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Volume 67 Issue 10

Inside this Issue

Presidents Cockpit	2
New Members	2
Bulletin Board	3
Cruise Director	4
Features	6, 7
Member's News	9
Photos	10-11
Scholars	12-14
Classifieds	16
The Workshop	18-19
Country Store	20
Calendar	21
Contacts	22
Please see our sponsors!	5, 8, 16, 23

Next Event

5 OCT—Young Eagles Rally 0800 (KSSF)

12 OCT

FLY-IN Pancake Breakfast!

0900

Speaker at 1000 Chapter Clubhouse

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



Cadence Baumgartner and Andrea McGilvray at Hammers over Hondo. Photo Andrea McGilvray

12 OCT Featured Speaker

Larry Canion,

St Philips Aviation Maintenance Program Manager.

He will be talking about their program and the state of the A&P world today.



FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



I don't know about you, but for me, the calendar is moving into flying season, you probably thought I was going to say pumpkin spice season (although that is true, too). I much prefer flying from October through May. This is also the time of year when we are compelled to think of the

many different impacts of the end of our calendar year. There are holidays, all kinds of seasonal foods, parties, and the oh-so-fun challenge of buying gifts. Lots of gifts (my favorite color these days is blue). Sadly, we also have to give some thought to our financial life.

Every time I look at our chapter website, I am reminded of the width and breadth of our EAA chapter: monthly VMC Club meetings, monthly Chapter Gatherings, youth flight training scholarships, our fantastic monthly newsletter, our vibrant Country Store, pancakes, and so much more. Every year, since 1957. It's quite something, and the bottom line is, as a certificated pilot, what a fantastic resource we have here in San Antonio. How fortunate we are.

So, we are approaching the end of the calendar year 2024, and as you make decisions on your end-of-year financial gifts, please consider how important EAA Chapter 35 is to our aviation community and make a financial contribution to our chapter. You can direct that your gift be put into our general fund or reserved for use in a specific area, such as our plan to replace our projector and screen with high-speed internet service and a 100-inch flat-screen display, or to one of our youth programs, or to our clubhouse maintenance. Chapter 35 is designated by the IRS as a 501(c)(3) organization and contributions to us are tax-deductible. Thank you for your generosity.

This month's events:

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

Saturday, October 12

9:00 AM - **Pancake breakfast fly-in.** Come on out and enjoy a delicious breakfast, a generous helping of fellowship, and another interesting presentation. For breakfast, we ask for a minimum donation of \$7.53 (\$7.00 if paying cash), pilots or aircraft flying in for the event from another airport eat for free. All of this is happening at the San Geronimo Airport, 8T8, directions are on the home page of the chapter website, eaa35.org.



Membership Update

Zac Morton

Please welcome our new members!

The following new members all joined at our September gathering:

Cullen Parker: Cullen is an ATP and CFII, and has a Cessna 180.

Jessica Santos: Jessica joined with her son, a new student member, who wants to be a pilot.

Kimberly Morgan and Tracy Kreidler: Kimberly and Tracy are joining with a family membership. Kimberly is who flies a 172.

Neal Tudor: Neal is a private pilot and an A&P mechanic building a Zenith CH 750 STOL.

Tim and Joy Chea: Tim and Joy joined with a family membership along with their grandson who is a new student member.

Welcome to our new members, and I look forward to meeting you at an upcoming event! As we approach the end of the year, we'll send out reminders for 2025 dues. Chapter dues cover the calendar year, and they're due in January. (Earlier renewals are welcome.)

CHAPTER BULLETIN BOARD

WE NEED YOU!

Need Volunteers for:

Country Store Proprietor or Co-Proprietor. Do you like to shop? Have a good eye for Merch?

Contact president@eaa35.org



From the Kitchen

Peggy Fisher

Not that it feels like it is the autumnal equinox, we are at that time of year. What this means is that at this time of the equinox the sun is positioned over the equator. We had a good turnout for Burgers and Dogs meal on the 14th of September. Thank you so much Danny Beavers for grilling such wonderful burgers and dogs. They were fantastic. Also helping in the kitchen and I do not know what I would do without them, shoutouts to BJ O'Dea and Roxie Beavers.

Thanks to all who helped with taking out the trash, vacuuming the clubhouse and all the other cleanup in the kitchen that needed to be done. All the help we get allows the kitchen crew to get out of the clubhouse with some of the afternoon left and is very appreciated.

Our October meeting will be our second pancake breakfast of the year. All the pancakes you can eat for \$7.00. There will also be plenty of bacon and sausage to go with the pancakes. Pancakes will be hot and ready beginning at 9:00. Make plans now to join us and invite your friends, pilots or not. Also, pilots that fly in from another airport will be treated to free pancakes and sausage.

Start dusting off your chili recipes. November 9th will be our annual chili cook-off. If you are not a chili cook, we will also be welcoming cornbread, and desserts. *We always love to have a variety of desserts and side dishes. If you contribute a dessert or side dish you will get a free meal.*

Looking forward to seeing everyone on October 12. Have a great beginning to autumn.

Reminder: PLEASE stay after the presentation and help clean up. After every gathering the trash needs to be taken out, dishes done, serving items put away, carpets vacuumed, etc. It is all of OUR clubhouse, please help keep it

WE NEED YOUR ARTICLES!

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@eaa35.org

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

www.eaa35.org

FROM THE VICE PRESIDENT

Paul Wurster

I am often asked how I got the plane I fly for my airline. Did I get to pick it, and is it better or worse than the other options. The easy answer is “no” to both of those, but the longer answer is certainly a little more nuanced. Different airlines have different assignment systems, but they generally work in similar ways.

When you first get hired, most airlines will have you make a priority list of their aircraft. Some only list the ones with vacancies, and others have you list everything the company operates. Then they look at what they need and can fit into their training pipeline. After that you are awarded your aircraft. The one variable is how they handle the order in which you pick. When you first get hired, you will start an introductory class session. All the new hires that start that class are ordered by different means. Most often, the order is determined by social security numbers or some portion of that number. If you end up at the top of this list, great, you get the first pick. If you are like me, you get to be twenty seventh out of thirty two. Don't cry for me, all the choices were good.

From this day on, your seniority is dictated by the day you first started. That number dictates everything you can ask for in the future. People will retire or resign and this should increase your seniority over time. It goes even faster if your company continues to grow. Periodically, the company will have an imbalance in the crew force. They fix this by asking people to upgrade to Captain, fill vacancies on certain aircraft, and rebalance crews to match the volume of flying to be done. When these opportunities arise, you get a



chance to refill out your preference sheet and make a move. On the flip side, if a company is shrinking or fixing an over-manning situation, they can downgrade crew members and force people to other aircraft.

All of this sounds great. It seems so easy to move around the fleet; however, there are some costs to account for. First of all, you have to go back through training. This can be a month or two. Then you have to take new check rides. After all that, you could end

up with a lower seniority relative to the other pilots in the new aircraft. This gives you less control over your schedule, vacation, and choice of trips. Of course, a bigger plane should pay better, so maybe it is worth it.

Finally, you have to think about the mission. My current aircraft only flies domestically. If I want to fly internationally, I have to switch hardware. Currently, I can fly trips that are shorter in length than some of the 14 day international trips. I can bid around important events such as EAA meetings and family activities. So for the time being the trade off is layovers in Oklahoma City instead of Paris, but the flight time is eight hours less.

So what is the best airplane to fly? Whatever fits into your life best that your seniority can afford you. There is no right answer for everyone. I would like to fly everything that my company has to offer for some amount of time, but I want to go through training as few times as humanly possible before I retire; so I will be careful about my next move.



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

We are holding our fall Young Eagles Rally at **Stinson Municipal Airport on Saturday, October 5th**. Volunteers should be on hand for the pre-event briefing at 8:30am.

The flights will start at 9:00am. If you are reading this prior to our rally date please come out to Stinson and give us a hand as a ground or pilot volunteer.

The October Rally will be my final rally as the Chapter's Young Eagles Co-Coordinator/Air Boss. I have turned the Air Boss reins over to **Rick Vinas**. Rick is a great addition to our Young Eagles team, please welcome him to his new role. Rebecca and Rick make a great team and I'm sure that they will continue to provide a safe



and fun environment for our future Young Eagles Rallies.

In addition to providing youth an introduction general aviation and to and a path to a private pilot certificate, our Young Eagles program credits help the chapter fund a young adult's experience at EAA's Air Academy. We have secured a place for one participant in 2025 and will be accepting applications from interested teens in the near future.



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Call to make your appointment!



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Caught in Action Charlie Brame



"That....has gotta go!"

Volunteer Spotlight Roxanne Beavers

Roxanne Beavers has played a number of roles in our chapter over her and their two decades of membership.

She's one of those folks that could—and does—pick up any role in the chapter and do it well.

Most recently Roxanne has been a central figure in our "Kitchen Crew".

Long before the members start to arrive for VMC club or other events, she is up early setting up and preparing, and stays late to clean up afterwards. When pitmaster/hubby Danny is BBQing or flippin flapjacks, Roxanne is running back and forth to the hangar with food and supplies. Thank you Roxanne!



Bandera's Secret Almost Weapon

It is October, soon to be Halloween. So here is a thought for your Halloween: Exploding Bats! Indeed, sometimes truth is simply stranger than fiction. And oddly enough sometimes those truly bizarre stories end up not seeming so strange at all. This is one of those stories.

The United States was dragged into World War II by the attack on Pearl Harbor by the nation of Japan. It was a horrendous day and a prelude to a horrendous conflict. Japan raced across the Pacific conquering, killing and subjugating millions of citizens. Every American was part of the ensuing war, whether as a military member, part of the industrial and agricultural backbone of America, or common citizens working and sacrificing to allow the US to maximize strength.

Some were inventors, and dreamed of how they could turn their inventiveness into a War Winning tool. Dr. Lytle S. Adams was one of those folks. Dr. Adams was a successful dentist, oral surgeon and inventor. Among his inventions was a device to enable Air Mail pickups. He was independently wealthy and had powerful friends in the highest places in government.

And he had an idea. A crazy, ridiculous, totally non-conventional idea.

He wanted to find a way to destroy as much of Japan as possible while sparing civilians and limiting risk to US servicemen. Instead of sending armadas of bombers all the way to Japan and raining down tons of bombs, he'd use drones. Biological drones.

What?

His idea was to use bats to carry incendiary devices. Those armed bats, released by the thousands from high altitude would fly to the cities, constructed of lightweight wood and paper, find secretive spots to rest....and explode. Towns would erupt in flames, but absent the explosives, citizens could flee the fires, but the cities would be destroyed.

He pitched his idea to senior leadership and got buy in...sort of. But the defense establishment was totally not enthused. Even with top level direction to launch this research effort, mid-level researchers were unhelpful.

Adams was a rebel, and was going to develop this tool though, and raced ahead of the military. He located the nation's bat experts, hired researchers and created a war lab of his own. His staff were initially a group of civilians that anointed themselves a military group. However, this became problematic, so most actually did join

the military but were given "special orders" back to the secret project where they proceeded to develop the Bat Bomb. However, it was apparent that a bunch of unattached E-1's would get little attention from senior leaders, so the group was further anointed with "acting" ranks...more in keeping with the importance of their work....



Anyway, to the first task to figure out how to arm bats, was to obtain bats. To do so, they had to have bats, lots of them. The initial bats were sourced from federal parks, but there were not enough.

Initial tests were...well...a bomb. The initial incendiaries were too heavy and bats released in a huge dirigible hangar simply fell to the ground. Bats released from planes froze and splatted onto the ground.

But, the team remained convinced and finally the military developed a small enough incendiary for the bats to carry. And, once the explosives problem was solved, it was time to demonstrate the effectiveness of the idea.

The initial testing started with a bit of a problem. It worked.

The tests were conducted on a newly constructed but as yet unoccupied Carlsbad Airbase. However, this time the bats did exactly as was planned, but too well, and the bats....set the installation afire.

The military leaders, now smarting over the smoldering ruins of an installation, again tried to kill the project, but high level interest rejuvenated it; and with the push from a senior Marine general it was time to move full speed ahead. But where to source thousands, tens of thousands of bats?

Texas.

The team found themselves bouncing across west and central Texas to find bats. Lots of bats. Local ranchers directed them to Ney Cave near Bandera and to Bracken Cave near San Antonio where the evening skies would fill with millions or more of Mexican Freetail bats. For several months the "secret project" took over the openings of the caves to find ways to capture bats safely.

The combination military and pseudomilitary teams were on a "secret project" but were still outrageous in their behavior. One member "sourced" a tiger cub from the San Antonio Zoo—which did not turn out to be a popular move with the local ranchers. The teams called Bandera Texas their home base. And the locals of Bandera were all in on this important war effort...if a bit disdainful.

(Continued on page 7)

Bat Bombs (continued)

(Continued from page 6)

Right until the Tiger became an issue. By this time both the locals and the military leaders were growing weary of the antics.

Now armed with thousands of bats, and with a source for millions more, the team had to overcome lots of problems including how to make incendiaries small enough for the bats to carry, how to get the bats to hibernate and could they recover after high altitude and cold in time to fly to the cities, and how to deliver thousands of bats to a specific location and altitude without any of the incendiaries going off in the airplane in route. That would be bad.

And they figured it out. Finally, hundreds of bats were packaged into a bomb-like delivery device invented by Dr. Adams. As a matter of fact, to this point, it was all still a project of Dr. Adams. Despite the military "support" the teams did not actually work for anyone. No one was getting paid, and Dr. Adams not only did the inventing, but he also funded the motley crew out of his own bank accounts on the implied promise he'd be reimbursed.

Once it became apparent it could work, though, the project became a military project and some of the researcher pseudo military mem-



Project X-Ray leader Lytle "Doc" Adams loads a bat bomb carrier. From: 'Bat Bombs': WWII's Project X-Ray (warfarehistorynetwork.com)

bers were deemed unnecessary and secrecy hazards. Dr. Adams was unceremoniously invited to leave without a thank you. Further tests were performed, and the project looked like it was on the way to production.

But, time became an issue. One night, the bats....were gone. They'd migrated south. The project could not be execute to full scale without millions more.

Then, there was a competing weapon to defeat Japan. And with its successful test in Nevada, Project X-Ray, the Bat Bomb was deemed no longer necessary. The screens were removed

from the caves, and the sort-of-military teams left Bandera for good leaving behind only a legend.

The book is entitled BAT BOMB by Jack Couffer. It is an entertaining read and makes you believe. Truth is definitely stranger than fiction!

Check out the book at <https://www.amazon.com/Bat-Bomb-World-Secret-Weapon/dp/0292718721> and see <https://www.airandspaceforces.com/article/1090bats/> and <https://warfarehistorynetwork.com/article/bat-bombs-wwiis-project-x-ray/> for more info.



Hammers Over Hondo a Success!

The Hammers over Hondo IAC Aerobatic Contest was a great success, with a strong turnout and the exciting debut of a new young competitor. Cadence Bomgardner, from Fort Worth, 19, participated in her first contest and will be advancing to the Sportsman category at the next event. Since she didn't have her own plane, I lent her my Decathlon, serving as her safety pilot (or backseat driver). We went up for a practice flight, and I gave her some tips along the way. It must have paid off—she took 1st place in the Primary category!

As for me, I didn't have much help getting ready, partly due to the lack of aerobatic pilots interested in this incredible sport. However, a few of our chapter members stepped up to help with the contest.



Andrea McGilvray

Steve Powell and Dan Ramsay volunteered on the judges' line on Friday, getting a front-row seat to the action and I want to thank Jerry Johnson and all of the Chapter 35 members who came to cheer me on!

In my first flight, I was leading the pack at Hondo, but Bo Kalabus, flying his Christian Eagle, has been a long-time rival. We've been going head-to-

head for years, and although I bested him in two flights last year, he still took 1st place overall in Edna—and he did it again this time. Bo is a phenomenal pilot, and I'm only 0.56% behind him, finishing in a solid 2nd place. I'll have to come up with a strategy to outfly him at our next contest in October—maybe getting him really drunk the night before!

Hammers over Hondo (cont.)

(Continued from page 7)



Other local competitors included Todd Nelson and Doug Jenkins in the Intermediate category, and Michael Steven from Boerne with his high-performance Extra NG. Unfortunately, his "hot rod" lost to a little Pitts S1C, but with a bit of coaching, I know he'll climb the

ranks quickly.

We had amazing sponsors again

- Hondo Airport deducted \$0.25/gallon of fuel
- ICOM - Top of the line Radio www.icomamerica.com
- Hooker Harness - one full set www.hookerharness.com - (hookers save lives)
- Softie Emergency Parachutes \$400 towards our expenses <http://softieparachutes.com>

- Aigizmos www.airgizmos.com



- and Aircraft Spruce gave us \$50 gift cards.

- AND one of our chapter members has a company that builds headsets. I personally use it and love it under my helmet. His company is CMW Machine Works <http://cqheadset.com>



More information can be found on our Facebook page :<https://www.facebook.com/IAC107> and if you want to get involved??? Let me know!



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Member News Briefs!

Gone West— Richard Gramling

We have learned that EAA Chapter 35 Life Member Richard Gramling has passed away.

Richard tended to stay out of the limelight and somehow avoided chapter cameras, social media and even Google. But we knew him. He would pop in on his bicycle and strike up a conversation about, well, most anything. He worked diligently on building an aircraft for many years over in the white hangars, but didn't talk a great deal about it. But we knew he

was there as we'd see his VW bug and know he was working away.

I wish we had a photo to print. But we don't.

And...I think maybe that is how he would have preferred it.

Tailwinds and clear skies always.

Chapter 35 Ray Scholar / PPL to fly for West Point

Exciting news from Lisa Reyna-

“Thomas [Reyna], (currently in year one at West Point) is one big step closer to his goal of flying! He was selected for a spot on the West Point Flying Team! There were only 2 spots open, and he was the only plebe to be selected, so he's especially proud!”

Thank everyone at EAA Ch 35 and let them know how life-changing their support is.”



2025 Air Academy Slot Secured!

Steve Powell, Air Academy Chair, reports that Chapter 35 has secured a slot for a 16-18 year old scholarship recipient that will overlap AirVenture 2025!

Requests for nominations will be out soon—so if YOU are mentoring a young person who you think would benefit from a week at Oshkosh with other aviation people, we are talking to YOU. Watch for more info in upcoming newsletters.



What's Your Ideal Aircraft?

Paul Wurster

What is the best plane to have? This is the eventual topic of every hangar talk session whenever there are two or more pilots shooting the bull. Of course, you really have to answer the question “best at what” before you can make a choice. “At what price” might also come up to help filter the possibilities. However, since this is all hypothetical and the money is not real, should we not get to pick two or three or even four planes to cover all of our possible needs and fill out our hypothetical new giant hangar. Of course, someone will ruin the fun by mentioning how expensive it might be to maintain this imaginary fleet.

So where do you even start? Should you pick something iconic like a J-3 cub or just start with the same trainer that you have been flying to get your certificates? Or should you start with one plane that covers most every mission and then maybe branch out from there?

Is it even possible to pick one plane to do it all. Is there a Swiss Army knife of aircraft out there? Certainly you will have to compromise something like speed or useful load. Four seats is nice. Actually being able to fill them with real life humans that weigh more than 100

pounds each is better. The Cessna 182 or Piper Cherokee 235 are good entrants here, but neither are terribly fast. Living in South Texas presents a problem in that it takes 250-300 miles to even get to the edge of the state. That's two hours minimum at a good speed. To go faster and carry more, you might look towards Bonanzas but the price sure starts climbing in a big way. But piston twins sure seem cheap...

It is an incredible rabbit hole to go down. I'd like to open this discussion up to the chapter over the next several issues of the newsletter. Maybe we can generate a slate of contenders to vote on. Perhaps let's just start with the “best do everything airplane”. If you want to include a caveat of attainable price or lottery winner, that is fine. Let me know why you chose the Van's RV-14 (just kidding) at the following email address, and I'll consolidate the answers for the next newsletter. Following that, I think we will start on the categories of planes for the best three airplane fleet. This could be good. Between all of us, certainly we can come up with the right answer.

Send your answers to PlanePolls@eaa35.org



SEPTEMBER 2024 Gathering and VMC Club

Photos Chuck Fisher



SEPTEMBER 2024 Gathering and VMC Club

Photos Chuck Fisher



Scholarships Update

Allan Inks

As you will read in accompanying articles, our 2024 scholars continue to make progress. Ethan has his check ride scheduled in late September and may well have his license by the time you read this. Rory is working on cross-country flying, and has her Check ride scheduled for her 17th birthday in December. Lily, who you will recall, received her scholarship later than Ethan or Rory is still preparing for her first solo flight. Meanwhile, Jeffrey is also getting ready for his check ride and expects to take it by mid-October. Wow.... Dunno what I'm going to do with all my free time next year after all these hard chargers get their licenses. Oh, wait....

As I wrote last month, we expect to apply for two more Ray Scholarships next year. Additionally, I expect we may well have some additional scholarships available. We are always looking for additional scholarship funding... we always have more applicants than scholarships. Lately I have been thinking about having some smaller scholarships that DEFINITELY won't cover the whole cost of getting a private pilot license (by themselves), but rather perhaps some smaller scholarships that of the \$1000-\$5000 range. Obviously, every dollar helps a student pilot. If you would like to contribute, I would encourage you to contact me or our treasurer, Dee Brame. I would also refer you to my newsletter article on page 15 in the November 2023 newsletter about how to donate: <https://chapters.eaa.org/ea35/newsletters/-/media/f05bc5727c694f3a24b8b6c641087a1.ashx>

Let me reiterate: We need YOUR help to continue changing lives. You may donate and direct funds to scholarships, (or, indeed, to support youth education at Air Academy, or other funds) at our website or by contacting treasurer@ea35.org. Donations to Chapter 35, a 501(c)(3) non-profit are tax-deductible if applicable to your tax situation. I note that if you are over 70 1/2 and required to make Required Minimum Distributions from an IRA, it may be advantageous to make a Qualified Charitable Distribution from that IRA. A qualified charitable distribution is an otherwise taxable distribution from an IRA (other than an ongoing SEP or SIMPLE IRA) owned by an individual who is age 70 1/2 or over that is paid directly from the IRA to a qualified charity, and which will be UNTAXED. Because of changes in tax laws, having this donation be untaxed may result in a lower tax burden than receiving that money as a taxable distribution, after which you then turn around and make a charitable donation to a qualified charity such as EAA Chapter 35. (Check with your tax profession-

al for advice in your specific situation).



If you know someone 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 including *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 even reimbursement of the exam fee when they pass the FAA written exam. And of course, applicants who have already completed the written exam will be very favorably viewed during the application evaluation process.

Finally, I want to welcome Dough Cavanaugh, Lily's dad, to the ranks of scholarship coordinators. He stepped up and volunteered to take all the required training to help Chapter 35 (and me.... er, the scholars) in our mission of helping young people acquire the freedom of flight, both financially and through mentoring to develop life skills in young adults



Ethan Palumbo—2024 Ray Scholar

Throughout this remarkable month, I have been fully involved in both studying and flying to sharpen my skills and maintaining proficiency in preparation for my upcoming checkride in September. By dedicating myself to daily study sessions, I am confident that I have acquired the necessary knowledge and expertise to excel during the evaluation. As I happily wait for

what lies ahead, I am envisioning a bright future in aviation filled with endless possibilities and exciting opportunities.

**Rory Sorola—2024 Kellogg Scholar**

Hello everyone, and happy fall! The temperatures are lowering, which means less turbulence, and thicker air. Aside from the changing seasons, I'm currently preparing to do my dual cross country flight! I'm pretty nervous about how it'll work, as I've only flown solo in areas where I could see my home airport. However, I've done my homework and prepared through studying navigation methods and Cessna electronic systems

so that I won't be too lost during the experience. I'm also looking for some form of aerospace engineering internship so that I can get some experience and determine if this pathway is correct for me. Life is getting busier, but I'm more determined than ever to get my license!

**Lillian Cavanaugh—2024 Brame Scholar**

Hello everyone I only have a few updates to make on my progress this month, however, I have some wise words from a great man which I would like to share with you. In my journey I am currently at around 9 hours of flight! In the upcoming month I am looking to do my first solo flight and continue to progress on my takeoffs and landings. Besides working on

gaining flight hours, the most important part of my journey in learning to fly so far has been hearing the words "flying is like an art". Before this I thought mainly about the numbers and specific procedures that come along with flying a plane. After hearing those words though, my perception has changed. I never realized why I felt so happy and carefree out in Castroville until I was flying one day and looked up from the panel of controls to watch the sun set all the way down over the horizon until a vibrant orange was the only thing I could see hovering over the skyline. I never believed a sunset could be so beautiful. Flying an airplane is more than just a task to me and more than just something I have to do two times a week, it's a release from all the world has stacked on me. For a moment in time I can feel like I am above all that has tried to suppress me. It's like a dream where you are so close to the clouds it seems like you could just reach out and touch them. I'm convinced that time moves faster in the air and that all the world is more lovely than ever before. I now know flying is in fact an art.



Photography: My Journey and What I've Learned Part II Jeffrey Davila Ray Scholar 2022

I wrote an article a few months ago about my journey with photography, some basics to get started, and diverse ways to apply those skills to the things we enjoy. As many of you already know, photography and aviation go hand in hand. Nothing beats flipping through a series of well-taken pictures of some of our favorite aircraft or appreciating the challenge of capturing an airplane in flight. All these elements add to aviation excitement. In this article, I would like to dive a little more into the details of aviation photography and how anyone can do it, even with the most basic tools. For reference, I have used Canon products, so the terminology may differ from those of you that have Nikon, Sony, or a camera body from any other brand.



To start, let us go through some basic terms that will give everyone (myself included) a better understanding of general photography. These three elements are called the “exposure triangle.”

Aperture (F-stop): A small and narrow opening that allows light into the camera (adjustable and impacts depth of field).

Shutter Speed: The time, in seconds, that the sensor or film inside a camera is exposed to light in order to capture a photograph (adjustable and impacts motion blur).

ISO: The measurement used to determine the brightness of a photo (adjustable and impacts brightness).

Each of these three elements is related to light. Aperture helps with depth of field, shutter speed helps with motion blur, or capturing any kind of movement in a picture, and ISO helps with the brightness of the photo.

You must know what you want to take a picture of and some basic elements of what the picture will contain, how things will appear, etc. Let us say that we want to take a picture of a Cessna 172 as it is landing. First, having the proper lenses is key to getting a good picture. I typically use a 55-250 mm lens when I am taking a picture from the ground. This length of lens is good if you are photographing an airplane that is lower than about 3,000 feet and no more than a few thousand feet away from you (laterally). It is also a bonus if the lens has a stabilizing feature on it, which will take a good amount of work out of the equation, as you will not have to be as still with your hands. With the Cessna, we can assume that it is going to be white, or at least have white paint somewhere on it. If it is a bright day during the middle of the afternoon, that airplane is going to reflect a significant amount of light. To compensate for that, there are two ways to reduce the amount of light being taken in by the camera. The easiest way is to reduce the ISO setting. This will darken the photo without sacrificing a whole lot of detail or any change in motion blur. Too high of an ISO can result in a picture that is whited out or fuzzy. You can also reduce the shutter speed, but certain elements of the picture, like the blur of the prop rotating, will get reduced. Now, most cameras have a preset on them that

is designed for capturing moving objects. What I tell everybody is to use that setting for a little while, get used to moving the camera around, focusing on a moving object, and the camera's setting before switching to a manual mode. Most modern cameras are extremely capable, so switching to a manual mode may not even be necessary, depending on your needs.

The other thing to consider is movement within the photo itself. Propeller-driven aircraft and helicopters are unique in the sense that there is movement on the airplane, which gives the photo a lot of personality. If you do not believe me, look up a picture of something, like a P-51, with and without motion blur. One is obviously better than the other, at least in my opinion. To capture that propeller or rotor movement, we go to the shutter speed. Lower shutter speeds (higher digits) allow for the amount of time the camera shutter is open to increase. If you want a picture that is still, meaning no blur, you increase the shutter speed (lower digits). Some cameras have exposure times that are over 30 seconds, meaning the camera is taking a 30-second-long photo. This is an excellent feature for astrophotography or any situation where a limited amount of light is available. Of course, there is a point that the shutter speed can be too low, but during the day, you would have to be at a very high shutter speed for it to be noticeable.

With regards to aperture, I usually do not mess with this setting a whole lot. Each camera has an F-stop number that works for a variety of situations, so I would recommend experimenting with your camera and finding out what that number is. Portrait photography, or anything where distance between two objects is important, is more of the type of situation where aperture comes into play.

All these elements can be applied to photographing other types of aircraft, too, but there may be less emphasis on certain things, like motion blur, especially if the aircraft is a jet of any kind. If you are looking for somewhere to practice, there are a few places I would recommend. Stinson Municipal Airport is a suitable location. The ramp is relatively close to the runway, so you will not have to worry about having to bring an overly long lens. You will also get a decent variety of aircraft, including the SAPD Eagle unit, smaller jets, and single-engine props. Also, fly-ins are magnificent events to go to. You will certainly get a lot of activity within a brief period, as well as a good variety of aircraft. The Young Eagles events this chapter hosts are a wonderful way to get some picture practice in. Not only are you sharpening your skills, but you can also help the chapter out.

If you are starting this cool journey or thinking about getting started, I have some advice for you:

- 1.) Do not feel like you must buy the next best thing. Any digital camera from within the last 10 years will do the job and do it well. I will attach some pictures I took at DFW airport using a 2009 Canon EOS Rebel Tii, which is an entry-level camera. You will see that the

(Continued on page 15)

Photography: Part II (continued)

(Continued from page 14)

pictures are very reasonable, especially for a camera that is 15 years old.

2.) Do not try to learn every single type of style of photography in a short span of time. I tried that, and it was very overwhelming. Just pick one thing at a time, get good at it, expand your understanding, and then move on to something else. Photography is like math. You must learn basic concepts before moving to something more advanced.

3.) Remember to have fun. Photography is really an opportunity to



appreciate the moment. You will find yourself noticing more details than you may have before. More colors, how light travels through objects, how an animal moves, etc.



4.) TAKE PICTURES. Do not be afraid to snap a picture of whatever you see. Just learn the camera, what settings work best for certain situations, and how it feels to carry a camera around.

Overall, photography is often made out to be much more complicated than it really is, so just remember to appreciate the little things about it. After all, photography is only as fun as you make it, so make it fun!



Landing Fees: Now With Automation

Tom Charpentier, EAA government relations director

Perhaps it was inevitable, but here we are. Private companies are sprouting up advertising turnkey solutions for airports to collect automated landing fees. Scheduled, nonscheduled, ADS-B, transponder-free, it doesn't matter. Through a system of monitoring open-source data and optically capturing N-numbers, they can track just about any landing aircraft.

We're still working on the regulatory and legal implications of these systems, though landing fees have been a fixture at large commercial airports for years. They are rarer at small GA airports, as they have been impeded in the past by the lack of an efficient collection system for aircraft that never park and drop by the FBO desk or honesty box. Now there apparently is one.

Landing fees in general aviation set a dangerous precedent. They rank alongside air traffic fees in penalizing safe practices, as the cash register ticks over with each landing. Landing an aircraft is probably the most fundamental — and perishable — skill in aviation, and it is important to be able to practice it at a variety of airports and settings. There are indeed countries where it is commonplace for all airports to charge by the landing. We simply cannot permit that here. Does your local basketball court charge by the free throw practiced?

This is not to say that airports cannot collect fees to sustain themselves. Self-sustainment is an important concept at airports, and there are unique funding challenges at facilities that do not receive federal Airport Improvement Program (AIP) funding, such as privately owned, public-use airports. Probably the most equita-

ble fee an airport can charge is a fuel flowage fee. Like the federal fuel tax that funds the FAA, fuel-based fees are scalable to the type, size, and frequency of operation, where heavier aircraft or frequent fliers pay a bit more. As we say with regard to federal user fees, we have no problem with funding the infrastructure we use, but not in the form of à la carte fees that disincentivize the use of certain parts of the infrastructure and could affect safety as well.

Not to mention, this form of fee collection does feel like an invasion of privacy. In today's interconnected world, many of us are accustomed to being tracked when we fly, but a technology that identifies even those aircraft that opt out of ADS-B? Pilots in the United States have a unique ability to navigate the airspace with few restrictions, which is a cherished privilege. Getting a bill in the mail that identifies which airport you visited on which date — and how much you now owe — erodes that feeling of freedom.

The most effective pushback against these sorts of fees may well be at the local level. Absent new legislation or regulatory action there may not be a way to prevent these pay-to-land schemes. So engage with your airport sponsors. Let them know this is a bad idea that could easily drive traffic away from the airport.

While each airport — especially those with federal funding — is a node in a national system, the taxpayers and constituents on the local level will likely decide whether these fee systems are successful. It's yet another reason to engage positively with your local community and airport leadership to show them the value of a healthy GA airport.



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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!!

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**San Geronimo AirparkSM
Property Owners Association**

So We May Fly ForeverSM

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.

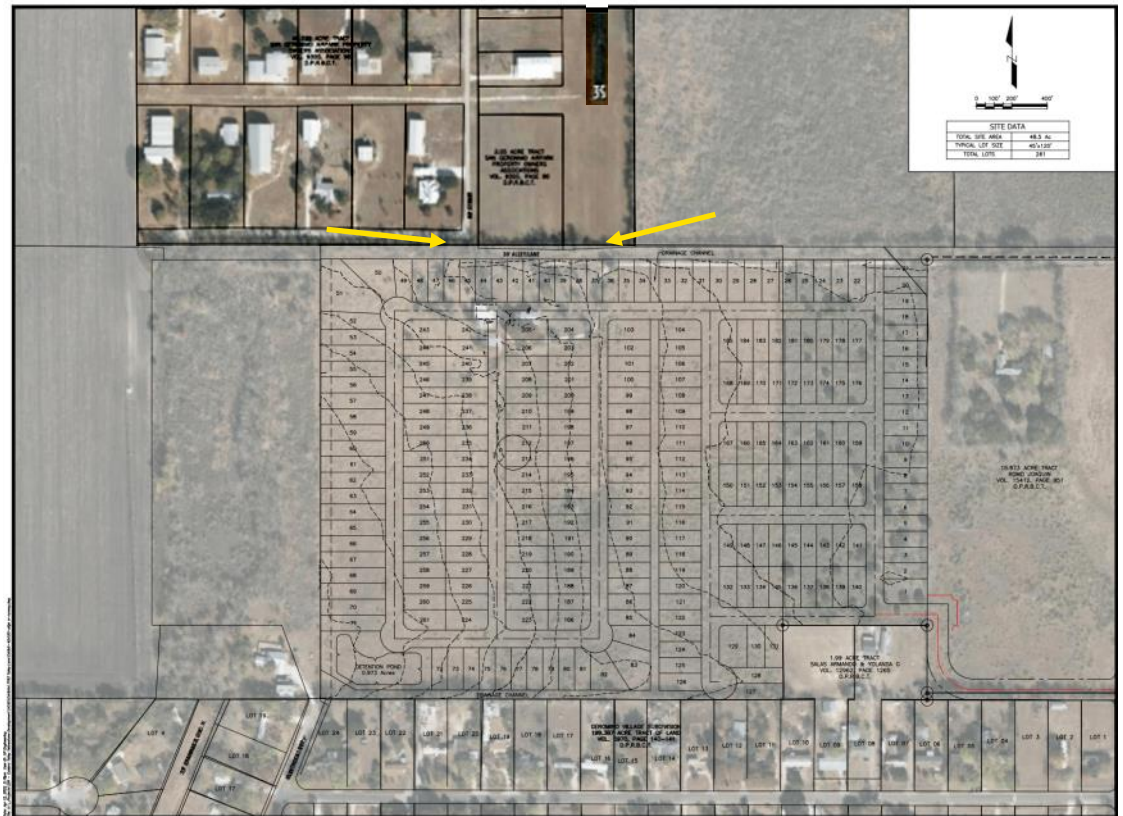
Important NOTAM Regarding South End of 8T8

Ron O'Dea

We have all been aware that times are changing and developments will be infringing on our little airpark. You may recall that directly to the south of our runway 17 was an old house and corals. It is gone. In the past two weeks Earthmovers have leveled the entire 46.5 acres. In its place will be 261 45'X120' lots!

The part of this that should be most interesting to all is that there currently is no barrier at the south end of San Geronimo Airpark. Animals and people could wander onto the property. So, when flying in and out of here be aware!!

Here is what we are doing right now. I am working with the folks who took the fence down to get it back up. We have purchased and are going to erect "No Trespassing" signs on our southern border which will make it illegal for anyone to come onto the airport. And, finally, the SGAPOA is getting quotes to put a secure fence across the south end of the airport. More on that as it develops.



So be alert, keep your head on a swivel. "If you see something say something".

Crossfeed from the San Geronimo Property Owners Association. See [About San Geronimo Airpark POA \(sgapoa.org\)](http://About San Geronimo Airpark POA (sgapoa.org))

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THE WORKSHOP

Helicoils

Mark Julicher

Occasionally a bolt hole gets wallowed out. Something gets over tightened in an engine case, or somehow somebody slips with a drill and next thing you know a perfectly good threaded hole is now stripped out. Often the solution to this problem is to use a Helicoil.

A Helicoil is a coil of wire that has internal threads the same dimensions as the original bolt/machine screw that got stripped out, and external threads that are tapped into the damaged part.

Installation is simple. The object requiring a threaded hole is drilled to the correct size, a tap is used to thread this enlarged hole matching the external thread of the Helicoil. The Helicoil is then screwed into this newly tapped hole using the special insertion tool to grip

the insertion tang. Finally, the installation tang on the Helicoil is removed by breaking it off.



Photo 1: Helicoils. Photo credit: Grainger

While the process is simple, there are some pitfalls. First, the work must be kept clean. Drilling is going to make shavings and bits that must be cleaned out of the new hole. If the hole happens to be into a cavity (in a spark plug hole for example) then the bits of metal must be kept out of the cavity or at least vacuumed out after completing the process. Metal bits should be continuously cleaned out of the hole being tapped. Compressed air and vacuum are two good methods here. Don't forget eye protection. Second, if the newly bored hole is not straight then the part being repaired may be damaged worse than before.

When you purchase a Helicoil kit for a particular thread size, it will come with a tap, a special insertion tool, and several Helicoils. It might have the correct drill bit, but not always, so check to be sure you have everything you need before you begin drilling that damaged part. As the coil is being screwed into the new hole it compresses slightly – gets smaller in diameter and goes into the hole rather easily. The coil is deep enough when it is about one thread depth below the mouth of the hole. At that time the insertion tang is removed, and the hole is ready to accept a machine screw or bolt. It is difficult to remove the Helicoil because it expands and gets tighter whenever the new bolt is unscrewed. Although some mechanics use Loctite to help secure the coil, most literature says not to use any thread locking compound.

Some literature says that the metal shavings and the installation tang can be removed/cleaned via a magnet. Well maybe. Personal experience shows some Helicoils to be Austenitic stainless steel – very weakly magnetic, but perhaps not all coils are that way. If you plan to clean your work with a magnet you might want to check and see if that magnet will do the job!

There is another serious gotcha with Helicoils. Lycoming and Continental engines use Helicoils in the

sparkplug holes. On rare occasion the sparkplug coil will back out of its hole. The gotcha is that for a certified engine the sparkplug Helicoil has serrations in the final turn of the coil. These serrations must be pressed into the aluminum cylinder head. Experimental engines can do without the serrations. That said, the installation process for a sparkplug coil requires the added step of expanding the coil and pressing the serrations into the head.

Of course, there is a special tool kit complete with expander tool specially made to install sparkplug Helicoils and it only costs 2.6 Aeronautical Monetary Units. In dollars that is \$2,600 bucks. Maybe that is why experimental engine folks would consider the non-serrated coils? At any rate, there are other expansion tools on the market that will do the job for less than \$100. That is still a bit of change for a rarely used tool, but the consequences of doing the job incorrectly are rather severe. So hey, spend the money

and have some peace of mind.



Photo 2: A well-equipped Helicoil kit complete with drills. Of course, kits for just one thread size are also available. Photo credit: eBay.



Photo 3: A kit for a single size thread without a drill bit. Photo credit: amazon



Photo 4 and 5: Sparkplug hole Helicoil. The



Propeller Balancing 101

Fred McMahon - Builder Coordinator

Did you know YOU are part owner in a DynaVibe Propeller Balancer? It is yours—and you can check it out to balance your prop! But first:

Why balance? An out-of-balance propeller can lead to increased wear, parts fatigue, and flying discomfort. The following are tips learned from balancing a few constant speed propellers on Lycoming engines. The overall process is the same for other combination of engines and propellers. Chapter 35 has a DynaVibe balance kit which uses a photo tachometer for rotation speed and location and an acceleration magnitude sensor. These sensors provide RPM, inches/sec (IPS), and phase angle to a hand-held computer. The computer will show RPM, worst vibration angle (average), and IPS.

EDUCATION

- Read the DynaVibe Instruction Manual
- Watch Propeller Balancing Webinar available online (<https://www.youtube.com/watch?v=rcPImrOKGwo>)

CONSUMABLES

- Hardware used for balancing: nuts, bolts, and washers:
For Lycoming engines, with a starter ring gear, minimum hardware should include:
 - 2-AN4-11A Bolts
 - 2-AN4-12A Bolts
 - 2-AN4-13A Bolts
 - 10-AN970-4 Flat Washers
 - 10-AN960-416 Flat Washers
 - 5-AN969-416L Flat Washers
 - 3-AN3665-422A Elastic Stop Nuts
 - 3-MS21042-L4 Steel Stop Nuts

For Continental or Rotax engines AN3 hardware is used on the spinner back plate

-Reflective Tape:

Dynavibe or 3M 7610 Reflective Tape

- Zip ties, Velcro straps, tape
- Print out the DynaVibe Polar Chart—Used for calculations and propeller logbook
- A longer than stock case bolt for mounting the balancing sensor on the engine

SETTING UP

Mount Sensor

After reading the manual and watching the video, fabricate sensor mounting bracket and hardware to suit individual installation for your engine/prop combination. This might take longer than you think so do this ahead of time.



Place Tape

Measure sensor height to determine tape length. Put tape on backside of propeller

Secure Plane

- Chock wheels
- For taildraggers, secure tail to prevent buffeting; this will induce sensor reading errors.
- Retract flaps
- Set pitch trim to neutral
- Note: sensor stability reading errors can be introduced from loose spinner.
- Secure sensor wiring with zip ties, tape, Velcro straps

SAFETY

- Safety brief to participants. Balancing can be done solo, but process is easier with help.
- Hand signals or handheld radio
- Hearing/eye Protection

EXECUTION

- Should be accomplished in calm wind
- Check engine area for tools prior to each run
- Run engine up to typical cruise RPM. Go by the DynaVibe RPM and not the engine reading
- Take pictures of reading during run. Take 3 readings per engine run-up

READINGS

- Record readings on polar chart. Take averages of the IPS and angles.
- This will be your nominal starting point for the first location (angle, distance, and amount)
- Reference polar chart to determine location. The resultant angle will be 180 degrees from where the weight will be added.
- To determine weight to add depends on type of prop/engine. For Lycoming/Hartzel, multiply the IPS by 50 to get gram weight. For Whirlwind use 35. Remember this is just to get you to a starting point, the next run will bet you closer.
- The resulting decrease in IPS provided by that weight gives the grams per IPS value to determine the weight to be used for the second run.
- Readings below .08 are good. To get better readings will take more effort for marginal improvement

COMPLETION

- Clean up
- Don't forget to replace lock washer with new one when putting original engine bolt back in.
- Document
- Buy your helper lunch!









Country Store

Nancy Duepner

The proprietors are temporarily away from the store, but did you know you can shop ONLINE? Really...Christmas shopping just like on Amazon...well not exactly...but online nonetheless. Check it out at <https://chapters.eaa.org/ea35/country-store>

**** Special Deals ****

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			Baseball Cap w/ embroidered Ch35 logo	5-regular 9-TX Flag	\$19.00 \$21.00
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CHAPTER CALENDAR — CONTACT VICEPRESIDENT@EAA35.ORG - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!**2024 Chapter Calendar**

October	5	9:00	Young Eagles Rally		Stinson (KSSF) - NOTE DATE CHANGE
	8	19:00	BOD+L		
	12	8:30	Chapter Gathering	Pancakes	Fly-in Pancake Breakfast
		10:00	VMC Club		
November	6	19:00	BOD+L		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+L		Via Google Meet (virtual) contact president for link
	14	11:30	Chapter Gathering	Lunch	Holiday/End of Year Finale

Area Aviation Events (200 miles or so)

[Www.socialflight.com](http://www.socialflight.com)

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

[Texas Aviation Event Calendar](#)

October 4-6

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

- * [Chapter 35 YE Rally](#)

October 12

- * Port Lavaca/Calhoun County Fly In Calhoun Cty Airport 10:00-14:00
- * Cannon Field Fly In (52T) 0900
- * Covey Trails Fly-In (Richmond TX) 0900
- * [Chapter 35 Pancake Breakfast/Fly-In](#)

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

- * Airplanes and Coffee (Mount Pleasant (KOSA)) 08:30-12:30
- * Wings and Warriors Fly In (San Marcos TX)
- * Wings Wheels and Wine. Llano TX KAQO 0900
- * **Chapter 35 Annual Members Meeting & Chili Cookoff**

November 15-17

- * Warbirds over South Texas (Rockport TX)

RV Build Progress Paul Wurster**From the Builders Log**

Not much to report for September. Time to get back to work!

**Zac Morton - RV-14**

Finished sanding the flanges of the empennage tip fairing. Marked the elevator tips and the rudder top fairings for trimming. (Others were already appropriate widths.)

Trimmed the rudder tip fairing. It was needed such a small amount trimmed that I just sanded it. Will need to use a cutoff tool for the elevator fairings



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Safety Officer	Ron O'Dea	secretary@eaa35.org
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Flight Advisors		
Flight Advisor	Douglas Dodson	op@pobox.com
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Technical Counselors		
Technical Counselor	Steve Formhals	sf3543@sbcglobal.net
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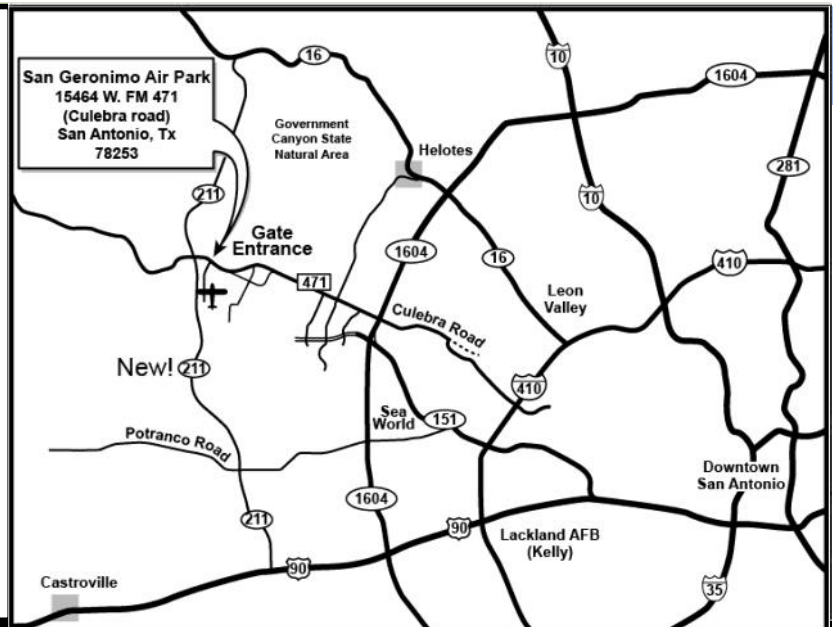
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12 OCT 2024

FLY-IN Pancake Breakfast!

0900 Chapter Clubhouse

Speaker at 1000



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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