



**March 2022**

Volume 65 Issue 3

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**Next Event**

March 12  
9:00 AM

Chapter  
Clubhouse

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.  
 Publisher: Chuck Fisher  
 Editor: Andrea McGilvray  
 eaa35news@gmail.com

## Southwest High School RV 12 Looks Like an Airplane!

Darren Medlin

Recently, at the SW high school aircraft build, which our chapter helps sponsor and that involves several chapter volunteers, the students joined the empennage and fuselage sections together. They ran and connected all the instrument wiring and fuel lines. It's a fuel injected RV-12iS and has more plumbing than I'm used to. It was a big milestone, and we should have first engine start very soon. The wings are done and can be slid on any time. Chapter members Jon King, Frank Pisz, Eric Knight and Darren Medlin are in the picture with our great Southwest High School student builders. We are pretty proud of this team and partnership making a difference for a great group of kids. (Note that chapter banner in the back!)



**SPRING CLEANING!** Bring your work-clothes, gloves, and energy!

**Chapter Members' Lunch to follow (If you've done your chores)**



## PRESIDENTS COCKPIT

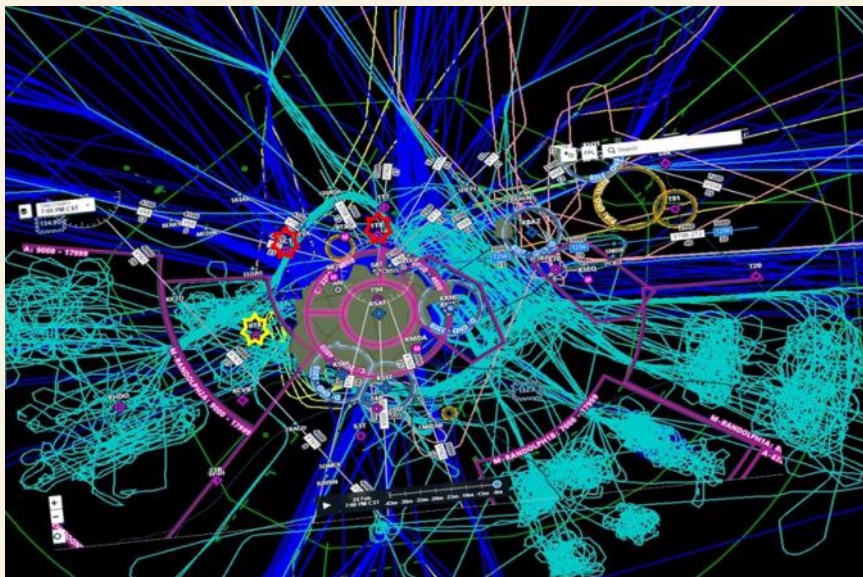
## CHUCK FISHER



Can you believe it is already March? We are already into spring and nearly a quarter of the way through 2022! I hope you have made great progress on your build, rating, or done some excellent flying already.

**Airspace Safety:** At our last (February) gathering we heard a superb discussion by Travis Ulhorn, San Antonio Air Traffic Controller. He showed us the pinch points around San

Antonio, including the funnel directly over 5C1 (Boerne Stage) where the airliners are descending on extended final and a pinch point over 1T8 (Bulverde) where the T38's for Randolph are doing a rapid instrument descent while airliners are going opposite direction 1000 feet higher...all directly over the field. He explained that each of the very busy flows is altitude deconflicted, but that they are bracketed by the flow above and below. Which means those fast-movers have no good options to deviate. This is important if you are orbiting up VFR into the path of the flow. The bottom line of all this is not just to look – a LOT, but to call KSAT when you are going to be flying. They would really like for you to do so, and that way can give you traffic alerts and warnings for your safety.



I took Travis' 24 hour time-lapse of flights in San Antonio and overlaid the aviation chart. Your airport is probably right under one of those clusters of lines. Yup, a call to ATC is a pretty darned good idea!

**Have you renewed?** Our membership continues to grow and we are thrilled to welcome a lot of new members! But there are still a bunch of **you** all who have not yet renewed! Take a second now to mail your check to Ron to get you caught up for this year (see the address on page 20).

**VMC Club** – we were thrilled to have our FAAsteam lead and chapter member Ryan Newman bring us up to speed on the latest changes and options in the WINGS program during our VMC club time. Did you know you can win \$\$ as you earn your wings? A generous donor has set up a fund to help encourage folks to do so. Ryan reinforced that your WINGS participation takes care of the biennial re-

quirement, can lower your insurance premiums with some companies, and overall WINGS participants are less likely to be involved in mishaps and enforcement actions.

Chapter 35 sponsors a VMC club each Friday of the week following our gathering. It is open to all pilots, members or not, and anyone interested in improving their proficiency and aviation safety. Led by Matt VanDeWalle, these are always a great session.

**TOOL SPONSOR:** At the last gathering I mentioned an proposed initiative to keep our builder's facility in tip-top shape – Sponsor a tool. The idea is that we will ask for volunteers to sponsor one or more of our chapter tools. The responsibility will be simple – make sure YOUR tool works and is safe and well-maintained. Your chapter will reimburse for supplies needed...we just need YOU to help.

**AIR ACADEMY:** Know a talented young man or woman who we should send to OSH-KOSH? We will select one 16-18 year old to go to Air Academy where he or she will learn building skills and aviation fundamentals. The “application” is a letter by the applicant AND a letter from the chapter member who sponsors them to Maarten Versteeg. See his guidance later in the issue.

**COMING UP:** We'll re-start **Young Eagles** Rallies in April

and June 11<sup>th</sup> is International Young Eagles day so anticipate a BIG rally then! Also on May 21<sup>st</sup> EAA is rolling out a new **Flying Start** program aimed at helping adults enter or re-enter aviation. Expect more on this in the next few weeks!

**WASP WWII FLY OUT:** Mark your calendars for April 29<sup>th</sup>. The WWII WASP Museum is holding their 80<sup>th</sup> anniversary celebration and they are hoping to pack the airport at Sweetwater in commemoration. I'll be flying up, and I hope to get a whole bunch of San Antonio aviators to go too. Lets go!

**NEXT MONTH:** Next month we will gather in the morning to clean, re-arrange and organize the hangar, and clean and repair items around the clubhouse. We'll need all hands on deck to help. Then, once your chores are done – we'll have our chapter annual members burger and dog burn!

It is SPRING and time to fly. Be safe up there!



# CHAPTER BULLETIN BOARD

## On tap for this month

### CHAPTER MEMBER PICNIC

We'll have BBQ Burgers, Dogs, chips and stuff—all free...but you have to do your chores first!

Feel free to bring something to share if you like.

Thanks to EVERYONE who helped with last month's Hot Dog tour. I hope you all had some fun with that them.



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.



**YOU'RE INVITED TO THE WASP HOMECOMING**

JOIN US IN HONORING THE WASP BY ATTENDING THE ANNIVERSARY CELEBRATION

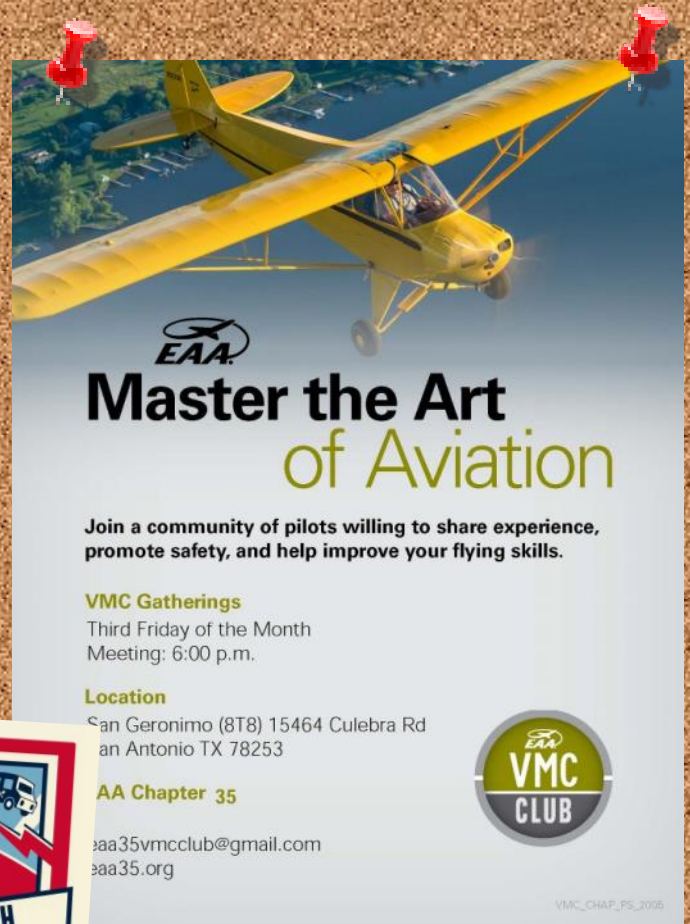
NATIONAL WASP PRESERVING THE HISTORY WWII MUSEUM PROMOTING THE LEGACY

*Save the Date*  
**APRIL 29TH & 30TH 2022**

**FRIDAY**  
WASP FAMILY LUNCHEON  
(PRIVATE EVENT FOR WASP FAMILIES ONLY)  
1940'S HANGAR DINNER DANCE WITH A LIVE BAND

**SATURDAY**  
FLY-IN ON AVENGER FIELD  
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HOSTED BY NOLAN COUNTY CHAMBER OF COMMERCE

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**EAA**


## Master the Art of Aviation

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

**VMC Gatherings**  
Third Friday of the Month  
Meeting: 6:00 p.m.

**Location**  
San Geronimo (8T8) 15464 Culebra Rd  
San Antonio TX 78253

**AA Chapter 35**  
[aa35vmclub@gmail.com](mailto:aa35vmclub@gmail.com)  
[aa35.org](http://aa35.org)



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# Craftsmen's Technique

by Mark Julicher

## Break the Brakes!

Let's review some Newtonian physics as it relates to stopping airplanes.

Assume Isaac Newton had it right that energy can neither be created nor destroyed. Consider then an aircraft that just landed at 60 mph, i.e., 27 meters/second. The airplane in question weighs 2000 lbs., i.e., 907 kilograms.

Remember the kinetic energy formula:  $KE = \frac{1}{2} \text{ mass} \times \text{velocity squared}$ .

The kinetic energy of this plane is  $\frac{1}{2} \times 907 \text{ kg} \times 27\text{m/sec} \times 27\text{m/sec} = 330601 \text{ Joules}$ . 174 Celsius heat units. 313 British Thermal units.

Whoopee. Trivia? You know the airplane can be stopped in a thousand feet or thereabouts using the toe brakes, so big deal.

Well how about if Joe Bagadonuts lands this plane ten mph faster? Now the energy at touchdown is now:

$\frac{1}{2} \times 907 \times 31.3 \times 31.3 = 444290 \text{ Joules}$ . 233 Celsius heat units. 419 BTU.

That is a 34% increase in energy for a 17% increase in speed. Yeah, that squared velocity thing matters a lot.

So what? Here's what:

Brakes turn kinetic energy into heat. Furthermore, heat is dissipated in a linear fashion. E.G., twice the heat takes twice the time to dissipate, or shall we say twice the runway?

In the example above, 1/3 more heat will take about 1/3 more runway. So, if stopping in 1000 feet from 60 mph is "comfortable" to the pilot, landing 10 mph faster will take more like 1333 feet of runway. That may or may not be comfortable depending on the runway in question.

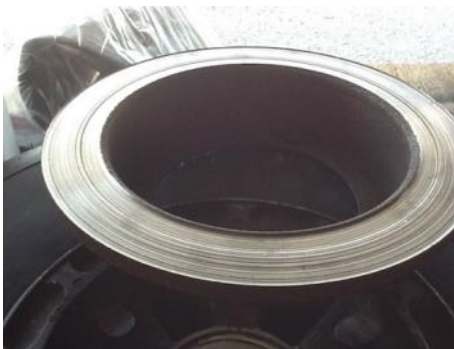
Now granted, this is all back of the envelope style calculations and there are other conditions that affect landing roll, but the point is, hot approaches lead to hot/long landings and longer distances to stop the plane. Ever since (most of us) gave up open cockpits, judging approach speed requires constant use of the airspeed indicator. Those of us not flying heavy iron with anti-skid brakes need to be considerate of those teeny tiny brakes on our airplanes.

Photo 1 is a pair of worn-out brake pads. These pads are about 2.5 inches long and 1 inch wide. They are made of material that can generate and withstand a lot of heat. That used to be Asbestos, but such is no longer the case. In any event, these little gems give fabulous service. And the less you use



them the longer they last (duh). Replacement cost? About \$9 per pad and an hour labor for one brake caliper – say \$95 per typical wheel.

Photo 2 is something seen infrequently. It is a worn-out brake disk.



It is not necessarily worn out because of the grooves in the disk. You don't generally turn light aircraft disks like you would for a car. However, look at the ridges on the inner and outer diameter of the disk. This disk has been worn thin! There are wear tables that tell when thin it too thin – and this one is too thin.

Is it still strong? Probably yes, but it can't dissipate heat as well as a serviceable disk. Therefore, that 1333-foot landing roll might stretch into 1500 feet or more. Excess heat causes brake-fade.

Replacement cost? About \$170 per disk and an hour to replace it, so approximately \$255.

Photo 3 is a leaking brake caliper. Hydraulic fluid (usually Mil 5606 in small planes) is leaking out of the



caliper. The caliper consists of a housing, a piston (looks like an aluminum hockey puck) and a large O-ring. A rubber O-ring. A heat-averse rubber O-ring. An O-ring that eventually breaks down due to wear and heat. Swell, using the brakes stresses the O-ring and allows 5606 to lubricate the brake pads (hint- wet brakes pads are not desirable.)

Repair cost? About \$1 for an O-ring, \$6 for hydraulic fluid, and two hours to replace the O-ring and bleed the brakes. So, figure about \$177.

Pilots, be nice to your brakes. Approach ON SPEED. Land ON SPEED. Use that runway to coast to a lower speed and then judiciously apply the brakes. And oh yes, we could throw the cost of tires into the mix, but let's save that for another time.



## A Record Setting Flight Along the Rio Grande

By Chuck Fisher

I was internet surfing for history notes for March and ran across this entry from right here in Texas that piqued my interest:

*3 March 1911 (USA) — With Capt. Benjamin D. Foulois navigating a course and Phillip Parmelee at the controls, the Wright "Type B" on loan from Robert F. Collier sets an official United States cross-country record from Laredo to Eagle Pass, Texas. It flies the 106 miles in 2 hours 10 minutes. [49 mph] (<https://www.skytamer.com/March.html>)*

Most of us are familiar with Benjamin Foulois, then a Captain, who was THE pilot of the fledgling Army Air Corps over at Fort Sam Houston. Of course, it wasn't called that then, and up to that point Foulois had not been totally successful convincing anyone that flying was good for anything other than scaring the horses. Not yet.

Foulois' training consisted of 54 minutes of flight training with the Wright Brothers and no solo experience at all. He was dispatched to Fort Sam Houston, Texas in 1909, as the United States' lone pilot with a team of enlisted men he called his "flying soldiers" and was instructed to teach himself how fly, how to use and take care of the United States' first (and only) airplane, designated "Signal Corps No. 1," and to assess its military possibilities. He did so using instructions sent via letters from Orville and Wilbur Wright, but as would be predicted, his maintenance team was kept busy.

Foulois and some others knew aviation would become key to military operations, but they needed ways to demonstrate its utility. So, two years later Benjamin Foulois was navigating while Phillip Parmelee flew a mission across the remote wilderness of the Texas-Mexico border and along the way set a distance record. But who was this pilot Phillip Parmelee at the controls?

Like many of the era, Phillip Parmelee was involved in automobiles and most anything else mechanical. In 1910 he applied to learn to fly with the Wright Brothers and was subsequently hired as a

demonstration pilot. He flew in demonstrations and made headlines setting a new distance and speed record flying from Dayton to Columbus Ohio at nearly 60 miles per hour and again for ascending to a whopping 6,625 feet in a new Wright plane.

During several of the demonstrations (we'd call them airshows or air races these days) Parmelee made a number of flights carrying Army officers and demonstrated the plane on experimental military exercises. During one event he carried Lt. Myron Crissley of the U.S Coast Artillery on several bomb dropping tests. Live bombs, weighing about 12 pounds, were used and the tests were highly effective and surprisingly accurate. This may have been the first time live bombs were ever dropped from an airplane. In 1911 Parmelee broke the American Endurance Record when he remained aloft three hours and thirty nine minutes. (Smithsonian National Air And Space Museum Archives > Harold E. Morehouse Flying Pioneers Biographies Collection - Parmelee, Phillip O.)



So, back to Fort Sam Houston; it is March 1911. Benjamin Foulois has learned to fly but his bedraggled aircraft is not just outdated but probably no longer safe to fly. The US military has taken a little interest in aviation, but frankly not much. However, a number of businessmen and philanthropists had already seen aviation as the future and put their shoulders into growing the sport nudging those military leaders who did believe. One of those philanthropists was Robert J. Collier, owner of Collier's Weekly and president of the Aero Club of

America. The Collier trophy is named after him.

Demonstrating the capabilities of the newer Wright Flyers, and its military application, Phillip Parmelee was dispatched to then remote Texas where Mexican Revolutionaries were active along the border. Mr. Collier purchased an aircraft from the Wrights, and loaned it to the Army for the flight.

With Captain Foulois charting the course along the Mexican border, the pair piloted the Wright aircraft from Laredo to Eagle Pass at

*(Continued on page 6)*

## PARMELEE CONTINUED

(Continued from page 5)

about 1200 feet. That 106 miles at 49 mph set a new endurance record. The purpose of the mission was to locate enemy troops along the border. They saw none.

While conducting preliminary flights at Laredo, James Hare, a photographer from Collier's magazine arrived and was taken aloft several times. Hare took a number of pictures of the terrain and established another first: photo reconnaissance and aerial map making. (JBSA Website)

All did not go well, though. On the second flight Parmelee apparently inadvertently switched off the engine and the aircraft ended up upside down in the Rio Grande. It was repaired, though, and Parmelee took photographer Hare on flights over the Panama Canal, setting more firsts in aerial photography.

Later that year Philip Parmelee dropped 54-year-old parachutist Grant Morton from a Wright type B aircraft, perhaps the first parachute jump from a powered aircraft. And, he starred and flew in one of the earliest aviation silent films A Dash Through the Clouds.

Incredibly, All of this occurred in a span of two years. Only two years after the auto mechanic from Michigan applied to become a Wright pilot, Parmelee fell to his death in an aircraft mishap in 1912.

So, the first real US Army reconnaissance flights and so much development was done at the hands of a contractor – military team. Some things have never changed. And now we know why that flight was important and more importantly who the guy in the left seat was with Benjamin Foulois during that record setting flight in March 110 years ago.



## NEW MEMBERS!

By Ronald O'Dea

## Please welcome:

**Chad Cooper and his Daughter (Student Member) Kylie:** They are both members of EAA National and Kylie wants to become a pilot.

**Bob and Teresa Tripp:** from San Antonio: Bob is a Comm/ISTR/ME rated pilot and CFI as well as an A&P. He is also a NAFI Counselor.

## Breaking-the-Chain

Ryan B. Newman

FAASTeam Program Manager

A friend of mine just related a quick story to me the other day that impressed me enough that I thought I'd take the time to write it down and share it with you. Two pilots jumped into a V-Tail Bonanza that someone may want to purchase and fly it to New Braunfels, Texas (KBAZ) for a Pre-Buy Inspection to be performed. With a couple hours to kill, they did what Airmen will often do, they went to find some coffee, with a side order of breakfast. Following the daily upload of cholesterol, they head back to the airport and come up to a three-way intersection that catches their attention. The street sign, the one with the stop sign attached, is damaged. It appears that a truck may have misjudged the turn and twisted the sign post so the street signs and stop sign are not facing their intended directions. It is causing some confusion, especially for folks who are not familiar with this intersection. This is an Accident Waiting to Happen. Well, one of these pilots decides that he just can't ignore this and says "I can't let that pass." When he gets back to the airport, he sits in front of a computer and



figures out the location of the twisted sign post, then sets about trying to determine what city it's in. A couple phone calls later he has been informed that it is a county road and therefore a county issue. A couple more phone calls and the proper county office is informed and will have someone out to get this fixed.

Now how many of you out there would have taken the time to find the proper authority and report an unsafe condition like this.....when it's not even your town? This isn't someone heading up a committee to investigate an issue, determine possible courses of action, listing the pros & cons, etc. This is just a guy who took it upon himself to get the ball rolling, to apply a simple fix for a safety issue. This is what Breaking-the-Chain looks like! In its simplest form, this is what a Positive Safety Culture looks like! Is this the kind of Safety in Action that you see in your workplace? If not, the Boss has some work to do, because a Positive Safety Culture starts and the top. Now, get out there and "Fix Your Stop Signs!"



## From the Cruise Director Rick Vinas, Vice President

I hope everyone had as much fun getting informed about our local airspace as I did. A special thanks to Travis Uhlhorn from the SAT TRACON/Tower. I mistakenly identified Travis as a Chapter 35 member, which he actually was not. We have fixed that, and now he is the newest member of Chapter 35! He influenced me (and I hope all of you) to plan on calling for flight following every time you go flying anywhere in the area.

For March, we will be focusing our meeting time on cleaning and re-arranging our chapter hangar. Many hands make light work, so we hope to have a good turnout. Lunch will be provided for all who help in the project.

Who would have thought there are so many different ways to make a hot dog? Our lunch offering was once again a great success, and we need to make sure to tell the ladies responsible "Thank You"!

Ryan Newman came out for VMC Club night and taught us everything you need to know to take advantage of the FAA Safety Team's Wings Program. It was a very informative time had by all.

I'm looking forward to seeing the group at our March meeting, and I hope to see you all there.



## SAFETY NOTICES:

### NTSB-Structural Failure of Piper Rudder Posts

Notice Number: NOTC2252

NTSB recently issued an Aviation Investigation Report AIR-22-02 highlighting an urgent safety issue involving Piper part number 40622 rudder posts made of American Iron and Steel Institute (AISI) 1025 carbon steel, which our investigations have found to fracture due to fatigue.

Select this link to view Aviation Investigation Report AIR-22-02: <https://www.faa.gov/files/notices/2022/Feb/AIR2202.pdf>

In this AIR, we called on the Federal Aviation Administration to issue an airworthiness directive that describes the safety risk associated with the continued use of this part and require owners and operators to address the unsafe condition, such as by replacing them with rudders equipped with a post made of AISI 4130 low-alloy steel or its equivalent.

### What You Should Know

We developed this report and recommendation as a result of investigations into two accidents both occurring in Anchorage, Alaska--ANC20LA059 on June 8, 2020, and AN-C21LA064, on July 23, 2021--involving airplanes,

designed and built by Piper Aircraft Inc., that sustained substantial damage when their rudders structurally failed in flight. In both cases, the airplanes were being operated as Title 14 Code of Federal Regulations Part 91 flights. The NTSB also examined three additional similarly fractured rudders.

### What You Can Do

We encourage all owners, mechanics, and operators to read our Aviation Investigation Report and be aware that posts made of AISI 1025 carbon steel in Piper Aircraft Inc. part number 40622 rudders are susceptible to fatigue cracking under normal service conditions. Recently documented structural failures of these rudders indicate a serious hazard to flight safety that warrants action.



Figure 2. Photograph showing the fractured rudder post on N4206H (case number ANC21LA064).



## AIRWORTHINESS DIRECTIVE

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

### 2022-04-04 Continental Aerospace Technologies, Inc. and Continental Motors

This airworthiness directive (AD) is effective March 29, 2022.

Applies to the reciprocating engines with an F&M Enterprises, Inc. (F&M) or Stratus Tool Technologies, LLC (Stratus) oil filter adapter installed per Supplemental Type Certificate SE8409SW, SE09356SC, or SE10348SC.

This AD was prompted by reports of two accidents that were the result of power loss due to oil starvation. The FAA is issuing this AD to prevent loss of engine power. The unsafe condition, if not ad-

ressed, could result in failure of the engine, in-flight shutdown, and loss of control of the aircraft.

Required Actions **Before accumulating 50 flight hours after the effective date of this AD** or at the next scheduled oil change after the effective date of this AD, whichever occurs first, **remove any F&M or Stratus oil filter adapter fiber gasket from service and replace it with a Stratus AN900-28 or AN900-29 oil filter adapter copper gasket** in accordance with the Compliance Instructions



**CLASSIFIED ADVERTISEMENTS**

**T-Hangar for Rent** San Geronimo Call Andrea McGilvray 210-413-

**Stratux Portable Dual Band ADS-B Receiver** with AHRS. Includes external GPS antenna, rechargeable battery and suction mount. Works with most electronic EFB's including ForeFlight, WingX and FlyQ. These are selling for \$389.00 on Amazon. Asking \$125.00. Call or text Doug Apsey at (210) 913-2539 or email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com).



**Pietenpol project for sale**

Pietenpol Air Camper project for sale. Fuselage, one piece wing, empennage, & controls surfaces all built with Sitka Spruce & Finnish Birch plywood glued with T-111 glue. the cabane struts are made from old Piper struts. All fabricated steel is 4130. Sale includes a disassembled Model A engine, 4 Piper wing struts, 1/8" stainless control cables sufficient to finish project, extra wood, & 4130 steel stock. Landing gear was remade to move 8 1/2" fwd. & is in progress. Plane is on gear. Wheels came from a Piper Cherokee. Tail-wheel made from plans from BPA Newsletter, not full swiveling. The stick & rudder bars are made & installed. Instruments are installed. Builder's log included. The plane is located at Comfort, Texas, near San Antonio. Asking \$5000. Contact [minerjb@hctc.net](mailto:minerjb@hctc.net) with any questions.

**WE NEED YOU!**

**Need Volunteer for:**

**Builder's Coordinator:** Interface with chapter builders, set up demos, make sure we have tools and equipment on hand our builders need

**Country Store Manager(s):** Do you like to SHOP? Looking for someone to take over country store, manage inventory, find and purchase cool stuff for our members!

Contact [president@ea35.org](mailto:president@ea35.org)



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25%	\$ 8	\$ 86.40	10%
50%	\$ 15	\$ 153.00	10%
100%	\$ 30	\$ 324.00	15%
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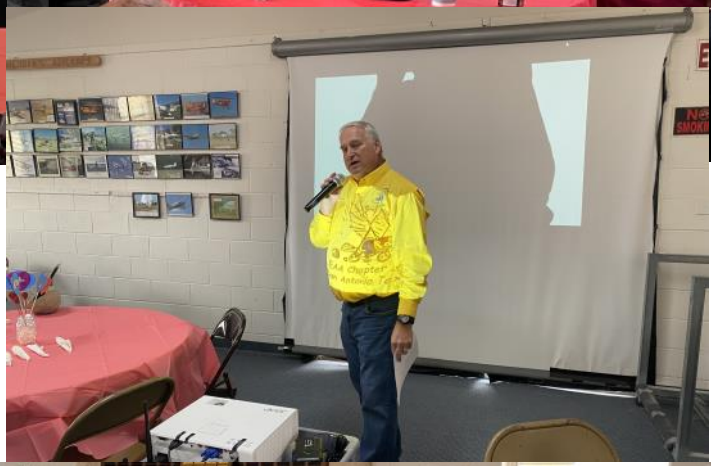


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## Hello from a Youth Builder

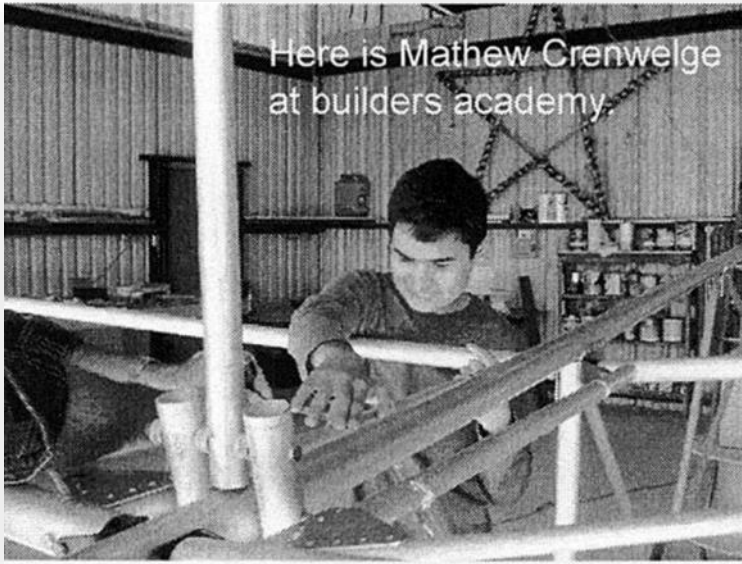
Chuck Fisher Feb 2022

Every now and then the stars just seem to align. It was a gorgeous Tuesday afternoon and we were scheduled to hold our chapter 35 Board of Directors meeting later in the evening. I scooted out of work on time for a change, and rather than turning north for home I looked at the blue sky and turned left and headed to the San Geronimo International Aerodrome figuring I'd get in a bit of altitude therapy before the meeting.

The air patch was deserted that afternoon. It was a little early yet. There was no breeze and almost no one around. Doors open...plane looks good. Preflight....darned flight bag is in my other car. Oh well, airplane needs to be cleaned anyway.

Then, I looked up from my polishing to rag to see a young man I'd never met in the doorway of the hangar. I'm glad I did.

He introduced himself as Matthew Crinwelge. He lives and works on the other side of town and seldom gets to the West side, but on that afternoon his work for a utility company brought him nearby and an



Here is Mathew Crinwelge at builders academy

Matthew with the Dream Classic Project - Runway 35 March 2007

old love was rekindled. So, he stopped by San Geronimo hoping to find some old friends.

Matthew was an early youth builder in the Chapter's Youth Academy. He had known the Dream Classic ultralight that now hangs in the hangar since it was a box of aluminum tubes. He later went on to be one of the Chapter's Air Academy sponsored attendees. He'd spent countless days and weeks at San Geronimo during those years, and he has fond memories of the people who mentored him and the experiences he had. He'd hoped maybe to run into a few of those folks he remembered so well on that quiet afternoon.

I took him over to the hangar where he admired the finished product of his labors hanging from the ceiling. He recounted the things he'd learned both in the Chapter Builders Academy and at the Air Academy. He described the projects he'd built, wing ribs, a spark plug holder, and a fiberglass clipboard up at Oshkosh. In our hangar he'd learned skills working with his hands, learning to rivet and cover; and though he never went on to be a pilot, those technical skills have served him well as an adult.

Matthew is "all grown up" now but wanted to make sure I conveyed his greetings to all his old friends and mentors at San Geronimo. Here is a photo from the March 2007 newsletter and a photo of him with the same project in 2022.



Matthew with the Dream Classic - February 2022

Yes folks, along the way each of us touches lives, and it matters. For Matthew, it mattered enough that he still holds dear those times at San Geronimo. I'm glad I happened to be at the airport at that exact time, and even happy I could not fly at that afternoon!

Every now and then the stars just seem to align ...

## Chapter 35 Scholarship Programs

### EAA Chapter 35 Selected to award another \$10,000 Ray Scholarship!

From EAA HQ

*Congratulations! EAA Chapter 35 has been approved for a 2022 Ray Aviation Scholarship! Due to your chapter's dedication to youth engagement, overall chapter health, and the wonderful application you submitted, EAA and the Ray Aviation Scholarship Review Committee are excited to have your chapter onboard this year!*

*EAA Chapter 35 is now approved to nominate a scholar for the 2022 Ray Aviation Scholarship. As a pre-qualified chapter, you will be sent an updated Ray Aviation Scholarship Handbook and handouts for your chapter to distribute to the parents of the scholar you wish to nominate.*

The Ray aviation scholarship fund provides funding for youth who wish to enter aviation by paying for some or all of their private pilot training. It is awarded in increments depending on where they are in their training, and there are milestones that must be met to earn the next increment of funding.

Chapters around the nation apply to be allowed to administer the scholarships on the behalf of the foundation. The applications are scored by several experienced leaders and selections are based on the engagement of the chapter with their youth and their support for pilots and pilots to be.

This is a real accomplishment and I want to thank Frank Covington for his years of success with the scholarship program and to Jane

**Hot off the press!**

**RAY AVIATION  
SCHOLARSHIP**



Kellogg who is will be assuming an even greater role in administering our Ray Scholarships and setting up and administering additional chapter-based grants and scholarships over the next couple of years.

Now comes the hard part: CFI, parents, and friends – YOU need to help find the next Ray Scholar for our chapter. We have met some amazing young men and women, so I know they are out there.

The ideal candidates will be engaged in aviation and have the support of engaged parents. They need to be members or student members of our chapter, known the members and be willing to volunteer with the chapter and give frequent progress reports for the newsletter and gatherings. And most important, they MUST earn their private pilot's license. So, a driven, highly motivated personality that will succeed is very important. Ideally, we hope they will train with a flight instructor who will see them through to the end and we can help them find one if needed.

There is an application form, a letter, and an interview requirement to earn this scholarship. It IS competitive, so a push letter from a chapter member is critical. Contact [scholarships@eaa35.org](mailto:scholarships@eaa35.org) for more information.

**So, chapter 35, who will you select for your next Ray Scholar?**

## AIR ACADEMY NOMINATIONS DUE!

Chapter 35 will once again send a deserving youth to Air Academy during the 2022 AirVenture week! But, to do so we need YOUR help selecting an attendee.

To apply the youth (16-18) AND an EAA Chapter 35 sponsor should send letters to the Air Academy Coordinator stating why the recipient should go to the Air Academy.

We need to select our attendee ASAP so we can get tickets. Get your applications in NOW!

To learn more about the Air Academy see <https://www.eaa.org/eaayouth/eaav-aviation-and-flight-summer-camps/eaav-air-academy>

Contact [maarten.versteeg@sbcglobal.net](mailto:maarten.versteeg@sbcglobal.net) to apply or with questions



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## FEBRUARY MYSTERY PLANE REVEALED!

BY DOUG APSEY

I didn't receive a response from any of our chapter members to our February mystery airplane. It was the Curtiss CW-22 built by the Curtiss-Wright Corporation and mainly used by the US Navy as a scout plane and advanced trainer. Its Navy designation was the SNC-1 Falcon. The CW-22 was a derivative of the Curtiss CW-19 which was a civilian airplane produced in the mid 1930's and the CW-21 which was a single seat fighter-interceptor produced in the late 1930's. Curtiss-Wright initially envisioned it as a civilian sport plane and trainer but also realized its military potential as a reconnaissance aircraft and a combat trainer. The prototype CW-22 first flew in 1940 and they became operational in 1942.

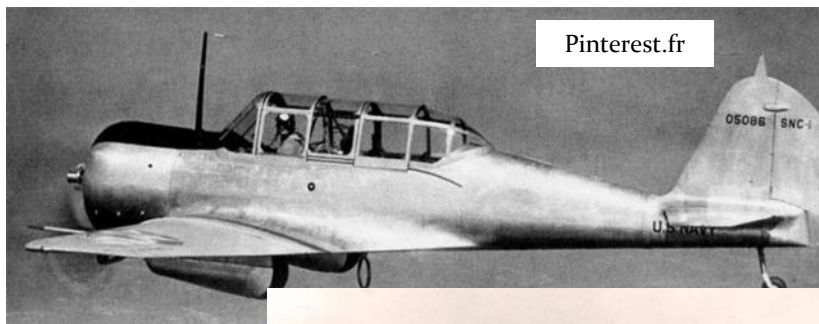
The CW-22 was an all metal, two seat, low wing aircraft with retractable main landing gear that retracted rearward into protruding under-wing fairings. It was powered by the 450 hp, nine cylinder Wright Whirlwind R-975 radial engine. Maximum speed was 198 mph and it had a range of 780 miles. Both armed and unarmed versions of the CW-22 were produced. The armed version carried a single fixed 7.6 mm

were used primarily as advanced trainers.

Approximately 442 CW-22's were manufactured by Curtiss-Wright. Today, there may only be four that still exist. One is owned by Kermit Weeks and in storage at his Fantasy of Flight Museum in Polk City, Florida. A second one is on display at the National Navy Aviation Museum in Pensacola,

Florida. Another is on display in Uruguay at the Colonel Jaime Merregalli Aeronautical Museum. A fourth CW-22 is on display in Turkey at the Istanbul Aviation Museum.

The source for the article was



[https://en.wikipedia.org/wiki/Curtiss-Wright\\_CW-22](https://en.wikipedia.org/wiki/Curtiss-Wright_CW-22)



## NAME THE PLANE

DOUG APSEY

Our March Mystery Airplane was suggested by EAA Chapter 35 member Ron O'Dea. Who will be the first to identify this strange looking bird. Email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) if you know the answer to the following questions.








1. What is its name/designation?
2. Who manufactured it?
3. What year did it first fly?
4. What was its primary purpose?



machine gun in the nose and a flexibly mounted 7.6 mm machine gun in the rear cockpit. Most of the armed version of the CW-22 were exported to the Royal Netherlands East Indies Army Air Force, Turkey, and a few to South America. Some of the Dutch aircraft ended up in the hands of the Imperial Japanese Army Air Force who flew them during WWII. The unarmed version was the CW-22N. The Navy ordered a total of 305 of these, designated the SNC-1, and they

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

2022	DATE 01/05/22	EAA Chapter 35 Activities Calendar
MARCH	12	09:00 SPRING CLEANING / CLUBHOUSE MAINTENANCE FOLLOWED BY ANNUAL CHAPTER 35 MEMBERS PICNIC
	18	6:00 pm VMC Club (see FAA Wings page and e-mail)
APRIL	9	 0900 FLY-IN PANCAKE BREAKFAST
	15	6:00 pm VMC Club (see FAA Wings page and e-mail); 7:30 Movie Night TBA
	16	 YOUNG EAGLES RALLY (30 April Alternate – watch for announcement)
	30	WASP WWII 80th Anniversary Fly-Out (Sweetwater)
MAY	14	 0900 FLY-IN PANCAKE BREAKFAST
	20	6:00 pm VMC Club (see FAA Wings page and e-mail); 8:30 Movies on the Lawn TBA
	21	Flying Start Event (details to follow)
JUNE	11	 International Young Eagles Day YOUNG EAGLES RALLY (RAIN DATE---25 June)
	17	6:00 pm VMC Club (see FAA Wings page and e-mail)
JULY	9	11:30 Social/12:00 Program: Fly Yourself to Alaska Brief
	15	6:00 pm VMC Club (see FAA Wings page and e-mail)
	26-01	AirVenture
AUGUST	13	 0900 FLY-IN PANCAKE BREAKFAST

## Upcoming Area Events:

<https://Socialflight.com>  
<https://Eaa.org>  
<https://Funplacestofly.com>

## MARCH

**March 2** Teaching Engine Out Procedures: ATP Georgetown Flight School 6-8pm (sign up on socialflight.com)

March 5 Breakfast taco & Pancake Breakfast—Lockhart TX

**March 3** San Antonio Aviation & Aerospace Hall of Fame: Boeing Hangar at Port San Antonio Dinner 7pm

**March 5** Fly-in Pancake Breakfast 3rd Coast CAF (Ingleside TX)

**March 8** VMC Club (chapter 958) New Braunfels 6:30-8:30 pm

**March 19** Bluebonnet Airshow Burnet TX

## April

**April 2-3** Wings over South Texas (NAS Kingsville)

April 2-3 South Texas Airstrip Attack KHDO (Drag Racing) watch for NOTAMS

**April 3** Annual Poker Run San Antonio Ninety-Nines April 3, Check with <https://www.facebook.com/sat99s> for updated

**April 23** Great Texas Airshow at Joint Base San Antonio-Randolph 9 a.m. to 4:30 p.m. each day.

**April 29-30** WASP WWI Reunion (dance 19th, fly in 30) Avenger Field Sweetwater

**April 28-30** IAC Competitions—Edna OK (for Andrea!)





By RICHARD VINAS

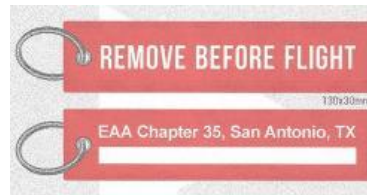
**B**eing Vice President of the club is keeping me from hawking all this great merchandise we have! To try and catch up, I need to make sure you know we have a great selection of shirts for fishing golf, attendance at AirVenture, and just lounging at home, all with the Chapter logo on them. We have most anything you would need to clean your airplane and keep it ready for wherever your imagination wants to fly you. We have all manner of key chains, stickers, patches, and coffee mugs, and we should have some more hats in soon. It may be too late to get an aviation-themed Valentine’s Day gift out, but it is good timing for Easter! As we work toward offerings directly from the website, we will keep you informed, so you can

join the millions who love shopping online. I look forward to seeing you all at the March meeting.

Rick Vinas



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



TEXAS FLAG POLO SHIRTS	<b>Sold Out -</b> 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
KHAKI FISHING SHIRTS	ONE MEDIUM	
	ONE LARGE	
TEXAS FLAG APRONS	3 left	\$26.00
Additional Items available		
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CHAPTER 35 DUFFLE BAGS	Only 2 left	\$31.00
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REMOVE BEFORE FLIGHT KEY TAGS	Plenty	\$5.00
KOOZIES	Plenty	\$4.00
BUMBER STICKERS, DECALS AND PATCHES	Lots of them	\$1.00 - \$3.00
ALUMINUM WHEEL CHOCKS	3 Double sets	\$40.00
WASH WAX PRODUCTS	Limited supply	\$8.00 & up

# EAA Chapter 35 Leadership



## Officers

President	Chuck Fisher	210-878-5561	president@eaa35.org
Vice President	Richard Vinas	210-912-1699	vicepresident@eaa35.org
Secretary	Ian Heritch		secretary@eaa35.org
Treasurer	Dee Brame	210-493-5512	treasurer@eaa35.org

## Board of Directors

Past Presidents	Nelson Amen (2012-2014)	210-834-1991	nelson.p.amen@gmail.com
Past Presidents	Darren Medlin (2020-2021)	(210) 875-9971	darren.medlin@eaa35.org
Past Presidents	Ulf Balldin	(210) 663 7391	uballdin@yahoo.com
Member At Large	Ron O'Dea	210-488-5088	r2av8r@gmail.com
Member At Large	Tom Rich		tmriws@gmail.com
Member At Large	Andrea McGilvray, Director	210-413-7392	cowgirlcapital@att.net

## Chairpersons

Facilities Maintenance	Widener Wiems/Darren Medlin	(210) 875-9971	facility@EAA35.org
Groundskeeping	Thomas Reyna (and family)		lisareyna@aol.com
Event Coordinators	Darren Medlin/Peggy Fisher		events@eaa35.org
History and Archives	Jeanette Hunt		janet3679@aol.com
Membership	Ron O'Dea	210-488-5088	membership@eaa35.org
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Newsletter Publisher	Chuck Fisher	210-878-5561	eaa35newspublisher@gmail.com
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Young Eagles	Rebecca Southard	507-210-0504	youngeagles@eaa35.org
Air Academy	Maarten Versteeg	210-256-8972	maarten.Versteeg@sbcglobal.net
Tool Crib/Hangar	Rebecca Southard (for immediate access call Lew Mason at:	507-210-0504	lewnan@sbcglobal.net
Builders Coordinator	<b>VACANT—Need a Volunteer</b>		

## Flight Advisors

Flight Advisors	RB 'Doc' Hecker	210-391-1072	tcflyingdoc@yahoo.com
Flight Advisors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
Flight Advisors			

## Technical Counselors

Technical Counselors	RB 'Doc' Hecker	210-391-1072	tcflyingdoc@yahoo.com
Technical Counselors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
Technical Counselors	Steve Formhalls	210-289-3984	sf3543@sbcglobal.net
Technical Counselors	Nick Leonard	830-765-7481	ohlson38@gmail.com
Technical Counselors	Lew Mason	210-688-9072	lewnan@sbcglobal.net

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

Pd Thru Dec 2022



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Paid Thru August 2022



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

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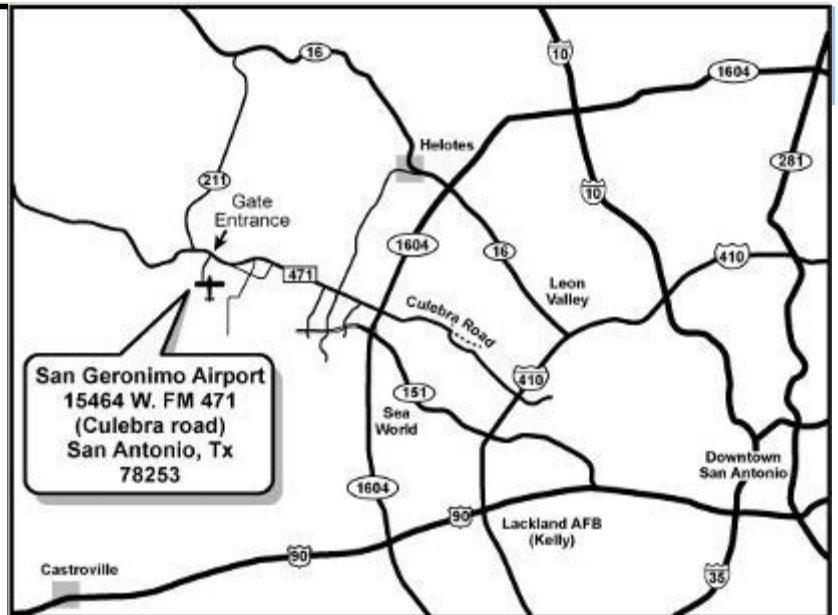
Airframe & Powerplant Mechanic      Phone: 206-696-9563  
Aviation Instructor      Email: [ericknight40@yahoo.com](mailto:ericknight40@yahoo.com)

## ***NEXT EVENT***

***March 12 0900***

***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  
15464 FM 471 W., #14  
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Paste Address Label Here

## How to Save Money - Did You Know?

Chuck Fisher

**D**id you know that your EAA membership comes with a whole bunch of discounts and benefits? Right now, money is a little tight for some folks, so opportunities to save a few dollars can go a long way. Especially when it is free money.

Back when you joined EAA, you probably got a flyer that ended up in the recycle bin, so if you have not looked lately, I figured I'd summarize a couple of the benefits you have already paid for.

**OFFICE DEPOT/OFFICEMAX DISCOUNTS:** From the EAA website <https://www.eaa.org/ea/ea-membership/ea-member-benefits/discount-programs/office-depot-and-officemax-discounts> you can print a discount card for Office Depot. I use this all the time as it reduced copy and printing costs by like 80%. Pretty much across the board you'll save 10% or more on almost anything you purchase. This is a benefit for every member and is not limited to EAA related activities.



**SOLIDWORKS:** Are you building an airplane, designing a part or want to set up a 3D print or CAD design for a CNC machine? EAA gives a 50% discount on Solidworks software, one of the most popular design tools out there, and has a large forum of users and advisers to help. <https://www.eaa.org/ea/ea-membership/ea-member-benefits/solidworks-resource-center>



**TRAVEL:** Thinking of travelling this year? It might be worth checking out a few of these savings: Hotel Reservations: EAA Partners with Hotel Engine and says they can save an average of 23% on hotel bookings. You'll need to create an account on their website. Rental Cars – these are like super expensive these days, so why not save a few dollars. AVIS Rental Cars: Save up to 25%. The EAA discount code is AWD# A948700 and there is an FBO drop-off option in many places. **BUDGET:** Save up to 25% when you reserve with the EAA code BCD# <https://www.eaa.org/ea/ea-membership/ea-member-benefits/discount-programs/ea-travel-choices>



When you travel are you a museum hound like I am? If you are take your EAA member card with you. EAA members can present the

EAA Membership card to enjoy nearly 400 museum and science centers worldwide free of charge in partnership with the ASTC program. The list of participating museums is at [https://www.astc.org/wp-content/uploads/2021/12/Standard-List-ASTC-Passport-Program\\_November-2021-April-2022\\_Updated-12.20.2021.pdf](https://www.astc.org/wp-content/uploads/2021/12/Standard-List-ASTC-Passport-Program_November-2021-April-2022_Updated-12.20.2021.pdf)

**FLIGHT SIMULATORS:** And finally, are you thinking of setting up a flight simulator? Here are a few ways to save at least a few bucks doing so:

Microsoft Flight Simulator: Thanks to an expanded partnership agreement, EAA members can purchase the latest version of Microsoft's Flight Simulator series at a \$10 discount off of the suggested retail price. You order it directly through EAA at <https://www.eaa.org/ea/ea-membership/ea-member-benefits/discount-programs/microsoft-flight-simulator>



You'll need input controls and peripherals. For high end REDBIRD controls click here <https://www.eaa.org/ea/learn-to-fly/ea-virtual-flight-academy-resource-center/redbird-flight-simulator-discounts> to save anywhere from \$50-200. This includes an EAA special package that is a lot cheaper than buying individual parts. A little tighter budget check out <https://www.eaa.org/ea/learn-to-fly/ea-virtual-flight-academy-resource-center/honeycomb-simulator-control-discounts> for a 10% discount on those peripherals.

Oh, and as to that old computer, you might want to check out Visit [www.Dell.com/EAA](http://www.Dell.com/EAA) and save 5-10% on your purchases.

So, near as I can figure your net investment of \$24 to the chapter and \$40 to EAA pays some pretty decent dividends. Use them!



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All purpose Degreaser/wax that you can safely use for those tough, greasy, oily cleaning jobs such as, aircraft engine and exhaust areas, landing gear, car wheels and tires, boat transom and water line. Removes dirt and black streaks without scratching.  
**Spray On - Wipe Dry**



**Belly Wash**  
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**Spray On - Wipe Dry**



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

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**NEW**

The only mop with two sides, one wet and one dry. Now you can waterless wash and wax with the reach and leverage of an extension pole. This allows you to clean a much larger area faster and with less effort, while also eliminating the safety hazards associated with constantly climbing and moving a ladder. Our customers report time savings of up to 50% over waterless hand application.



**Aero Scrubber**  
Soft, non-scratching, long-lasting, reusable scrubber pad. Use with Wash Wax ALL for removing bugs from leading edges and for tough cleaning jobs such as aircraft bellies and engine areas.



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



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



**NEW**

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



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



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



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



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



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



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



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



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



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



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



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