



CHAPTER 35 AT AIRVENTURE 2019

August 2019

Volume 61 Issue 8

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Next Event

AUGUST 10

LUNCH MEETING

Lunch 11:30 am
Meeting/Program 12:30 pm

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
Publisher: Chuck Fisher
Editor:
eaa35news@gmail.com

Chuck Fisher

It's Sunday night and we've just landed back at San Geronimo. AirVenture 2019 is now a memory, and for most a spectacular one. For many, the memories will be of the unscripted moments and things that didn't go just right. We'll publish the stories and memories over the next few months, but for now here is the quick snapshot and a few photos from those who were there.

We flew with a wingman and arrived Friday. Casey and Nancy were there ahead of us. It was a smooth and uneventful flight. But Friday night the sky opened and in the next 24 hours Oshkosh was pelted with five inches of fresh rain. The airfield was a swamp everywhere and aircraft parking was impossible. Campers, like Kris Kelley, were instructed to just go find a spot anywhere that wasn't awash. Aircraft were diverted to any patch of

concrete in the Wisconsin area. Yup, there's a memory. Ron and BJ O'Dea arrived by car and we all waded suitcases and stuff through ankle deep standing water from the nearest asphalt road.

But, despite all of the rain, mud, and challenges AirVenture roared to life right on Schedule and a



flock of Chapter 35 members were among the hundreds of volunteers and half a million attendees. By my count we had more than 20 folks there and more joining virtually. Wednesday the chapter merged at the brown arch for the

annual Chapter photograph and represented everyone with the amazing Texas shirts.

Thanks to the efforts of Vice President Darren Medlin, we had a group text forum where members shared

(Continued on page 4)

Ryan Elder

Director of Aviation at South Texas Regional Airport

What's new in Hondo!

Lunch 11:30, Presentation to follow



PRESIDENTS COCKPIT

STEVE JONES



Making a Difference. As this issue goes to press, David Gonzalez is attending Air Academy at Oshkosh. Port San Antonio has reached out to several aviation organizations, including EAA Chapter 35, to seek out support and ideas for a general aviation fly-in at Kelly Field! From the list of

organizations signing up to help plan the event, this is going to be amazing inaugural fly-in. And, the port authority is promising no landing fees, and no flurry of paperwork and administration to attend.

VMC Club. With our attention focused on AirVenture 2019, we made an executive decision to forego this month's VMC Club meeting. Join us Friday, August 16th, 6:00 PM for the next installment. For more information on the EAA VMC Club, see: <https://www.eaa.org/eaapilots/EAA-pilot-proficiency/vmc-club>

July Pancake Breakfast. We opened our second pancake breakfast of the year outside at the flagpole, rendering honor to the colors of our great nation. Jim Humphries led us in a moving invocation then some 55 members, guests and visiting pilots joined us for a hearty breakfast – some from as far away as Houston! Chuck Cluck, Joe Killough and Mi Sancha, a 1969 Cessna 150 renewed their acquaintance as the Pancake breakfast moved into full swing. Chuck painstakingly rebuilt the engine, and only seven hours after rebuild, flew from Houston to San Geronimo Airpark to renew old friendships and rejoin EAA Chapter 35! We also had a record turnout of gyrocopters. It was great to see the runway lined with aircraft.

Automatic Dependent Surveillance – Broadcast. The deadline for ADS-B Out is December 31st, 2019. Rebate reservations may continue to pop up on the FAA site. Check back each Wednesday at Noon, Central. uAvionix announced the TailBeacon replacement position light has attained TSO status, and is immediately available for installation on any aircraft on the AML. Others may proceed with the STC as authorized by FAA.

Coming up: Brisket! It's that time of year again. We're pulling out all the stops to bring you yet another savory lunch platter with slow-smoked beef brisket and all the trimmings. Once again, we'll be following Aaron Franklin's excellent recipe. Join us Saturday, August 10th, 11:30 AM for a quick meeting, followed by the most outstanding lunch of the year. We're mindful that brisket prices have doubled since we kicked this off three years ago, but our Facility Team is working overtime to deliver an outstanding meal for \$5.00. You have to be there, this may be the last time we can pull it off.

Country Store. Your chapter funds so many excellent initiatives and educational outreach programs because you patronize YOUR store. Now we're looking to YOU to take the reins.

You're reading this. I'd like you to stop right now and take a moment for some introspection. *You know we need* you to take on this critical function and build a new legacy of excellence on the shoulders of the giants who built the foundation. You. Out of 145 members of this excellent chapter, it could come down to you. Call me. I'd like to talk to you about this crucial job.

Grounds Manager. We have need of your organizational acumen to line up volunteers to keep our chapter and hangar grounds looking top notch. You won't go it alone – plenty of folks are checked out on the chapter lawn tractor. We just need a leader. Simple administration skills will help the chapter line up about 14 lawn care events per year. That's it. Even if you're a reluctant hero, you can master this role. We're talking about lining up your cadre of volunteers to sign up to a calendar month. A calendar, a name, a commitment. It's an easy way to flex your muscles as you prepare to take on other leadership roles within YOUR chapter.

Speakers Bureau. Chapter 35 recently received a request to speak at an Airmen's group that meets in Kerrville the first Monday of each month. If you would like to share your flying experiences with the group, contact Bruce Bowman at bbowman@ktc.com or by phone at 830-257-6678.

AirVenture 2019. Reports are coming in: upwards of 25% of our chapter membership is on the ground at AirVenture as I type this. While this may prove to be Sloskosh Redux, there's hope the clouds will part and the grounds will dry in time for AirVenture to celebrate 50 years at Oshkosh, 50 years since the Apollo 11 mission, and decades of air supremacy as we take in the 'Year of the Figher'. This issue of Runway 35 is being edited and produced ON-SITE at AirVenture - another first for EAA Chapter 35. Y'all already know this, but this chapter rocks.

Until we meet again, fly safe and have fun doing it.



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Find Tickets

About

Discussion

Chapter 35 BRISKET Lunch

Main Course: What defines us better than a **dry-smoked brisket**? Yee-ha, welcome to Texas, Pardner! We're having brisket for lunch Saturday, August 10th. You will not want to miss this! Lovingly dry-rubbed with a blend of spices revealed to us by Pit Master Aaron Franklin and smoked to perfection, this will be served traditionally, with piles of white bread, barbecue sauce, tart dill pickles, marinated onions, and even jalapeno peppers.



Side Dish:

Cole Slaw
Potato Salad
Borracho Beans

If you have a favorite cole-slaw, potato salad, or borracho bean recipe, we would very much appreciate your contribution. Please contact Freda Jones at ea35facility@gmail.com, or call (210) 570-9435.

To Drink: Unsweet Iced Tea, Lemonade, Coffee, Soft Drinks and Water

Desserts: requesting pies, cakes, cookies, brownies or anything you like.

Shout Out: Thank you to all our volunteers and preparers who supported the July Pancake Breakfast Fly-in. That was simply amazing!

Preparers/Servers

Roxanne Beavers – Drink Station, Sausage master and server
Jane Kellogg – Banana Slicer (I kid you not, this really helped!)
Rafael Cortez – Pancake Runner
Chuck Fisher – Pancake Runner

Griddle Masters

Danny Beavers
Steve Jones (well, master may be stretching it a bit)

EAA
Master the Art of Aviation

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

Chapter Gatherings
Third Friday of the month
Meeting: 6:00 p.m.

Location
San Geronimo Airpark 15464 Culebra Rd
San Antonio, TX 78253

EAA Chapter 35
787-644-7828
ea35vmcclub@gmail.com
www.eaa35.org

of EAA Chapter 35—San Antonio, Texas

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photos of their experiences. Andrea learned to Row stitch, Kris Kelley shared amazing photos and experiences down at the STOL competition. Jose Garcia helped show off the new Texas Aircraft airplane and toured the tower. Nancy Fox and BJ O'Dea manned the Warbirds gift shop, Ron returned to his Security Forces roots and could be found directing traffic and helping folks about the area. Peggy taught weight & balance and aerodynamics concepts at KidVenture, and Chuck was a tour guide and even flew in one of the airshows. We saw old friends and made new ones. Chuck Cluck flew the 150 up and Danny Beavers his Cherokee. Several others flew up and others drove. It was indeed a pilgrimage. Amazingly, that is barely a scratch in the surface of what this chapter did over a week in Wisconsin.

The week ended with a night airshow culminated by an absolutely stunning fireworks show. The music started and the crowd cheered.... And nothing happened. Take two. The music started, the crowd cheered....and nothing happened. Over the next 30



minutes the crowd shined their cell phone lights waving to re-energize the show, and amazingly enough in the distance the crowds across the airport on the road started doing the same. The security folks out on the runway started doing it too, and then the fireworks guys too. Well, I doubt the antics made the computer work again, but they added to the memory. And set against a backdrop of a pulsating thunderhead in the distance, the fireworks were spectacular.

AirVenture is the backdrop for once in a lifetime memories. There, thousands of children are immersed in aviation, hundreds of thousands of adults can live, or

relive their dreams, and there is a place for everyone.

It is completely impossible for one person to see or hear everything at AirVenture, and our photos alone number about 2000. So, in this issue is a quick snapshot based on the texts and photos shared this week by people who were there. In the next issue and subsequent issues, I hope you will share your incredible memories with all of us.

Send your memories to ea35news@gmail.com



ARE YOU ALL IN?

OK Folks, it is time to look in the mirror and ask yourself—Am I ALL IN?

Your chapter is healthy and vibrant. We continue to attract new members, new aviators and to inspire and even sponsor a new generation of aviators. Your chapter leaders are all in to keep this chapter great after 62 years of service. There is a role for everyone, and we need each of you to help lead this chapter to its next....er...chapter.

We need YOU to jump in and help.

We need two or more volunteers right now to take over some chapter responsibilities. Neither is hard, but both are *important*.

1. **Country Store Manager**—it is really hard to follow someone who is super good at what they do. But, if you know how to shop, how to see things others will benefit from, are super cool, or have a good eye for a bargain...this is for you. The country store manager does just that, and makes those great items avail-

able for the chapter and others. The job can be as expansive as you want. Bring a helper or two and divide the work. This is the MAJOR source of funding for our philanthropy, so it is REALLY important. Who's all in?

2. **Grounds Chairman**—If riding a mower is therapy for you, this is a great gig. Or, if you are a decent leader of people, you can arrange a roster of folks to help. We are blessed to have a great chapter building and lovely grounds. They need to be mowed and tended to keep them nice. The chapter has all the equipment (riding mower, push mower, weed-eater, etc.) so you don't have to live on the airfield or bring a trailer. This can be both a therapeutic escape from the city and a great way to help. Are you all in?
3. Right now we will be seeking **officers and board members**. If you are willing to serve—e-mail ea35Pres@gmail.com

Look in the mirror—that's exactly who we need! **ARE YOU ALL IN?**

Chapter 35 Mentors at SouthWest High School

By Chuck Fisher EAA 1030744

Rigoberto Herrera-Cossyleon, a high school freshman, squinted just a little as the micrometer jaws closed on the drill bit in his hand — 0.0980. Beside him, [EAA Chapter 35](#) member and mentor Darren Medlin, EAA 459343, pointed to the corresponding chart — “That’d



Chapter 35 mentor Darren Medlin assembles components with students Angel Marines and Ethan Garcia.

it in the holder.

Behind him student teams huddled over plans, measured, and carefully riveted shiny aluminum ribs on their Van’s RV-12 project’s wings. Other students flew dual Redbird simulators and next door another dozen students worked through the Sporty’s ground school.



Chapter 35 mentor and CFII Ron O’Dea guides student David Gonzales on one of the two Redbird Jay flight simulators.

tonio’s EAA Chapter 35, and each was a volunteer.

Rigoberto, EAA 1305944, and his 25 classmates are participants in an innovative partnership between EAA Chapter 35 and San Antonio’s Southwest High School. Using volunteer mentors and support from the chapter, this school has created a challenging aviation curriculum program for grades 9-12 within the school’s science, technology, engineering, and math (STEM) program. After the school moniker, the students have dubbed themselves the Southwest Supreme Dragon Aviation program.

be a No. 40, right?” Rigoberto, the deputy team lead for the aviation construction shop, nodded in agreement, dutifully inventoried the bit and carefully replaced

As they have every class this year, adult mentors worked shoulder to shoulder with each team. They wore the brightly colored shirts and distinctive logo of San An-

Southwest High School is on the rural outskirts of San Antonio, geographically and economically far removed from the highly affluent, rapidly growing areas of the city. More than three-quarters of the student body are economically disadvantaged, and many of these students have never been in an airplane at all. None ever imagined they could build one of their own.

But dreams know no economic or societal boundaries.

It’s not completely clear who first dreamed of embedding an aviation program at Southwest High, but in the end Dr. Lloyd Verstuyft, the school district superintendent, and San Antonio’s Dee Howard Foundation President Wayne Fagan set the wheels in motion. They enlisted the help of EAA Chapter 35 Vice President Darren Medlin, EAA 459343, to do so. Darren agreed and began working with the school and with Aviation Nation to secure an RV-12 kit. But Darren



knew it could be more than just an aircraft building project.

EAA Chapter 35 has been in San Antonio since 1958 and coincidentally has its clubhouse and

building facility at a small airfield only a few miles away from Southwest High School. The 130 or so members invest heavily in youth programs and scholarships. Darren was confident he’d find support to help with this project within that group — he was right. Within a few weeks he had more than a dozen chapter members — including builders, flight instructors and pilot-executives — signed up as volunteer mentors, and the chapter voted to contribute funding for additional supplies to support the project.

Science teacher Rodolfo “Rudy” Urby, EAA 1301519, grew up in San Antonio and returned to teach at Southwest. After one physics class his principal and Bob Franz, the STEM teacher, walked in and asked him if he’d be willing to teach an aviation STEM class.

“I didn’t know *anything* about aviation or aircraft building. Nothing,” Rudy said. “But after they told me that the EAA chapter could provide mentors to guide the building process and help with the curriculum, I could see how this could work.”

That summer Rudy went to the AOPA-sponsored aviation educa-

(Continued on page 6)

Chapter 35 Mentors at SouthWest High School

(Continued from page 5)



Chapter 35 mentor Frank Pisz guides students Zachary Ruiz, Christian DeLeon, and David Gonzalez as they build up the wing spar.

to provide a more challenging course suitable for all grade levels up to graduating seniors.

Meanwhile, Bob set about setting up a shop and securing funding for the aircraft. With a mentor team of experienced builders, he set up a safe, efficient shop that focusses on precision, discipline, and safety. In each session, the students use checklists, rigorous safety procedures, strict inventory control, and formal check-in and check-out procedures all led by student team leaders. Every step of the build is carefully documented, and the students keep a meticulous building log of the aircraft and of their individual training and tasks accomplished.

Over the past few months, the student-mentor teams have completed the

empennage of the RV-12 and are nearly finished with the wing substructure. Along the way they've also



Chapter 35 mentor Frank Pisz looks on as students Adrian Reyes, Derrick Singleton, and Ethan Lindley assemble the wing.

learned about engines, electrical systems, and myriad specialized

tools and components.

These students span a wide range of backgrounds and interests. Many are motivated by the building and technical aspect, others by the design and engineering curriculum, and, of course, a few have set their sights on flying this plane themselves.

As he located the next hand tool from a tool chest, Vincent, a junior, said he wants to translate his new skills into becoming an aircraft mechanic. He loves to work with his hands. "I think the big thing

about this is responsibility. We all have to work together and show, you know — professionalism," he said.

As the program has grown, a nonprofit charitable support group helped

the school acquire two Redbird Jay flight simulators. The already intensive curriculum now includes hands-on fundamentals of flight training in addition to ground school academics.

Stephen, a freshman, said he has never been in a small plane before and isn't too sure what he wants to be. Yet, he deftly handled the flight controls of the simulator, gliding through glowing brackets in the sky. At the end of that scenario, a "scoreboard" showed all green bars, and his mentor Ron O'Dea, EAA 518444, a CFI and CFII exclaimed, "Pretty darned good I'd say!"

Other chapter volunteers like Jane Kellogg, EAA 1283655, a former corporate CEO, introduced students to careers many might never have known about. The students are often reminded about professionalism and discipline required in a zero-error profession and the mentors and teachers have developed checklists and performance gates the students use daily. Training progress is carefully tracked and posted on the program's internal website. Several students described how important it is that their peers depend on them to get this exactly right. For some, this may be their first exposure to such demanding expectations.

Many of the program's students have begun to distinguish themselves in student leadership, academic achievement and have put a



Teacher Rodolfo "Rudy" Urby gets his first flight with Chapter 35 mentor Ron O'Dea.

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Chapter 35 Mentors at SouthWest High School

(Continued from page 6)

proud public face on their program. The chapter has had a role there too.

With encouragement from his mentors and Chapter 35's endorsement, Zachary Ruiz, a junior, became the chapter's first [EAA Ray Scholarship](#) recipient. Zach, whose mom is a teacher, doesn't come from an aviation background, but was absolutely smitten with this program and his [Young Eagles](#) experience.

"I'm going to be a pilot," he said with confidence. Within a few weeks he will start his flying training at nearby Stinson Airport. He's already completed the Sporty's course and dozens of hours of flight simulator time with his Chapter 35 mentor. Zach, EAA 1302705, plans to return to school as his class's first pilot-student this fall.

Likewise, David Gonzalez IV, a junior sporting a student council shirt, was competitively selected to receive a full scholarship through Chapter 35 to attend the [EAA Air Academy](#). "There's a lot of discipline," he said of the class. "Everything has to be really precise." Unlike many of his peers, David didn't hesitate when asked what his plans for the future are. "Oh, I think I'm going to be a pilot," he said.

Chapter 35, assisted by the newly formed Chapter 1608, has provided dedicated Young Eagles opportunities for the students. For these



Mentor Darren Medlin demonstrates the function of a rivet tool to student Rigoberto Herrera-Cossyleon

students, a Young Eagles flight is a chance to tie together a year's worth of training, building, and learning. The chapter mentors and pilots hope that for some this experience could be a life-defining event.

Rudy is justifiably proud. "We've built almost an aviation academy; we have something of everything — from design to building to flying," he said. "Next year we're talking about using SOLIDWORKS and a 3D printer to teach them to design and make parts. ... The

whole school is involved, and the district is super supportive. Even the art students will design the color scheme for the plane. It's amazing really."

Darren, who can rightfully take credit for bringing the school and chapter together, shared his thoughts on volunteering.

"It's incredibly fulfilling to teach a new skill to a young person and then see them teach a peer," he said. "It's sort of like ripples from a pebble tossed in a pond, it feels like we are creating positive ripples in the lives of the students. ... At this stage in my life it really feels right to be investing in the next generation."

While peering over a cup of coffee, Ron may have summed it up best. "It's the most amazing thing I've ever seen".



NEED NOMINATING COMMITTEE CHAIRMAN AND VOLUNTEERS

Ron O'Dea

We want YOU for the EAA Chapter 35 Officer Nominating Committee! Do you want to make a difference in your local chapter? Contact any chapter board member when you've decided this is how you'll contribute.

Your chapter board of directors has issued a challenge. From among our incredible membership, identify and present a candidate ad hoc nominating committee. As chairman of this committee, you will recruit four other members in good standing, and present your candidate committee to the board for selection.

Once selected, your committee will canvass our current officers and motivated members, consult with the board, and develop a slate of nominees to carry on the work of administrating and leading one of the premier chapters of the Experimental Aircraft Association. The committee finishes its work by presenting a slate of officers to the general membership at the October meeting. (other methods are

available) The elections are held the following month.

Here are the particulars from our bylaws:

- **ARTICLE 7. Elections**
A nominating committee consisting of five (5) Chapter members shall be selected by the Board of Directors no less than 90 days prior to the annual membership meeting. The Committee shall select at least one candidate for each Principle Office to be filled at such meeting and shall present the slate of candidates to the members not less than thirty days prior to the meeting. This slate shall be presented to the members by one or more of the following methods:

- Presented at a monthly meeting or special-called meeting
- Sent via email or mail.
- Included in a publication emailed or mailed to the members. (e.g. monthlynewsletter)
- Posted to the chapter web presence

Contact EAA35Pres@gmail.com



CHAPTER EDUCATION: CHAPTER 35 RAY SCHOLARSHIP RECIPIENT BEGINS FLYING LESSONS!

Chuck Fisher

[this was a press release submitted for publication to media outlets]

On clear San Antonio morning, Southwest High School student Zachary Ruiz carefully inspects each panel and instrument of a white and blue Symphony S-160 airplane. It is one of 17 aircraft operated by Stinson Airport's Sky Safety Flight Training Academy. Under the watchful eye of his flight instructor Lacy Law, Zachary consults his checklist at each item and confirms everything is in order. This discipline is essential as he learns to fly. With the backing of his local Experimental Aviation Association chapter, his teachers and mentors and an amazing scholarship, Zachary is beginning his life journey to become a professional pilot.

Zachary is a participant in Southwest High School's innovative STEM Aviation and Aerospace Program. He and his classmates have worked with a unique blend of highly skilled teachers and experienced volunteers to learn fundamentals of aerospace engineering and aircraft maintenance as well as completing an intensive course in flying fundamentals and simulator training. Zachary's role has also included being a Project Manager, helping to orchestrate team-construction of an actual Vans RV-12 aircraft at his school. The team, dubbed "Southwest Supreme Dragon Aviation", hopes this aircraft will be completed, certified and flying by the time Zachary graduates.

Zachary was introduced to flying in part by San Antonio's Experimental Aviation Association Chapter 35. Now an active member of the group, he has flown in member aircraft as part of the "Young Eagles" introduction to flight program and studied alongside chapter mentors. With the support of the group, he was recently selected by the Experimental Aviation Association, from nominees nationwide,



to receive a prestigious Ray Aviation Scholarship to cover the expenses of his professional pilot training.

The Ray Aviation Scholars program, administered by the Experimental Aircraft Association in Oshkosh, Wisconsin, provides up to \$10,000 scholarships for select young people who are seeking to learn to fly. Local EAA chapters are responsible for identifying youth for the Ray Aviation Scholarship program and mentoring them through flight training. The Ray Foundation is a legacy of James Ray, an EAA lifetime member who was dedicated to aviation and youth education and is designed to help meet the tremendous demand for pilots and associated aviation careers.

The Experimental Aviation Association is the world's largest organization dedicated to recreational aviation with over 219,000 members. San Antonio's EAA Chapter 35, founded in 1957, is one of the oldest of 900 chapters nationwide and was specifically selected to mentor and support Ray Scholarship recipients through their flight training journey. The chapter sponsors a number of youth activities, scholarships and activities designed to introduce a new generation

of future pilots to aviation. Chapter 35 has over 100 members and holds meetings and events at San Geronimo Airpark on the west side of San Antonio the second Saturday of each month. More information on EAA Chapter 35 is available at <https://eaa35.org> and on the Experimental Aviation Association at www.eaa.org.

Back at Stinson Airport, Zachary completes his pre-flight and settles in for his first flight at the controls. His journey has begun. Congratulations Zachary Ruiz, Ray Scholar – future pilot.



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Ron provides security



Jose in the Tower



Chuck in the Airshow



Wading to our camper



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THE BUILDER'S CORNER

Mark Julicher

THE APPALLING PAWL

A bicycle, socket wrench, hose reel, ground-wire reel, and a dozen other devices use a ratchet and pawl mechanism. As aviators we encounter this humble little device all the time, but sadly, a large number of us do not know how it works and as a result life is more difficult. So here is a little mechanical elucidation that may make things easier for you in the future.

A ratchet and pawl is that “clicky thing” in the fuel hose reel and the ground wire reel. Its job is to prevent the spring-loaded reel from retracting the hose when you don't want it to retract and to allow it to retract when it should. Figure one shows a simple ratchet and pawl setup.

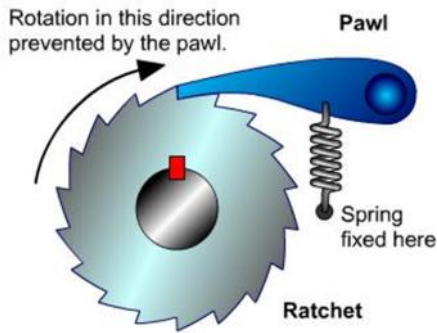


Figure 1: Ratchet and pawl. (Graphic Credit Wikipedia)

the mechanism. That means that the reel can't retract when the ratchet is in position to engage the pawl but it *can* retract when the pawl is not aligned with the ratchet.

As the clever reader that you are, you realize that the pawl is spring loaded to the engage position and there must be some means to disengage it so the reel will retract. Yes, such is the case. Carefully examine figure three. It shows exactly how the pawl disengages when the hose or wire is pulled slightly past the ratchet teeth, but engages whenever the pawl is contacting the ratchet teeth.

Say what? I have to be kidding of course. If you are not a mechanical engineer you may not be able to cipher the parts breakdown. That is OK. What you need to understand is that when you hear the

Obviously the ratchet in figure one can only turn counterclockwise. Useful, but not exactly what we need in a reel that must go both in and out.

Figure two is a typical reel found at any airport, gas station, work shop – you name it – they are everywhere. Look closely. Do you see the ratchet? Notice that the ratchet teeth only go part way around



Figure 2: Reel with Ratchet and Pawl Mechanism. (Photo credit Graco company)

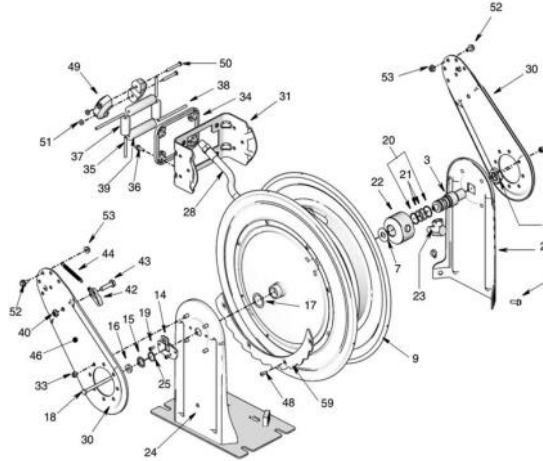


Figure 3: Illustrated parts of a Ratchet and Pawl Reel Mechanism (Graphic credit Graco company)

pawl go, “click, click, click” it is engaging the ratchet and when you hear the pawl stop clicking that ratchet is disengaged and the reel will then retract.

Typically there are about four clicks (engaged) and then silence (disengaged) and then when you pull the

hose out further the clicks begin anew. If you listen, you can always engage and disengage the pawl when you want. Don't be *that* person that stands there and pulls and releases and pulls and releases and only engages the pawl by sheer accident.

By now, many readers are thinking, “I can't believe he is writing this trivial stuff.” Well I hope it *is* trivial to you, but based on the number of times I see *that* person doing the tug-of-war with the fuel hose and ground wire I know that somewhere, someone is now a little wiser about hose reels.

Now for some interesting broken stuff.

Figure 4 shown under the rocker cover of an O-360. The customer complaint was high oil consumption and there was some excess oil in the cowl.



Have you spotted the problem yet? Look closely at the retaining spring that holds the pushrod shroud tubes in place. The right half is there, the left half fell

Figure 4: Rocker cover removed from O-360 cylinder.

(Continued on page 13)

THE BUILDER'S CORNER (CONTINUED)

(Continued from page 12)



out on the ground when the rocker cover was removed. The pushrod shroud tube itself was free to move back and forth between the cylinder head

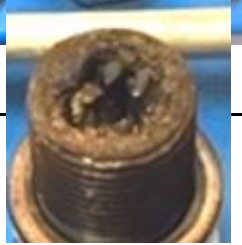
and the crankcase.

If the last mechanic had just given a little wiggle to each pushrod tube at annual time this might have been discovered. As it was, the pushrod shroud tube was destroyed and leaked oil.



Figure 5: Fouled spark plugs

OK, one more. Figure 5 is a set of sparkplugs from a plane that was recently in our shop. Yow! This is a new "personal best." I don't see how this engine was running, but it was getting an "OK" magneto drop.



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Country Store

BRIAN GOODE

Brian Goode

Please be advised that the clothing merchandise provider for the Country Store has been sold and the new company is not interested in our business.

They will only be doing large contract work and nothing for the little accounts like us.

The good news is that our representative is no longer there either. I spoke with her this recently and she is getting a job with another provider here in town that can supply us with the same or similar products we have been supplying to EAA Chapter 35 members.

We have a limited supply of shirts in inventory. Here they are:



The shirt is 100% ring-spun combed cotton pique. Solid dark blue back.



The 36" long X 34" wide apron is made of stain resistant material. It has 2 pockets on the front and a thermometer/pencil pocket on the bib and an adjustable neck strap.



TEXAS FLAG POLO SHIRTS	One Medium
	2 Extra large
TEXAS FLAG FISHING SHIRT	One Medium
YELLOW POLO SHIRTS	One Small
	One Medium
	One Extra Large
	Two XX Large
TEXAS FLAG APRONS	Only 4 left
Additional Items available	
BASEBALL CAPS (with logo)	5 TO SELL
CHAPTER 35 DUFFLE BAGS	Only 2 left
COFFEE MUGS	Eighteen
REMOVE BEFORE FLIGHT KEY TAGS	Plenty
KOOZIES	Plenty
BUMBER STICKERS, DECALS AND PATCHES	Lots
ALUMINUM WHEEL CHOCKS	3 Double sets
WASH WAX PRODUCTS	Limited supply

JULY MYSTERY PLANE REVEALED

DOUG APSEY

Doug Apsey

Congratulations to Charlie Brame, Ira Wagner and Jim Humphries for correctly identifying our July mystery airplane as the Lockheed UC-85, the military version of the Lockheed Model 9D Orion. Only one UC-85 was delivered to the US Army Air Forces.

The Model 9 Orion was designed by Richard A. von Hake and first flew in 1931. It received its type certification in May of 1931. The Orion shared many features of two earlier Lockheed



"Shelllightening" previously flown by Jimmie Doolittle for Shell Oil, later owned by Paul Mantz

designs, the Altair and the Vega. Like its predecessors, the Orion had an all wood airframe. The Orion's wings were the same as those used on the Altair and Vega and the same molds were used to build the fuselage of all three aircraft which accounts for their similarity in appearance.

Several versions of the Model 9 were built, mainly differing in the power plant used. Most were either Model 9's powered by a 420 hp Pratt & Whitney Wasp radial engine or the Model 9D powered by a 550 hp Pratt & Whitney Wasp engine. The Model 9D had a top speed of 220 mph and a cruise speed of 205 mph. Range was around 750 miles.

The Orion was built as a commercial passenger airplane with seating for six located in a compartment below and behind the raised, single seat cockpit. The first Orion entered into commercial service



"Sheellightening" restored to resemble a Swiss Air Orion Model 9B (Swiss Transport Museum)

(Continued on page 16)

NAME THE PLANE

DOUG APSEY

In honor of AirVenture 2019, I thought it might be appropriate to choose an experimental airplane for this month's mystery airplane. There are so many interesting homebuilts to choose from, I decided to give you three to work on. So here are your mystery airplanes for August. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery airplanes?

1. What are they?
2. Who designed each one?
3. What year did the original version of each airplane first fly?



P.S. If you happen to have seen any of these airplanes at Oshkosh this year or any other fly-in and have a picture, please send it to me and I'll include it in the reveal article.

DOUG APSEY

in May of 1931 and was operated by Bowen Air Lines out of Fort Worth, Texas. This airline later became Northwest Airlines. American Airways, which later became American Airlines, also operated several Orion Model 9D's. However, the Orion's life as a commercial passenger carrier was short lived when, in 1934, the Civil Aeronautics Authority ruled that single engine aircraft could not be used as major air carriers and that commercial aircraft required both a pilot and copilot. They were then relegated to a life of cargo and mail hauling or sold to individuals for charter work and private use. Twelve were used in the Spanish Civil War during which all were destroyed. The Model 9's were faster than most military aircraft of that era and a couple ended up as a favorite of some of the top air race pilots in the early to mid-1930's.

The Model 9 Orion was the last wooden monoplane produced by Lockheed. In all, around 35 variants of the Orion were built when production was stopped. Due to the complexity of the all wood airframe they often had to go back to the Lockheed factory for repair of any major damage so were often scrapped rather than repaired. It appears that no Model 9's remained airworthy past the 1940's. The only survivor that is close to being a Model 9 Orion is a modified Altair once known as "Shelllightening" and used by Shell Oil Company's aviation manager, Jimmy Doolittle, for cross-country and exhibition flights. That airplane was later sold to Paul Mantz who raced it in both the 1938 and 1939 Bendix Air Races. It was purchased by Swiss Air in the 1960's and restored to look like one of the two original Swiss Air Orion Model 9B's used by the airlines in the 1930's.

That airplane is currently on display in the Swiss Transport Museum in Lucerne, Switzerland.

Probably the most famous, or maybe infamous, Lockheed Orion was a highly modified Model 9E that crashed in Alaska on August 15, 1935, taking with it pilot Wiley Post and humorist Will Rogers.

The source for this article is: https://en.wikipedia.org/wiki/Lockheed_Model_9_Orion



American Airways Model 9 Orion www.airwar.ru

CLASSIFIED ADVERTISEMENTS

T-Hangar Available: T-Hangar 30B available O/A 8-15-2019. \$325 / Mon. Contact faexamdoc@yahoo.com (expires Oct 2019)

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

Runway 35 Editorial Change




Chuck Fisher

We are saddened to report that **Richard Poenisch** who has brought us a superb Runway 35 for nearly 2 years as stepped down as editor. Richard quickly learned the skills needed to put together a top tier publication and despite tremendous communication challenges on his fairly remote ranch has brought us a superb product every month. Recently he suffered a significant injury that for a while at least has made it almost impossible to perform the dexterity skills to assemble the newsletter.

We are tremendously grateful to Richard for doing such a great job!

In the same breath, Chapter 35 welcomes **Andrea McGilvray** who has volunteered to strap on the editor's job. I am quite sure that with her energy, we'll see even more creativity and enthusiasm in our publication. Welcome Andrea!

CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

AUGUST	10	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	14	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER 	12	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
NOVEMBER 	9	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER 	14	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

UPCOMING EVENTS
Aviation Calendar of Events websites

- Aero Vents <http://AeroVents.com>
 EAA <http://www.eaa.org/calendar>
 Fly-ins <http://www.flyins.com>
 Fun Places <http://funplacestofly.com>
 Social Flight <http://socialflight.com>
 Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>
 Milavia <http://milavia.net>

Aug 3

Rusty Pilots presented by AOPA Ambassador Pat Brown and hosted by Anson Aviation
 Anson Aviation / Sugar Land Regional Airport
 Sugar Land, TX
 09:00 AM - 11:00 AM

Waverly Acres Fly-in and Home Show

Waverly Acres Residential Airpark
 New Waverly, TX
 11:00 AM - 05:00 PM

Aug 10

Pancake Breakfast Fly-In (Young Eagle Rally)
 New Braunfels - New Braunfels, TX

Aug 14

Breaking the Chain (IFR Planning Consideration)
 Austin Executive Airport FBO
 Pflugerville, TX
 07:00 PM - 09:00 PM

Aug 16

VMC Club EAA 35
 San Antonio, TX,
 06:00 PM - 07:00 PM

Aug 17

Wings and Wheels - August 2019
 1940 Air Terminal Museum
 Houston, TX
 11:00 AM - 03:00 PM

Aug 17-18 10:00

CAF Fly the Fortress—San Antonio
 Stinson Airport (KSSF)
 Reservations at b17texasraiders.org

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President

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pilotshop@aol.com

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Senior Aviation Medical Examiner



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100%	\$ 30	\$ 324.00	15%
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EAA Chapter 35 Leadership



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*Chapter 35 meets
Each Second Saturday of the Month*

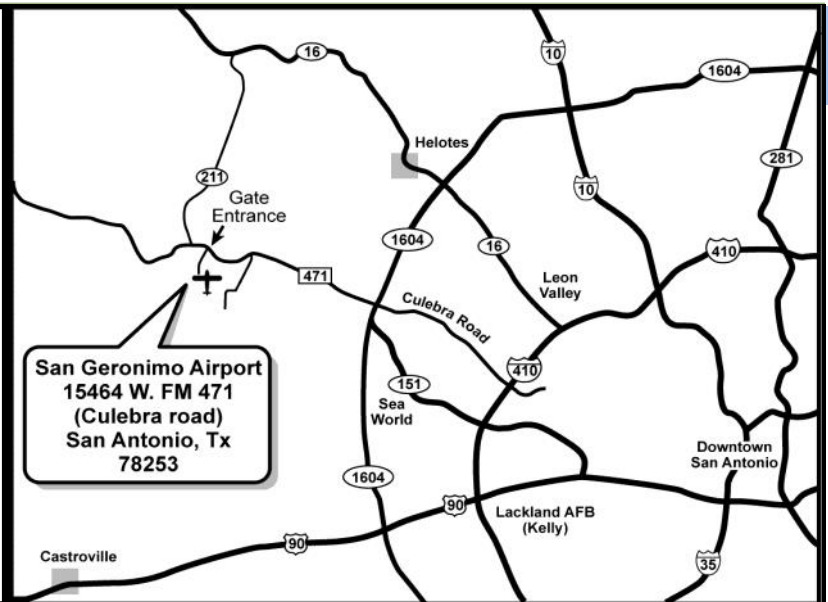
AUGUST 10

LUNCH MEETING

EAA Chapter 35 Clubhouse

Lunch 11:30 am

Meeting/Program 12:30 pm



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 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
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Spray On - Wipe Dry

NEW

Waterless Wash Wax Mop - Faster, Easier, Safer.

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