



EAA Recognizes Two Chapter 35 Members at AirVenture

August 2022

Volume 65 Issue 8

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At the 2022 EAA AirVenture at Oshkosh, Wisconsin, before a crowd of several hundred EAA chapter leaders from around the world, two chapter 35 members were recognized for their outstanding achievements during 2021-2022. There are nearly 900 chapters and over 200,000 EAA members worldwide, so to be selected as one of the top few in any achievement is remarkable. Congratulations to Lew Mason for earning the very prestigious Chapter Major Achievement Award and to Ian Heritch for earning the Chapter Webmaster Award!

Lew Mason – Major Achievement Award

Lew Mason joined our chapter right after he earned his private pilot license in 1975. He felt he could not afford an airplane, but the chapter convinced him he could build one. And he did...four times. He built the third Vari-EZE in Texas, a Bowers Fly-Baby that was featured in EAA Sport aviation and more.

In 1987 he was one of ten pilots who purchased land, cleared it by hand, and established San Geronimo airpark. When Chapter 35's home airport was sold for development, Lew and the other owners made it a new home at San Geronimo. I mean made it - built with their own hands - a large clubhouse, ops building and later a builder's hangar. Countless thousands of pilots have passed through the chapter doors since he became a chapter leader. And his legacy will serve innumerable others Lew has been the chapter secretary, president, tool crib and builder facility custodi-

an, board of directors' member and technical counsellor for the chapter for more than 45 years. He and his wife Nancy have kept the chapter house gardens, taught kids, welcomed a bazillion new members, cooked thousands of pancakes, burgers, dogs, entertained at the parties and truly made the chapter a home for San Antonio pilots. Lew and Nancy are always there and can be counted on to be wherever there is a need.

Today, you'll find Lew and Nancy almost always at every event, every rally, and even today his WWI



(Continued on page 4)

Next Event

August 13th
Chapter Clubhouse

Social 11:30

Lunch 12:00

Program 13:00



Spaghetti Cookoff and Oshkosh Recap at 1300
(Bring your photos)

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Publisher: Chuck Fisher
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ea35news@gmail.com

FROM THE PRESIDENTS COCKPIT

CHUCK FISHER



Phew! By the time you read this we will have all returned from AirVenture. What an adventure AirVenture always is, and I am looking forward to the stories from all who went. One of those stories will be from Nolan Haecker, our Air Academy scholar. He will tell us about the cool new things they are teaching at the Air Academy in the first post-COVID session and all the other extraordinarily cool things he found and discovered at

AirVenture!

In August we are scheduled to have another Young Eagles rally! I hope lots of you have signed up by now to be pilots, but if not, please do. We need more, and it is easy to do. Along those lines, I am very proud that our chapter is one of very few in the entire EAA constellation that has been giving Young Eagles rides since the program was started 30 years ago. And, if you look at our very old newsletters, we were giving kids rides before it was "a thing". This chapter has a long proud heritage, and I hope each of you has a chance to contribute to its next decades of achievements.

"The Joker" did not make it to AirVenture, but it is moving right along to get back in the air. Thank you to everyone who has contributed time and effort to working on it in the sweltering Texas heat. There is still a way to go, but several folks have really brought her along quickly and I think Bill for teaching so effectively along the way.

As we swelter in the summer heat, it is already time to think about fall. Coming up this summer and fall will be a couple Young Eagles events, a fly-in, our spaghetti cook-off, chili cook-off and holiday luncheon. Why do I mention that? Because right now we are already putting together plans for the holiday. We are hoping to again cater the meal without breaking the bank. And, we would love to hear YOUR suggestions and ideas. Send them to me at president@eaa35.org to share with the planners.

Notes from the VP — So another AirVenture, my first to attend, is over and Chapter 35 had a pretty good haul on the award and trophy scene. You'll hear more about that at the August (13th) meeting. You'll also have a chance to impress everyone with your own spaghetti, since this will be a Great Spaghetti Cookoff (NOT a pancake breakfast, as earlier reported)!

Also, Nolan will be telling his tale of his own special trip to Oshkosh. After he is done and has answered all our questions, we will be playing the Oshkosh 2022 highlight reel of your pictures and videos. Send them to me at vinas@sbcglobal.net and we will select a few from everyone's stash.

Start thinking about Christmas! It's already August and the year is

And it is time to dig out mom's best recipes for spaghetti sauce and chili to unseat the incumbents. This is always fun and I am looking forward to the last (cooler) half of the year.

By the way, we are still looking for some folks eager to help with activities of our chapter. Rick would like to find an entrepreneurial person or team to run our country store. Believe it or not, although we sell items at just slightly over cost, the country store is still a huge revenue generator for your operations and philanthropy. But we must have cool inventory that folks actually want or need, and we have the capability to even expand beyond just our meetings into the digital marketplace. So someone with a good eye for a bargain and some cool ideas would be perfect. Like to shop? Contact me at president@eaa35.org.

Finally, I hope you will join me in congratulating two important chapter members who received EAA National Recognition up at Oshkosh. Lew Mason was awarded the Major Achievement Award and Ian Heritch the Webmaster award. Both well earned. When I put pen to paper on Lew's nomination, I could not help but be struck by just how much he has done for this group. In 45 years as a chapter 35 member, how many thousands of lives has he touched in the process? Both Ian and Lew are humble folks, but I am super proud that their achievements have been recognized in a very public way!



Great work everyone. Go Fly!



blowing by. It will be here before we are even halfway ready!

I hope everyone had as much fun at AirVenture as I did. There was much to see and do, as I have always heard.

Next big hurdle: we have a Young Eagles event coming up, so get yourselves qualified as soon as possible!

Get those spaghetti sauce recipes ready!

Rick Vinas



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EAA Chapter 35

eea35vmclub@gmail.com
eea35.org



VMC_CHAP_PS_2026

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Public Information Officer:

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

From the Kitchen

Greetings from the EAA Chapter 35 Kitchen. We had an awesome turnout for our gathering on Saturday July 9, 2022. So pleased to see so many come, share in great food, and relive many stories. It was also great seeing so many of our youth members attend. Let me extend a great big thank you to BJ O’Dea for both helping in the setup on Thursday afternoon and taking over on Saturday, since I could not be there for most of the meeting. Pam Perdue also was a fantastic help on both Thursday afternoon and Saturday. A big heartfelt thank you to Roxie Beavers for all the hard work she did on Saturday. Many thanks to Mary Ann Schlattman for all her work on Saturday. Again, a big, huge Thank you to Danny Beavers our grill master. I have heard nothing but compliments for the excellent burgers and hotdogs. Again, a great big thanks to all who helped in the kitchen. Thank you to all who aided in the clean-up it does make nice so those who help in the kitchen to have everyone help with the cleanup.

Can’t believe that Air Venture is almost here. Once we return from Air Venture, we about two weeks to perfect our spaghetti sauce recipes for the great spaghetti sauce cook-off to be held on Saturday August 13. Who will win the next coveted golden ladle? Be ready to come and eat spaghetti, salad, and bread on August 13. Will keep you updated on September’s menu. October 8 will be our last pancake breakfast for this year. We will need cooks and servers for sure. Watch From the Kitchen for all the latest.

That’s it for this month.

(Continued from page 1)

inspired Fly-Baby complete with Spiked helmet pilot and simulated weapons is a crowd favorite with the kids.

It is not an exaggeration to say quite simply that hapter 35 would not be what it is, or where it is without his diligent work for nearly



half a decade.

I am proud to recognize builder, pilot, technical counselor and wonderful friend Lew Mason for nearly half century of mentorship, leadership and guidance....with many more to come.

Ian Heritch – Chapter Webmaster Award

The nomination for Ian was limited to a few words. In fact, they could have just asked for the URL for the website, as this award was based on the quality of the offering...and ours is excellent! Nonetheless, here are a few of the things Ian has done in the background.

Several years ago, our chapter entered the web-realm. We purchased our domain and a member who was a professional developer created our chapter website. It was a good start, but the web presence was hard to update unless you were a computer professional, and though the technical web-hosting was good, we found the content was only a skeleton and was pretty much always out of date. It was obviously a partially completed project and no-one knew how to update it.

To make matters worse, our webhost relocated, making it impossible to keep our site current. We were, frankly, embarrassed by our out-of-date website and at a loss for how to fix it. Enter Ian Heritch. Ian is a “can-do” sort of guy. Ian diligently learned the basics and coding of our proprietary website and labored to bring it up to speed, but after several frustrating months concluded that the EAA-provided website offered more flexibility and would be easier to maintain long-term. So, Ian taught himself and mastered the technology of the well-designed software provided by EAA and using that, he single-handedly established our new web-presence. To be clear, not only did he establish the technological web-presence, but he also spent countless hours creating web-content. He located documents, solicited photos, and populated an entirely new web-presence that now includes photographs, historical and current

documents, newsletters going back for 30 years, our event calendar, builders’ pages, scholarships and much more. And, as he migrated content from the old website, he was also able to work with technical experts to re-program that domain and website to seamlessly point to the new website. Thus, for our users who were accustomed to our domain, our website eaa35.org never changed. It just got a



LOT better.

Ian worked with our treasurer and proprietor of our “country store” to set up PayPal payment for members to renew membership and even to purchase chapter items online. This has permitted our members who have not returned in person, are geographically separated or who could not find a checkbook if they needed to, to keep their memberships active. Most importantly, he spends hours each month updating the website and keeping it completely up to date. It is never “done” and as I write this, I am quite sure he is adding even more capability and resources. It seems nearly every board meeting includes a new idea or a new function or content to add.

So, these days, I am proud to be able to tell a prospective member or fellow aviator – check out eaa35.org!



Craftsmen's Technique

by Mark Julicher

Understanding the Breather Tube

Your engine has a breather tube. Do you know where it is? Do you know what it does? What happens if the breather does not work? Read on and learn more.

The breather tube is a vent from the inside of your crankcase to the atmosphere. As your pistons compress each fuel-air charge and combustion takes place, a small amount of pressurized gas escapes past the piston rings and goes into the crankcase. This is known as blow-by. What's more, as the pistons each make their down strokes, i.e., the intake and power strokes on a four-cycle engine, the air/gas inside the crankcase are displaced - moving very rapidly. Think of it as a virtual hurricane happening inside your crankcase.

So, without a vent, this hurricane of gasses along with blow-by gas would severely pressurize the crankcase. That pressure would find a way out by pushing out gaskets and blowing out the nose seal. The engine would become a leaky, oily mess.

Meanwhile as the pistons are moving rapidly, they are splashing/throwing drops of oil. Some of those oil drops are blown out of the breather. This is a prime source of oily airplane belly.

One more thing, blow-by is combustion gasses and that means a great amount of water vapor. You remember your high school chemistry, right? Burn hydrogen and oxygen and you get hot H₂O. So yes! The crankcase is loaded with water vapor and the breather is venting water amongst other gasses. Now if you happen to be flying above the freezing level, that water vapor may just freeze at the breather opening and make a big ice ball - thereby clogging the breather.

Here then we have two problems. Oil residue blows out the breather and ice may form at the breather opening. Fortunately, solving these problems is easy.



Photo 1: Continental O-300D typical of an older C-172. Breather exit shown in the orange oval. Photo credit: 007 museum.com

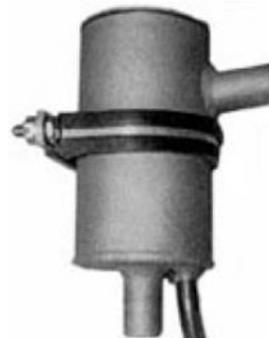
First tackle the ice problem. Somewhere along the breather tube and located in the cowling where it should be warm(ish), a good size hole should be drilled through the breather line. A hole on the order of 7/16 or 1/2 inch diameter will do nicely. Now if you happen to form a clogging ice ball at the breather exit, the hole in the breather line will still allow venting. If the hole is drilled judiciously/angled carefully, there will be no oil blowing out into the cowling at this vent hole. One problem solved.



Photo 2: Breather line with no ice hole (aka weep hole.) Photo has been edited to show a good location to drill a hole. Photo credit: Supercub.org

Now to solve the oily mess.

Many breather lines are just extended a few inches below the plane where the slipstream will carry the oil mist away. Many times this is sufficient and the belly of the plane does not get too dirty. Sometime however, a mere opening at the bottom of the cowling is not enough. In order to minimize the oily belly, an air-oil separator can be installed. An air-oil separator is merely a chamber into which the breather tube discharges, then using baffles and labyrinths the oil drops are collected and allowed to drain back into the engine while the gasses are vented overboard.



There are many different air-oil separators on the market. Some work better than others. Some must be opened and cleaned periodically. Some have Airworthiness Directives directed against them and must have special inspections. If you have an air-oil separator on your plane it would be good to know all about it.

Photo 3: Air-Oil Separator. One of many different kinds. Photo credit: rmj aero. (Continued on

page 6)

Craftsmen's Technique

Occasionally, especially in experimental aircraft, the breather exit is pointed at a muffler or exhaust. The idea is that a few drops of escaping oil will hit the hot tubing and just be burned or evaporated at this hot location. It can work that way, but in some cases it makes a crusty mess so be advised that this solution may not be suitable.



Some experimental builders make their breather tube exit into an empty soup can and occasionally they clean out the can. It is the same idea as the air-oil separator except the captured oil does not drain back into the crankcase.

Photo 4: Breather aimed at exhaust header on an RV-6

Aerobatic airplanes, for obvious reasons, tend to send a lot more oil out the breather tube. The solution here is to extend the breather tube. Perhaps extend it down a gear leg or down the length of the fuselage (inside or outside is OK) and allow the breather to exit near the tail.

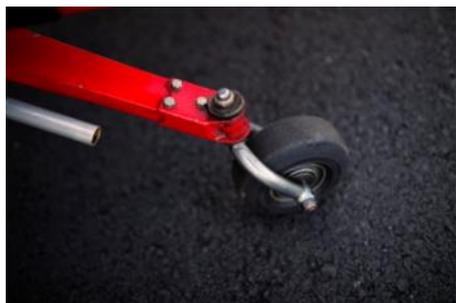


Photo 5: Breather exit next to tail wheel on an Extra. Photo credit: AOPA

Photo 6: Breather tube exit on a PA-24 Comanche.

The O-200 in a Cessna 150 Aerobat uses an extended fitting inside the crankcase such that breather gasses are picked up in the open crankcase cavity instead of along the crankcase wall. Theoretically there will be fewer oil particles in the crankcase cavity. Maybe so, but if the engine has a lot of blow-by the oil will find the breather opening regardless. Recognize also that when your piston rings are getting worn and tired, additional oil will be blown out the breather line. (Continued on page 11)



Membership

Please Welcome:

- Alex Peason of San Antonio: alexptx@gmail.com
- Liam Hawthorne, Student Member
- Dylan Martinez, Student member
- Lorenzo Busby, Student Member
- Jeffrey (Woody) and Norma Ferguson are from San Antonio. He is a Private Pilot and owns and flies a C-150H. Jeff.Ferguson@aol.com
- Brian and Heather Mizvla are from San Antonio where he is a Flight Engineer on a C-5M and also flies a Piper Warrior II. brian.mizvla@gmail.com
- Fernando Ayala of San Antonio where he builds and flies model airplanes and is a HAM Radio operator. fernoaua@gmail.com
- Ryan and Leilani Riley who are from San Antonio where he is a CFII, MEI, Multi, Commercial Pilot. Additionally Ryan owns and flies a Lancair ES and T-6A/B. afriles@gmail.com
- Ross and Nancy Duepner are from Castroville. Ross, a CFI, CFII, ATP flies a B767 and owns a C-150. Rfduepner@gmail.com

Chapter 35 Membership Information

159 Total Members

31 New Members

92 Renewals

29 Life Members

7 Student Members

CLASSIFIEDS

BUILDER'S

SPACE: 10x20 builders space in the chapter hangar, access to chapter tools, equipment and room to temporarily expand (e.g. to mount wings, etc.). This is about the size of a



garage with lots of extra room and for building up till you need a full sized hangar and costs less. Contact Rebecca at youngea-gles@eaa35.org or chuck at president@eaa35.org

WANTED: HANGAR

Mark Vondrasek is looking for a hangar at the San Geronimo Airpark. Looking for something larger than a T - hangar. Must have electricity. I need room to finish my gyrocopter project and store a trailer.

Please call me at (608) 438-9077

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Contact minerjb@hctc.net with any questions.



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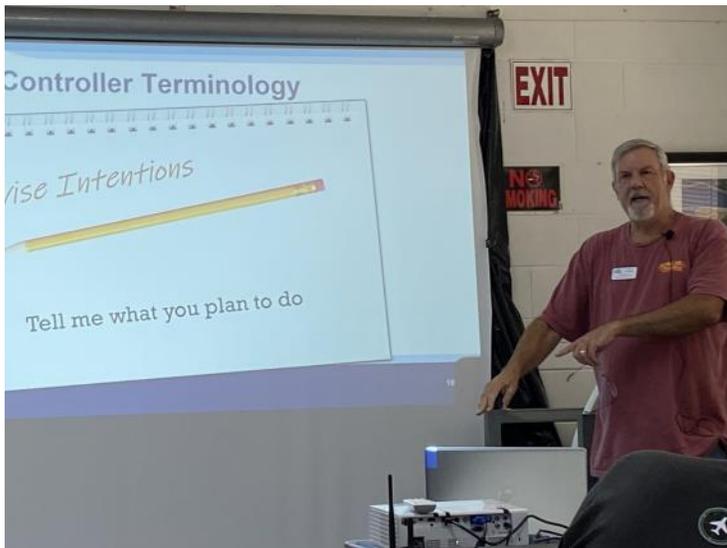
Chapter 35 representatives participating in the 30 year celebration of the EAA Young Eagles program at AirVenture 2022.



In need of Young Eagles Pilots

JULY CHAPTER GATHERING

An awesome presentation and fun game of Jeopardy with FAA's Ryan Newman during the July chapter gathering.



Great food and comradery.



(Craftsman technique from page 6)



Photo 7: Continental O-200 breather exit. For an aerobatic engine, the brass fitting extends well inside the case whereas the standard brass fitting just threads into the crankcase a short distance. Photo credit: pintrest.com

Many small Continental engines are set up such that the breather tube runs up-hill for a few inches before turning down and overboard. The object is for oil to collect and run back into the crankcase at the source of the breather tube. This technique works OK for the most part. Go back and look at Photo 1 and see this uphill geometry.

You can see that there are several techniques for solving the oil mess. One old anecdote is that Stearman pilots stuffed cotton balls into the breather before doing aerobatics. I can't vouch for that, but it is plausible.



Ultimately, we may not be able to eliminate the oily mess, but all of us try to minimize time lying on our back with a bottle of cleaner and a roll of paper towels.

Photo 8: Breather opening in the accessory case of a Lycoming O-360. The oil screen cavity near the top of the case opens to the large, blue AN fitting.



9 to 5 – The Dolly Parton Rule

Chuck Fisher

I am quite sure that Matt VanDeWalle just knew we had totally lost our minds.

Here we were, the attendees at the Chapter 35 VMC club finishing out a serious discussion of pilot choices to make when the fog bank rolls in, or clouds form unexpectedly...departing the clubhouse singing (well sort of) “Nine to Five” a la Dolly Parton.

And maybe, we really did lose our minds with the Dolly Parton rule...but I'll bet you don't forget this when you are done reading!

I am terrible at math and doing mental mathematical gymnastics is embarrassingly bad. Matt, our fearless VMC leader is a CFI, CFII, USAF check pilot who has been flying since he was a teenager and has made a bazillion military and civilian pilots. He can rattle equations and principles off without hesitation and can explain exactly why they all work. They sound so simple! I on the other hand, find myself grasping desperately for a calculator at the first number. But I do recall things that rhyme, or for which I can make a simple visual or audio clue. Hence, “Nine to Five”.

So, our discussion was about fog and dewpoint. The first principle is that fog is bad and that low clouds, especially ones that form while you are in the air...are also bad. So, avoiding them is a good plan. Thus, when you read the weather, what dewpoint spread is worrisome; and how do you estimate the ceiling...or what the ceiling is about to become?

I imagine pretty much every student pilot can recite the standard lapse rate for temperature (2°C (3.6°F) decrease per 1,000' increase). It's a good test question and will tell us how high we have to go to escape the oppressive heat (without an inversion of course). However, that number is for dry air, and when it comes to cloud formation, the issue is the temperature at which *fully saturated air* will condense to make a cloud.

The FAA tells us “As moist, unstable air rises, clouds often form at the altitude where temperature and dew point reach the same value. When lifted, unsaturated air cools at a rate of 5.4 °F per 1,000 feet and the dew point temperature decreases at a rate of 1 °F per 1,000 feet. This results in a convergence of temperature and dew point at a rate of 4.4 °F **per 1000 feet increase in altitude**. Apply the convergence rate to the reported temperature and dew point to determine the height of the cloud base.”

So the equation is (Current Temperature (°F) – Dewpoint (°F) / 4.4) x 1000 = saturation point (the cloud bottoms). To do the same in Centigrade, use 2.5 instead of 4.4.

Here is where the fun comes in. How do you quickly calculate a

centigrade temperature from Fahrenheit? Subtract 32° then divide by 9/5, (which is 1.8 by the way). Of course, if you are calculating the differences you don't have to subtract the 32 (e.g. 86°F - dewpoint 79°F=7°F or 7°F / (9/5) = 3.9 °C) So, the cloud bases for this example would be 7°F / 4.4 =1.59 x1000 = 1,590 feet.

There's the first Nine to Five....

At this point my head was beginning to hurt...math. But then the question arose. If I am getting ready to launch at first light or in the dark and I'm watching the morning news as I pry my other eye open over a cup of coffee, what dewpoint spread would estimate a good minimum?

Well, assuming VFR only, gentlemen flying over uneven terrain, 1000 feet above the ground, 500 below the clouds and a little cushion for terrain – let's take 2000 feet as a good minimum cloud base.

So, in round numbers, 4.4°F per 1000' or **about 9°F** would give me that 200 feet. But, of course, the METAR is in Centigrade. That's easy: 2.5°C per 1000' or **about 5°C**. Less than either of those numbers now or predicted for the future predicts a risk of clouds too low for my comfort. There it is again...Nine to Five.

Zero feet, by the way is fog...remember what we were talking about to start with?

So here we have the new Dolly Parton rules. **If the difference or projected difference between temperature and dewpoint is 9°F or 5°C I should have about 2000 feet VFR cloud clearance.**

Oh, and if I want to convert the Fahrenheit to centigrade, I can use the same number (dividing by 9/5).

This is nowhere in the FAA guidance and it for sure was not in the lesson plan. But it's a fun number, and I'll bet you'll remember it!

Workin' Nine to Five.....





A full house at the July Chapter 35 gathering.

Lots of members sporting the new Texas flag shirt



Chapter 35 Youth / Scholar Programs

I apologize for being out of reach more recently, since I moved to Texarkana, I have helped build two houses on our property, amassed 3 vehicles, been flying my airplane, and at the same time working 50-55 hours a week at the Chick-fil-a closest to me. Last November I started working at the Chick-Fil-A in Texarkana, and shortly after got promoted to a shift lead and with that position was given more hours than I originally wanted. After getting used to the workload I am grateful for the hours as that gives me the opportunity to afford flying on the weekends, however it does mean I stay busy the whole week. My airplane has been a blast to get to fly but unfortunately with me attending Angelo State University in the fall it's going to have to be up for sale. It's a flying Challenger II with around 150 SMOH and too many extras to list, so if anyone seems interested give me a call. As I mentioned above, I am going to ASU at the end of this month for their Commercial Aviation bachelor's degree program, I am set to graduate with my ratings up to CFII and MEI in August of 2024. I will be living on campus and flying roughly 5-7 hours a week. My glider training has been on sabbatical these last few months while the club was shut down for winter. We are working on getting our tow plane back in annual so we can continue

training, but I don't think it'll be flyable before I leave to San Angelo, TX. Thank you all for your continued support and I hope I will see many of you soon at Osh22. -Evan Carrell



Quick update... I took my PPL checkride this week and I PASSED!!!! Thank you so much for your and Chapter 35's support and encouragement along the way! I wouldn't have reached this point without it; the journey was entirely a team effort. -Gabriella Pfang



Ray Scholar Jeffery Davila at AirVenture fresh off a morning sortie in a P-51 Mustang



MYSTERY PLANE REVEALED!**BY DOUG APSEY**

I wrote this month's mystery airplane reveal early due to travel plans and did not receive any correct answers before sending it off to the newsletter editor. Again, I would like to thank EAA Chapter 35 member Jeff Remboldt for suggesting our July Mystery Airplane.

The correct answer was the Junkers Ju 86P which was a high-altitude bomber and photo reconnaissance version of the Ju 86 bomber used by the German Luftwaffe during WWII. The Ju 86P-1 was the high-altitude bomber while the Ju 86P-2 was the photo reconnaissance version of the airplane.

The Ju 86 started out as a ten passenger civilian airliner but by the late 1930's it was "militarized" into a medium bomber. The prototype Ju 86 first flew in November of 1934 and production began in 1936. It was an all metal low-wing monoplane with conventional landing gear and twin tails. The main gear was retractable while the tail wheel was fixed. Junkers used a unique feature for the wing control surfaces on many of its design including the Ju 86 where the ailerons and flaps were hung below the trailing edge rather than in line with the wing surface.

In 1940, the Luftwaffe requested that 40 standard Ju 86 bombers be modified into Ju 86P's. These were given a longer wingspan, pressurized two seat cockpit and fitted with two turbocharged Junkers Jumo 207 six cylinder water cooled diesel engines. These engines were capable of developing 1000 hp each during takeoff and 750 hp at 14,000 ft. Operational altitude of the 86P's was above 39,000 ft. Both the P-1 and P-2 carried a crew of only two in the pressurized cockpit and initially had no armament since it was assumed they would operate at an altitude above any enemy fighters. The bomber version could carry four 250 kg bombs or sixteen 50 kg bombs that were mounted vertically in four fuselage "cells" behind the cockpit. Bombs were typically dropped from approximately 30,000 ft and were mainly used as harassment since accuracy from that altitude was poor. The reconnaissance version carried three cameras but also retained the ability to carry bombs if needed. By late 1942, the RAF had modified a few of their fighter aircraft to reach the Ju 86P's which resulted in the Luftwaffe arming them with a single, rear facing, remotely controlled machine gun. After 1942 the Luftwaffe limited the use of the Ju 86P's over England since they could now be intercepted.

Junkers also produced several Ju 86 "R" prototypes for the Luftwaffe that were converted from Ju 86P's. The R model had a wingspan that was 21 ft longer than the P model and were powered by twin 1,100 hp supercharged Jumo diesel engines driving four bladed propellers. This version of the Ju 86 had a service ceiling of over 50,000 ft. A nitrous oxide injection system was also added to the engines for improved high-altitude performance. It is unclear how many 86R's were made, possibly as few as three.

Approximately 900 military and civilian versions of the Ju 86 were manufactured by Junkers and were used by airlines and Air Forces throughout the world in the late 1930's and into the 1940's and 50's. The only Ju 86 known to exist today was sold to Sweden in 1938 and was retired in 1958. It is currently on display at the Swedish Air Force Museum.

Sources for this article include:

- https://en.wikipedia.org/wiki/Junkers_Ju_86
- Ju-86P,R High altitude Bomber, Luftwaffe (airpages.ru)
- <https://weaponsandwarfare.com/2019/04/21/junkers-ju-86-high-altitude-reconnaissance-bomber/>

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

Your August 2022 mystery airplane was suggested by EAA Chapter 35 member Ron O'Dea. Thanks Ron for finding this very rare airplane. I truly appreciate the help in finding new "mystery" airplanes.

Who will be the first to email me at dapsey@satx.rr.com with the following information about this airplane.

1. What company manufactured it?
2. What is its name/designation?
3. When did it first fly?
4. What was its primary mission?



CHAPTER CALENDAR — CONTACT VICEPRESIDENT@EAA35.ORG - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

2022		
AUGUST	13	✈️ 1300 Spaghetti Cookoff
	19	1800 VMC Club (see FAA Wings page and e-mail)
	27	0900 Young Eagles Rally
SEPTEMBER	10	1130 Social/12:00 Program: Chapter 35 Member Open House and Fly-Mart
	16	1800 VMC Club (see FAA Wings page and e-mail)
		1930 Movies on the lawn (weather permitting)
OCTOBER	8	✈️ 0900 FLY-IN PANCAKE BREAKFAST
	14	1800 VMC Club (see FAA Wings page and e-mail); 7:30 Movie night on the lawn TBA
	15	0900 YOUNG EAGLES RALLY (RAIN DATE 22 Oct)
NOVEMBER	12	1130 <u>Annual Membership Meeting</u> and Chili Cookoff
	18	1800 VMC Club (see FAA Wings page and e-mail)
DECEMBER	10	<u>CHRISTMAS PARTY - PLANS TOTALLY PENDING</u> 1100 Social Hour; 1200 Lunch Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details)
	16	1800 pm VMC Club (see FAA Wings page and e-mail)

Upcoming Area Events:

Facebook Group: Texas Aviation Event Calendar

<https://socialflight.com>
<https://eaa.org>
<https://funplacestofly.com>

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GATES OPEN 8:30 AM

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By RICHARD VINAS

I hope everyone who needed an official-but-unofficial Chapter 35 Texas Flag shirt got one before picture time at Airventure. I badly underestimated how many small- and medium-size members we have and badly overestimated how many XL and 2XL would be called for, made worse by the shirts running a little large! Let me know your size needs at the next meeting and I'll make sure I get enough for everyone to have one. Of course, the Oshkosh shirt is also a good one to wear for the monthly Chapter 35 meeting!

Airventure is something I have tried to attend for about the last six or seven years, but something always came up. This year, I finally made it, and it was much more than I expected. Now I know why people go back year after year.

The Country Store is your source for all things Chapter 35. Apparel, key chains, coffee cups, and hats are only a small part of the merchandise we have for sale. Our most popular items lately are the excellent aircraft cleaning products from WashWaxAll, so let me know what you need. We may have another shirt or two that you want in addition to your official Texas Flag shirt, so come browse our selection.

If you think you have a flair for the retail side of life, let us know. We are looking for a new proprietor for the Store, the last one being more of a mediocre mechanic than a retailer (me)! As always, if

you have an idea for a product or clothing that you would like to see us carry, or just want to browse through the inventory, let me know and I'll see if we can accommodate. If there is something that you think our members would be interested in, we will see about adding to our inventory.

See you all before you know it!



These "Scrubbers" are great for de-bugging the leading edges of your wings.

TEXAS FLAG POLO SHIRTS	Sold Out - If you want one, let me know!	\$39.00
TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
YELLOW POLO SHIRTS	One Small	\$31.00
	One Medium	
YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
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WASH WAX PRODUCTS	Limited supply	\$8.00 & up

EAA Chapter 35 Leadership



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Past Presidents	Darren Medlin (2020-2021)	(210) 875-9971	darren.medlin@eaa35.org
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Member At Large	Ron O'Dea	210-488-5088	r2av8r@gmail.com
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Membership	Ron O'Dea	210-488-5088	membership@eaa35.org
Country Store	Richard Vinas	210-912-1699	vinas@sbcglobal.net
Public Affairs	Jose Garcia		eaa35pr@gmail.com
Newsletter Editor	Bill Fahey	210-632-4708	eaa35news@gmail.com
Newsletter Publisher	Chuck Fisher	210-878-5561	eaa35newspublisher@gmail.com
Website	Ian Heritch		webmaster@eaa35.org
VMC	Matt Van DeWalle		eaa35vmclub@gmail.com
Safety Officer	Ron O'Dea	210-488-5088	r2av8r@gmail.com
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Tool Crib/Hangar	Rebecca Southard (for immediate access call Lew Mason at:	507-210-0504	lewnan@sbcglobal.net
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Flight Advisors

Flight Advisors	RB 'Doc' Hecker	210-391-1072	tflyingdoc@yahoo.com
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Technical Counselors	RB 'Doc' Hecker	210-391-1072	tflyingdoc@yahoo.com
Technical Counselors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
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Technical Counselors	Nick Leonard	830-765-7481	ohlson38@gmail.com
Technical Counselors	Lew Mason	210-688-9072	lewnan@sbcglobal.net

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Pd Thru Dec 2022



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Senior Aviation Medical Examiner
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Richard B. Hecker, D.O.
Senior Aviation Medical Examiner
FAA HIMS / IMS AME

SCHEDULING PORTAL: SA-AME.COM

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Suite 203 Fax: (210) 957-0882
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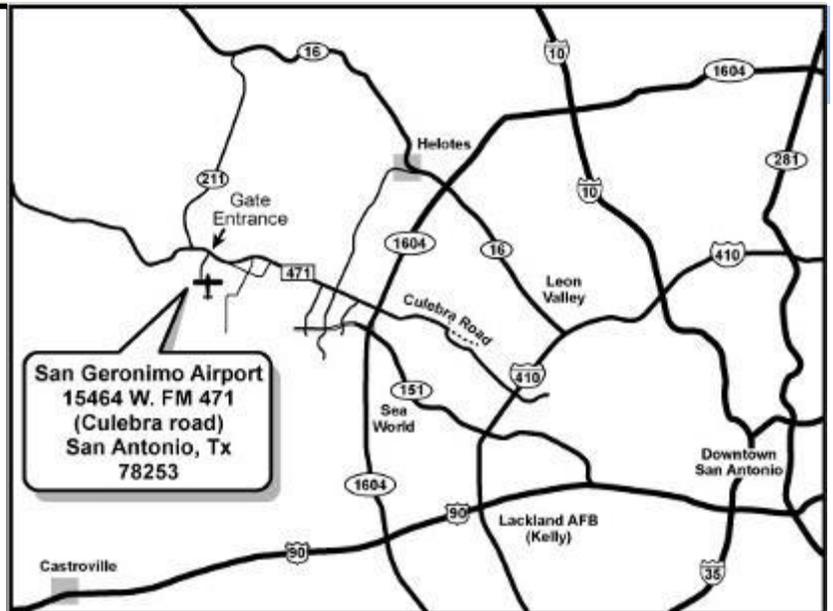
NEXT EVENT

AUGUST 13

1130 SPAGETTI COOKOFF

Chapter 35 Clubhouse

8T8 (San Geronimo Airpark)



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

For over 60 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

[Click Here for Link to 8T8 on AirNav.com](#)

Ron O'Dea, Membership Chairman
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