



April 2021

Volume 64 Issue 4

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Next Event

April 10
09:00 SPRING
CLEANING FOLLOWED
BY ANNUAL CHAPTER 35
MEMBERS PICNIC

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
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Chuck Fisher
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Times they are a changin'

Chuck Fisher

Forty years is a long time...or just the blink of an eye depending on which end of it you are on.



Forty years ago, "Mondo" Chavez opened a roadside café along rural Farm Road 471. He named it Stumps. About that time a group of aviation enthusiasts purchased the farm across the street and began clearing the land and picking up rocks....tons of

rocks, to build an airfield of their own.

The nights were absolutely black with a curtain of billions of stars undimmed by streetlights or sky-glow. Traffic, such as it was, were mostly farmers and ranchers and some weekenders headed to Lake Medina. This was the Texas countryside.

With walls of well worn paneling, most of the chairs painted plywood (unless you were fortunate enough to get one with padding), and red and white plastic

(Continued on page 4)

NEXT EVENTS

April 10 09:00 SPRING CLEANING FOLLOWED BY ANNUAL CHAPTER 35 MEMBERS PICNIC

April 16 6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail)

April 16 abt 7:30 Movies on the lawn (weather permitting)



PRESIDENTS COCKPIT

DARREN MEDLIN



I Hope you are enjoying the great Texas spring weather, perfect for flying. We will soon have our first in-person meeting since we went virtual due to the pandemic. I don't know about you but I can't wait. This is also the start of airshow season. Hopefully, everyone that attended the Bluebonnet Airshow in Burnet had fun. Speaking of fun, the Sun-N-Fun show in Lakeland, FL

takes place 13-18 April and is a great way to resume travelling if you've been staying close to home the last year.

Like many of you I watch FAA Wings Webinars to help me be a better pilot and maintainer. Last month's chapter meeting had more good information packed into it than some of those Wings webinars. One of the silver linings from the past year's COVID cloud has been the recordings of some of our monthly get togethers. If you did not see them on the website let me recap them for you and share these unlisted links so you can see the presentations. Like our in-person gatherings we start with announcements and current events, but you can use the time markers listed to jump right to the featured presentation.



March 2021- Behind the scenes tour of Mark Julicher's thriving aircraft repair business. Every aspect of aircraft maintenance came up at some point. His "tool-box tour" was my favorite part. Move the slider bar at the bottom to 11 minutes and 30 seconds (11:38) to skip ahead to the start of the presentation. Here is the link: <https://youtu.be/I62xu6qIGHw>



February 2021 - Preparing to attend Sun-N-Fun and Airventure (Oshkosh). Listen and watch as veterans from both events share their best tips, tricks and advice to get the most out of these great aviation happenings. Jump ahead to 14 minutes and 45 seconds

(14:45) to get to the presentation. Here is the link: <https://youtu.be/gk12uXsToSM>



January 2021 - Upgrading Avionics. Meet Tech Counselor Steve Formhals and watch as IKE and Andrea walk us through their experience upgrading the avionics in their quite different planes. Jump ahead to 17 minutes and 30 seconds (17:30) for the presentation.

Here is the link: <https://youtu.be/YOchlVi8wZQ>

October 2020 - Aerobatics with Andrea. See Andrea's great presentation on what it was like to train with Patty Wagstaff how Andrea is taking her competition skills to the next level. Caution - watching



this on the big screen might make your head spin! This presentation starts right away so no need to skip ahead. Here is the link: https://youtu.be/Sj-to_PWL44



The Story of San Geronimo Airpark with chapter historian Jeanette Hunt. The magic that is our home field was the vision of a group of people that wanted to "fly forever." As my predecessor often said, "we stand on the shoulders of giants" and this is the story of their vision

and why we enjoy such a great chapter home today. Jump ahead to 28 minutes and 28 seconds (28:28) to start the presentation. Here is the link: <https://youtu.be/ZVvlccY-Mw>



Jason's RV Build The field was buzzing as Jason made rapid progress on his RV7A quick build project. This video was required viewing for a local high school aviation class. This was our first foray into remote broadcasting and the possi-

bilities of online gatherings. Jump ahead to 1 minute and 45 seconds (1:45) to start the presentation. Here is the link: <https://youtu.be/N8NqjKivLbc>

But wait, there is more. Unfortunately, I was learning new online video tools along with rest of the world and did not always press the "record" button. So, if you missed the virtual tour of the WASP museum in Sweetwater, TX or another event, you should resolve to attend every meeting you can so you don't miss on the fun.

Hope to see you at our Spring Cleaning and Chapter Picnic in April,

Darren



Cruise Directors Notes

Chuck Fisher, Vice President

It is TIME to gather again in person! In April we will gather for a work-day and cleanup. WE WILL START AT 0900. Once we are done we will move to a long overdue chapter Burger Burn (outdoors). This will not be a great ZOOM opportunity, so please join us even if only for a while!

Please be considerate of others, maintain distance and wear a mask if you are in their personal space. We'll plan a meal service using approved health practices so little or no indoor dining just yet.

Facility manager Larry Geiger will have supplies and a work-list ready for us to jump in getting our facility ready for the year.

Looking ahead, we are planning fly-in breakfasts for May and June, VMC club resumes this month, with movie night on the lawn to follow. *Hurrah!*



CHAPTER BULLETIN BOARD

YOUR AD HERE!

Advertisement Prices for EAA 35 Newsletter

Size (percent page)	Monthly	Per YEAR	Savings
10% (business card)		\$ 35.00	
25%	\$ 8	\$ 86.40	10%
50%	\$ 15	\$ 153.00	10%
100%	\$ 30	\$ 324.00	15%
Classified ads	(Members Only)		Free

MENU for APRIL

Burger Burn!

We will provide everything, so no food donations needed for this event.

We will need volunteers to help with serving food and drinks.

Next Month—May—will be a fly-in! Be ready to show off your new or restored projects!!

EAA
Master the Art of Aviation

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

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

Location
San Geronimo Airpark 15464 Calobra Rd.
San Antonio, TX 78253

Cory Morrison's
GO WHEELS UP! TEXAS
REGIONAL AIRPORT
MAY 29TH-30TH 2021

CAF AirPower History Tour
National Air Museum of Historic WWII Aircraft
San Marcos, Texas
San Marcos Regional Airport
April 30 - May 2, 2021

Dates & Times:
Friday, April 30
9:00 a.m. to 5:00 p.m.
• L-26 & B-29 will arrive Friday morning.
• B-29 cockpit tours available one hour after arrival.
• B-29 arrives at noon, rides available after 1:00 p.m.
• L-26 & T-6 rides available all day.

Saturday, May 1
9:00 a.m. to 5:00 p.m.
• B-29 flies at 9:00 a.m., 10:30 a.m., & 12:00 p.m.
• C-47 flies at 9:30 a.m. & 11:00 a.m.
• B-29 cockpit tours available after noon.
• L-26, T-6, & P-51 rides available all day.

Sunday, May 2
9:00 a.m. to 1:00 p.m.
• B-29 flies at 9:00 a.m. & 10:30 a.m.
• C-47 flies at 9:30 a.m. & 11:00 a.m.
• L-26, T-6, & P-51 rides available 9:00 a.m. to 11:00 a.m.

Event Admission Cost:
\$20: Adults
\$10: Children (Age 11 thru 17)
Free: Children (Age 10 & Under)

Attending Aircraft:
B-29 Superfortress FIFI
The most advanced bomber of World War II. FIFI is the World's Most Famous Flying B as she has the honor of being the only B-29 to fly higher and faster than enemy fighters and brought an end to the war.
B-29 Ride Times:
Saturday: 9:00 a.m., 10:30 a.m., 12:00 p.m., 3:00 a.m., 10:30 a.m.
Sunday: 9:00 a.m., 10:30 a.m.
Book a B-29 Ride

C-47 That's All Brother!
Found in a haystack after the end of WW II. This All Brother led her other C-47's over thousands of sleeping 15,000 paratroopers at the beginning of D Day.
C-47 Ride Times:
Saturday: 9:30 a.m., 10:30 a.m., 11:30 a.m.
Sunday: 9:30 a.m., 10:30 a.m.
Book a C-47 Ride

Air Force One L-26B Ike's Bird
L-26B Ride Times:

Are you Safety Minded?
Matt Van De Walle is our new VMC Coordinator! Professional pilot, instructor, builder, Safety guru. Please join us!

Times (continued)

(Continued from page 1)

tablecloths, the cafe was emblematic of its rural setting. There were no slick city steakhouse accoutrements, no waiters or waitresses. Just a cooler on the side, a TV in the corner and a lazy ceiling fan to circulate the warm Texas air.

Mondo Chavez and his family opened the café in 1980 after he moved from California. He'd once been a Navy sailor aboard the USS Tappahannock (AO-43) and worked in several roles afterwards. But in 1980, he and his family became restaurateurs. The café catered to locals....regulars. The food was all prepared by him and his family, served by the same, and between customers he'd always have time to talk. It was family...for everyone. They were there themselves every day. Mondo once told me they'd never taken a vacation.



For the San Geronimo aviation family, mornings often started with a preflight at Stumps, or mornings flights ended with Crispy Tacos and tall tales over the red and white plaid tablecloths. A stack of the chapter newsletters was on the condiments table, and the buzz of a plane on final approach often heralded another guest soon to join you at the table.

Today, the area around San Geronimo airpark is changing rapidly. Culebra road, once a rural deserted farm road is being widened to a four-lane throughfare that will connect with a new highway con-

necter that will become the outermost "loop" around San Antonio. Houses are being built by the thousands and the stars are eclipsed by sky-glow.

Stumps café is busier now than ever. But, though the long-time regulars still come, customers today are more likely to be truck-drivers, construction crews and folks from the massive nearby schools.

It is almost hard for new arrivals to San Geronimo to visualize the airpark as the remote, rural, quiet place envisioned and built by hand by a small group of dedicated couples, and busy Culebra road a narrow farm road with only an occasional car or truck.

The city has arrived.

So, the end of March 2021, after a challenging year of doing business through a small window due to COVID, Mondo Chavez and



son Gabe served the last lunch at Stumps. Another part of our community has gone the way of the windmills and starry nights.

Mondo, in his understated way, says his future plans are to sleep... and travel. He and his wife will finally get to travel, and they plan to visit the historic churches and places they've dreamed of seeing for forty years. We wish the Chavez family a wonderful happy future. We will sure miss them....and crispy tacos!



The founders of San Geronimo Airpark 1993 and 2021.



AIRVENTURE UPDATES

WOMENVENTURE 2021 IS A GO!

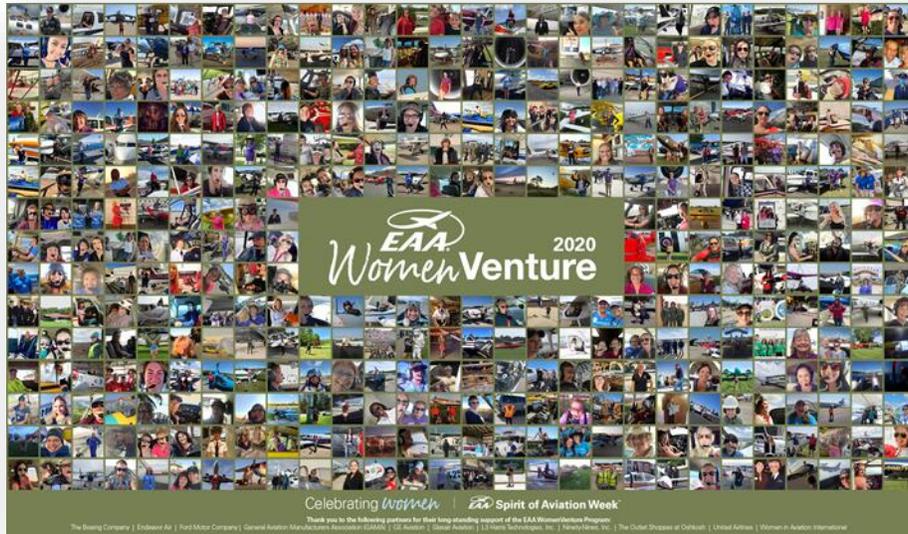
Peggy Fisher

Women Venture 2021 is ON and the events have been posted. Register now!

For those who are unfamiliar with Air Venture (Oshkosh) and the events that take place there are many special events and celebrations. One event that I was introduced to on my first visit was Women Venture for those ladies who fly or support people who fly. While there are several events for the women throughout the week Women Venture is celebrated on the Wednesday

BJ O’Dea and I are in this picture. Once we received our shirts BJ and I did our best to recreate the Women Venture Picture.

Another highlight of Women Venture is the Wednesday luncheon. The speakers are usually awesome. Col. Kim Campbell was the speaker at the lunch in 2019 and she was truly an inspiration. It was well worth the \$5.00. This year they are planning on having Air Venture and Women Venture will be on its



2021 VIRTUAL WomenVenture group photo



of Air Venture week.

Traditionally at 11:00 AM all the women gather at a special airplane sometimes flown in for the event and have a massive group picture taken. All women are wearing the same t-shirt. It used to be a race to get the shirt in the correct size. Since 2019 they are taking pre-orders (the shirt is free) and you pick it up at OshKosh. You must pre-order so there will be one for you. Last year because the shirt order had gone out before the cancellation of OshKosh our shirts were delivered via U.S. Postal service. Since there was no Air Venture last year the picture was virtual with pictures compiled by those sent in by people who had been in previous pictures.



Not exactly a massive jet, but BJ and I pose for our 2021 WomenVenture photo



traditional Wednesday. The website will tell about the photo, luncheon, and t-shirt. Again, shirts are free but pre-order only. The tickets for the luncheon are also for sale on this site. You can either get on the EAA Air Venture website or use the link below. If you are attending Air Venture and want an awesome half day experience this is it.

<https://www.eaa.org/airventure/features-and-attractions/special-events/womenventure>

BUILDERS CORNER

IKE KELLEY—BUILDER COORDINATOR

One of the tasks our president Darren Medlin charged me with when I assumed the builder coordinator position was to take advantage of the EAA HQ tool reimbursement program. EAA HQ provides up to 30% or \$300, whichever comes first, to reimburse certain tools they list on the EAA website. As you can imagine, finding out which tool would be of most use to chapter builders and maintainers was a bit of a challenge. Interestingly, there was broad interest in a paint booth, however, that is not a tool listed under the EAA reimbursement program (more on that later). Weighing membership input, numerous pros and cons, etc., I recommended and received approval from the Board of Directors to purchase a **DynaVibe Classic Propeller Balancer** (~\$1,495 (-\$300 from EAA HQ)):

It should be in the mail by the time you read this! I'll be the initial "tool champion" for this item, with one or two more champions to be added to the list soonest. Send me an email or give me a call if you would like to use the prop balancer. Larry Geiger has one too and is skilled at using it, so fell free to give him a call with questions as well. Some users will have to manufacture their own mounting brackets or adapter, which should be fairly easy with a trip to Home Depot or using some scraps around the hangar, FYI.

So what was the competition? I think the runner-up was aircraft scales. My rationale to recommend the prop balancer instead of scales was as follows: There are numerous places to access aircraft scales (although maybe not as optimal as having them in the chapter): Jake White administers a set purchased by a group of members several years ago for a small fee. Boerne, Bulverde, and San Antonio Intl have maintenance facilities that will do a weight and balance too. For a propeller balancer, your best bet is San Antonio Propeller, and they charge \$400 for a simple balance that doesn't run into any complications. So that seemed to satisfy the "best bang for the buck" rule, but I admit it was close. I'll put out another data call leading up to the next budget cycle. My guess is scales will be on the top of the next list.

Paint Booth: I highly encourage folks to view last month's (March) EAA chapter online meeting on the EAA 35 website. We toured Mark Julicher's maintenance facility at Bulverde, which included a

tour of his paint booth, which is quite large. It had two Decathlon wings in it that are being painted that we easily walked around and looked large enough to accommodate most if not all experimental fuselages (although it will not accommodate a fully assembled aircraft). The drawback to Mark's setup is that it's not at your house or hangar and that it uses negative pressure for ventilation instead of the more optimal positive pressure setup you would find at a professional, dedicated paint shop. But with some careful planning his facility may be the best bet for you. Mark is extremely knowledgeable on aircraft painting, so I encourage all builders and maintainers to send him a note before you start priming parts or spending significant amounts of money.



That brings me to option #2: an inflatable paint booth such as a Vevor or Sewinfla:

These come in a number of sizes which I would characterize as "just barely fits into a common two car garage" at about \$700 to "will easily fit an RV-14 fuselage" at \$1,700. If you consider the cost of a professional paint job, a \$1,700 booth is actually not an outrageous price, especially if you want it at a particular location that isn't Bulverde. If you then consider a partnership with a few other builders to split cost and maybe even sell it for a few hundred bucks when you're done, then the cost looks very reasonable. So that is where we are. I am facilitating an online forum for EAA 35 members to enter into a partnership to purchase one of these inflatable paint booths. As details emerge we will keep pushing them out via email to those interested and provide updates at chapter meetings and in the newsletter. If you have even the slightest interest in a paint booth, please shoot me an email at krisikekelly@att.net.

Keep building, maintaining, and most of all, flying! - IKE

Craftsmen's Technique

by Mark Julicher

My Favorite Specialty tools

The topic of tools is vast, so for now let's limit ourselves to shop maintenance. Sometime in the future we could branch out into fabrication tools. So here goes:

There are two routine tasks that are supposed to be done at every engine 100-hour inspection – namely cylinder compression checks and spark plug inspections. These tasks are essential, but oftentimes the routine is dull. It becomes tempting to skip steps; however, with a few elegant tools these tasks become easier and much faster.

The first time-saver is a compression tester extension. See the yellow tool in the photo. The extension is easier and quicker to install than the short adapter supplied with your compression gauges. Furthermore, the extension can be installed while the engine is still hot and without using a wrench. Aircraft Tool Supply sells this gem for just under \$30. I estimate it saves 20 minutes and two burned fingers on a typical four-cylinder compression test.



Photo 1: Compression test kit with compression tester extension

The next time saver is a set of spark plug tools. These are, from top to bottom, a gap expander, a gap closer and spark plug gap gauge. The tools shown are not the only type available, but these are what I use. They give good service and see a lot of use. Do yourself a favor and get these – you will never go back to duck-bill pliers and screwdrivers on spark plugs.



Photo 2: Spark plug tools – super nice to have!



Photo 3: Using the gap closer

Photo 4: Using the gap expander

Since there was/is so much interest in spray booths, note the home-brew spray booth in the background of this photo. But oops! That would be a fabrication tool, so let me get back on topic.



Photo 5: Spray booth in background

During annual inspections we frequently find frayed wires and damaged connectors. Naturally these need to be repaired, so an assortment of terminals and crimping tools make life much easier. Ring terminals, knife splices and butt splices are most frequently required. Molex connections come in a close second, and if you are



Photo 6: Assorted terminals and a crimp tool.

(Continued on page 8)

Craftsmen's Technique Continued

(Continued from page 7)

dealing with current avionics, you will also find pin connectors. A modest assortment of terminals and the tools to install them are nice to have and can save a lot of trouble.



Photo 7: Fluke makes good multimeters.

Two other essential tools for the electrical workbench are a multimeter and a smart charger. Much troubleshooting can be accomplished with a multimeter. The newest chargers can self-adjust for charge rate, battery voltage, and even battery chemistry.



Photo 8: Smart Charger. This little gem does 12 and 24 volts. It self-adjusts current and can even do limited battery cell repair. As an added bonus, the controls have Cyrillic and English labels.

You just can't get through a condition inspection without examining tires and brakes. The tire and wheel workstation needs just a few simple tools. A tire gauge is essential. So is a valve stem tool – and don't forget to stock a few spare Schrader valves.

You don't need a big, expensive bead breaker but instead try using two flat-blade screwdrivers to extract a rim from a tire. Here is how: First, spray a bit of lubricant e.g., LPS2 on the tire bead. Then firmly TWIST the screwdriver blades between the rim and the tire bead. DON'T PRY! Prying could break the rim of that expensive wheel. Twisting gently teases the tire off the rim with far less stress.

Work the screwdrivers around the bead and the tire will slip of neatly.



Photo 9: Tire pressure gauge, valve stem tool, spare Schrader valves.



Photo 10: Twist don't pry the screwdriver. A bit of penetrating oil helps.

As to brakes, it is good to own a decent brake riveting tool. The cheap kind that requires hammering are just asking to cause damage to something expensive.



Photo 11: Brake rivet tool. Threaded style not the impact style.

In case you were not aware, we have a tremendous tool at our service in the form of Texas Precision Engraving, Jaime Pujol proprietor. If you need a placard or an entire instrument panel, or perhaps a fuel cap engraved then this is your local go-to place. Check out their excellent work at www.texasprecisionengraving.com. You will be impressed. You can't do nice placards with a Dymo Label Maker! Do it right.



Photo 12: Montage of Texas Precision Engraving capabilities

(Continued on page 9)

Craftsmen's Technique Continued

(Continued from page 8)

One Last Thought:

If I was setting up a shop and wanted to buy that first piece of shop equipment. My choice would be a parts washer. Naturally it depends on what you plan to do in your shop, but our parts washer is used every day.



Photo 13: Parts Washer



Photo 14: What we run in our parts washer – works same as mineral spirits



New Members

Ron O'Dea Membership Chairman

Please welcome:

Jose Carlos Alfonsin

Jose is from San Antonio where he is highly involved with Unmanned Aerial Systems (DRONES)! He is the Program Manager at AFCEC. He supports the USAF training of operators for unmanned vehicles, and is certified under FAR part 107, UAS Certification.

You may contact Jose at: jose.alfonsin@live.com

You are the best recruiter we have! Please tell your aviation friends about our chapter, and feel free to share the membership application in this issue with your contacts and friends who you'd like to invite to be chapter members!



CHAPTER BUSINESS NOTES

Chapter Business—Paul Wurster—Secretary

The Board of Director meets the week prior to each gathering. Briefly, at our last meeting we noted and decided the following:

March 2021 Board of Directors Meeting Notes

Number in Attendance: Board Members: 9 Committee Chairs: 7

Treasurers Report: Balance as of the end of February: \$46,491.40 includes Building maintenance fund: \$4,285.79 and youth education funds.

Membership: 83 members (31 Life & 52 Renewed for 2021). This is down and Ron is reaching out to folks to renew!

Facilities: Clubhouse plumbing and damage repaired! Some events planned for clubhouse, Will need to replace part of the audio system Builders Coordinator: Recommended purchase of Dynavibe Propeller Balancer.

****All Board Members present voted to purchase the balancer and then apply for EAA toolcrib funds.****

Ray Scholarship: The chapter was approved for another Ray Scholarship. We discussed groups that we want to target and how to go

about the application process.

Board decided to use the same selection rubric as last year Top candidates will have in-person or video interviews Sense of the board was that candidates should to have pilot or chapter sponsor assist/review their applications and recommend them

Young Eagles: Several individuals are awaiting flights. He is coordinating one-on-one right now but hoping to re-start events soon

Other News:

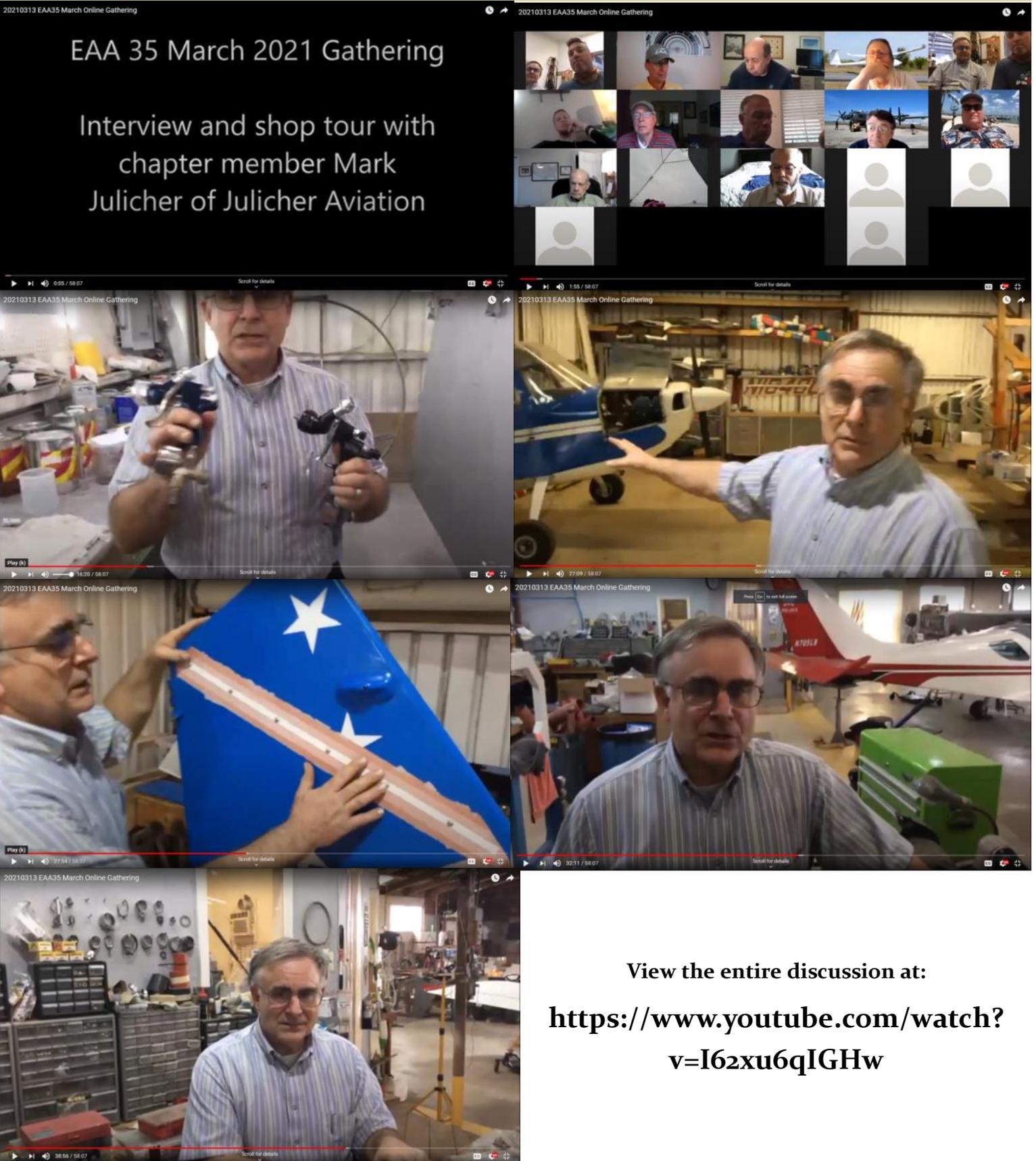
BOD member Jane Kellogg edits a magazine now picked up internationally about some of our student members! Check out STEM magazine articles. <https://stemmagazine.com>.

San Geronimo's front gate is finished, but Burt Rutan Drive is still getting finished up.

Next Event: Chapter cleanup and picnic—will be restarting in-person events!



March Gathering—Mark Julicher’s (Technical Counselor) Amazing Shop



View the entire discussion at:
<https://www.youtube.com/watch?v=I62xu6qIGHw>

Youth Education ea35scholarship@gmail.com

Ray Scholars:



Evan Carroll



Maryjane Marroquin

As of the time of this article we are waiting for the latest news on our Ray Scholars. Evan has already soloed but relocated and is re-learning his new aircraft. More important, though, he also just BOUGHT his first plane! He and his family will be restoring a plane and we look forward to hearing all about that!

MaryJane, last we heard is soooooo close. We are hopeful she can proudly show off her achievement at the next gathering!



NOMINATIONS NOW OPEN FOR 2021 RAY SCHOLARS

Chapter 35 has been selected once again to administer another RAY SCHOLARSHIP for a deserving young aviator or aviatrix between the ages 14 and 18 to obtain training and licensing/certification for Private Pilot, Sport Pilot, or Glider Pilot. Scholar requirements are:

- Ages 16 –19 for powered flight training (PPL or Sport Pilot)
- Ages 15 –19 for glider training
- Student Pilot Certificate
- FAA Medical (PPL students only)
- Start training within 60 days
- Complete training in 12 months
- At least two hours of volunteer service per month
- Preferably a Young Eagle/Eagle Flight participant

Chapter 35 will be provided up to \$10,000 to administer scholarships for the following training programs and amounts:

- \$10,000 for Private
- \$7,500 for Sport Pilot
- \$5,000 for Glider

Applications were e-mailed to all members, but if you know of any really enthusiastic qualifying youth you would like to submit an application for scholarship award and you did not get one, contact Frank Covington at ea35scholarship@gmail.com to request a fillable PDF version of the application or use the [one in the back of this e-newsletter](#).

Deadline to return a completed application to Frank Covington is 1 April 2021.

All students applying for the scholarship will apply competitively, and they be evaluated by the Chapter Leadership for award. In the past year, 2 scholarships were awarded with the EAA 2020 Ray Scholarship grant to Chapter 35.



GET THOSE SHOTS!

By the time you read this COVID-19 vaccines will be on the cusp of being available to **all** adults. GET ONE please! The vaccine protects you, sure, but more importantly each person who contracts COVID, whether they have symptoms or not, becomes a “virus factory”. Unlike bacteria that can live in nature, this virus can only be manufactured by an infected human (or bat). Each virus factory (person) infects as many as 14-20 other people who then go on to infect another 14-20, etc. Do the math...taking out *one* factory can prevent illness in a LOT of other people.

The FAA official stance is that the vaccines are all approved, and as a new one comes out they typically approve it within a day or two...quite a departure from new medications! This is the official guidance:

Holders of FAA-issued Airman Medical Certificates or Medical Clearances may receive the Pfizer-BioNTech, Moderna, and Johnson & Johnson COVID-19 vaccines; however, a 48-hour no fly/no safety related duty interval must be observed after each dose.

Individuals holding an FAA-issued Airman Medical Certificate or Medical Clearance should be reminded that they are prohibited from performing flight crewmember duties or air traffic control duties if they do not meet medical certification requirements, including those related to adverse events from medications that render them unable to perform such duties.



SWHS RV-12 STANDS UP ON ITS OWN LANDING GEAR

Darren Medlin

22 March 2021

It is a big day when your project goes from sitting on tables or saw-horses and stands up on its own gear. Today was that day for students at Southwest High School's Dragon Aviation Program. Builders and mentors lifted the fuselage off the EAA wooden building tables, generously constructed in the woodshop next door, and set the assembly on the mains and nose gear. "This is a really big achievement" said STEM teacher Bob Franz. He congratulated the students and shared photos of the event with school leadership. Attention now turns to the engine, a fuel injected 100hp Rotax 912iS. It sits on a worktable ready to be prepped for installation. The last part of the kit, the Dynon avionics, departed Van's Aircraft in Oregon two weeks ago and is at Steinair in Minnesota having the major wiring

harnesses built. Won't be long now!



Aerobatic Aircraft Owners:

Skydiving Castroville provides experienced, professional parachute rigging and maintenance.

The Master Riggers have a full service rigging loft right here in Castroville!

When is the last time yours was professionally serviced?

Give us a call.

Your life could depend on it!

Castroville Municipal Airport
 10527 Airport Rd.
 Castroville TX. 78009
 Phone/Text: (830) 444-5003
 Email:
SkydiveCastroville@gmail.com
<https://skydivecastroville.com/>

You Can Skydive!



Skydive Castroville

Skydive only 15 minutes from San Antonio

Paid Thru May 2021

CLASSIFIED ADVERTISEMENTS

For SALE: Gorgeous! 2006 Storm Rally ELSA; factory-built carbon fiber & Kevlar; 336 TTAF/E; 912 Rotax ULS. New Garmin GTX345 ADS-B In/Out; Warp Drive prop, disk brakes; 3-axis electric trim, strobe and lights, ELT, Listed \$20K below Vref@ \$67,700 Contact President@eaa35.org or (210) 875-9971 or **click on this ad to be taken to webpage for complete info**



For Sale: Experimental taildragger. Water-cooled Ford V-6 engine, more power than the Maul M5 200hp engine. Firewall configured for 180hp Lycoming if you don't like water. 4-place, seaplane doors; fishing rod tube; nice interior; skylight; and Scott 3200 tailwheel. Take-off distance 450ft on sod. Always hangered. Price: Firm at \$10,000, Serious inquires only please. Norris Warner (830) 510-4334



For Sale: Experimental Avionics: GARMIN GXM 42 SIRIUS XM RECEIVER, GDL® 39 3D ads-b, GARMIN AERA 660 TOUCHSCREEN PORTABLE GPS, uAvionix skyBeacon ADS-B Out Transmitter, Bendix / King KY 97A Radio, Bendix / King KT 76A Transponder & Encoder, PM3000 High-fidelity Stereo Intercom System, VSI, Airspeed knots, Airspeed mph, Altimeter, Artificial Horizon. Prices and details: Contact Steve Moliterno (210) 287-4074 steve.moliterno@gmail.com

FOR SALE: Zenith Zodiac 601XL-B - 2008 - ELSA (Experimental Light-Sport) 284 hrs. Airframe and Engine - Rotax 912 UL (80hp). All ADs complied with. Located at San Geronimo Airpark (8T8). Call or Text Rafael Cortes, 787-644-7828 Asking \$23,000



To post a classified—contact the editor at eaa35news@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.
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MARCH MYSTERY PLANE REVEALED !**DOUG APSEY**

Congratulations to Robert Moehle and Charlie Brame for correctly identifying the March Mystery Airplane as the Fairchild Model 92 which carried the military designations XNQ-1 (Navy) and T-31 (Air Force).

Following WWII, both the Navy and Air Force were looking for basic/primary trainers to replace their aging fleet of aircraft that successfully trained so many pilots during the war. In early 1949, the Air Force announced a competition to select a new primary/basic trainer to replace the T-6. Three new aircraft designs competed to become the USAF's next primary trainer, the Fairchild Model 92 (later designated the XNQ-1 and T-31), the Temco T-35 Buckaroo and the Beechcraft T-34 Mentor. As most of you know, the Beechcraft T-34 won that competition and served in that role for nearly six decades.

Fairchild built two prototypes of the Model 92 with hopes of landing a government contract for the next military trainer. The first one (s/n75725) made its initial flight on 7 October, 1946, and the second one, (s/n 75726) made its initial flight on 10 February, 1947. XNQ-1 number one was delivered to the Navy for evaluation as a potential post-war primary trainer but was rejected due to issues with the exhaust

system that allowed fumes to leak into the cockpit. After the second prototype was built, both were delivered to the Air Force in 1949 for evaluation as part of its competition to replace the T-6. Flight tests of the T-31 along with its competitors, the T-34 and the T-35, took place at Randolph AFB here in San Antonio. The T-31 was initially accepted by the Air Force and a contract for 100 was awarded to Fairchild but later cancelled in favor of the Beechcraft T-34 Mentor which the Navy had previously selected as their next trainer. The major reason given for the selection of the T-34 over the T-31 was that the T-31 was a tail wheel aircraft and both services preferred a tricycle gear design as their new primary trainer.

The T-31 was the largest and fastest of the three primary trainer competitors. It had a wingspan of 41 feet which was 8 feet longer than the T-34 and 12 feet longer than the T-35's wingspan. It had a top speed of 175 mph making it the fastest of any of the trainers at that time. The T-31 was initially powered by a 320 hp Lycoming R-680 nine cylinder radial engine but was also tested using the 350 hp horizontally opposed Lycoming GSO-580.

The first prototype XNQ-1/T-31, s/n75725, was lost in an accident in 1950. The second prototype, s/n 75726, ended up at NAS Patuxent River as part of the Navy's Test Pilot School where it was involved in a gear-up landing accident in 1953 and was subsequently scrapped. The Civil Air Patrol took over ownership of it after it was repaired but it sat outside exposed to the elements in the Washington DC area for many years. It eventually ended up in civilian hands and passed through several owners. During that time it was moved from Maryland, to Texas, to Oklahoma, and finally to Iowa where Don Pellegrino purchased it in 1982 for \$800.00 and spent the next 10

years rebuilding it. The only remaining T-31 took flight once again in June of 1992, the first time it had flown since 1955. That airplane is currently registered with the FAA as N5726 and appears to reside in Rhome, Texas. The current owner of N5726 is listed as Ann Holtgren Pellegrino, Don Pellegrino's widow.



N5726 at AirVenture, 2014 (generalaviationnews.com)

It's interesting how the research for these "mystery airplanes" sometimes leads to the discovery other interesting stories. In this case, it turns out that Ann Holtgren Pellegrino along with three others flew a Lockheed

Electra 10 around the world in 1967 following the route that Amelia Earhart took on her fateful attempt to fly around the globe thirty-years earlier. In 1971 she published "World Flight: The Earhart Trail" telling about her experiences during their flight.

Sources for this article include:

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

<https://theavgeeks.com/2019/10/30/the-fairchild-xnq-1-t-31-trainer/>

<http://all-aero.com/index.php/45-planes-d-e-f/13406-fairchild-m-92-fairchild-xnq-1-fairchild-t-31>

<https://michigantoday.umich.edu/2016/07/14/earharts-air-apparent/>

**NAME THE PLANE****DOUG APSEY**

Here is your mystery airplane for this month. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery airplane?



- ◆ What is its designation/name?
- ◆ What aircraft manufacturer built it?
- ◆ What year did it first fly?
- ◆ How many were built?
- ◆ What was the intended purpose of the design?

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

2021		EAA Chapter 35 Activities Calendar	
APRIL	10 16 16	09:00 SPRING CLEANING FOLLOWED BY ANNUAL CHAPTER 35 MEMBERS PICNIC 6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail) 7:30 Movies on the lawn (weather permitting)	
MAY	8 14 18	11:30 RE-EMERGENCE FLY-IN BBQ and new plane unveiling! 6:00 pm VMC Club (see FAA Wings page and e-mail) 8:30 Movies on the lawn (weather permitting)	
JUNE	12 18	0900 FLY-IN BREAKFAST 6:00 pm VMC Club (see FAA Wings page and e-mail)	
JULY	10 16 26-01	11:30 Social/12:00 Program TBA 6:00 pm VMC Club (see FAA Wings page and e-mail) <i>AirVenture</i>	
AUGUST	14 20	11:30 Social / 12:00 Program: 6:00 pm VMC Club (see FAA Wings page and e-mail)	
SEPTEMBER	11 17 17	1130 Social/1200 Program: Summer wrap-up 6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movies on the lawn (weather permitting)	
OCTOBER	9 15 15	0900 FLY-IN BREAKFAST 6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movies on the lawn (weather permitting)	
NOVEMBER	13 19	11:30 <u>Annual Membership Meeting</u> and Chili Cookoff 6:00 pm VMC Club (see FAA Wings page and e-mail)	
DECEMBER	11 17	CHRISTMAS PARTY - PLANS TOTALLY PENDING 11:00 Social Hour; 12:00 Lunch Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details) 6:00 pm VMC Club (see FAA Wings page and e-mail)	

Upcoming Events:

April 3 3rd Coast Squadron of the Commemorative Air Force Fly-in Pancake Breakfast (KTFP)

April 3 Cameron Municipal Airport Grand Reopening Fly-in and Airshow (T35)

April 30-May 2 AIRPOWER HISTORY TOUR IN SAN MARCOS, TX

May 1-2 Wings Over South Texas Air Show 2021 Corpus Christi Bayfront, Texas

May 15 Texas Barnstorming Museum 7th Annual Fly-In Pig Roast Hallettsville, TX

May 27 Greater Houston Aviation Day (KDWH)

May 28-30 Go Wheels Up! Texas San Marcos, TX

EAA Chapter 35 Leadership



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Technical Counsellor	Steve Formhalls	210-289-3984	sf3543@sbcglobal.net

The FINE PRINT: Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but it not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.

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Senior Aviation Medical Examiner
FAA HIMS / IMS AME

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By RICHARD VINAS

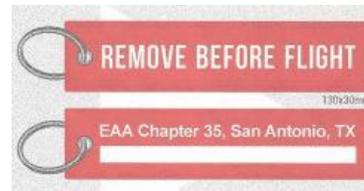
Now that the blizzard is over, it might be time for some merchandise from the Country Store. Maybe it is time for a good airplane cleaning, and what works better than WashWaxAll products? It isn't the same, flying your plane to a breakfast or lunch and having friends see it all streaked and dirty. This social-distancing thing can't last forever and when we get together in person, it will be time for some new Chapter 35 gear. Beat the rush by letting me know what you need, so I can get it as soon as possible. As always, let me know if you have any ideas for products you think we might put in the Country Store that would be in demand by the members of the Chapter. If I don't see any of you soon, I hope you had a great Valentine, that you didn't lose pow-

er or water, and that I see you before Easter. Or before July 4th. Or at least by Labor Day!

Rick Vinas

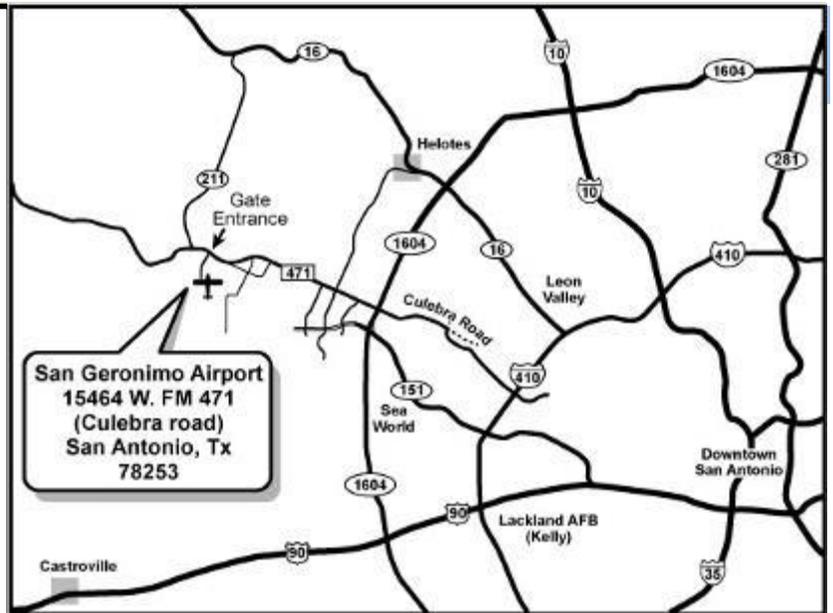


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Chapter 35 meets Each Second Saturday of the Month



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!

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Ron O'Dea, Membership Chairman
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EAA Chapter 35 Data Information Sheet

Date: _____ Check #: _____ (make check payable to EAA Chapter 35) Cash: \$ _____ Chap 35 Life Member?
(National EAA Membership Required – to join or renew call 1.800.564.6322, please mention Chapter 35)
*****PLEASE PRINT CLEARLY*****

Please complete all of the applicable blanks below. Dues for new members are pro-rated the first year you join based on the number of months left in the current year. Annual dues for regular members are \$24.00 and must be paid NLT the February meeting of the current year. (Hand to/or mail to: Ron O'Dea, Membership Chairman EAA Chapter 35, 15464 FM 471 W #14, San Antonio, TX 78253 - Phone: 210.488.5088, e-mail: r2av8r@gmail.com)

NAME _____ SPOUSE NAME _____

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Do you have a particular area of interest or Hobby? (USE BACK IF NECESSARY) _____

Type of employment (optional) i.e. Retired, Student, etc. _____

Previous employment aviation related: _____

Military experience: _____

We are a volunteer organization! Please review the following and check areas you would be willing to help with:

How did you learn about Chapter 35? _____

Aircraft currently building: _____ Status: _____

Aircraft currently restoring: _____ Status: _____

Aircraft you have built or restored in the past: _____

Aircraft you own: _____ Aircraft you fly: _____

Pilot certificates (please check): A – Private ; B – commercial ; C – Instruments ; D – Multi-engine ; E – ATP ;

F – Seaplane ; G – Helicopter ; H – CFI ; I – CFII ; J – Ultralight ; K – Student ; L – Ready to start ; M – Glider ;

N – Ground School Instructor ; O – Light Sport ;

Aircraft Maintenance Skills (please check): 1 – A&P ; 2 – IA ; 3 – Sheet metal ; 4 – Dope & fabric ; 5 – Composites ;

6 – Welding ; 7 – Wood ; 8 – Electrical ; 9 – Engine maintenance ; 10 – Avionics ; 11 – Auto Engines ; 12- FAA Certified

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Birthdate: _____ School Attending _____ Year/Grade: _____

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Scholarship is for glider training or powered flight training. Which are you interested in? (Age 15-19 for glider training. Age 16-19 for powered flight training)	GLIDER <input type="checkbox"/>	POWERED <input type="checkbox"/>
Do you possess an FAA Medical Certificate (Private Pilot Students Only)?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Do you possess a student pilot certificate? If yes, how many hours student training are documented? _____	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Are you an EAA member or Student Member?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Are you a Young Eagles Participant with log book entries?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Have you completed Ground School?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Can you begin flight training within 60 days of accepting award of scholarship	YES <input type="checkbox"/>	NO <input type="checkbox"/>

