



## 30 APRIL 1975

May 2019

Volume 61 Issue 5

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### Next Event

**May 11, 2019**  
**Yard/Chapter Work Party**  
 1000-1200hrs  
 Lunch 1200hrs  
 Chapter 35  
 Clubhouse

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.  
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### By Charlie Brame

April 30th, 2019, marks the 44th anniversary of the evacuation and surrender of Saigon. The following is a portion of a letter I wrote my family on April 30, 1975, immediately following the fall of Saigon – a low point in American history, IMHO. I was the Operations officer of VA-97, a Navy Attack Squadron, while on a USAF/USN exchange tour, flying the Navy A-7E from the USS Enterprise. The paragraphs in red are notes I have added several years later and were not part of the original letter.

Dear folks, 30 April 1975

Well, the last several days have been wild ones. Ever since we arrived in the South VietNam area, we have kept a couple of airplanes and pilots on alert. As days wore on (Note: this covered about ten days as I recall) we kept adding more and more airplanes and pilots to the alert schedule. The schedule was more to schedule guys for sleep than to say who was on alert.

The night of the 27th, we were all briefed and alerted for the big last minute evacuation of Saigon and other U.S. enclaves. The morning of the 28th, we got up at 4:00 AM and briefed for the mission. I had only gotten about three

hours of sleep and that was about average for the rest of the squadron. However, we didn't launch, and the rest of the day and that night was much the same routine as the previous ten days - rotating alert duty, watching Intel reports, working on schedules and load plans, and sleeping in snatches. Intelligence said the North Vietnamese Army was on the attack and Tan Son Nhut Airport was closed by Vietnamese planes bombing the area and shooting at friendlies. Again, on the morning of the 29th we got up early, this time at 3:30 AM, and briefed for the big evacuation. Again, the launch was cancelled and we found ourselves just sitting alert. At about 10 AM; however, the Captain announced that the evacuation had been ordered and that we would launch shortly after noon.

We were to launch in three separate waves, with three Air Force waves from Thailand following each Navy wave. The Air Force was providing the command and control via Cricket, an airborne C-130 command post. I was in the first wave of aircraft up. (Note: As best I can remember, there were 10 A-7s, five from VA-97 and five from VA-27, plus a complement of A-6s, EA-6s, and F-14s. There was a similar group from the Coral Sea. The Enterprise and the Coral Sea were about 100 miles off the coast, while the Midway and the Hancock and a host of other ships were about 50 miles off the coast.) I was flying on Cliff Tatum's wing.



Namvietnews.wordpress.com

(Continued on page 4)

### Chapter 35 Yard and Chapter Spring Cleanup

1000-1200hrs

Lunch served afterwards

1200hrs



## PRESIDENTS COCKPIT

STEVE JONES



**Making a Difference.** April 13<sup>th</sup>, following our first pancake breakfast of the year, your Board of Directors met to evaluate two worthy Air Academy candidate packages, selecting Southwest High School student David Gonzales to represent EAA Chapter 35 as our Air Academy student! In other news, your board also selected our first Ray Foundation

Aviation Scholar from a pool of three highly deserving candidates. Zachery Ruiz was presented a \$10,000 scholarship 'check' at Southwest High School on April 10<sup>th</sup>. Coordinator Frank Covington is interviewing flight schools to find the right fit for our new scholar.

**San Antonio Aviation and Aerospace Hall of Fame Dinner.** The evening of April 4<sup>th</sup>, EAA Chapter 35 was well represented with ten members, **five** aircraft, and a very appreciative group of aircraft builders in attendance. This chapter is giving back in a big way and making its mark on the local community.

**Young Eagles Rally!** Twice postponed by weather, Phil Vaneau is planning our first rally of 2019, Saturday morning, **April 27th**. With the impact Chapter 35 has had throughout the 2018 flying season, I'm excited to see the lives we can touch in 2019! There are young men and women looking for their place in the world, an aspiration or career path that will define them and touch still more lives. Your next Young Eagle could make the decision of a lifetime based on your flight! Phil will have more information in various eBlasts and other notifications so you can plan your much-needed participation.

**Gone West - Lt. Col Richard Cole.** An American hero, and last of the Doolittle Raiders, Dick Cole passed from this realm at the age of 103. His secret? Never stop moving. A couple of years ago, he apologized for not making an appearance at a regional fly-in. He explained he spent the prior day on his riding lawnmower and he was just tuckered out. What sort of man was Dick Cole? As zero hour approached, the airmen aboard the U.S.S. Hornet were given a new challenge – they would launch their B-25s 200 miles further from Tokyo than planned as a Japanese picket had discovered the task force. It would very likely be a suicide mission. Each crew was given the opportunity to stand down, no questions asked, no repercussions. No one backed away. These were men. Our greatest generation.

**Presentation – Jay Burris, President of the American Bonanza Society - Aircraft Type Clubs.** Drawing from his experience with the American Bonanza Society. Jay explained that, like many of us flying older types, Bonanza owners face challenges keeping their aircraft in the air. The type clubs prove their value every day, providing crucial information about parts, servicing, and the unique

qualities of their aircraft type. As Jay noted, folks who are committed enough to their aircraft to join a type club are involved in only half as many fatal accidents as those who don't. Every type is unique. Embrace it, learn it, master it.

**VMC Club.** I'm looking forward to attending Rafael Cortes' third VMC Club meeting. If you missed this meeting, don't despair. Join us next month, Friday, May 17<sup>th</sup>, 6:00 PM for the next installment. Rafael, Ron O'Dea and FAA FAASTeam Director Ryan Newman are coordinating to ensure these meetings can qualify for FAA Wings credit. For more information on the EAA VMC Club, see: <https://www.eaa.org/eaapilots/EAA-pilot-proficiency/vmc-club>

**April Pancake Fly-in.** Not one pilot in command took us up on our offer for free pancakes, and I couldn't be more pleased. This was all about good aeronautical decision making and the weather just wasn't going to cooperate. That didn't stop our members from walking, riding or driving in. Following an evocative invocation by Jim Humphries, forty-eight folks gathered for a fine breakfast under a threatening sky. Our patrons enjoyed all the fluffy flapjacks they could eat, seared sausage patties, an array of fruit, orange juice and all the coffee they cared to drink.

**Automatic Dependent Surveillance – Broadcast.** The deadline for ADS-B Out is fast approaching. If you haven't started planning your equipment installation, you may want to start flight planning away from: controlled airspace, mode-C veil, special identification zones, special use airspace and TFRs where you could have negotiated passage with a unique identifier. You have until December 31<sup>st</sup> to fly in these areas with your transponder alone. On January 1<sup>st</sup>, 2020, if the airspace requires a transponder, it will require ADS-B Out as well.

**Coming up:** Our May cleanup is just around the corner! Facility Manager Freda Jones will be looking for volunteers to help spruce up the joint. In the past couple of years, we've repainted eaves, rebuilt the memorial garden benches, and gave due attention to our grounds. We'll be focusing on grounds and clubhouse interior, with a pass through the chapter hangar to make it shine. June is our membership appreciation picnic and burger burn. It's also craft appreciation day. We'll have more details as the date approaches. Members do not pay. We do ask that guests and visitors pay a modest charge. Of course, you COULD join...we're an awesome chapter!

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



## CHAPTER BULLETIN BOARD

### May Menu and Notes

**Volunteers' Lunch:** The menu for the May volunteers' lunch is sandwiches and salad. We'll be asking a lot of our volunteers, so the volunteers' lunch will be complimentary. We will not be asking volunteers to pay for lunch.

#### On the menu:

- Turkey breast and ham sandwiches
- Garden salad with your choice of dressing
- Scrumptious cookies



#### To drink:

- Coffee, tea, soft drinks, water

#### Please bring:

- Garden hand tools
- Leaf and garden rakes
- Tarps for moving yard debris
- Electricians Pliers
- Electrical Tape
- Volt Meter
- Stepladder
- Van de Graff Generator (I'm kidding, but you're intrigued, aren't you?)

If we don't use all the tools brought that's ok. Oh, please put your name or initials on them. We held on to someone's tools from a prior year's cleanup for months!

**April Pancake Breakfast:** Forty-eight members and guests convened for our first breakfast of the year. We enjoyed fluffy flapjacks, a selection of fruit, sizzling sausage, fresh squeezed orange juice and eye-popping coffee.

Thank you to our Facility Team volunteer Peggy Fisher for helping in the kitchen!



## Master the Art of Aviation

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

#### Chapter Gatherings

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

#### Location

San Geronimo Airpark 15464 Culebra Rd  
San Antonio, TX 78253

#### EAA Chapter 35

787-644-7828  
eaa35vmclub@gmail.com  
www.eaa35.org



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**(Note: This was a bit non-standard as Cliff was another USAF exchange pilot assigned to VA-27 - I cannot remember why we were paired together.)**

The weather was beautiful - clear sky, bright sunshine and 100 mile visibility. Right after we launched, an Air America C-47 was calling on Guard frequency that he had an emergency and was going down with 30 people on board. He ditched alongside the Midway, and they rescued all 30. We didn't see any of this, just heard it on the radio. On the way to the beach, we passed about 50 U.S. ships steaming in circles. We went into a giant holding pattern just off the South Vietnamese coast at Vung Tau. At the mouth of the Saigon River near Vung Tau and continuing as far as we could see up river, there must have been 10,000 small boats heading out to sea. Apparently, they were South Vietnamese headed out to find refuge among the U.S. ships. At least one of the small boats off the coast was burning with black smoke pouring into the sky. The blue sea, the white beach, the muddy river emptying into the sea, the boats, the smoke, the ships and the air armada I was in, are all imprinted into my mind. It was a beautiful, tragic, historical and memorable picture that I will never forget.

Right after we were established in the holding pattern, Cricket assigned the Skipper (Bert Terry) and his flight of Ken Eisenhart, Tank Bledsoe and Dave Park to expedite to Can Tho. The U.S. Consul at Can Tho was under attack by South Vietnamese helicopters as he was evacuating down the river in a LST (Landing Ship, Tank.) Can Tho had not been briefed as in our area of expected operation and was off the maps we had been provided. There was quite a bit of radio chatter as the Skipper and flight tried to find some coordinates for Can Tho. They eventually found the Consul and escorted them down the river. Then Cliff and I were assigned to escort a couple of Marine helos to Saigon. (These were big Ch-53 choppers flying off one of the carriers.) The choppers landed at the DAO parking lot (Defense Attaché's Office) which formerly was MACV headquarters at Tan Son Nhut. I was holding overhead while they loaded people. I was orbiting right over Tan Son Nhut and downtown Saigon at about 3000 feet. There were two C-130s burning right in front of base operations. To the north, the area around Bien Hoa was all on fire. The highway from Bien Hoa to Tan Son Nhut was the scene of one hell of a fire fight with fire and explosions along both sides of the highway. Artillery rounds were going off all over Tan Son Nhut and Saigon. There were several other fires at Tan Son Nhut and around the edges of Saigon. From overhead I could see my old hootch at Tan Son Nhut, the O'Club and 7th AF headquarters where I was based in 1971. I could also see downtown Saigon and the little French restaurant that we frequently went to. **(Note: I was based at Tan Son Nhut for four months in early 1971.)** I saw a Cessna take off at Tan Son Nhut. White wings and a green fuselage. It headed toward Vung Tau. I still wonder who was in it and where it went. As the helos lifted off, they began to take fire from various places near Tan Son Nhut and over by the river. The number two helo was hit, but not hurt badly. As we escorted them out to the Midway, we passed what looked like hundreds of helos enroute to Saigon. I landed back aboard the Enterprise about 2:30

PM, and immediately went on alert.

Another wave launched about 5:00 PM to the beach. Bud Orr was in that bunch, his first flight off of Enterprise. His first hop consisted of a heavy weight cat shot (lots of ordnance) in flight refueling, helo escort to Saigon and back, and a night landing on the "E," any one of which is a pretty good accomplishment. **(Note: Bud was a drinking buddy and neighbor of mine at Lemoore Naval Air Station. He had reported aboard just a few days earlier after completing the RAG (Replacement Air Group) and a maintenance officer course. He was a Lt Commander and an experienced guy and had completed USAF Air Command and Staff School following an exchange tour with the Marines flying Harriers. In retrospect, I can't believe I put him on the schedule as he couldn't have been landing current. But I did, and he flew and did well.)** Tom Gravely was also in that wave and flamed out near the ship on return. He jumped out and was picked up by the ship's helo within a few minutes. Other than a stiff neck, he is okay. **(Gravely was the Maintenance Officer in VA-27, and another neighbor of mine at NAS Lemoore.)**

A third wave was scheduled, but was cancelled. However, as fast as we could put airplanes and people on alert, they launched. Some guys had two hops and no sleep in a 36 hour time period. I finally got in bed last night about 1:00 AM and was up at 4:00 AM this morning. And back on alert. Sheldon Otto and I manned alert birds about 5:30 and were launched at 6:00. Again, we escorted helos to Saigon. I meant to take my camera along but inadvertently left it in the ready room. I sure could have used it. A camera would have been invaluable during yesterday's hop also. Shel and I went through a very heavy line of thunder storms just over the coast, found the helos and pressed on to Saigon. I still wonder how Sheldon found me due to the weather. **(Note: Looking back, I do not recall escorting choppers on this hop like I did on the first mission. I do remember Sheldon joining up with me as I was trying to pick my way between thunderstorm cells in the dark. During the debriefing, I remember telling Shel how amazed I was that he has found me in the dark and the goo. He replied that he was amazed that I managed to pick our way through the storms and find Saigon.)**

The helos were to remove the last few people from the embassy in downtown Saigon. After the helos departed the embassy they reported there were about 25 people left at the Embassy and two more helos came in for them. Saigon was still being shelled while we orbited overhead. We could see the flashes from rocket and artillery, primarily in the Northwest sector of town. The DAO compound **(Note: Defence Attache's Office - MACV Headquarters.)** was now burning and pouring smoke into the sky that could be seen from the coast. We could see smoke, muzzle flashes and artillery bursts along the main road into downtown. This is the same highway that goes to Bien Hoa and it ends up right at the Presidential palace. The fighting was now about two miles from the palace and well within the city. Several large buildings along the northwest side of Saigon and Tan Son Nhut were on fire. Saigon was in its death throes. The only traffic I could see moving anywhere in town was around the U.S. Embassy. There was a monumental traffic jam

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for blocks around the Embassy as people were flocking there and abandoning their cars where they stopped.

As the last helos departed we were released to escort them out to sea. Out we went, landing back on the "E" at about 8:20. We later heard that Saigon surrendered at approximately 9:30. At any rate, Shel and I, along with two VA-27 birds and two A-7s from the Coral Sea were probably among the last combat sorties in SEA. (Note: As it turns out, this was not true. The Enterprise was well on its way home when the Coral Sea Air Wing, and the USAF, were involved in the Magyuez recovery - flying the real final sorties in SEA.)

Back on board, I finally hit the sack about 10 AM but could only sleep in snatches till a little after noon. It is now about 2:00 PM (April 30th.) All of our launches have been secured, though we still have a few airplanes on alert. The reports are that the evacuation is complete from Saigon.

So far, we don't know when we will be leaving the area or what our schedule will be. It looks like we will stay right here at least for a couple of days. We keep hoping the Captain will come up on the intercom with some info. If we stay here until tomorrow, it means another \$500 (combat zone) income tax deduction which ain't too bad a deal. Yesterday's flying earned me an additional \$65 combat pay. Another mission over the beach tomorrow (May 1st) would be worth another \$65. (Note: None of that happened as the ship headed for the Philippines about 10PM that evening.)

Nearly everybody got into the action except Buckwheat, Ade Johnson, Tom Smith and Rick Ames. Every time they were scheduled,

they got cancelled and none of their alerts were launched. The CO, Bud, Mike Malone, Kasting, Sheldon, Ken Eisenhart, Rich Stanistel, myself and a couple of others got two combat hops. Nobody on the ship dropped any ordnance during this whole flail, just provided escort services. (Note: Our rules of engagement stated we could only drop ordnance if specifically authorized by the President, OR, if the helo drivers declared a "Tactical Emergency." During the cruise back to Hawaii, we talked with some of the Marine helo drivers who wanted to know why we didn't expend ordnance when they were taking fire. As it turned out, the Marines were not told about the ROEs, and didn't know about the "Tactical Emergency" requirement.) We had to jettison a lot of ordnance in the water in order to land on the ship. A Russian trawler has been shadowing the Enterprise for several days. Many of us would have loved to jettison our ordnance right on the spy ship.

Haven't had any mail on board for several days. Our CODs (cargo on board delivery planes) can't land if we are at flight quarters with aircraft on alert, which has been our situation continuously for over a week.

John Kasting and Ken Eisenhart made Enterprise Centurions (100 traps on Enterprise) last night. That makes every pilot in the squadron when we left Alameda a Centurion. Yesterday, I got my 100th cruise trap, as did a bunch of other guys. That is a pretty good accomplishment for a "peace time" cruise. I've got 171 total traps now, 155 on Enterprise. Not bad for an Air Force puke.

.....Snip.....

Much love, Chas



## NEW MEMBERS

RON O'DEA

### A warm welcome to the newest members of EAA Chapter 35.

**Robert Moehle:** Robert lives in San Antonio, flies a Long-Ez, is a test pilot, and a Young Eagles Volunteer. You may contact Robert at: [robert.c.moehle@gmail.com](mailto:robert.c.moehle@gmail.com)

**Erick Vasquez:** Erick and his wife Alli live in San Antonio. He is an A&P, Private Pilot, and owner of a Cessna 120 in which he is taking tail wheel training. He is also a Young Eagles Volunteer. You may contact Erick at: [eric.vasquez@live.com](mailto:eric.vasquez@live.com).

**John Cone:** John lives in San Antonio. He is a Commercial Pilot and a Glider Pilot. He owns a PZL Koliber and MS894A. He flies the Koliber and is a Young Eagles Volunteer. You may contact John at: [jmcone@gmail.com](mailto:jmcone@gmail.com).

**Evan Carrell:** Evan lives in San Antonio with his parents. He is our new "student member" who wants to be a Cargo Pilot. Evan is currently working after school jobs to save up for pilot lessons. He is also available to help clean airplanes. You may contact Evan at 425-499-7722 or [ecsa20406@gmail.com](mailto:ecsa20406@gmail.com).

**Tanner Montgomery:** Tanner and his wife Alicia reside in San Antonio. He is a Private Pilot who has built and flies a Vans RV-7A. Additionally, Tanner is the owner of Skyhawk Realty a real estate investment compa-

ny. He is a Young Eagles Volunteer. You may contact Tanner at: [tanner.montgomery@skyhawkrealty.com](mailto:tanner.montgomery@skyhawkrealty.com).

**James Slaughter:** Jim and his wife Lyn reside in San Antonio. He is retired from Continental Airlines and was a USAF KC-135 and T-38 instructor. He currently owns and flies a Piper PA22-160. He is a Young Eagles Volunteer. You may contact Jim at: [lynjim50@satx.rr.com](mailto:lynjim50@satx.rr.com).

**Lance Skok:** Lance and his wife Noemi reside in Helotes. He works for Cisco Systems, owns The Gun Shack in Helotes, and has a Cessna 152 and Grumman AG-5B Tiger. You may contact Lance at [lance.skok@gunshack.com](mailto:lance.skok@gunshack.com).

**Roland "Dean" Howard:** Dean and his wife Laurie reside in San Antonio. He owns the famous "Black" C-140 and is rated in and a flight instructor in most anything that flies. He is also a Young Eagles Volunteer. He may be contacted at: [deanaero@att.net](mailto:deanaero@att.net).

**Chris Hiatt:** Chris and his wife Angela are residents of San Antonio. Chris is retired Army and is currently working security at USAA. He is restoring a Super Baby Great Lakes, owns and flies an Aeronca Chief, flies other Aeroncas and Taylorcraft and is on the Board of Directors of the Alamo Liaison Squadron at Cannon Field. You may contact Chris at: [c.hiatt@sbcglobal.net](mailto:c.hiatt@sbcglobal.net).



## SAFETY CORNER

MARK JULICHER

## When is a New Student Pilot Ready to Solo?



Every instructor that ever took on a new student is faced with this question. How do you know your student can successfully make that first solo? Every instructor wrestles with this dilemma and I can assure you it is different each and every time.

As an instructor you must consider the student, the environment and the aircraft. Lets consider those three in reverse order, aircraft – environment – student.

Is the aircraft is a typical non-complex, low performance trainer or is it more complex? How about the avionics – simple or complex? If the unexpected happens, (and sooner or later it will) is that going to be too much aircraft for your student to handle? The more advanced the aircraft the more regimented should be the training. What if the aircraft has some known issues? Have you trained for them?

Example: A Cessna 150 on a hot August day with 40 degrees of flaps may not be able to climb. That means that a go-around will probably entail a touchdown. Does your student know how to handle this situation? Example: The glass radio display gets bumped off frequency or goes dark. Can your student switch to Com 2 with no difficulty? Can your student fly com-out and not panic?

A word about environment. How long and how wide is the runway? Can your student keep the plane in the middle 1/3 without wild excursions? How much traffic is in the pattern? Are there any NORDO planes flying at the field? Most instructors have a clear picture of how much crosswind their student can manage but can that student manage a runway switch? Is the runway wet? How about icy? Are there any puddles that might cause a swerve or hydroplaning? You, the instructor, can't control everything but some


issues can be anticipated and mitigated.

Now how about the student? Can your student fly a rectangular pattern instead of an egg? Can your student fly on speed and altitude while clearing for other planes? Can your student make the turns to base and final without getting slow or steeply banked or overshoot-

ing? Can your student maintain airspeed and aim point on final? Can your student actually identify the aim point or is the student hunting nose up and down and sort of averaging things out? Does your student transition to a smooth round out and NOT pump the controls. Can your student keep the fuselage parallel to the centerline and not slam a nose wheel on touchdown? Most pilots can't do all these things perfectly, but you, the instructor, must obviously judge when "good enough" happens. Does you student get tunnel vision and have no idea how high is the flare or how quick is the sink rate? And finally, does the student recognize the need to go around and just do so without waiting to be told?

Let me repeat this last item. My personal, primary criteria for soloing a student is when that student initiates a go around without being told. That action tells you that judgment is beginning to happen. And keep in mind... judgment comes from experience and experience comes from bad judgment.

The answers to all these questions are, for the most part, not hard and fast. My only super-firm rule is that the student executes a go around without instructor prompting. That is when I know they "get it."

I could solo a student on a 200-foot wide 3500-foot long grass pasture in a low and slow tail dragger with no radio (and I have) and I could solo a student in a supersonic jet in an insanely busy traffic pattern, (and I have). *And so can you* as long as you consider the environment, the plane and the student. 

## RAY FOUNDATION AND SCHOLARSHIP

FRANK COVINGTON

The Ray Foundation, Inc., was founded and named for a WW II aviator, James C. Ray. It primarily supports youth and education programs and organizations with a focus on aviation and aerospace. One of the recent efforts on these lines is the Ray Aviation Scholarship Fund focused on promoting youth through development of aviation skills and knowledge, and tangible rewards like earning a pilot license. A Ray Aviation Scholarship fund in the amount \$1,000,000 was granted to the Experimental Aircraft Association (EAA) to administer.

EAA is a nationwide organization consisting of Chapters throughout the country. EAA has provided their numerous chapters with the opportunity to accept \$10,000 individual scholarships for youth to use in developing aviation skills. The chapters interested in doing this competed for participation in administering an individual scholarship. If interested in the program, the chapter would submit background information on their involvement in promoting aviation and involvement in programs for youth.

Chapter 35 is a San Antonio area EAA organization based on San

Geronimo Airpark, northwest of the city of San Antonio. Chapter 35 has over 100 members of pilots and aviation enthusiasts and is committed to support of aviation in all forms. Being particularly involved with youth, in programs like the Young Eagles that introduces teens to the flying experience, free of charge, and volunteering to mentor the Aviation and Aerospace course of study at Southwest High School, Chapter 35 was selected to administer one of the Ray Scholarships.

The Chapter 35 Board of Directors accepted applications from several youth interested in pursuing a private pilot license through the Reay Foundation Scholarship. Zachary Ruiz, a 17-year-old Junior at Southwest High School was selected through this process. Zach is a student in the Aviation and Aerospace class under the direction of Physics teacher Rodolfo Urby. With the aviation knowledge gleaned through his high school work, and the support provided by the Ray Aviation Scholarship, Zach can achieve his childhood dream of becoming a pilot. Chapter 35 will at his side to assist and guide him and administer the Ray Aviation Scholarship fund provided by EAA.

## ADVENTURES FROM ANDREA

## ANDREA MCGILVRAY

NASA, Ron and I.

My adventure of learning how to land a tailwheel started in a Champ in Kerrville TX, owned by Ron Blilie, 3+ years ago. It gives me great joy and satisfaction that I have this honor to be of many student of Ron's. He is extremely patient and lets you get the airplane a long ways out of shape before he takes it over. I won't forget my first takeoff in the Champ. Ron on the other hand does not remember, and I don't know if that is good or bad. I was off the pavement, and on the grass when we launched sideways. That means it was not as bad as it could have been, or he has this happen often. Just thinking about it still scares me.

I have had the honor to meet amazing people in my life so far, and only a few months ago did I gain the knowledge that my flight instructor in Kerrville, Ron Blilie happens to have worked at NASA and was very involved in the Lunar Landing Training Vehicle, aka LLTV, and the NASA Space Shuttle. Ron Blilie is a Mechanical Engineer but worked only in the Aeronautical industry, specifically with NASA! If that is not amazing, I don't know what is. I am touching history! How many people do you know that can say that?? I did not know any, until now, so I had asked if I could buy lunch and if he would tell me a little bit. Ron is a very modest and funny person. He loves to joke and you would not know, with his gentle demeanor, that so much history and knowledge lies with him. I hope I get to spend lots more time hearing about his stories. Many stories of that time are in magazines and you hear them secondhand.

So here is a short little story from what I wrote the other day while getting to visit with him, since the ceiling was too low to fly IFR. I would think he would be an amazing guest speaker only if we can pull him away from teaching on a Saturday!

Ron got the bug when he sat in the back of a passenger airplane 1940. He started his flying adventure in Fargo ND, and was part of a flying club. He started out in a 1939 TAC, similar to Champ. The GI Bill was removed just days or a month before he was able to get accepted to it, so he moved on with his career.

He married his sweetheart in 1958 and even though his wife no interested in flying, she stayed with him thick and thin and only asks that Sunday's are "their time".

He was in the Airforce reserves in Houston in 1963, the height of the NASA Apollo spacecraft program. At NASA, his first adventure was with the Lunar Landing training vehicle, aka LLTV. There were a total of five built, all were trainers. Three were damaged while in training but luckily with no hurt pilots. Today, two are left. The LLTVs had to simulate the lack of gravity and along with no atmosphere so one jet engine was used and 2 lift rockets. The LLTV jet engine had to compensate for the 1/6th gravity for astronauts training on landing the lunar module and rockets controlled the attitude. History was made! If it were not for these trainers, Neil Armstrong, who landed the first lunar module, would of crashed, since the landing spot that NASA had picked out for him was not suitable and he had to manually land it on a flat surface with only a few seconds left of propulsion.



In 1965, under a revised GI bill, Ron acquired his Commercial, CFI, CFII and Instrument.

The next phase in life for Ron was the Shuttle Training Aircraft. A Grumman Gulfstream II was converted to fly like space shuttle as a trainer. The nineteen-degree approach angle had to be flown and that was not easy. In flight they kept the nose-wheel up because it was delicate, but the main landing gear was kept down to add drag (Photo 1). They controlled the pitch by reversing the thrust in the engines! YA.. Just want you would want. Reverse with the nose sticking down. Yikes

Where the attachment points for the side force controls were attached was a danger point. This was the same location as the fuel tanks and this created great concern; if a forced landing or gear up accident would happen a fire might engulf the aircraft, so they removed the side force controls. I think 19 degrees is not much!! A Pitts feels like 45 degrees, but I have been assured that it is greater than that, so the pilots/astronauts needed to get this figured out before they landed the Space Shuttle.

If you think flight simulators are new? NOPE, they had been created a long time ago, there was no "go around" with the Space Shuttle. Then came one big change and it was created with/by a Honeywell's computer. The computer would learn how to land the Space Shuttle. Astronauts control inputs were fed into a computer that modeled the space shuttle. The computer forced the airplane to follow the model in a method called "model following". Europe was ahead of the game due to flight traffic, so technology was used from there. There were 100 flights of Auto landing in the training airplane, and Ron told me that No REAL pilot/astronaut ever used the auto landing. If I was one, I would not use it either, if I could do it, why would I leave it up to a computer! We still have that ego/human factor today!

In 1996 Ron did some training in Aerobatics in Laporte Texas and as I personally know, it changed his way of flying and comfort level.

Moved 1999 bought Taylorcraft basket case – Still a basket case.

In Dec 10, 2011 Ron purchased a Champ and ferried it from California to Kerrville Texas. His teaching method for a new student is unique and effective: The first ten hours is in the Champ and then he moves the student into the C172. Many of his students told him that if landing a 172 was this easy, they would have started off in it. Little do they know ([www.ronblilieflighttraining.com/](http://www.ronblilieflighttraining.com/)).

The best way to reach him is by text or phone. YES, you can teach an old dog a new trick! He teaches me something every time I see him!

NEXT month I will give a blow by blow on how my Pitts training/landings went in Arizona with Bud Davidson. A whole week of acro, YES, Yes, yes, you all will be very tired of hearing about it if it went well, because my goal is, if it works out, to become a owner of a Pitts, AND NO, my Hatz is NOT for sale! So keep your eyes out for me for a SiS (inverted system), AND, if I don't feel comfortable after this week, Ill set my sights a bit lower. BUT not much! Till next time.



## 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://funplaceto-fly.com>  
 Social Flight <http://socialflight.com>  
 Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>  
 Milavia <http://milavia.net>

Please send any and all aviation activities that you may know of or come across in your travels to [ea35news@gmail.com](mailto:ea35news@gmail.com) Thanks.

02-07 April Sun' n Fun Fly-in  
 Lakeland Linder Regional Airport  
 Lakeland, FL  
 06 April Conroe Texas Raiders & Friends  
 Conroe-North Houston Regional Airport  
 Conroe, TX  
 06-07 April Heart of Texas Airshow  
 TSTC Waco Airport  
 Waco, TX  
 13-14 April NAS-CC Wings Over South Texas 2019  
 NAS Corpus Christi  
 Corpus Christi, TX

03-05 May Central Texas Airshow  
 Draughton-Miller Airport  
 Temple, TX  
 03-05 May Go Wheels Up  
 San Marcos Regional Airport  
 San Marcos, TX  
 11 May Corsicana Airshows  
 C. David Campbell Field  
 Corsicana, TX  
 11 May Wings Over Paris  
 Cox Field  
 Paris, TX  
 18-19 May Warbirds Over Addison  
 Addison Airport  
 Addison, TX  
 18-19 May Southeast Texas Freedom Flight Airfest  
 Jack Brooks Regional Airport  
 Beaumont, TX  
 25 May Gill Aviation Open House  
 David Wayne Hooks Memorial Airport  
 Spring, TX <https://b17texasraiders.org>  
 15-16 June South Plains Airshow  
 Slaton Municipal Airport  
 Slaton, TX



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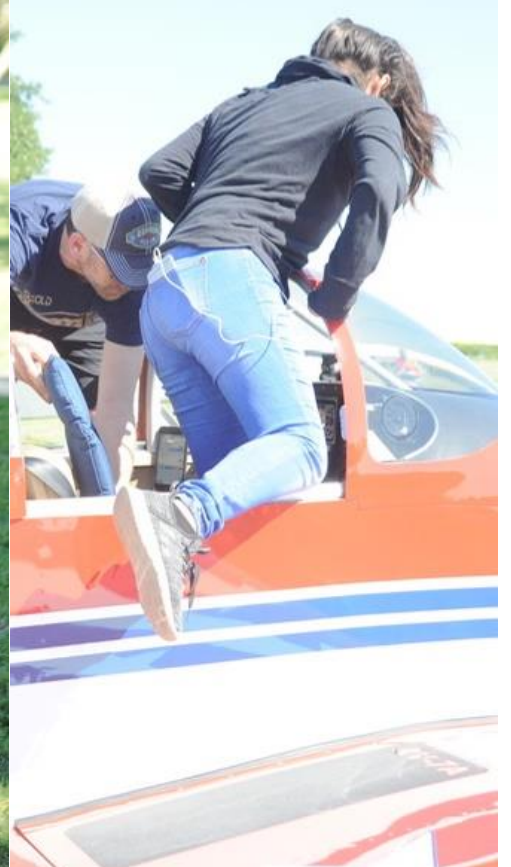
PHOTOS: CHAPTER MEMBER

Our April meeting revolved around our spring fly-in pancake breakfast. Again, the weather did not co-operate for showing off the capacity of our Massive Mike Logan Memorial Grinnin' Griddle, but that didn't dampen the enthusiasm of the crowd that showed up for the pancakes. A special THANK YOU to all of our facilities volunteers for all their hard work in preparing, serving, and cleaning up after the meal.

The program after the breakfast was provided by Jay Burris, president of the American Bonanza Society. His presentation was on the value of type clubs, especially for older aircraft no longer supported

by the manufacturer. He had many anecdotes of how the different clubs, not just the American Bonanza Society, have helped owners maintain, repair, and safely fly all types of "orphan" aircraft. He also explained how the type clubs can assist in training for high-performance, really high-pilot-performance, and ultra-high-pilot-performance aircraft so that the owners are not forced out of flying by the requirements of their insurance carriers. He especially noted owners of Beech, Mooney, and seaplanes, through anecdotal evidence, are reaping extraordinary benefits through their type clubs.





# THE BUILDER'S CORNER

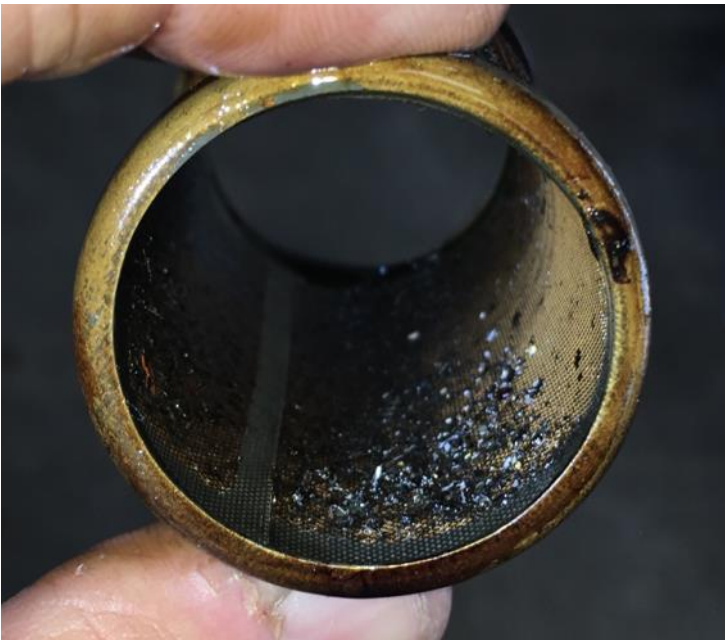
Mark Julicher

## Sweepings from the Hangar

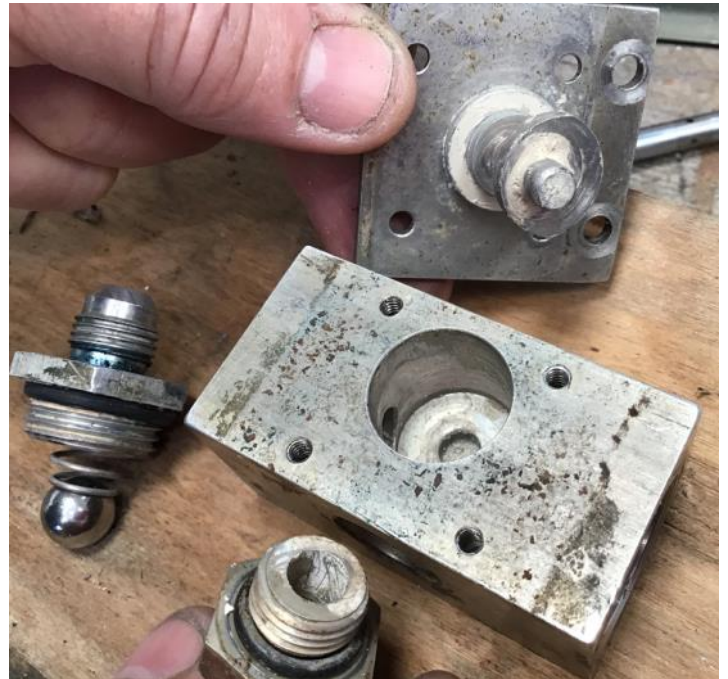
A foam insulation board and a box of screws and we have organized our gasket collection. Stupendous time saver!



In case you ever wondered what it looks like when your engine is "making metal"?



Teflon paste was used to seal this fuel selector valve. Wrong, and a bad idea too! The white chalky stuff migrated all throughout the valve – it coated the O-rings and chamber walls. The ball valve would no longer seat and fuel could not shut off.



There is nothing in the service manual about peeling chrome... the center electrode is still good darn it!



## APRIL MYSTERY PLANE REVEALED

DOUG APSEY

I would like to thank David Baker for suggesting our April mystery airplane and congratulations to Charlie Brame and Ira Wagner for identifying this unique airplane as the Ryan FR-1 Fireball, the Navy's first jet powered aircraft. (Don't you wonder who thought naming an airplane "Fireball" was a good idea?)

During WWII, the Navy was looking for a jet powered aircraft that could operate off their carriers. Since the early jet engines lacked the acceleration needed to successfully launch off an aircraft carrier, Ryan proposed an aircraft that was powered by both a radial engine up front and a jet engine mounted in the tail. The prototype was the XFR-1 of which three were built and delivered to the Navy for testing. The maiden flight of the XFR-1 took place on 29 June, 1944, but the jet engine had not yet been installed in to the airframe at that time. The first flight with both engines mounted in the airframe occurred with prototype number two on 20 December, 1944.

The XFR-1 prototypes and the subsequent production models, the FR-1, were powered by a 1,350-horsepower Wright R-1820-72W Cyclone radial engine and a General Electric I-16 turbojet that produced lbf of thrust. The engines both burned the same grade of avgas eliminating the need for separate fuel systems. The piston engine was typically used only during takeoff and landing. The propeller would then be feathered and the Fireball would cruise using the jet engine.

Early flight tests of the three prototype aircraft revealed significant problems with longitudinal stability, partly due to a miscalculation of the CG. The rounded fuselage shape added to the stability issues. The three prototypes were refitted with larger vertical and horizontal stabilizers which helped remedy the stability problem. Interestingly enough, by April of 1945 all three Fireball prototypes had crashed but by that time the Navy had signed an initial contract for 100 FR-1's followed soon after by a second contract for up to 600 more.

The FR-1 had a couple of other unique features in addition to its dual power plants. It had an all metal, flush riveted airframe including the control surfaces and the wing was a laminar flow airfoil, the first to be used on a Navy aircraft.

The Fireball's maximum speed was 404 mph with both engines operating and 276 mph when powered by just the radial engine. Normal cruise speed with just the radial engine was 152 mph. Armament consisted of four 50 caliber machine guns mounted in the wing just outboard of the jet engine air intakes. Four 5-inch rockets could be carried under each outer wing section and two hard points mounted to the center section could carry two 1,000 lb bombs or two 100 gallon drop tanks.

In March of 1945, VF-66 became the first squadron to receive the FR-1. The unit was training to deploy to the Pacific theater but the Japanese surrendered before the unit deployed so the Fireball never saw combat. The operational history of the Fireball with the peacetime Navy was cut short by ongoing structural issues including

numerous nose gear failures and cracks found in the wings. On 1 August, 1947, the Navy removed the FR-1's from operational duty for good. All were scrapped except a couple that were kept for additional testing.



www.aviastar.org (Note the feathered propeller)

On November 6th, 1945, a Fireball became the first jet powered aircraft to land on an aircraft carrier, although it was not intentional. The pilot was forced to land on the deck of the escort

carrier USS Wake Island after the piston engine failed. He was able to use the jet engine to successfully land his Fireball on the carrier.

Despite all the issues with the Fireball, 71 variants of the Fireball were built with 66 being the FR-1 version that became operational. Only a single example, FR-1 BuNo 39657, still survives today. It is on static display at the Planes of Fame Air Museum in Chino, California.

Sources for this article include:

[https://en.wikipedia.org/wiki/Ryan\\_FR\\_Fireball](https://en.wikipedia.org/wiki/Ryan_FR_Fireball)

[https://www.militaryfactory.com/aircraft/detail.asp?aircraft\\_id=828](https://www.militaryfactory.com/aircraft/detail.asp?aircraft_id=828)

<http://www.fiddlersgreen.net/models/aircraft/Ryan-FR1.html>



## NAME THE PLANE

DOUG APSEY

This month you get two mystery airplanes for the price of one! Why would I do this you ask? Well, there is not enough information about either airplane for a decent article so I decided to include both in one article. Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about this month's mystery airplanes?

1. Who designed and built each of them?
2. What was their designation/name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What year did they first fly?
4. How many of each were built?
5. One of these had an unusual engine, what was it?





BRIAN GOODE

The Country Store is now accepting all of these major credit cards for purchases.

You can also DONATE money to the Chapter this way. All it takes is a swipe of your card and the funds are transferred to the Chapter's bank account. How easy is that?



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## EVERYBODY SHOULD WAX UP THEIR LITTLE OL' CREDIT CARD

Stop by the Store and take a swipe on our new card reader. You might even like to purchase something while you are there. Remember, every dollar you spend at the Country Store goes towards aviation education, research, development, safety and other purposes as outlined in our EAA Chapter 35 By-Laws.

In addition to what we have in inventory, we are taking new orders for another batch of shirts, so stop on by and fill out one of our order blanks, swipe your credit card, and your shirt will be custom built to your specifications. There are many different colors available. The most exciting shirt color is the Texas State flag on the back of a white fishing shirt. To order, email your request to [ch35store@gmail.com](mailto:ch35store@gmail.com).

The information asked for on the order form is: Name and contact information, quantity, men's or lady's shirt, long or short sleeves and color. The Polo shirts are only available in men's sizes. Ladies order one size smaller. If you wear a lady's medium, order a men's small.

Here's what is currently available in the Country Store:

### Wash Wax All Price Sheet for Chapter 35 Members

PRODUCT	Size	Prices with Tax	
		List	CH 35
Wash Wax All	16 oz	10.77	\$ 8.00
Degreaser	16 oz	10.77	8.00
Belly wash	16 oz	15.10	11.00
Plex All	16 oz	10.77	8.00
Glass All	16 oz	10.77	8.00
Water Spot Remover	16 oz	10.77	8.00
Cabin cleaner	16 oz	10.77	8.00
SafeSolv	8 oz	10.77	8.00
Leather Soap	16 oz	10.77	8.00
Leather Care	16 oz	10.77	8.00
Rubber Care	16 oz	10.77	8.00
Polish All	8 oz	14.02	10.00
Aero Scrubber Pad & Handle		10.77	8.00
Aero Scrubber Pads	5 pads	32.42	24.00
Aero Towel	4 pack	10.77	8.00
Wash wax Mop - (NO POLE)		64.90	49.00

Fishing Shirts	Short sleeve	\$40.00
	Long sleeve	\$44.00
All Shirts XXL+		\$2.00
Polo Shirts	Short Sleeve	\$31.00
Duffle Bag		\$31.00
Coffee Mugs		\$7.00
Koozies		\$4.00
Baseball Caps		\$10.00
Sew-On Logo Patches		\$3.00
Decals		\$0.50
Bumper Stickers		\$1.00
Remove Before Flight Key Tags		\$5.00
Wheel Chocks - Aluminum	Two Pairs	\$40.00



## CHAPTER NEWS & FROM MEMBERS

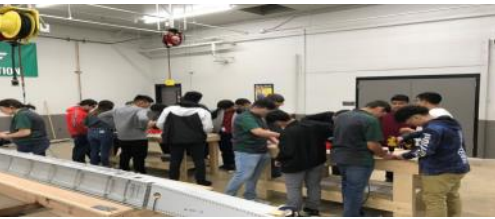
### SOUTHWEST HIGH SCHOOL RV-12 UPDATE

DARREN MEDLIN

It's been a busy month at Southwest High School in San Antonio. On Saturday, 23 March, the students unpacked the wing kit with the help of parents, faculty and pizza. To make room for the wing sections the students moved the tail section to a corner of the shop.



The wing work starts with two long spars that will have the brackets and ribs attached.



One of the classes tasks is to recruit students for next year's freshman class. Last week the aviation students hosted over 50 graduating middle schoolers by giving

tours and hands-on demos of the high school program.

Two big recent highlights were the selection of the Chapter's Ray Aviation Scholarship winner (\$10,000 for private pilot training) and our EAA Air Academy camp scholarship winner. The school and families are incredibly appreciative and both selectees were recognized at a recent Southwest ISD school board meeting. That is Superintendent Lloyd Verstuyft, Ed.D, standing with our winners.



Southwest high school's mascot is a dragon and the class has named themselves Supreme Dragon Aviation. If you'd like to see these young dragons in action as they learn about aviation through academics, ground school, flight simulator training and plane building please give me a call at (210) 875-9971 and plan a trip out to Southwest High School, 11914 Dragon Ln, San Antonio, TX 78252 anytime from 10-noon Monday through Thursday. Our chapter is providing incredibly dedicated mentors and generous monetary support so



come see what your chapter is doing and check out these inspiring students.

### ULF BALLDIN TELLS ALL TO DOUG APSEY

It was embarrassing to me, that the only current resident Swede in EAA35, (I am also a US citizen since 2002), was expected to give a response to the March Mystery Plane, and I only showed up as a non-responder. Actually, I was born and raised in Malmö, where Malmö Flygindustri was located. I am usually not very good at recognizing old airplanes, but this one I should easily have recognized. However, I remember (even if this April I am finally after 80 years of struggle to be an octogenarian, with a probably fading memory), that I saw the plane and thought it was like an aeroplane I had been in contact with, but I was not absolutely sure, if it was an MFI-9 or a similar German airplane, which I did not remember the name of. So, I did not respond.

My first flight ever in my life was a flight with a Swedish Air Force de Havilland Vampire jet fighter around 1965, which I was offered after I had started as a junior instructor in Medical Physiology at the Department of Aviation Medicine at the University of Lund, very close to Malmö. My second flight in 1967 was as a student pilot in a glider towed by an MFI-9 airplane with a 100 hp Continental engine. This airplane was used for all my training to get a glider pilot certificate. In one of the last solo flights before receiving this certificate, the towing pilot started to wave with his wings at a not so high altitude. I



realized, that this was a sign for me to release the towing line, whatever the reason was. So, I did, even if I thought, that it was a pretty low altitude. I made the turns, which the instructor had told me. Then I returned quickly for landing, which went uneventful. However, no-one came back to take care of my glider after landing. Then I saw, that the towing MFI-9 had successfully made an emergency landing 90 degrees to the grass landing strip. All the people were gathered around that airplane. Yes, the pilot made the emergency landing, due to a total engine failure. They blamed it then, that the 100 hp engine was too small. No-one was interested to look at the student pilot, doing the necessary turns to get a glider certificate. I got my glider certificate next month. I never got to know why the engine failed. Some years later, I did my first flight with an airliner. This flight took me for the first time to USA for a scientific congress in Diving Medicine.

After doing glider flying for a year or two, I started to take lessons for a private pilot certificate, which I received in 1969. With more experience in motorized airplanes, I was later instructed to be a towing



pilot for glider in the same MFI-9 airplane, which at that time had its engine overhauled and ready to work. I did for some time towing of gliders with this airplane and it worked perfect for me. I really enjoyed towing gliders and especially the return with dive bombing of the towing line on the runway. That was so fun.

I have later flown more than 25 other different airplanes from the French Socata Rally Club and Piper Cub to Cessna 337 push and pull and Piper Malibo with pressurized cabin. With the last aircraft mentioned I flew to different countries in Europe during IFR conditions at up to 25,000 ft in the airways. But towing gliders with an MFI-9 was very different and so enjoying.

## 2019 WOMENVENTURE T-SHIRT

PEGGY FISHER

Airventure (Oshkosh) 2019 is fast approaching. One of the noteworthy events of the week is the Womenventure picture and events that take place on the Wednesday of Airventure week. In the past they like it if women associated with aviation (you don't have to be a pilot) wear shirts designed for the event. In 2018 there were so many women who did not get the shirts that it appears this year there is a new process to get the shirt. Once again the shirts are FREE!! You do have to register for the shirts and register your size. Shirts usually run a bit small. I found out this information when I was looking about the luncheon and other activities. Here is the link for tickets and shirts. [www.etix.com/ticket/e/1009700/womenventure-oshkosh](http://www.etix.com/ticket/e/1009700/womenventure-oshkosh)

-eaa

There will be an eticket receipt that you will get. They are limiting the registration for the shirts to one per person. This year they are going to be purple. I hope this helps all who are planning on attending. The picture and the luncheon are great. The luncheon is \$5.00. Every year it has been a great program. Again all shirts have to be preordered. See you there.



## YOUNG EAGLES RALLY

On Saturday, 27 April 19, we had our much postponed Young Eagles Rally at San Geronimo Airpark. What started our as a well-organized and revved-up crew for the first scheduled date had fallen apart by the time the rally happened. You know how life and schedule get in the way.

On the day of the rally, the weather was BEAUTIFUL—cool, almost calm, and severely clear. The planes came in, and we were expecting five and about twenty youngsters. By the time the rally was ready to start, we had NINE planes and scrounged for escorts, registrars, and air marshals to fill the extra positions before the start of flying. Phil was all over everywhere making sure that all went smoothly. Thanks to the skill, knowledge, and professionalism of our members and pilots, all went off without a hitch. No accidents, no incidents, no problems, and best of all, no complaints from the youngsters.

This participant did not get an accurate count of the number of young adults and children that actually attended, but based on the number of flights of the different aircraft, I would guess that we had over thirty-five Young Eagles that day, ranging in age from ten to seventeen. Those that took flight will probably still be smiling while heading back to school Monday, if the size of the smiles on the faces are any indication of the pleasure they experienced.

The event was scheduled for about three hours, and it was very close to that, even considering that some pilots made five flights. For what started out as a rat-race turned into a well-greased flying adventure machine, thanks to all of our very safe, skillful, and professional pilots and ground crew.





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

MAY	11	SPRING CLEANING! Yard/Chapter Building Work Party	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE	8	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to?
JULY	13	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00-12:00 am 12:30 am
AUGUST	10	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	14	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	12	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
NOVEMBER	9	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER	14	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

## CLASSIFIED ADVERTISEMENTS

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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

<[wwoldt@hotmail.com](mailto:wwoldt@hotmail.com)> for further information.

**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

# EAA Chapter 35 Leadership



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*Chapter 35 meets  
Each Second Saturday of the Month*

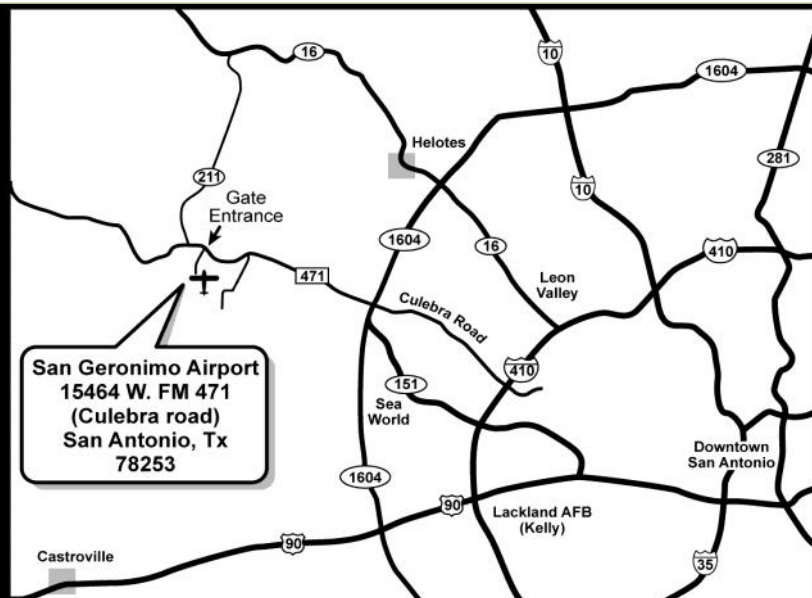
***May 11th***

***Yard/Chapter Work Party***

***1000-1200hrs***

***Lunch 1200hrs***

***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.

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