



November 2018

Volume 60 Issue 11

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Next Event

**November 10,
2018**

**Fly-Mart and Chili
Judging
1130hrs
Chapter 35
Clubhouse**

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MY "TRUTH"

By Andrea McGilvray

My name is Andrea McGilvray. I was born Andrea Koplhuber. In 1974, I moved from Austria to Alberta, Canada. The short version of my young life was: "I barely passed school and was told I had a hard time learning." THAT was my "truth". My "truth" had a way of directing my life. I did not know how to say "NO" and had a penchant for partying all night. My "truth" is what got me into aviation. It was an "accidental" introduction.

It was on a Sunday morning in 1986 in a small town north of Calgary, Alberta, when I came home to see my parents. I had just arrived home when my father asked me if I wanted to go with him to the local airport as the ultralights were flying. This was totally out of character for my father as he did not have much to do with us children. I was in no condition to do "aviation" things as I had not slept because I had been partying all night, and, since I did not know how to say "NO"... So I went, with no understanding of what would happen next. When we got to the airport, my father asked me if I wanted an introductory ride. That was SO-O-O-O out of character for my father that I actually said "NO". He asked, "Why not?" My "truth" dictated my thinking "Who am I do

something like THAT?????" After a bunch of back-and-forth, I finally agreed to go.....and Life took a hard "right" turn.

I was hooked as hard as one could get with flying. My instructor said I was a "natural". I just remember the ground moved away from us as we took off. To this day,



I STILL remember it—I caught the Aviation bug BAD! ALL my party money and friends were left for flying and gas. In Canada, you have to have an Ultralight license (min 5hrs). So, within a few months, I had my Ultralight license—soloed at 4.5hrs. OHH! WOWWWW! I got a second job and all I did was work at a restaurant 6 days a week and 2 days at a dry-cleaning shop, sleep, and drive to the airport for a whole year.

The best/worst thing in my life had happened. The best part was that I had not time or money for those no-good party animal friends. The worst part was the friends that I still did talk to did not

want to hear about my flying. One day as I was in my car, practicing flying, I thought to myself. "Hummm... remember... you are stupid!!!! HOW in the world can I do what I am doing if I was stupid, have a hard time

(Continued on page 4)



**Annual Fly-Mart
And Chili Judging**

Are you feeling adventurous?

**Then enter the Chili Judging
and see if you measure up.**

**Sell your excess at the Fly-mart
1130hrs @ the clubhouse.**

PRESIDENTS COCKPIT

STEVE JONES



Making a Difference. EAA Chapter 35, in concert with EAA Chapter 1608 and the Dee Howard Foundation are making it real for two high school STEM classes at Southside High School. We recently provided \$300 to purchase additional tools and materials to keep the SWISD RV-12is

build project on target. Darren Medlin immediately made the purchases to supply an additional pneumatic rivet puller, safety wire, pliers and other consumables for the students. With this contribution, every member of Chapter 35 is now involved. I believe we can do more! If you'd like to volunteer your time, tools or treasure call or text Darren at (210) 875-9971.

Young Eagles Rally! Supporting the local Women in Aviation Alamo Chapter's Girls in Aviation Day Camp, EAA Chapter 35 rallied Sunday, October 21st at Stinson Airport. Seven planes and pilots, and an eager ground support crew allowed 45 young eagles to take their introductory flight. Many young ladies expressed a desire to take the controls. One young lady, age 13 told me she's been studying everything she can lay her hands on or watch on YouTube for the past 17 months. She was a fount of aeronautical information. I don't doubt she could pass her written exam right now. Her volunteer pilot was amazed by her knowledge and enthusiasm. She will be a pilot.

Air Academy. Get ready for Air Academy 2019, July 16-24! We're asking you to reach out to young men and women that you know, ages 16-18, who show the aptitude and desire to fly, to take on a career in aviation, or even take it a step further and become our nation's next astronauts. Don't put this off! This is one of the most important and rewarding aspects of membership in EAA Chapter 35. We get to change lives! See your October newsletter for details and format for submitting your candidate.

RV-7 empennage and wing kits. Kyle Jester purchased the kits and is embarking on a journey of discovery. He won't be alone. On hearing Kyle purchased the kits, his father said he'd be right down from Oklahoma to help him build the plane.

October Pancake Breakfast Fly-in. We set a new record! In July, we lined the runway with 27 aircraft. This time, not one pilot braved the weather for free pancakes. That's right, zero aircraft, and we're not even disappointed. This is good aviation decision-making. Forty-four members and guests joined us for an indoor treat. The pancakes were fluffy, the sausage perfectly

grilled, the orange juice and coffee flowed, we didn't even run out of napkins this time! Your facility team just gets better by degrees. (It IS hard to improve on perfection)

November Chili Cookoff, and Fly Mart. It's time to 1) put up or shut up, and 2) move those treasured aircraft parts from your hangar to another hangar - it's Chili Cookoff and Fly Mart time again! Secure your bragging rights for all of 2019 with chili to die for. (hmmm, maybe not the best choice of words) Remember, we don't follow Chili Appreciation Society International or International Chili Society rules. We make our own rules. Common sense rules: 1) Would YOU eat it? Yep, that's about it. You could win, place or show or even earn the adulation of your fellow members with the People's Choice Award.

Is there something in your hangar that desperately needs to be on someone else's airplane? Bring a table and your gently used aviation items to the clubhouse for the November meeting Fly Mart. As before, you're responsible for guarding the goods and the chapter does not accept donated items during the Fly Mart.

Board Meeting. Your Board of Directors met Saturday October 13th. The board approved a calendar of events for 2019 that includes additional fly-out activities and a very interesting change - the hangar tour will be put on hiatus this year for a special focus event. It promises to be every bit as fun, yet completely different. Stay tuned!

Airdrome Dream Classic. Several years ago our chapter hosted a Builder's Academy. From this educational effort came the Al Almond Dream Classic Ultralight. Al has gone west, but his legacy lives on. We will be inviting offers on the Dream Classic in the near future.

What Would We Be Without You? Your chapter, over 150-strong, needs you. Do you have a skill or experience you want to share? Do you see something that needs just a little of your time to make it right? Nancy Mason is a tough act to follow, but Nelson Amen is going to give it his best. I would like to welcome Nelson as our new Grounds Coordinator. I promised he would inherit a hard working crew, so be sure to volunteer your time and talent to keep our grounds mowed and tidy.

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



CHAPTER BULLETIN BOARD

It's here! The Chapter 35 Annual **Chili Cook Off** returns November 10th 2018. Are you ready? It's run-what-you-brung for a chance to win braggin' rights for 2019. Judges will select 1st, 2nd and 3rd place winners, then you, the members, will hoot and holler for the REAL winner, the People's Choice award.

Main Course: Competition Chili! This will be served with cheese, onions and sour cream.

Side Dishes: requesting your favorite side dishes, especially the secret family recipe corn bread.

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



Do you have what it takes to be a good judge of chili? We don't follow ICS or CASI rules, so beans are allowed and so is just about anything else that passes health department approval. <shudder> If you think you've got a keen palette and are a fine judge of chili aroma, color, flavor, texture and after burn, come see Freda Jones first thing when you arrive at the November meeting.

Thanks everyone who participated last month for the October pancake breakfast fly-in. We had a great turn out and a great time!

B.J. O'Dea – flapjack flippin', fruit salad and server
Peggy Fisher – grill master and server
Stephen Sheppard – blueberries

MY "TRUTH"

CONTINUED

(Continued from page 1)

learning, etc". That is what my teachers told me. I decided that was not true! My "truth" was starting to dissipate like fog in the sun. I started my private license and ground school and my lowest mark was 95% and most of my marks were 100%. (That was before I started to date my instructor, and those were honest percentages!). As luck would have it, I fell for my (single) flight instructor, Ted. I fought it for a while, but he is one of the smartest people I had ever met (second only to my current boyfriend) and that STILL hold true today. I did my solo flight in a 172 at 10.5 hrs. I had no financial help from anyone. After that, my instructor and I started to date. Where ever he flew and if I could go with him, he let me have left seat. Before I had my 40hrs I got to fly a C310, at night, into Calgary International (another story to be told).

Ted had applied for a few different jobs around the country and I told him, I wanted to go with him. I did (not care where, just that I got to go, too. He got a job in Pembroke Ontario. We packed Saturday night, left Tuesday morning, and arrived Thursday late in the day. He had an interview Friday! (ANOTHER story to be told)

I continued my flying and finished my license in 1988, THEN Ted got another job up in Inuvik (YAAAA, way north and verrry cold) I said nope, love you but not that much! So we stayed friends and we parted. I continued flying and was one of the pilots in our community college and still flew ultralight airplanes. (Another story)

THEN 21 years of life happened. I did not fly.

This is my NEW TRUTH!

I have been a entrepreneur all my life and started at age 10. Currently:

- CEO of Capella Media Inc. - Private Pilot, own 2 tailwheel airplanes
- Drone Pilot FAA Certified 107
- Entrepreneur
- tech e-geek
- sailor
- loves plants & animals
- willing to help almost anyone



- Currently Texas Real Estate Broker owns Cowboy Capital Realty

From the time I graduated from my 1st college in Southern Institute of Technology in Calgary Alberta, I was involved in sales of Amway. I completed a "Chef with Red Seal" degree and then left to Ontario, Canada. In Ottawa, Ontario I worked for approximately 5 years in the Commercial Electrical field. In 1995 I started a webpage design company that then led to a custom silk screen and duplication business. This was the 1st company in North America to focus ONLY on custom printing short runs with a 24hr turn around. I did not have any previous schooling or knowledge in this area, but in 4 year I took the company from \$0.00 to \$1.2 Million in gross sales. (Part of my "new" truth)

Texas

In 2002, I came to Utopia, Texas on a business trip to install and train the owner and his staff on my cd screen printing press that was engineered and built by myself. (again, part of my "new" truth).

For the past 11 years I have been working selling real estate as a Real Estate Broker and own Cowboy Capital Realty and also have ASAP Drone Productions as a secondary

business. When Real Estate is slow, I grow organic veggies and sell them at a farmer's market weekly.

I have been a private pilot since 1988 and flown a number of different aircraft and I am extremely passionate about aviation especially aerobatics and biplanes. Currently I own a J3 Kitten and Hatz CB-1. "There is not enough time in the day to learn it all" is one thing I have learned early in my entrepreneurial business experience. What an awesome life I am having!!! Give, take, and give back!!! Friends say I am a Renaissance woman. I feel blessed to have had many opportunities to live a full life and I would like to share what I learn.

My Latest

In my wish-full thinking an Ultralight was always part of my wish/want list. And one day I got my wish (A Real Estate story). I bought a J3-Kitten ultralight. Now I did not know how to fly a tailwheel airplane, but really, how hard could that be? (ignorance is bliss - another story). So I got some dual in a Champ and got my tail wheel endorsement. My 1st flight in my Kitten was totally uneventful but OHHH my fun! I was in love. I also found myself a magic hanger (my new boyfriend has a grass strip-and, yes, another story)

(Continued on page 5)

MY "TRUTH"

CONTINUED

(Continued from page 4)

He has many amazing airplanes including 2 replica P51, replica Jenny, etc. That is how I got caught in his spider web. We flew together in his Luscombe for breakfast and fly-in's, and he would only let me fly when we were off the ground. So I told him I wanted my own airplane to fly further than just local and land!

I joined EAA Chapter 35 and overheard one of the members who went for some dual in a Pitts. I cornered him and asked for the info. So, as I left the airport, I called Bryan, who has a S2B in Brenham, TX. I asked if I could get some dual. Ted, my 1st flight instructor, would take me in his Stearman and do Aerobatics and, oohhhh my, I just loved it. I hate roller coasters, etc., BUT Akro! Oh yes that was for me! Ted gave me the Akro bug 30 years ago and just recently I located Ted and told him that he is, to this date, still at fault for my love of Aerobatics. He, of course, laughs.

I flew Friday night and Saturday morning. Either it would be something I wanted to do more of, or not. I wanted to know for myself what it would be like. Well Bryan is now the second person at fault for my now complete addiction to aerobatics. (more to this story)

Well it just cannot stop, my dreams that are coming true are those that were only pure hot air.

My next challenge would be to get my own aerobatic airplane that is within my means. I started the hunt (again another story) and as dreams happen, my Hatz became my new airplane. No, it is not a inverted and stressed like many aerobatic airplanes, but my budget is only STRESSED, not inverted! BUT I made an excellent choice in the specific Hatz. It was built by Billy Dawson and John Bendam, close to San Antonio, and the airplanes they had built I have been told are very "reputable" and very airworthy. Early in April of 2018 I bought my Hatz.

For the 1st 13 hrs my boyfriend, that is amazing and an excellent pilot, sat in the back seat as I learned to handle it from the front seat. Finally, he stepped out, I got into the back seat and when I say I launched, that is a understatement. My 1st takeoff, I was not prepared on how quickly the airplane would launch, and well, it leaped off the ground and I screamed! I had to scramble to get it back under control. Since then, I fly almost every day from 15 min to 1 hr. My day always starts off great!



Then I saw a Facebook ad under "ladies love tail draggers" about getting a scholarship for basic aerobatic training. I have never gotten help and I have never tried to get help either. I was encouraged to at least apply. I don't play the lottery either. When I was told I got accepted for the scholarship, it was a strange feeling and I am extremely grateful, this is what story books are written about in my world. The Scholarship is with Figure 1 Foundation. <http://www.figure1foundation.com/>

I called and booked my training as soon as I got back from Oshkosh. I booked my flight, accommodations at a Yoga Hostel (way too amazing to pass on) and got Patty Wagstaff's flight school to accept me for Sept 3 for a 10-day training session. I am still pinching myself to see if I am

alive and if this is all for real! So far it hurts when I pinch!

The fascination and memory of the aerobatics I got when I was young and also flying 3 hrs last fall in a S2B got me totally mesmerized and I had to learn how to do it myself. I belong to a number of Facebook pages, and on Ladies love Tail-dragger site there was an offer for a scholarship advertised. I was persuaded to apply and the short version is: I got it! There were 3 schools that were authorized to be used and Patty Wagstaff's school was one of them. So that is where I booked it. It all happened REALLY fast. I applied, a few weeks later, I got a email that Figure 1 Foundation wanted to do a conference call. I was in Oshkosh at the time, so that went well, then I was asked to be there on a Wednesday (I had scheduled to go to the war-bird adventure in Wassau), BUT after much texting, Chris, from Figure 1 Foundation, said that, if all possible, could I change my plans. There was to be a press conference and if I was there, it would be a good thing, since I won the scholarship! Well, I cancelled my warbird adventure and, yes, received my totally amazing

scholarship instead.

The training was amazing. Both Patty and Alan knew exactly how to take me from a-z. There is a learning curve and I do remember that for the 1st while, Thinking and Doing were HARD, BUT it finally got easier. I'm still shell shocked that it happened to me. And Thank you!

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I contacted Patty right after I came home and then scheduled to come and fly 1st thing Sept. which I did. Sept 3-10.10hrs in a Super Decathlon and 1hr in a Extra (it stands Extra fun a 2 gentle finger toy!).

The learning curve and the mental and physical challenge are quite interesting and as per both Patty and her Chief flight instructor predictable.. They were awesome to learn from.

Between Patty and Alan, I was taught Loops, Ballistic/Aileron rolls, and slow rolls, ½ and reverse Cubans, 45 degree both inverted and right side up with rolls, figure 8, hammer head, humpty bump. AND I got to fly 1 hr in the Extra 300L. That, I can only say, was amazing and you don't need to know how to do Akro to have fun in that! I stalled it twice vertically going down and got to experience inverted spins, 2 standard, and one from a Hammerhead (on purpose). I found the Slow rolls the hardest. Wingovers and steep turns were part of just getting around. Spins were included, of course, including adding aileron both left and right that gave very interesting changes.

Part of my goal in aviation is to share this amazing gift of flight with others. I want to pour the joy and happiness into a cup and share it with anyone that wishes to have some.

Some of my happiness is already being shared. I have given 4 people rides and all have this amazing smile when we come back, AND I am getting more and more people asking to come fly with me. I was nervous at first and still am very strict

on how my passengers have to behave. The smile people have when we come back is way too amazing not to share.

This winter I have scheduled my commercial training. My big goal is two-fold: ONE, give introduction/joy rides and, TWO, teach people tailwheel and basic upset and recovery training. That all will take some time on my end but is doable. I want to teach others how to be safe and have fun, It is like changing a tire, you may never have to, but it sure is handy to know when needed. It is making me a better pilot every day, AND there is so much to learn.

The day after I came home from my 10 days in Florida with Patty, I did my 1st of 3 rolls! A few days later, when I could finally get some altitude (has been raining), I did my 1st loops. I believe sleep is optional, at least when you are trying to fly and figure out what I did while I was in the air!

Now I am working on my Loops, Rolls, Spins and right now my ½ Cu-



bans are more like ¼ Cubans. Or something quite smooth but not correct. If my world was perfect, I would be ready to compete in my airplane at the Oct 12-13 Hammerfest Aerobatic competition in Llano this year, BUT...it is not, my airplane is not a real aerobatic airplane and has some real challenges, at least the pilot does. So far Loops are the most fun!

The question of what Akro does for/to me? It makes me crazy. It is a non stop, must do, not able to concentrate on anything else, bug. It is like being sick. You can only think of one thing, BUT IT sure is fun!

This journey started many years ago when my 1st flight instructor gave me a ride in his Stearman. I fell in love with Akro 30-ish years ago. I got my PP in Canada also 30 years ago and flew 172,150, 152, different ultralights and then life got in the way for 20+ years. I re-entered flying in a J3 Kitten ultralight but had no tailwheel experience, so I got that in a Champ out of Kerrville. This April a second unknown dream came true of a Blue bi-plane Hatz CB-1. I never thought I would have 1 airplane never mind two! AND a Bi-plane? that was a techno dream. For me a bi-plane is a story teller out of a book of romance.

Three and a half years ago, I met up with my now second part in aviation and my now life partner. Jerry has been very instrumental in fulfilling my life

both personally, emotionally, and in aviation. I have a magic hanger. He has a magic sink. Jerry is one of the most intelligent and competent people I have ever met. He created magic in many ways and I have the good fortune to be part of his life. So he was my "safety pilot" while I learned to fly

the Hatz. We had no communications other than hand signals. That was not easy on either of us, and I thanked him often about being patient. HE IS NOT PATIENT!! Trust me, he is not, BUT he is STUBBORN. THAT is a true statement!

He made sure that I did not hurt my airplane and, in turn, did not hurt us. Finally, one day came he got out and I flew on my own. I have not looked back.

Today Sept 12, I took my Hatz and did 2 left rolls and 1 right with just a hole big enough and tall enough to say I did it! The ceiling was not high enough for my comfort to do more, BUT it was just like in the Super D! Perhaps more fun, since it was just me and my own airplane..

This winter I will get my commercial license and work on my CFI. My goal is to help others have as much fun as I am! All this from someone who's "truth" was "stupid, have a hard time learning, and barely passed school".



YOUNG EAGLES

RICHARD POENISCH

Our Young Eagles Rally came off beautifully. We were supporting the Alamo Chapter of Women in Aviation for their Girls in Aviation Day camp. Almost fifty young ladies were taken for their first introductory flight.

Despite what Mother Nature threw at us during the week, she came through with flying colors on Sunday. We had to relocate the event to Stinson Field due to the soggy conditions at San Geronimo, but all went reasonably well and we had LOTS of smiling youngsters. Many

expressed the desire to handle the controls of the aircraft. One even impressed our Chapter President!

The members of EAA Chapter 35 wish to thank the employees and tower of Stinson Field for graciously allowing us to relocate to their airport and accommodating the extra work of the Rally. We also wish to thank the Alamo Chapter of Women in Aviation for allowing us to assist them in their Girls in Aviation Day Camp.



CHAPTER NEWS

Ultralight for Sale

EAA Chapter 35 is selling a completed (sans propeller) Airdrome Aeroplanes Dream Classic Ultralight for best offer. You don't have to pay \$3,495 plus crating and shipping. You can take flight for significantly less! Email your offer to ea35pres@gmail.com today. The

deadline for submitting offers is 8:00 PM CDT Friday, November 9th.

Al Almond was an amazing airman and a benefactor to EAA Chapter 35. Al has gone west, but his legacy lives on as his estate donates the Dream Classic as his final contribution.



Dream Legacy Pictured

This ultralight was constructed over the course of several summers right here in the EAA Chapter 35 Hangar. Under the careful tutelage of technical counselors and mentors, several students from Taft High School completed this three-axis side-stick controlled flying machine.

Please email your offer to Steve Jones at ea35pres@gmail.com. Buyer is responsible for full payment no later than November 17th by cash or check made out to EAA Chapter 35 and must pick up project

from the EAA Chapter 35 hangar by December 1st. If you can make the Chili Cook Off Saturday, November 10th and pay Treasurer Dee Brame, you'll be the hit of the event.

For more information about the Airdrome Aeroplanes Dream Classic, visit: <http://www.airdromeaeroplanes.com/thedreamclassic.html>

Grounds Co-ordinator

To our EAA Team members,

I have volunteered to coordinate the grounds keeping duties for our unique and most excellent EAA building and yard area at the San Geronimo airpark. What is needed - - - for 12 members to each take a month and perform the grounds keeping, mowing, sweeping, flower-bedding, "what-ever"ing to assure our meeting place is looking tidy prior to each of our monthly meetings.

Good news - - - all 12 months are up for grabs as of this Newsletter, so send me an email and I will get you lined up for the team! Many thanks in advance for your willingness to help.

Nelson Amen - - - nelson.p.amen@gmail.com



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OCTOBER MEETING- SEE MORE AT <https://www.facebook.com/ea35/>

RICHARD POENISCH

Our October meeting was a resounding success! It showed how our superior pilots used their superior reasoning to avoid having to use their superior abilities. Mother Nature did not cooperate with us to allow flight. That did not dampen our spirits in the least. The pancakes were plentiful and one could choose what additions they wanted in their pancakes. The sausage was excellent, and there was no bottom to the orange juice and coffee. No one left hungry. We had just shy of fifty people attend the breakfast, and all agreed that the breakfast was a success. We moved it indoors and this added to the fellowship by keeping everyone close and involved in the conversation.

After the breakfast and clean-up, our chapter had its annual Board of Directors meeting. They set up the schedule of activities for the next year. They included some changes from previous years, added some additional flight activities, and placed others on hiatus to try out some new ideas. As always, these changes are in hopes of keeping everyone interested and in-

involved in the chapter, without disrupting our traditional events that we eagerly await each year. This is a LOT of work and we should take the time to individually express our thanks for their continued hard work on our behalf.

We have more than a few of our chapter members building aircraft. I would REALLY like to have a few of you who are building to send in articles on what you are doing, what you find enjoyable in the build, what you find frustrating and problematic in the build, or just what you have learned during the build. For those who are not building, send in articles on what and how you use your airplane, adventures you have had in aircraft, or just something that you may think is an interesting story. Opinions are always welcome and are encouraged. We all have stories to tell about our aviation interests so get busy and TELL them.

Send to: EAA35News@gmail.com



OCTOBER MEETING— SEE MORE AT <https://www.facebook.com/ea35/>

PHOTOS BY CHAPTER MEMBERS



THE BUILDER'S CORNER

Mark Julicher

Propeller Governor

It got cold this month. That means your engine is back in five prime time. Two shots of prime will probably not do the trick when the temperature is below 60F. Don't be suckered into burning up an expensive starter and don't substitute strokes of the throttle for primer – not the same! We talked about that many articles ago.

Have you ever wondered how a propeller governor works? Easy you say! You push and pull on the blue knob and the RPM changes – that is all there is to it. Well, that may be sufficient knowledge to operate your complex plane, but if you ever really wanted to know how the prop governor does its job, read on.

First of all, realize that there several large forces working on a propeller. Centrifugal force working on conjunction with the twist of the propeller blade works to drive the propeller toward fine pitch. Aerodynamic force is working to drive the blade toward coarse pitch. Naturally the (controllable) propeller will not just assume the desired blade angle. It needs some help, and that is the job of the propeller governor.

On a typical, general aviation aircraft the propeller is controlled by engine oil pressure working on the various mechanisms inside the prop. It typically takes well over 120 psi to operate the propeller, so job one for the propeller governor is to raise the engine oil pressure from nominally 50 psi up to 120 psi. Therefore, the governor has a built-in oil pump. That much is easy to understand – need more pressure so make more pressure.

The question then becomes how to direct that oil pressure in the correct amount? Imagine, if you will, a trumpet valve. Push on the valve and air is directed into a different path than when the valve is not pushed. (and of course the music goes round and round.) The propeller governor uses slide valve with holes that do or do not align according to how far the valve is pushed. Easy! It would be entirely

possible to have a lever in the cockpit to move a valve back and forth and thus operate the propeller. That would be a very useful, *controllable* propeller. However, it would be more useful if the propeller did not require too much attention from the pilot. It would be nice to have a *constant speed* propeller.

In order to go the next lever and obtain a constant speed propeller, the governor makes use of flyweights and speeder springs. Flyweights are mounted on a spinning shaft in such a way that as the shaft spins the weights move (i.e. *fly*) away from the shaft. With a bit of clever geometry the flyweights actually move the shaft and that shaft is connected to the slide valve mentioned above. Speeder

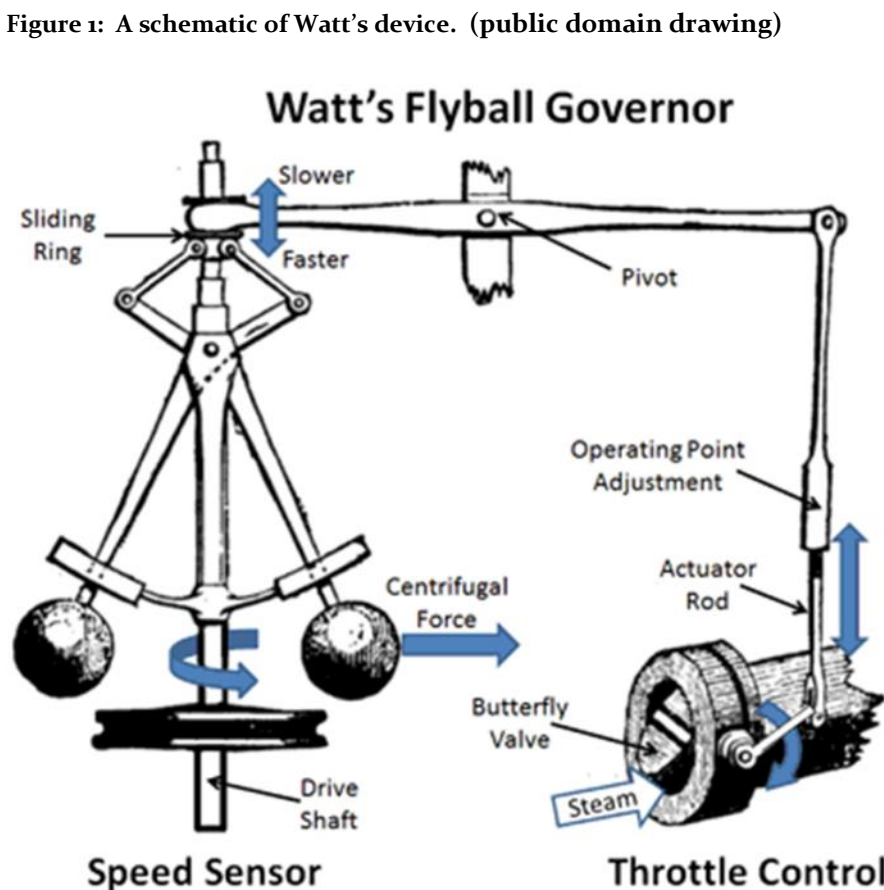
springs, on the other hand, oppose the pushing of the flyweights. The stiffer the speeder spring the less the flyweights can slide the valve.

Early on, James Watt used this type of controller on his steam engine. Instead of speeder springs, gravity provided the force opposing the flyweights, but the principle is the same. Opposing forces come into equilibrium to control a device such as a propeller or throttle or steam valve.

Naturally an aircraft can't rely on gravity to generate the needed opposing force. If that were done, a propeller would go through insane gyrations in turbulence or during aerobatic maneuvers. Instead, an aircraft propeller governor works in the longitudinal axis of the plane and as said earlier, springs supply the opposing force. As the

pilot operated the propeller control, more or less spring force is generated by the speeder spring.

There is one last thing to consider. This sort of controller is not inherently stable. In other words, it takes very little force to upset the balance of forces and cause the device to start "hunting" and overshooting. Various devices both mechanical and electronic have been devised to provide stability. Still, it behooves the smooth pilot to operate the propeller control carefully and not induce propeller excursions.



OCTOBER MYSTERY PLANE REVEALED

DOUG APSEY

Congratulations to Charlie Brame, David Baker and Ira Wagner for correctly identifying our October mystery airplane as the Beechcraft Model 34 "Twin Quad." The Model 34 first flew on October 1, 1947 and was designed to serve as a regional air carrier.

Following WWII, aircraft manufacturers anticipated a boom in the civilian airline business and several began working on their own designs to meet this potential need. Many of these never made it off the drawing board or at least never beyond the prototype stage. The Model 34 was an example of one of these. Only one was completed and an additional two prototypes were scrapped when Beechcraft ended in 1949. Although its failure may have resulted from its unusual design, it was more likely due to the large number of surplus military transport aircraft that were available and being converted to civilian transports at a fraction of the cost of a new airplane.

The Twin Quad was a high wing design with retractable tricycle landing gear. The original configuration was set up to carry 14 passengers but was later reconfigured to carry up to 20. The Model 34 had several unique features, the obvious being the V-tail configuration that Beechcraft was successfully using on its popular Model 35 Bonanza. The V-tail design for the Model 34 was initially flight tested on a modified Beech AT-10. Another feature was the integral skids built into the belly of the fuselage to minimize damage in the event of a wheels-up landing. However, its most unique feature was its power plant configuration. Looking at the airplane one would think it was a twin engine airplane based on the two propellers when it actually had four 375 hp Lycoming GSO-580 flat eight cylinder engines. Two engines were buried within each wing and connected to a single propeller through a gear box. This feature led to the "Twin

Aeronautics Board in licensing "feeder" airlines (the intended market for the Model 34 design), the inability of the Model 34 to compete with the large number of surplus WWII aircraft already serving as major and regional airlines, and the fact that the design had not attracted any potential buyers. The production line was halted and the prototypes scrapped in January of 1949 after an investment of over \$6 million. To date, the Model 34 remains the largest airplane Beechcraft ever produced.

Sources for the article include:

https://en.wikipedia.org/wiki/Beechcraft_Model_34



[Reddit.com](#)



[Pinterest.com](#)

Quad" designation for the Model 34.

The Model 34 had a wingspan of 70 feet and a fuselage length of 53 feet. Gross weight was 19,500 lbs. It had a maximum speed of 230 mph and a service ceiling of 23,000 feet. Early flight tests were positive and Beech began building two new prototypes when tragedy struck. On January 17, 1949, the sole Model 34 was damaged beyond repair after the engines were inadvertently shut down while the crew dealt with an inflight electrical fire. Beech re-evaluated the program at this point and decided not to proceed with production based on several factors including the delay by the Civil

NAME THE PLANE

DOUG APSEY

Our newsletter editor emeritus (Chuck Fisher) must have decided I was going too easy on you so he sent me a link to some really strange and rare aircraft. Our November mystery airplane is one of these. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery airplane?

1. What company designed and built it?
2. What was its designation/name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What was the intended purpose of the design?
4. What year did it first fly?
5. How many were built?



THE BUILDER'S CORNER (CONTINUED)

(Continued from page 12)

Here then is a short photo essay of a disassembled propeller governor:

Photo 1: Typical, general aviation style propeller governor.



Photo 2: Oil pump neatly nested inside the propeller governor. The engine's accessory drive turns the small gear seen at the lower left.



Photo 3: Oil pump shaft. The slide valve moves inside this shaft directing oil to the desired places.

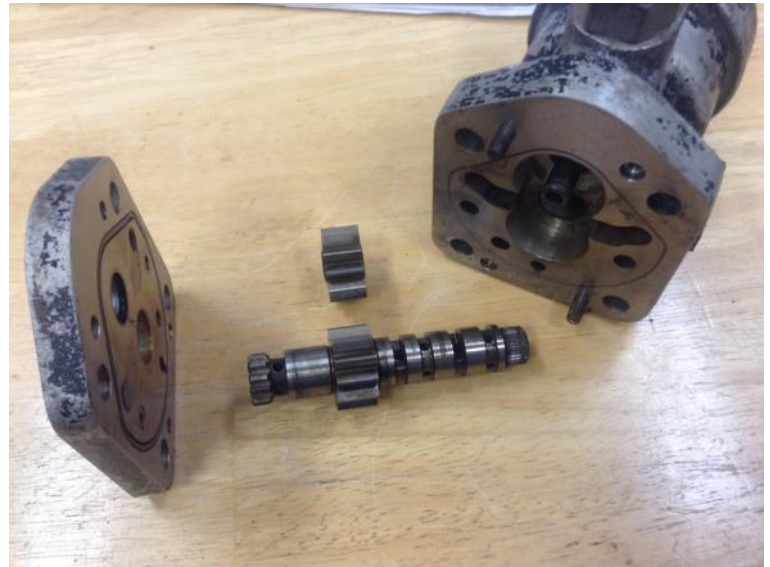


Photo 4: Flyweights, slide valve and speeder spring. As the propeller control is actuated, more or less pressure is put on the speeder spring. The flyweights push the slide valve (shiny shaft seen below) to the right and the speeder spring opposes pushing to the left.

The control arm is at the right end of this assembly and that is where the propeller control connects. The coil spring at the control connection should drive the propeller toward fine pitch if the control cable should break.





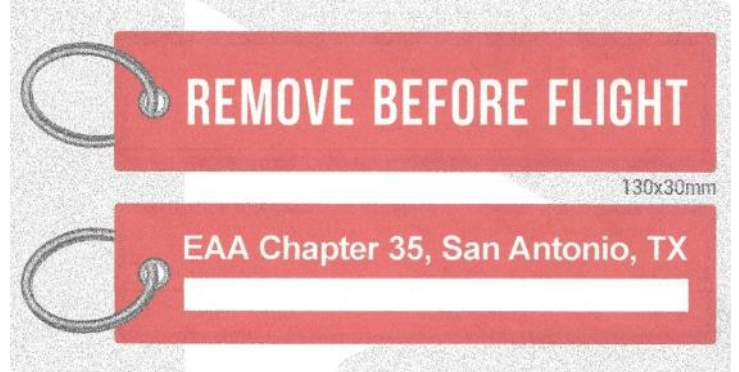
BRIAN GOODE

INVENTORY REDUCTION SALE

Is Over,

Except for these 3 shirts in inventory. When they are gone, so is the deal.

- Ladies Fishing shirts – A Small size Khaki short sleeve
- Safety Yellow Polo Shirts – A Small and a Medium.



The final version will look something like this.

They will be priced below whatever the aviation catalogs charge, plus they will have a place to write whatever the keys are for, or belong to.

GOOD NEWS

The EAA Country Store has applied to a financial institution to be able to accept credit cards for Store purchases. This could cause you to stop by our "Little Store In The Corner" more frequently to see what logo'd merchandise is available.

Remember, we can order you a fishing shirt or a knitted polo shirt in your size and color. It just takes a while to get enough orders together to place an order with our vendor. They require us to order at least 12 items with our logo on them in order for them to set up their rack of 12 embroidering machines to do the same 12 logos all at once.

The men's Fishing shirts are available in 20 colors. The Lady's are available in 12 colors. The Polo shirts are available in five colors. So, if you don't like what we have shown before, just pick the color you like.

We are always looking for new and different items to offer the membership, so let us know if you are looking for something special you think additional members might like, so we can search the marketplace for the best deal for you.

We are in the midst of negotiating for some red "Remove Before Flight" key tags with Chapter 35 embroidered on the reverse side.



(Continued on page 16)

Remember, all of the funds collected by the Country Store go to the betterment of aviation sponsored activities of your EAA Chapter 35. So, stop and see us.

HELP WANTED

After many years running the Country Store, we think it's about time to let somebody else volunteer their time and energy to manage the Store.

It does take some time, but some people just like selling stuff. We have enjoyed running the store and can guide somebody through the steps dealing with the vendors until you feel it's time to take over the controls and go solo.



Everybody needs one of these, our own Chapter 35 logo on a Texas flag fishing shirt.

Don't forget about other ITEMS IN THE STORE

The Duffle Bag that goes where you want to go. You can use it as an

airline carry-on bag or carry it on your own aircraft.

It will let you stow the bag within itself. You can take it along on a trip folded up inside another piece of luggage and then put it to use for the trip back home.

We have a few in inventory so buy one for a Christmas gift.



Folded for transportation



Stuffed, ready to fly home



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

<p>NOVEMBER</p>	<p>10</p>	<p>ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting Lunch and Chili Judging</p>	<p>EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting</p>
<p>DECEMBER</p>	<p>8</p>	<p>CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you!</p>	<p>EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm</p>

Upcoming Local/Texas Events and Airshows

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>

Please send me any and all aviation activities that you may know of or come across in your travels. These are the last airshows in Texas for this year. Thanks.

Nov 17-18 Red Bull Air Race (Last Air Event in TX)
 Texas Motor Speedway
 Ft. Worth, TX



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CLASSIFIED ADVERTISEMENTS

TWO T-HANGARS FOR RENT

R. B. "Doc" Hecker has 2 T-Hangars for rent, 30A and 30B. Interested parties may contact him via phone or email.

Ph: 210-391-1072 **Email:** faexamdoc@yahoo.com

Web: assenddragonaviation.com

<wwoldtu@hotmail.com> for further information.

For Sale: One pair of hydraulic aircraft jacks for low-wing aircraft. Asking \$250/pair. Contact Doug Apsey **Ph:** 210-913-2539

Email: dapsey@satx.rr.com

FOR SALE: 1961 Piper Colt, N5050Z, restored by John Kuhfahl. Excellent condition, great time builder. Hangared at Spirit Field, SC (3SC2) \$12,500. Contact Bernard Groceman (314) 258-1917

FOR SALE: "as delivered from factory" and untouched Velocity SE kit for sale to be sold for pennies on the dollar. It was bought

complete, even with the seats factory upholstered! It is a fixed gear model with many, many accessories.

Interested parties should contact Robin Ream, Shertz, TX

Phone: 210379-3885, **email:** robinream@gmail.com

Jeanette Hunt has 1 T-Hangar for rent, 30G. Interested parties can reach her by **phone:** 210-688-9264.

To post a classified—contact the editor at eea35news@gmail.com

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
- PLEASE Notify me when your item sells!!
- You must contact the editor by e-mail or phone to extend your ad beyond the expiration date

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Website: 210-410-9235	Dave Baker iflyaerosport@sbcglobal.net	Country Store: 727-709-1159	Brian Goode ladygoode@msn.com
Safety Officer: 210-488-5088	Ron O'Dea r2av8r@gmail.com	727-439-1159	June Goode junegoode@msn.com

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Ron O'Dea 210-488-5088 r2av8r@gmail.com	

Technical Counselors

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Chapter 35 meets

Each Second Saturday of the Month

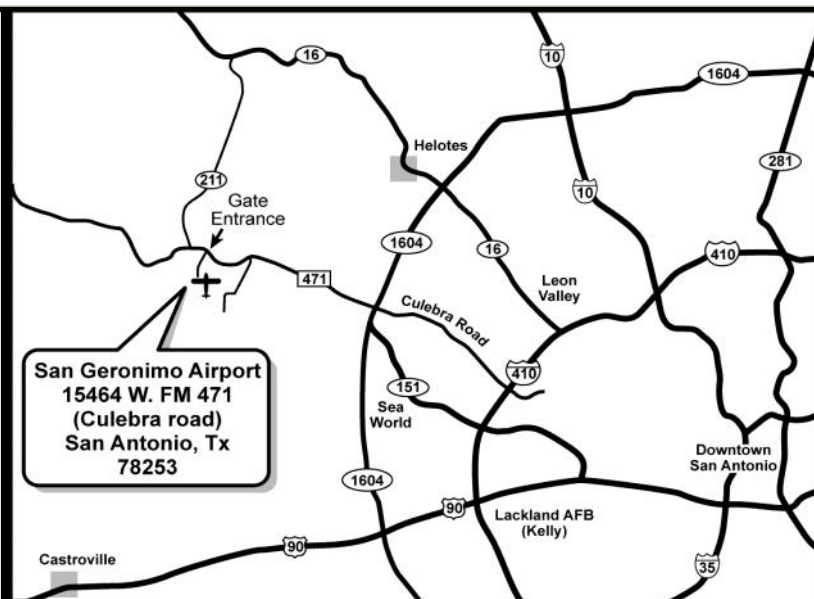
November 10th

Annual Membership Meeting

1000-1130hrs

Lunch and Chili Judging to follow

Chapter 35 Clubhouse



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

For 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



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Spray On - Wipe Dry



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The quickest and easiest way to clean the dirtiest aircraft bellies, engine areas, and landing gear. Safely removes grease, oil, hydraulic fluid, and exhaust soot without scratching the surface.
Spray On - Wipe Dry



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leaves an anti-static protective coating on all aircraft windows, both plastic and heated glass. Plex ALL is also safe to use on cockpit instruments and displays.
Spray On - Wipe Dry

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All purpose microfiber towel. Super soft, absorbent, long-lasting, and lint-free. The best towel for all of your cleaning needs.



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Soft, absorbent, lint-free, 100% cotton 1-ply diaper for all your cleaning and polishing needs.



NEW

Waterless Wash Wax Mop Starter Kit
All you need to get started with the new Wash Wax Mop.



Starter Kit
All you need to get started with Wash Wax ALL.



Leather/Vinyl Kit
All you need to clean, restore and protect leather and vinyl in one kit.



Cabin Cleaner
Cleans and removes beverage spills and stains from carpets, seats, tray tables, side panels, cockpit, and galleys.



SafeSolv
All purpose citrus solvent. Removes tar, oil, hydraulic fluid, adhesives, and gum. A safe, effective, alternative to toxic chemicals that is safe to use on paint, plastic, glass, bare metal, carpet, and seats.



Leather Soap
Safely and gently cleans leather and vinyl. Removes dirt, grime, body oils, and lotions.



Leather Care
Restores, moisturizes, conditions, and protects leather and vinyl. Repels dust and dirt without leaving oily residue. Provides long lasting protection.



Rubber Care
Easy to use water-based rubber and de-ice boot care product. Restores and protects rubber, giving that new semi-gloss look, without leaving an oily residue. Excellent on weather stripping, tires or any rubber or plastic item.



Water Spot Remover
Quick, easy, safe way to remove hard water spots from paint, plastic, vinyl, clear coat, gel-coat, bare metal, and other hard surfaces. Use Wash Wax ALL to prevent hard water spots.



PolishALL
Easy-on, easy-off liquid polish. Removes oxidation and fine scratches from paint, plastic, aluminum, silver, and other metals. Can be used by hand or with power polisher.

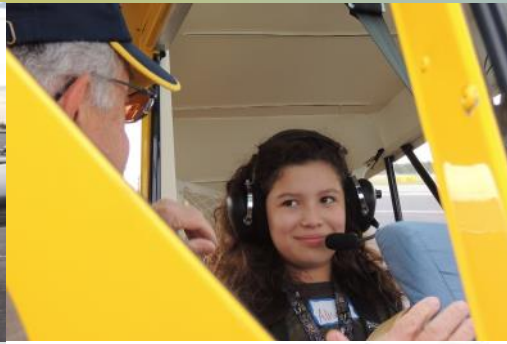


Wash Wax Clay
Safely removes surface contaminants allowing wax to bond better. Removes overspray, tree sap, acid rain, & rail dust. Safe to use on paint, plastic, glass, chrome, gelcoat, and other hard surfaces.



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"That's All Brother" @ Wings Over Houston 2018

