meal service is fairly unusual.

Peggy Fisher took over the reigns of the Kitchen Crew in the throes of the Pandemic. She did special training and came up with techniques to continue our tradition while remaining safe doing so. Every month she plans a menu and shops for bargains to bring us a great lunch at good value. She, and often the kitchen crew, is out at the clubhouse the week before every gathering setting up and even making creating event focused centerpieces.

She is Chuck Fisher's co-pilot in the L-17 and life...and even lets him spend money on the plane!

Thank you Peggy!

Dragon One and the SWISD Program

Chuck Fisher

Chapter 35 was pleased to welcome former Chapter president Darren Medlin for our August program. Darren has spent the past several years as the program lead for Southwest High School's innovative aviation program. Many chapter members have acted as mentors, lecturers, donors and the chapter has contributed tools and funds to help spur the program on.

Here are a few highlights, because every chapter member should know this story and take pride in the members of the chapter and aviation community who have taught and inspired so many youth.

Darren arrived in the brilliant white, green and black RV-12 built by the students over the past few years, and as he showed off the gorgeous aircraft, let the members know the aircraft is currently for sale to help fund the school's current project. This airplane is a point of great pride for so many local families and chapter members, he hopes a local buyer will step forward.

The SWISD program was born of a dream and a bit of serendipity. In 2017 an innovative leader had begun a youth building program built in the image of the *Aviation Nation* project. However, this program found itself without a home and he pitched the need for a new home to a Chapter 35 meeting. Chapter leaders began the hunt for a home and met Wayne Fagan, leader of the Dee Howard foundation, a very school focused aviation interest group. One of his board members was the SWISD superintendent. The stars were aligning. AOPA, meanwhile, released a well-structured curriculum and began their nationwide support of aviation programs. SWISD set aside a massive workspace, enlisted staff and gave the green light to an aviation program. But it had to be built from bare floors and walls... into a shop and a multi-year academically and technically rigorous program.

Enter a group of Chapter 35 mentors. With their guidance the new students built a shop – a workspace that would be the envy of any professional shop-owner. The mentors matured a curriculum spanning the gamut from private pilot training to drone operations to engine rebuilding to fiberglass, wood, and metal construction tech-

niques...to the discipline to keep meticulous records and inventories.

This program is one of the few public school-based four-year programs for students of all ages, grades and abilities. Hundreds of students have now moved through the program. Graduates have gone on to A&P schools, professional pilot training, the military and more. And all have had an experience few students will ever get as they learned to trust themselves, trust their teammates, read instructions and guidance, and to do each task correctly. They learned that correct... means correct.

Have you ever noticed that “airplane people” are a little different? They are different in having the discipline to organize, to plan, to be precise in their execution, and to expect tasks to be done correctly...always. This program takes kids of all abilities, most who have never been in an environment requiring such discipline, and makes “airplane people”. It is not just about learning to fly, learning to rivet well, or welding the perfect bead. Sure, these students learn mechanical skills, and the skills of a pilot or controller. But, more importantly the mentors of this program will cite a bazillion examples of the “light bulb”; that moment with the undisciplined

child shows the discipline and responsibility of an adult. This is a program in which participants...grow.

Despite the pandemic, these teams completed a top-quality aircraft, a first for any San Antonio school, and now it flies regularly. This aircraft has all of the work done, all the upgrades and modifications completed, and will make a superb magic carpet ride for someone.

And, the next owner will have the privilege of knowing that he or she is helping to keep this program going.



All Eyes Ahead: The Future of Aviation and Aerospace in America

Jeffrey Davila—Ray Scholar 2022

The other day, while at New Braunfels National Airport, I peeked inside one of the larger hangars on the airport property, and I was surprised to see a pair of the new Pipistrel Velis Electro aircraft and a pair of Pyka Pelican Cargo aircraft. These are all electrically powered aircraft.

Of course, being the curious person I am, I flagged someone down to ask a few questions pertaining to the purpose of the airplanes being there. Come to find out, a private, third-party company is conducting research on the four airplanes they currently have. Their goal is to provide accurate, real-world data on the aircraft, specifically for battery efficiency and degradation, charging capabilities, performance, cost of usage, and more.



After talking to the individuals in charge of research, it got me thinking. What is the future of aviation and aerospace in America? That is a very subjective question, as it pertains to a variety of different topics, but it is still a question worth asking.

The NASA research internship I completed last summer was a revelation, not for the reasons you would think. The biggest uncertainty when we were provided with our topic of research, which was electric vertical takeoff and landing (eVTOL) aircraft, was technology.

Is the technology that is currently there capable of sustaining such an idea? Like most things in aviation, there are multiple answers to that question, none of which are straightforward. To put it simply, yes, the technology currently available can sustain these ideas, but with limitations. For example, an electric aircraft can easily fly cargo, or even people, from one destination to another, but it must be within the range capability of the battery. Once you arrive, then what do you do? Do you charge it, knowing that it will take a few hours to finish? Do you swap the battery for a charged one? Do you switch aircraft? That is the issue my team faced regularly. Not so much the technological aspects of the project, but the coordination of everything.

The technology is available. There really is not any question about it. My team's research proved that it is very possible to integrate electric technology into aviation. Like most innovative technology, it is not without its drawbacks, but it is possible. With that said,

however, our biggest challenge was finding a way to gain public trust, the most integral part of any technology that is to be introduced for mass usage.

Public trust incorporates an immense variety of things to consider. It is based on reliable research, supportive federal regulations, smooth implementation, affordable operations, and other factors. Without these concepts lining up, the public sees flaws in the program, and it collapses, as most ideas have. The Concorde failed because of high operating costs and a plagued safety record. The Airbus A380 never reached its full potential because of high operating costs and bad timing. Will electric technology in aviation meet the same fate, or will it takeoff

(no pun intended)? As most things go, it just depends.

Our biggest issue with gaining public interest and trust was finding a way to rollout such concepts without it seeming like something straight out of the "Terminator" films. People fear change. That is simply human nature, and no one can really be blamed for that. If I did not know anything about aviation, I can honestly say that I doubt I would hop in an airplane that relies strictly on battery power. It is a scary concept, especially since no reliable real-world examples exist yet. Granted, this is simply talking about my experience with electric technology and its implementation in aviation. There are countless other technologies and innovations that are facing the same hurdles.

At a recent Young Eagles rally, an aviation enthusiast was asking me about my NASA experience and what we did; and before walking away, he asked me how I manage to trust the recent technological advancements being implemented in aviation as we speak.

All I could say is to trust the process.

But how do you convince someone to trust a flawed process, the very same one that drew out the 787 Dreamliner program for nearly a decade or that allowed a software issue to plague one of the most readily used commercial aircraft in the world? I am certain people asked the same thing after the Hindenburg disaster or after the Concorde accident. Yet, somehow, people continued to push the boundaries of reality and made things work. That is what it all

(Continued on page 8)

Future (continued)

(Continued from page 7)

comes down to. A select group of people who are willing to risk it all in the name of innovation and prosperity.

So, the question still stands. What is next? What will be the next breakthrough to strike aviation, and how will it impact the industry in the United States? We are so fortunate to live in a time like this, where countless individuals, companies, agencies, and organizations are investing in positive and innovative change within the aviation and aerospace industry. Companies, like SpaceX, are creating concepts and using them in a manner that has never been seen before. Had you asked any NASA Solid Rocket Booster engineer if they thought it would be possible to not only reuse a booster rocket but to program it to land itself and have a turnaround time of about a week, I bet they would have said it could not be done, at least not in their lifetime.



With other companies, like Boom Supersonic and Hermeus, it is quite possible that supersonic commercial air travel may become a normal part of our traveling endeavors, giving us the option to fly coast-to-coast or continent-to-continent within a fraction of the

time it would take using modern air travel standards. The exciting part is that all of this is just the tip of the iceberg.

There is so much going on that it is simply hard to keep track of. We are verging on a new era in aviation and aerospace and will quickly see what has been in development for the past 20 or 30 years. I am incredibly excited to see what is next and to have been able to have a small part in it. This

new age is certainly one to look forward to.

(note: "The Pipistrel Velis Electro is the world's first electric powered airplane to receive a Type Certificate (EASA.A.573 TCDS)". (see <https://www.pipistrel-aircraft.com/products/velis-electro/>) - thank you Allen.



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Member News Briefs!

Gone West—Brian Goode

EAA Chapter member, officer and Master Pilot Brian Goode has flown west.

Brian was a pilot, a sailor and a master craftsman. None of us will ever forget he and June rolling up in their motorized first class seats to every meeting. He could, seemingly, make anything, fix anything and do anything.

Brian was a sailor and a pilot. He had been a highly accomplished Cessna executive and continued to help new owners of Caravans even after he had “retired”. And, of course, his baby was a Cessna 172R Cutlass that June called the “Cutty”.

Of course some of that invoked his nautical side. Before coming to San Geronimo he had spent considerable time sailing and living the salt-water life. He longed for that, but he loved flying more.

Bryan and June hosted hangar gatherings and pool parties in their gorgeous home and to-die-for hangar, and San Geronimo was their home. He was the first president of the newly formed San Geronimo Property Owners Association and he was a founding architect of the entire deal to purchase the airpark ... for posterity.

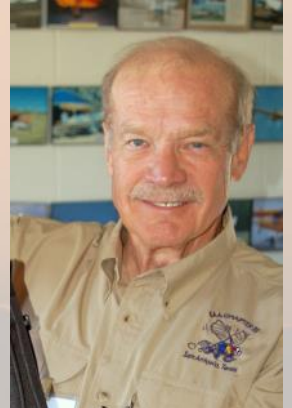
Brian was our chapter’s first Wright Brother’s Master Pilot, earning the honor in 2011. He was followed by 18 more. Brian and June were the country store proprietors for years. To them we owe the original Texas Flag ceremonial shirts. Brian served on the Board of Directors for many years, guiding this chapter to grow and flourish.

For many of us, though, Brian and June were part of Friday nights at the airpark.

In the moist evening air they, and we, gathered in a hangar and told old stories and old lies over old scotch. It was what airparks are all about, and Brian was such a big part of our airpark for so long...

Brian got sick. He sought to return to the ocean air, if but for a short while. But we know...he is still here.

Brian Goode was a pilot.



The Chapter 35 World Spaghetti Cookoff Champions!



It is awesome when a hotly contested battle for supremacy results in outstanding food for us!

The winners of the 2024 Chapter 35 “World Championship” Spaghetti Cookoff were:

- First Place and Winner of the Golden Ladle—Peggy Fisher.
- Second Place: Nancy Mason
- Third Place BJ O’Dea.



AUGUST 2024 Gathering and VMC Club

Photos Chuck Fisher



AUGUST 2024 Gathering and VMC Club

Photos Chuck Fisher



Member News Briefs!

Andrea Logs Blackhawk (sim) Time

You never know when you'll meet the right people in your life. A young lady, May Kelly, married an old friend of mine, and Chapter member Kris Kelly.. I helped them buy a home without them seeing it in person, and they love it. Their home is in the Belton area. May is stationed at a nearby military base and will be deploying soon, but she recently got hurt while on leave and invited me to try out the FAA-certified Blackhawk Simulator.

What an honor! 8 hrs FAA approved Flight instruction!

We practiced IFR approaches and many emergency maneuvers, like total loss of tail rotor, autorotations, and left and right stuck pedals. These are all very hard to teach in a real helicopter due to the risk of crashes. Helicopters don't like going sideways without flipping over, and we did quite a few of those with our eyes closed! When we were tumbling, our CFI, Mr. Ruiz, was amazing and super patient, despite the numerous tumbles. He also showed me some cool moves, and I



showed him some airplane maneuvers—no intentional inverted or

looped moves, though, as they had disabled that ability (why take away something so fun?).



I am extremely grateful for this opportunity, as very few non-military folks ever get a chance to even sit in a Blackhawk simulator, let alone have a logbook entry for it.

If time allows, I plan to go up again before the end of the month for another training day. It's a skill that only improves with practice! And by the way, hovering isn't hard—it's super easy to fly.

Stay tuned! I'll report back if I get to go again!

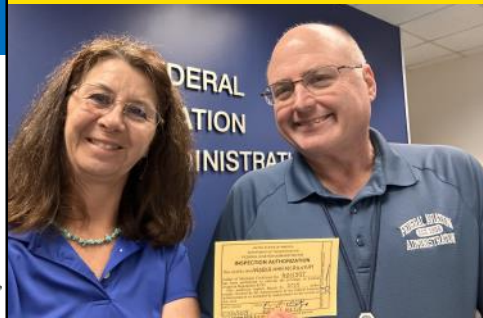


Jack Gelm earns Commercial Glider Endorsement

Vice President Paul Wurster reports that New Chapter 35 Member, **Jack Gelm** passed his Commercial Glider Checkride on the 3rd of August.



Andrea Earns IA Certification!



Andrea McGilvray is one BUSY human being! She is running out of certifications to earn, but she successfully completed training, tasks and testing to earn her Inspection Authorization (IA) certification.

Congratulations Andrea!



Chapter Builders!

Fred MacMahon, Builder Coordinator

Member	Project	Next Milestone	Est. Completion (fly)
Gould	1946 Aeronca 85hp engine	Brakes	TBD
Wurster	RV-14	Fuselage	2025
Reyna	Glasair Super II S-RG	2025	2025
Pisz	Zenith CH 750 STOL	Phase 1	2024
Trimble	Hatz Classic	Beginning	TBD
Bott	Zenith CH750 Super Duty	Fuselage	TBD
Terrone	Sling TSi		
Versteeg	Zenith CH601	Finish work	2024

Is your project missing from this list? Would you like to send an update (please!)? Please contact airplanebuilder@ea35.org

Scholarships Update

As of mid-August, the progress made by our 2024 scholars has been very satisfying. Ethan Palumbo told me at the August chapter meeting that he has his check ride scheduled for later in August... hopefully, we'll have a new private pilot by the time you read this article. Rory Sorola is well along in her training, with her solo and written exam passed, and has spent hardly any of her scholarship money so far, thanks to the jump start she got by attending the Aim High Academy (see Rory's article on Page 13 of the July 2024 issue). And Lily Cavanaugh (who received her scholarship about a month after Ethan and Rory, has passed her written exam and is working toward her solo.

Jeffrey Davila is flying with our Vice President Paul Wurster doing his final check ride prep, and had some encouraging conversations with the San Antonio FSDO about maybe getting his check ride through them.

And that brings me to Nolan Haecker. The rate at which Nolan was able to take flight lessons this summer after his scholarship funds ran out did not allow him to complete his check ride prep. Unfortunately, Nolan has informed me he is taking a break in his flight training to concentrate on his college studies but expects to resume next summer.

I remind our scholars that they can and should look for other scholarships, because even the relatively large Ray, Kellogg, and Brame scholarships we administer are seldom enough to take a student completely through training to get their private pilot license. But between restrictive requirements, and limited application periods, it's difficult to obtain a supplemental scholarship that will help cover the balance of the money required. And any unexpected shortfall in other expected funding can have a substantial impact on our goal of helping these young people all the way through to getting their pilot licenses. To my way of thinking, it would be a good thing if the chapter had several smaller scholarships that could be used to help these scholars.



Speaking of other scholarships...as I mentioned, Rory attended the Aim High Academy, which brought her to the brink of solo and passing her written exam before she even touched money from her Kellogg scholarship. If you know someone who might be interested in attending and meets (or will soon meet the program requirements, it seems to be a pretty good gig. And...the application period is OCTOBER, so they (and you) will have to act fast so that they can get their application in. See: <https://www.recruiting.af.mil/Aim-High-Flight-Academy/>

The other thing about scholarships I want to mention this month: It's already time to start thinking about next year's scholarships. We expect to apply for two more Ray Scholarships next year. If you know a kid who will be between 16 and 18 next March and might be interested in competing for one of those scholarships, start bringing

them to chapter meetings and activities. If they aren't that old, there's probably going to be more scholarships down the line.

Get them involved, to see if EAA Chapter 35 and our activities are something they'd be interested in. It is a lot easier to award a scholarship to a young person you've seen volunteering at several Young Eagle events than someone you've never met in your life. It would also be better if they've already had a Young Eagle flight and thus have all the benefits that accrue to Young Eagles: Free student membership in EAA national and EAA Chapter 35, free introductory flight lesson, free ground school course (Sporty's learn to fly course) to prepare them for PPL written exam, and reimbursement of exam fee when they pass the written exam. And of course, applicants who have already completed the written exam will be very favorably viewed during the application evaluation process.



Scholarship Coordinator Allen Inks with (counterclockwise) Nolan Haecker 2023 Ray Scholar, Lillian Cavanaugh 2024 Brame Scholar, Rory Sorola 2024 Kellogg Scholar, Raegan Rait 2023 Kellogg Scholar (pilot). Raegan bade her farewell after this photo as she heads to UND Aviation Program.

Free student membership in EAA national and EAA Chapter 35, free introductory flight lesson, free ground school course (Sporty's learn to fly course) to prepare them for PPL written exam, and reimbursement of exam fee when they pass the written exam. And of course, applicants who have already completed the written exam will be very favorably viewed during the application evaluation process.



Ethan Palumbo—2024 Ray Scholar



This month was astonishing. I flew my first solo cross country. It was scary at first because there was so much to do at once, I was a little nervous but I got the hang of it. I've been flying almost every day. I started training for my check ride for which I hope to complete within the next couple of weeks. There is still a lot I need to work on till I can officially call myself a pilot. I look forward to advancing in my career with all that I have learned so far. (I have flown to George west, Cotulla, and Victoria for cross Country flights.)



Rory Sorola—2024 Kellogg Scholar



Hello everyone, I'm currently awash with back-to-school commitments, which has taken a toll on my time available to fly. While I'd love to go and get a lesson in after school, the Castroville Airport is fairly far away from my house, which only adds to the already stressful scheduling problems. I haven't flown in 2 weeks which irks me, to say the least. However, I have finished processing my scholarship paperwork, so I can begin paying back invoices. I'm glad to see that I'm about halfway through training, but the next half is an entirely new challenge I'm ready to face.



Lillian Cavanaugh—2024 Brame Scholar



Wow what an amazing month it has been, so many great things have happened. As I mentioned in my article from last month I was planning on taking my Written Exam. Following through with this I took my exam and passed it! With this I also was able to take my first flight lesson with Dean Howard, and of course I was I able to get some great information and feedback right away. I have already scheduled my next lesson and am preparing for it as the day comes! This month was also very important for my JROTC Corps as we hosted our annual Incoming Cadet Camp (ICC) which turned out to be a great success and experience for all the new cadets who will join us in this upcoming year. I have included a picture of all my Senior Staff who helped plan ICC. My Corps was also able to participate in two

service events already this year. I included photos from both. During one event we helped our schools administration store and distribute textbooks for the year. In the other event we took all of our new cadets to the local Foodbank to help pack up food which would later be distributed to those in need. I truly am looking forward to the school year and all the fun things that come along with it. I am also very excited to continue my lessons and work towards eventually soloing. I hope everyone has a wonderful day, thanks for reading!"



Henry Wurster—2023 Ray Scholar

Henry Wurster passed his Private Glider Add-On checkride on 4 August 2024 with DPE Burt Compton. Paul Wurster (EAA 35 Vice President—and dad) flew the tow plane for them!



CLASSIFIEDS

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

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

PLEASE Notify me when your item sells!!

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



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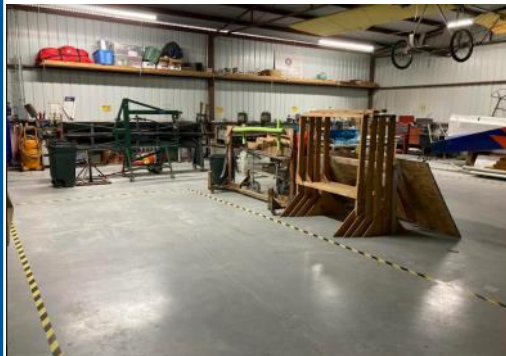
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BUILDER's SPACE: Need more space? The chapter has a now vacant 10x20 builders space in the chapter hangar, access to chapter tools, equipment and room to temporarily expand (e.g. to mount wings, etc.). This is about the size of a garage with lots of extra room and for building up till you need a full sized hangar and costs less.



Contact president@ea35.org for more information.

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THE WORKSHOP

Mark Julicher

Here is the result of a recent pre-buy. I have redacted the N number, but I hope when you read this you will understand some of the ins and outs of a pre-buy. Perhaps it'll even save you some trouble in the future.

The prospective buyer of this plane lives out of state, and we got connected via the "grapevine." I always feel most obligated to provide an accurate assessment on a pre-buy such that there would be no big surprises or buyer's remorse. Some of what I see could be considered nit-picking, but I want to do my best so that surprises and buyer's remorse don't happen. Doubtless that I could do much more inspecting – even a complete annual, but not many purchasers are willing to spend that much money and not many sellers want to leave the plane for several days.

Pre-Buy Report On NXXXXX

A pre-buy inspection performed by Mark Julicher, A&P/IA #2204250 on 2 August 2024.

My first impressions of this aircraft are that it is very clean, and impressively clean in the engine compartment; however, in any inspection of this type, there are two "stories to tell." There is the 'metal story' and the 'paper story.' I am not the first person to say there are two stories – but I consider it essential that the metal story matches the paper story.

First the metal story. This is done via an eyes and hands-on inspection. Preferably with a copy of the specific inspection checklist for that model on hand and perhaps a page of gotcha's from the type-club's website.

Engine:



Photo 1: Clean engine. Good fire sleeves

Very clean. New oil. Cylinder compressions above average; 1:77/80, 2:79/80, 3:76/80, 4:76/80.

The battery is 1.5 years old. (Average life of a battery is five years.). Ignition harnesses, fuel lines and wiring all appear to be in good condition.

The engine baffling is in good operating condition but has some small repairs. This is deferrable maintenance.

The fuel flow transducer is installed with Teflon tape as the thread sealant. This is unallowable and must be corrected. Further, the fuel flow transducer installation is done incorrectly it is supposed to be protected by fire sleeve. This is a modification with an Supplemental Type Certifi-

cate. A large section of fire sleeve is provided with the installation kit for this aircraft modification.



Photo 2&3: Baffle repairs

Photo 4: Repaired crack on front baffle



Photo 5: Fuel flow transducer

The propeller is in good condition with minor leading-edge erosion. At some time soon it ought to be dressed smoother than it is now but only a little smoothing is needed.

Propeller:

The propeller is in good condition with minor leading-edge erosion. At some time soon it ought to be dressed smoother than it is now but only a little smoothing is needed.

Airframe:

The airframe is in good condition but shows typical wear and tear for an aircraft of this age. There is worn paint, and some paint peeling is a few locations. The metal bonding is in good condition although metal edge fairing compound has eroded along the belly. It is airworthy. The canopy latch handle and the key-lock show paint wear and a bit of rust.



Photo6: Propeller leading-edge



Photo 7: Minor peeling paint.

Photo 8: Paint wear near pilot's entry.

Wings and Empennage

There is light hail damage on the wing and elevator skins. Not significant, but visible

(Continued on page 18)

(Continued from page 17)



Photo 9: Canopy latch and lock



Photo 10: Eroded fairing compound

at low light/viewing angle. There are dents (two) in the top skins near the leading-edge, wing root most likely caused by improper ground handling. Similarly, there is minor denting near the horizontal stabilizer leading edge.



Photo 11 and 12: Dents in top skins near wing root.



Photo 13: Dent in horizontal stabilizer.

Landing gear:

Tires, brakes and landing gear appear to be in good condition. I did not check the tire pressure. The brake pads have good life left in them – this is important since the ground steering is done by differential braking. The nose wheel steering break-out force is good.

Interior, Instruments, and Controls:

The cockpit shows normal wear and tear for an aircraft of this age. Cockpit sides have been repaired with duct tape. The plastic covering at the canopy latch is broken with a significant portion missing. Some of the required placards are damaged and should be replaced. Temporary placards



Photo 14: Upholstery repair



Photo 15: Canopy latch cover

could suffice if necessary. The original oil pressure indicator is placarded as inoperative; however, there is an after-market engine monitor that has



Photo 16: Damaged placard



Photo 17: Inoperative Oil Pressure

oil pressure indication built in.

The navigation radio appears to be working but the digital indicator flickers and some segments may be out.

The primer is very stiff and

needs to be lubricated...very minor issue.

The tail beacon light (anti-collision light) is inoperative. Must be repaired before night flight. A close-out panel on the belly may have been another beacon location at one time.

The landing light is inoperative. Position lights are functioning properly. This aircraft is not equipped with strobe lights which is typical for its age.

Aircraft does not appear to be equipped with ADSB.

The flap position indicator is inoperative. This is NOT AIRWORTHY.

The registration, airworthiness certificate, and weight and balance were not in the cockpit. Later found in the publications bag. This is not



Photo 19 and 20: ELT showing expiration and structure that kept me from closing the clasp

compliant with AROW being on board and certain items displayed.

The ELT battery expired last February. I could not determine how to completely latch the ELT into its holder, but there might be a trick to it.

The paper story:

Airworthiness, registration and Weight and Balance are in the paperwork portfolio. Logbooks and 337 forms and older registrations are all in a very neat and in complete looking portfolio.

The transponder and blind encoder inspection (VFR) is current. Pitot-static inspection (IFR) is not current.

(Continued on page 19)

The Workshop (continued)

(Continued from page 18)

But,

I could not find a list of accomplished Airworthiness Directives (AD) and did not see such in the back of the logbooks. It might have been on oversight on my part; however, regulations require that the AD disposition must be transferred to the new owner along with all the logbooks. It would take at least half a day to research all the ADs and determine their disposition if the AD list is not available.

The engine and airframe log show that the annual was signed off last March, however there is no entry for the ELT test and the ELT battery is expired. This is indicative of an abbreviated annual. Furthermore, the annual signoffs for the last few years appear to be dittos of the previous years with only a date change and few details of any work performed.

Final assessment:

This appears to be a very clean aircraft inside and out. The skin dents cited above are still in airworthy condition. Given the bonded construction on this type aircraft and given the rather narrow wing-walks it is

not uncommon so see where an inadvertent dent happened.

The paint is in good condition for its age and can be touched up. Tires and brakes and are in good condition.

Items that must be addressed include:

Airworthiness Directive list/disposition, Flap position indicator, Cockpit placards, ELT battery – both the ELT and its remote control, Fuel flow transducer

Items that ought to be addressed:

Landing light, Tail beacon (no night flight without this),

Negotiating points:

Hail damage and other dents, Nav radio display/digits, No ADSB (unless I just missed the log entry it means no flight in Class C or above.

There you have it. I'm sure you the reader can think of things I missed or could do better. I can take the criticism. Did the potential buyer get his money's worth?

I think so.



RV Build Progress

Paul Wurster



From the Builders Log

One step closer to sitting in the cockpit making airplane noises. Match Drilled and prepared the control Sticks. Assembled all hardware and tools to take to the airport and get it installed.



Benjamin Bott: Zenair - CH 750SD. Bottom Skins. Drilled and Deburred. Installed pitot mast and ran wires and AOA and airspeed tubing on left wing. Top Skins going on.





Country Store

Nancy Duepner

September gathering will be *raffle time* with two chances to win!



Which one will YOU win?

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

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

www.socialflight.com

<https://www.eaa.org/ea/events>

[Texas Aviation Event Calendar](#)

September 7-8

Airsho 2024 Midland TX

September 14

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

September 20-22

35th Annual Under the Wire Fly In. Louise TX
Gainesville Antique Fly-In, Gainesville Muni (KGLE)

September 28

EAA 983 Fly In and Car Show at Pecan Plantation (oTX1)

October 4-6

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

October 19

Texas Barnstorming Museum Fly In and Car Show (Hallettsville)

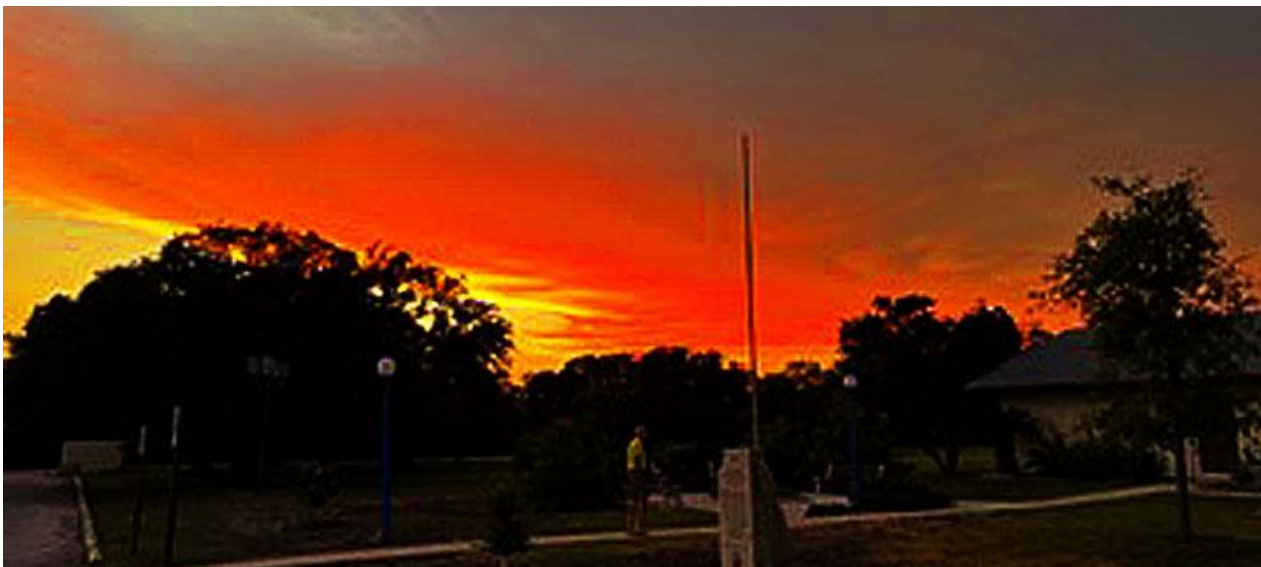
October 25-27

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

October 26

Brownwood Fly In Fair (Brownwood TX)

November 9



Lew Mason tends to the clubhouse plantings under a fire red Texas sky.

Photo by Nancy Mason

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NEXT EVENT

14 SEP 2024

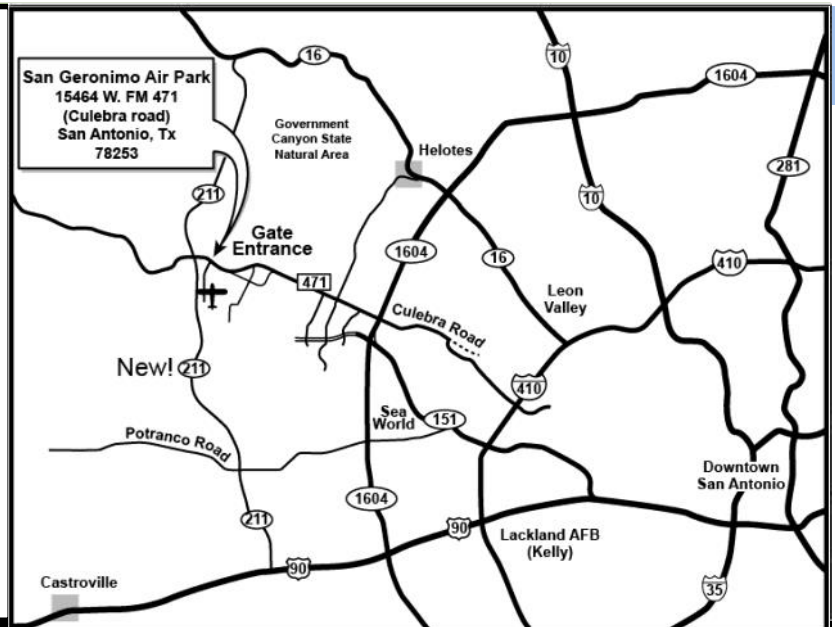
VMC Club 10:00

Chapter Gathering 11:30

Lunch

Speaker 13:00

Chapter Clubhouse



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

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

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

Ron O'Dea, Secretary
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