



**October 2022**

Volume 65 Issue 10

**Inside this Issue**

Presidents Cockpit	2
Bulletin Board	3
Craftsman Tech	5
New Members	6
Classifieds	7
Scrapbook	10,11
Scholars	14
Name the Plane	15
Country Store	17
Calendar	16
Contacts	18
Please see our sponsors!	8,9,19

## FOLLOWING A DREAM

**Andrea McGilvray**

Before I had my private pilot certificate I had fallen in love with aerobatics but was only along for the ride at that time. I did do gentle wingovers, and spins in a 172 and found them super fun from the very beginning. My 1st flight instructor James Sorensen is the cause and effect of my love for this. He made it super fun and challenging. Every time he said "I have to practice in the Stearman for an airshow" I was out the door to meet him. What a blast from the past.



The original dream to come true was to own an ultralight. That happened in 2015. A yellow Kitten named Queen A. We flew all over Medina and it was a very good trainer. I put about 70 hrs on it. Then an unbelievable dream come true happened. That was Lucky Lady, my Hatz. We flew 100+ hrs together, and I did my 1st Aerobatic Contest in it 1 month after training with one of the best, Patty Wagstaff. I had not done the whole "primary" sequence at that time,

but the folks at the contest poked and pushed and helped me do my 1st ever Primary. The engine went quiet when I was on a 45 inverted downline, but started as soon as she got gas again. My heart pitter-pattered and when I landed I saw her black blood/oil all over her side and wing. I lost 1 quart! BUT... I did it again 2 more times that weekend.

The unknown of what dreams are made of went on and the Pitts Special had been from the 1st sighting at an airshow that was in my daydreams. Watching them jump and hop as they land infused fear in me and that was why it was a daydream. But then work paid off, and funds became available to get the training I thought to myself that maybe, just maybe, I could learn to overcome this fear and do it. Others fly them, so why not me? That was a big order, and there were multiple friends with good intentions that thought that perhaps this was not a good idea. So off to Budd Davison I went for a week. 7.2 hrs later and some hair-raising fast taxi == DO NOT DO THIS AT HOME is a total understatement. CRAZY scary. But I survived. The airplane, thankfully, did too. Then my sights were on finding the right Pitts. Budd helped me narrow down what/why and I found one in Florida. She was and still is stunningly beautiful. Her wings are newly recovered and otherwise in super condition. I asked the young man, Matt, to fly it and show me from the ground. So he hopped in and off she went. I was so excited I could almost not contain myself. I paid him, and part of the deal was he was to fly it back to Texas for me. The only thing left for me was to get some more dual time.

## Next Event

**October 8**  
Chapter Clubhouse  
Pancake Breakfast  
9 a.m.

*This Month's Feature Presentation!*

**Casey Fox - Bringing his T6 back to life**

AirVenture "Best Trainer", "Silver Wrench"

10:00 AM  
AND

Pancakes AND a special additional surprise while supplies last!



Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.  
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## FROM THE PRESIDENTS COCKPIT

## CHUCK FISHER



There is something wrong with writing an article about the upcoming October meeting while still sorting through January papers on my desk! This year is flying past, but we definitely welcome the best flying time of the year. I hope may of you are taking advantage of the great weather to do so.

Have I ever mentioned how proud I am of this organization? If you weren't at the September gathering, here is a quick recap. We had a smaller than usual group and we had some logistical challenges arranging a tour, but we did a quick turn to an alternate program and spent a great afternoon seeing the work the Return of the Joker team has been doing in the hangar. It is really great to see so many folks involved, and we hope to maintain that momentum with another project to follow. Then, I made a challenge and we saw the entire room chip in to help Our Ray Scholar Evan Carroll finish his flight training – he is so close!

This followed a Young Eagles Rally that I will say was probably one of the best run rallies we've had a San Geronimo in a long time. I have to thank Rebecca, Marilyn, Dean, Rick and everyone who volunteered and delivered on a promise for an excellent, safe experience. Yeah....I'm pretty proud of this group!

OK, now for some business:

**Vice President:** Vice President Rick Vinus has asked to step down from his appointed Vice President position based on the professional and family stresses and time constraints. He has done an outstanding job in his role and am personally crushed by this. However, I respect his need to tend to family and personal needs. Thus, I have asked Ian Heritch, our current secretary, to move up to Vice President and he has agreed. Additionally, Paul Wurster, though he has a lot of competing time commitments has agreed to return as Secretary which will fill out our roster of officers. We will need to formally elect them this November at our annual membership meeting.

**Parking:** Jake White, the POA president rolled the area north of the chapter clubhouse and operations building and packed it down a

lot. The area had become so rutted and cracked that it was hard to use for some aircraft. Although tempted to put a flag and a putting cup there, this area, is actually where aircraft are to be parked when not actively taxiing or in use to keep from blocking other aircraft that are taxiing or using the runway. So, If we (the chapter) or you have visitors, please ensure they are directed to park north of the operations building with the front of the aircraft even with or west of the front of the building.

**Fly-In and Casey Fox T-6:** Our next event will be a pancake breakfast and fly in. (October 8) Moreover, we will finally be able to hear the amazing story behind Casey Fox's gorgeous T-6. He was recently awarded "Best Trainer" and the "Silver Wrench" from EAA Warbirds of America at AirVenture!

This entire aircraft is a flying memorial to his father and others who served in the battle of Peleliu. The restoration is amazing, and the story it represents is equally amazing.

Because this is a BREAKFAST, we will plan to hold the presentation at about 10:00. Be sure to take a moment now to set your calendar so you don't miss it!

**Young Eagles Rally:** It is that glorious time of year to fly again, and we will hold another Young Eagles rally at San Geronimo 22 October! If you have students or friends who would like to attend, registration is now open at <https://youngeaglesday.org/?yedetail&event=7uWDQmdRs>. It goes without saying that we will need oodles of volunteers and pilots!

**On the Horizon:** November will be the annual meeting of members. It is the one meeting we are required to have with all the members and we will go over the last year's accomplishments and formally elect our secretary and vice president then. And then, in December we will again have a catered Holiday meal. Time to go Christmas shopping!

OK, enough from me - **Go Fly!**



## Notes from the VP — Ian Heritch

Like many Americans brought up on 1960's television, I assumed that pancakes were a creation of cooks who worked the post-Civil War cattle drives. Cattle drives along what was popularly known as the Chisholm Trail, or the Goodnight-Loving Trail; but oh how wrong I was. According to Wikipedia, pancakes, or hotcakes, or griddlecakes, or flapjacks, whatever you want to call them, are a US phenomena, created in the post- WWII era by pilots who came together on Saturday mornings and wanted something hot to eat with their coffee. Seventy years later and we pilots are still coming together on Saturday mornings to socialize, share enhanced stories of our aviation experiences, and yes, eat pancakes and drink coffee. If you are craving a good Saturday morning airport pancake, please join us after 9am, on October 8, 2022, for a Chap-


ter 35 Fly-In and Pancake Breakfast. Fly in, or drive in, you are most welcome; we are charging \$7 for breakfast, but if you are the pilot of an aircraft that flies into San Geronimo for the event, you eat free of charge (your passengers pay the \$7 for breakfast). Pilots who fly in, please note: you must park your aircraft in the transient aircraft parking area which is north of the ops building. After breakfast, our fellow chapter member, Casey Fox, will give a presentation on his AirVenture 2022 award winning North American T-6, its history, its restoration and what the airplane symbolizes.

We're going to have an excellent morning of pancakes and airplanes; please come out and join us.





## CHAPTER BULLETIN BOARD



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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

**EAA Chapter 35**

eea35vmclub@gmail.com  
eea35.org



VMC\_CHAP\_PS\_2022

**WE NEED YOU!****Need Volunteers for:**

- **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!
- **Public Information Officer:** Keep Facebook and other social media outlets current
- **Grounds Keeper:** Maintain the grounds in and around the Chapter facility and hangar

**From the Kitchen**

The last hamburger/hot dog event for 2022 took place at the September 10 meeting. Everyone enjoyed the grilled treats. Thank you very much to Danny Beavers for managing the grill. I truly appreciate all the hours Danny has spent over the hot grill and love his hot dogs and hamburgers. Thank you so much to BJ O'Dea and Pam Paduh for all the help setting up on Friday afternoon and evening. It is such a help. Another big thank you to Pam Paduh, Roxie Beavers, BJ O'Dea, Nancy Mason, and Marilyn Doolittle to their valuable assistance on the day of the event. Since I was unable to attend, I really value these wonderful ladies stepping in and taking over.

Coming up on Saturday October 8 will be our last pancake breakfast for the year. We will be needing cooks for the wonderful outside griddle, and people inside to cook sausage and bacon. It promises to be a fun-filled event. Tell all your flying friends to come get some pancakes. Pilots that fly in from somewhere other than San Geronimo get a free breakfast. We will welcome all who want to come and eat some pancakes.

November will be the month we celebrate all our chili chefs. Dust off those chili recipes and enter to be the EAA Chapter 35 chili champion. Those who are not chili chefs can help by donating cornbread or other sides. This tradition is always a fun event.

December will be our Holiday gathering. We are having the event catered again and are working on getting prices and information. Watch the newsletter and emails for price and menu information. Who knows that jolly old elf from the North may fly in for a special appearance.

That's it for From the kitchen this month

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.

(Continued from page 1)

So by pure luck, Matt knew Steve Wolf in Florida. I had told Mat of my dilemma and said he would make a phone call. Silly me did not know who Steve Wolf was, only a superhero and common household name for those in the Pitts world. I was going to get this check-ride now or I would have to come back, and patience is not one of my strengths when I want something. When Steve called me back and said yes, I waited patiently at the airport to rent a car. That alone is a funny story, but in a short version, the rental company gave me a bus with no fuel cost to get to Steve's home airport.

I arrived at his home/airport, and we chatted, and I saw some pretty impressive photos on the wall. So as he stepped out, I "googled" him and was in total awe that I would have this amazing privilege and honor to fly with him. We flew his Pitts Special S2B for 3 hrs. We did 28 landings, lots of upside-down spin /inverted spin/ aggravated and flat spins, etc. He even showed me how to do a barrel roll – ok not to be confused to competition slow rolls; there is much more to this barrel roll. Well after these 3 hrs. I felt somewhat confident that I should be able to get it landed and rolled out. The little "squeeze the breaks like they are tiny mice" is critical!

When the day came, Matt brought my Lit'l Bit home to me. Jerry was with me and almost had to hold me down to keep me from floating away. What a day!

My 1st ever contest in Lit'l Bit was in the fall of 2019 in Llano. I had practiced the "known sequence" and had a "Free routine" I had designed. There were 6 of us in the Sportsman category and some folks that had done it for some time. There were also bigger and better airplanes that were somewhat intimidating, but, I promised to fly my best. I won't forget these two days. The wind was screaming up to 22 mph crosswinds, and I had never practiced in such a hard crosswind before. When my little wings were flapping, and I was on the ground, that had me spooked! Since takeoffs are optional and the landing is mandatory, I gave it a hard look. This may be crazy, but I said to myself, "I am among friends, and if something happens, at least my friends are here, and I am not alone somewhere" I knew how, and I knew the airplane was more than capable so off we went. I flew my best, and I nailed the known sequence, or at least I flew my best and thought I did super good. I lined up for my landing, and it was a better landing than many of my into the wind landings, so I chalked that up as a win/win. A while later one of the other competitors came to me and said I was 1st! I said there was no way that could be true, but went to look, and sure enough, I was. My 2nd flight was to be my "Free" a routine I designed. So off I went and flew it exceptionally well in my humble opinion. I rolled out with a big smile and waited for the scores. One of the Judges, Jeff, came to me and asked to see my card in my airplane, so I showed him. He pointed to the Half Cuban is what I thought I had, and that is what I had been practicing, and I had written it as a Reverse Cuban, so I got a hard zero on it. That dropped me from 1st place, and in the end, I got 3rd. One judge never even saw the mistake! Show someone else that does not know your routine and have them tell you what they see! WOW... Great lesson.

Then 2020 and 2021 passed and this year 2022, In the Loan Star contest I got 2nd place out of 4 competitors, and I beat an Extra 300 in Lit'l Bit.

This being home ground, I had the opportunity to check out the box a little better than my fellow competitors and had the home field advantage of having lots of friends watch and cheer us all on. I am so grateful for the cheerleader group! I had some ladies from my ninety-nines come watch and volunteer, close friends to see me fly and some of my EAA chapter friends to cheer me on. So on my 1st flight I felt I did good, but the common complaint is "I'm too high" I'm little, and when I'm high I'm hard to see. So not being able to be seen is not a good thing. They miss the bad stuff but don't see the good stuff either. Even with me being high, I ended up placing 1st. I did not make any stupid mistakes, and I kept it in front of the judges.

This past spring I flew with Mike Lentz, an incredible aerobatic pilot, and we worked together to get some of my procedures fixed. He also helped me design a good free-style routine. My second flight has some vertical maneuvers where I end up inverted and have to fly to my next maneuver inverted. I have been practicing them and trying to stay over 80 mph so I don't wobble, stall and fall out of the maneuver. In my practice session, I had fallen out quite a few times, so 80 mph is my target airspeed.

Then Doug gave me a little hint of "pumping the stick". I looked at him and said, "What? Really?" So off I went on a practice flight, and I now have a new way to fly my airplane. I don't know the limits of yet and did not want to find out during the contest, but guess what I will be doing after the contest? The main comments after my routine focused on my uplines being too short, and there is no SHOW ME line. Fortunately, I maintained 1st place after my 2nd flight despite the short verticals since the remainder of my routine was solid.

Then came my 3rd flight. The ceiling was a little lower than I wanted, so I started a little lower than normal. I had an amazing entrance, and an amazing flight and did my absolute best. After my reverse Cuban, I looked to see what my altitude was and saw I was at 1600 ft! That is a YIKES and that distracted me from doing my Humpty.

Thankfully I did not do that and go the wrong direction. It wasn't until I left the box that I asked myself. "Did I do the Humpty? Did I forget it? OHHH man, oh dear, oh dear. I messed up. So much for 1st place!" I landed and got a confirmed thumbs down confirming I had messed up. I told my fellow competitors that I gave them a chance, and they all cheered up.

So when the awards came out, and Doug called 3rd place I was bummed it was not me, and when Doug called 2nd place, I was super bummed. When he called me as 1st, I could not believe it. You can ask others, but I danced all the way to him and back. I got my scores, and I had a few 10/10s that offset the Yikes Hard Zero.

With this feather under my cap, I will be flying to Kansas to get 4 days of hard-core training by one of the best in the country, Linda Morrissey. Then off to the National contest with no expectations except do better and better. There are folks there that are so above my abilities in my category that the stars and many other things would have to be in perfect alignment for me to place. I promise to do my best and have fun. Details will be coming in mid-October when I return. Wish me luck!



## WHAT I LEARNED AT AIRVENTURE

ALLEN INKS

I spent several mornings at the NATCA (National Air Traffic Controllers Association) tent while at AirVenture. And not just because of the free doughnuts and coffee. They had several very informative programs offering Wings Credit. And I was surprised by some of the things I learned.

One of the controllers who was there had been a member of a group studying wake turbulence. Now I thought I knew some stuff about wake turbulence, like.... It's a problem when a bigger airplane is flying slow which is why you want to stay above their flight path (since vortices generated by such aircraft tend to fall), and touch down beyond where that big plane ahead of you touched down. Or you may just want to ask for additional separation (time) to allow the wake turbulence to dissipate. That's what I learned when studying for my private pilot license.

But what about operations other than in the immediate vicinity of the runway?

They played an audio recording of communications from a controller talking to aircraft flying over the ocean East of JFK. One was a small business jet flying offshore to avoid controlled airspace and traffic around New York, and the other was an Airbus A380. The A380 was descending to land at JFK. The business jet was about 20 miles away from the A380 when the A380 descended through their altitude. Nevertheless.... When the business jet passed through that area, they were thrown into a 70 degree bank the by wake turbulence of that passing "Super Heavy" weight class A380. Okay .... **My take-away from that is that I need to be aware of aircraft within 10 minutes (because I'm super cautious and super light) flying time of my position going up and going down through my altitude(s). Especially the big C-5s military cargo planes flying around San Antonio...**

I remembered being on the VFR Flyway around Chicago, and flying under air cargo 747s flying into Chicago O'Hare and Midway ...and wondering how far below those big jets wake turbulence could be a problem. So I asked the wake turbulence guy about that, and he said well, generally wake turbulence dissipates about 500-1000 feet below the aircraft generating it – though wind conditions can play a role (turbulence breaks up faster in higher winds). I replied that I flew a 1300 pound motorglider with a 50 foot wingspan... would I be okay if I maintained a thousand feet below a slow and heavy aircraft like a 747? To which he replied something along the lines of **wake turbulence descending 1000 feet below an airplane is a guideline, not an physical barrier, but wake turbulence really can descend more than 1000 feet below a slow heavy jet; a lightweight aircraft like mine could still have a problem, and that I would**

**probably be safer with a 1500-2000 foot margin.**

At another lecture, they were discussing flying around controlled airspace, especially Class B and C. **One thing every controller emphasized is PLEASE talk to them (call Approach Control) and just let them know your intentions when flying near this airspace. Even if it is just to say.... "I'm practicing soaring and will be flying randomly in this general vicinity from cloud to cloud going as high as I can, and down to about 3500 feet"**

**The other thing they wanted to say is that EVERY CONTROLLER'S PET PEEVE was VFR pilots who aren't talking to them but flying right up to (or just under or over) the controlled airspace. They understand it's legal... but they said, "Just because it's legal, doesn't make it safe. "With the advent of GPS approaches and traffic not following VOR airways, they may be "utilizing every cubic foot of the controlled airspace to achieve separation" of IFR and other traffic, and that there may be big jets flying right above the floor of the airspace... causing wake turbulence upsets of randomly moving VFR traffic right below the floor of the airspace.**

This caused me to think back to my flight around Chicago, and I opened my FlyQ EFB app on my iPhone and verified what I remembered: The VFR flyways around Chicago go under the Class B airspace; the VFR flyways around Chicago say that the top of the flyway is "At or below 3500 feet"; and the Class B airspace above the VFR flyways extend down to 4000 feet. I asked, "If controllers are routing aircraft right down to the floor of the Class B airspace, utilizing every cubic foot of the Class B airspace, and the VFR flyways are only 500 feet lower, isn't this a problem? I thought the VFR flyway limits would keep me safe." They replied that it IS a problem. The VFR flyways had been set up in the days of VOR and ILS approaches, and there was adequate separation then... but now, with GPS and changes in the way they routed air traffic within the controlled airspace, there was a problem. I asked, well, then, shouldn't the charts be changed to move the VFR flyways? The guy giving the lecture laughed and asked another controller how long they had been trying to change the charts in his area – to which the other guy, replied that they had been trying for 6 years – with no success yet.

So what did I learn at AirVenture 2022? A lot about wake turbulence, that I am going to be giving controlled airspace a very wide berth if I am not talking to the air traffic controllers, and I am going to be doing a lot more talking to air traffic controllers, considering how close to San Antonio airspace both my home airport (Boerne Stage Airfield) and San Geronimo are.

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For further study, review the FAA Advisory Circular AC-90-23G, "Aircraft Wake Turbulence " ([https://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_90-23G.pdf](https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-23G.pdf))

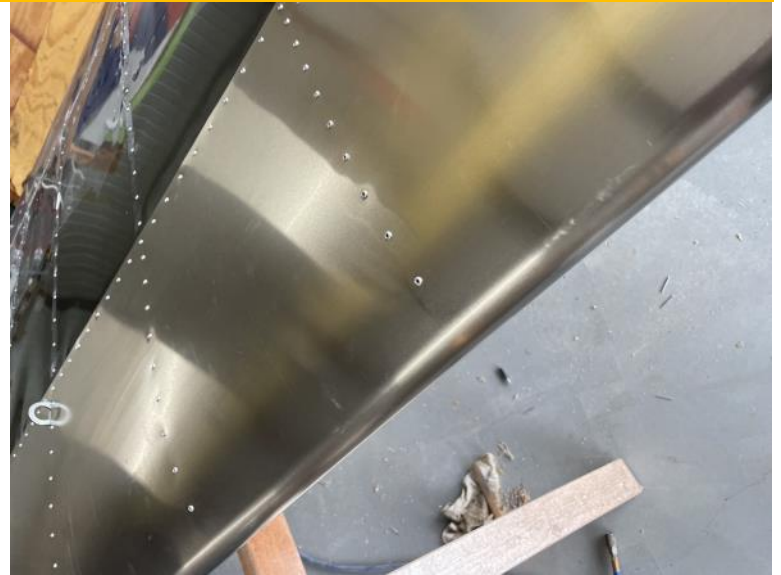
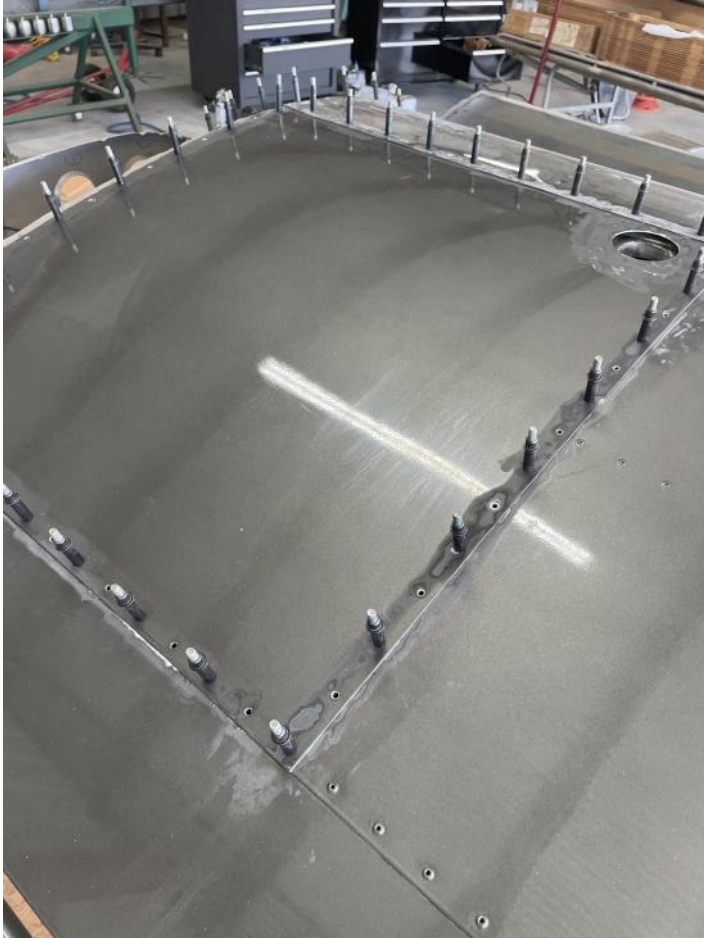




## Return of Joker

Bill Fahey

Joker is coming together quickly. We have the majority of the right wing completed and should complete the left wing at the next workshop get together.



The left wing is a bit more complicated as it contains the pitot static system and a small modification to accept the B.O.M.



The Broadcasting Outer Module (BOM) is a self-contained unit that supplies airspeed, altitude, side-slip, Angle of Attack, ADS-B In, Navigation, and more wirelessly to an iPad or smartphone. It includes a built in battery that keeps itself

charged via a spinning propeller on the aft end of the device.

As a reminder, we meet every Saturday in the EAA hangar at 10:30am. If we are unable to meet, I will get the word out.

In the next 2 photos you can see new leading edge skins installed.



I also purchased a new paint booth for this project and have it setup in a friend's hangar at another airport. He is in the process of stripping his C172 and getting it ready for paint. If anyone needs access to a paint booth, let me know.





**CLASSIFIEDS**

**Rotax 503 for sale.** Freshly overhauled Rotax 503 engine with muffler, new pistons and rings, rebuilt carbs and ready for your air-plane. TTSN 150 hrs TTSO 0 hrs. Asking \$5000.

Contact Tim Carter at 210-289-1780



**BUILDER'S SPACE:** The Return of Joker project will be finishing up in the next month or so. This will open up the 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 [youneagles@eaa35.org](mailto:youneagles@eaa35.org) or chuck at [president@eaa35.org](mailto: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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# Craftsmen's Technique

by Mark Julicher

So, you want retractable gear? Excellent!

There is a lot to like about retractable landing gear. Many of us have, or would like to have, planes that go faster and look cool and take us to faraway places in a hurry. Of course, as speed increases so does the parasite drag of those wheels and gear legs. Landing gear fairings can help a lot, but at some speed, the parasite drag becomes greater than to induced drag penalty you pay for hauling around a heavy retractable gear system.

But before you go purchase that nifty RG, take a long, hard look at the logbooks. Look especially hard for maintenance done, (or not done), on the landing gear retraction system.

What should you be looking for? Good question...

The Beech Bonanza has life-limited parts. The service manual calls for overhauling the landing gear retraction motor every 500 hours. If you don't see such an overhaul in the logbooks, think twice. Should this be a showstopper? Maybe not, but it ought to reduce the asking price.

How about the Mooney M-20? The M-20 has an Airworthiness Directive (AD) that requires *removal* and inspection of the retraction gearbox every 200 hours. It is interesting to note that this inspection is already called out in the service manual, but somewhere along the way the FAA made it an AD. Perhaps this inspection was being neglected because it is a lot of work.

The Piper Comanche has an AD that requires serious disassembly of landing gear and carefully measuring bushings and bolts for wear. This AD is required every 1000 hours. It takes days, not hours, to accomplish.

The Cessna 210 series has serious ADs on the landing gear also and it uses an electric-hydraulic power pack which has its own special maintenance requirements.

The point is that landing gear receive a lot of wear and must be maintained. These four aircraft are just a small sampling. Study the service manual, the logbooks, and the AD list for the plane you wish to buy and then look before you leap. If a mechanic does a pre-buy inspection, be sure the landing gear system is scrutinized.

Let's go back to the Bonanza, M-20, and Comanche. Common to these three aircraft is a Duke's electric motor that actuates the gear through a transmission. The motor and transmission are robust and reliable, but they don't last forever. Brushes, bearings, and gears all wear out eventually.

Photo 1 is of a gearbox with the cover plate opened. The worm gear drives the sun gear which in turn drives a screw jack to raise the gear.

Photo 2 shows the gears removed from the gear box. The edge of the helix on the worm gear should be uniform, squared-off, buttress threads. In this case, the center threads are worn to a knife edge. Look

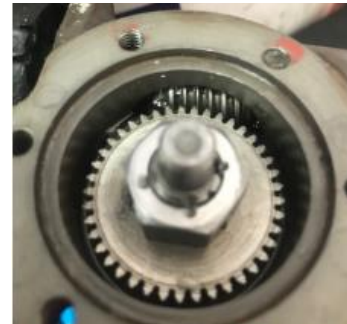


Photo 1: Gear box of a Duke's gear retraction motor.



Photo 2: Gears removed from Duke's gear retract transmission.



Photo 3: Mooney retract motor

carefully and you can see that the teeth on the sun gear are all notched from wear. These gears are worn out.

If you considering purchase of a Mooney in this condition – or with no entries about the 200- hour AD in the logbooks, then be advised that the gears cost over \$1000 just for parts. And if the entire motor/retraction assembly must be replaced then the parts are closer to \$10,000.

Perhaps there is some room for price bargaining if the logbooks are sparse?

Photo 3 is a Mooney M-20 gear motor and transmission. This is what comes out every 200hours for inspection. Located inside the belly pan, it is a formidable effort to do this inspection.

One last word... Once you have your RG aircraft, please learn the landing gear system. Put the plane on jacks and do an emergency extension. Know where the circuit breaker(s) are located.

Know all the possible ways to know that the wheels are down. Remember – it is a noise abatement issue – (sound of a propeller hitting the runway.)





SEPTEMBER CHAPTER GATHERING





AUGUST GATHERING...





### Items of Interest

**Southwest ISD 1st Engine Start** — Who doesn't love it when a plan comes together? After years of hard work, and even working through a pandemic, the students of the Supreme Dragon Aviation Program at Southwest High School saw some of their hard work come to fruition, with the "1st Crank" of the plane's engine. A successful working engine means the students can start to focus on fabricating the interior of the cockpit. After the plane's cockpit is built it will be inspected and then subjected to 10 hours of flight before it can be certified as flight worthy for its maiden voyage.

**Representing EAA Chapter 35**—Members of EAA Chapter 35 met in Mexico, Missouri for the 30th Annual Zenith Aircraft Homecoming event September 15 & 16. Left to right below are Dave Tillema who donated funds to Chapter 35 to further youth education, Dave Baker—Chapter 35 Life Member, Bill Fahey—Chapter 35 Newsletter Editor and Zenith builder, Mike Chapman—Friend of Dave Baker and Zenith Builder, and Frank Pisz—Chapter 35 member and Zenith builder. EAA's Charlie Becker was also in attendance.





## Chapter 35 Youth / Scholar Programs

**Maryjane Marroquin** — I came back home in early June unsure if the Ray Aviation Scholarship was still going to be available to me, however, I was still keen on flying. Thankfully Frank Covington, then Chapter 35 Scholarship Coordinator, was able to get that sorted and I was able to take a couple of flights this summer. My first flight back went better than expected. I was really nervous that I wouldn't be able to fly well, having been gone so long, but I climbed in the cockpit and we were off. I did pretty good for a welcome back flight and even soared in thermals for a good while! At first I couldn't get the hang of it, I couldn't do turns that well and I was sweating like crazy due to how much pressure I put on myself to do well. Dave noticed and reminded me to look out the window and fly the plane. That's when muscle memory kicked in and I was able to get that feel back. It really is all about feeling. Dave and I set up goals for future flights in order to prepare for solo. However, unfortunately the motor glider then began to get super busy. It was unavailable for a week, then the week after the glider needed maintenance and checks and would be out for the remainder of the summer. I was unable to fly in the glider after my first flight back.

After that I looked for other glider's in the area, but to no avail. Thankfully, Mr. Covington brought up flying a symphony! I love flying a glider, and I would like to finish up with it and get my license, but I was not going to say no to flying! So I was able to take two lessons in the symphony over the summer! It was a bit different and the controls were placed in different places than the glider, but it came easy with my glider experience. I would definitely like to pursue a private pilot license in the future. I greatly enjoyed the opportunity to fly this summer and apparently it was very recognizable on my face. I had at least three people comment on how big my smile was while at Boerne Stage and Stinson. I am now back in Los Angeles at the University of Southern California pursuing my bachelors degree in Political Science, but I will be back this winter. See y'all soon! Lots of love from California:)



**Evan Carrell** — Hey y'all I apologize for being out of contact more than normal recently, and I will definitely work to be more open to discussion with any chapter member. Where do I start? Beginning of August I got word that the college (Angelo State University) would be sending me an invoice and I was fairly confused why I, as a student with what I thought was a full ride, was getting a bill. I brushed it off and figured it wouldn't be too pricey whatever it was. I could not be more wrong! Apparently they forgot to add a good portion on the funds necessary for flight training. I owed \$16,000 out of pocket and I would have to come up with that out of pocket. Needless to say I couldn't pay that and had to drop out. I stayed here in Texarkana and decided to find a job that paid a little more than Chick-Fil-A, and now I work with an HVAC company called Atlanta Air. I really enjoy the work and it pays for as much flying as I can afford between checks. I am incredibly grateful that y'all chose to bless me with the opportunity to finish my private and I have already used the first bit of money towards a flight lesson today (9/16/22,) in which I did the first 0.9 of 3 night hours required. 7 of the 10 night landings required, and I also have a flight scheduled tomorrow after I get off work at 6pm. I will take my private pilot knowledge test here soon, I've been procrastinating since I had run out of money but due to this Opportunity I should finish up pretty quick. Saturday 9/17 I'm going to be flying the glider out in Gilliam, LA and afterwards take my airplane for some fun. Thank y'all for the continued support. I haven't gone a day without honking about the chapter and I can't wait until I can make it down for a chapter meeting.





**MYSTERY PLANE REVEALED!****BY DOUG APSEY**

I didn't receive any guesses for our September mystery airplane. This little homebuilt is the Palomino and it was designed by Bert Wilcut. For those not familiar with that name, Mr Wilcut is considered by many to be the founding father of EAA Chapter 35. Despite several hours of searching, I was unable to find much information about this little airplane. What I could find is sketchy at best and sometimes contradictory so I will try my best to present what I could find as accurately as possible. Please keep in mind it may not all be correct.

The original airplane, N40J, was built at San Antonio Aviation that Bert Wilcut owned and operated out of Stinson Airport. It was a single seat, all metal, low wing airplane with retractable landing gear. It first flew around 1962. The landing gear was retracted by a hand operated crank. One source says it was powered by a 125 hp Lycoming o-290 but other sources list different engine sizes. The wingspan was 28 feet and it had a useful load of 710 pounds. It certainly resembled the Mooney M18 Mite (Art Mooney assisted on the project) and it has ties to the Midget Mustang racer which Mr Wilcut held the manufacture rights to at one time.

The original Palomino, N40J, was reported to be the prototype for a two-seat version that Mr Wilcut intended to market as a certified airplane. N40J was rebuilt in 1965 into a two-seat tandem airplane and upgraded to a 130 hp Franklin 4A-235-B engine which became the test bed for the future certified airplane. Original estimated cost for the two-seat Palomino was to be \$8,500. According to an interview with Mr Wilcut in a January 1967 issue of Flying magazine, the two-seat version of the Palomino would cruise at an indicated airspeed of 148 mph at 5000 feet with the 130 hp Franklin engine. N40J is still registered with the FAA to an owner in South Dakota. It is listed as an Omega II which was the name used by Integrated Systems Aero Engineering, Inc. who took over the plans to produce the Palomino from San Antonio Aviation. Integrated Systems intended to produce the Omega II as a kit. There is another Palomino derivative, tail number N31AE. It was built in 1997 and is registered to an owner in Utah. That airplane is listed as an Omega III in the FAA database and is powered by a Continental IO-550.

A second single seat Palomino was built in 1963. Tail number N45J is still listed in the FAA database although it is called a Streak 90. It is powered by a 90 hp Continental engine. N45J was registered to an owner in Marion Texas (possibly Zuehl airport) for many years but was sold in 2019 to someone else in Texas. In a 2019 post on the "secretprojects.co.uk" web site, the new owner stated he would like to find someone interested in rebuilding N45J. Sounds like a great Chapter 35 project to me! What a great tribute it would be to Mr Wilcut to rebuild one of his original designs.

At least one other Palomino was built in the 1980's that Mr Wilcut was involved with. That airplane was N64TT. It was called the Texas-Turbo and was powered by a gas turbine engine (possibly a British Rover turbine). As of 2014 it still existed according to a post on "secretprojects.co.uk" and was undergoing a rebuild but I cannot find any recent information about that airplane. I remember seeing a picture of it hanging on the wall of T&M Aviation at Stinson Air-

port and hearing stories about Mr Wilcut from the FBO's owner. That included a story about the jet Mr Wilcut owned that would tear the asphalt off the taxiway when he ran it up.

So, if your totally confused, I'll try to sum up the history of the Palomino for you. There once was this ambitious guy by the name of Bert Wilcut who loved airplanes and wanted to produce a relatively inexpensive, fun little high performance, two-seat airplane. He worked with a guy named Art Mooney (Art Mooney's brother) and some other great designers and engineers to design an airplane initially called the Palomino (and the Streak 90). This later became known as the Omega II and finally the Omega III. At least that's how I understand the confusing lineage of Mr Wilcut's little airplane.

Sources for this article include:

Flying Magazine (January 1967), Secretprojects.co.uk, All-Aero.com & erofiles.com

**Additional photos on page 22**

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


Here is your October 2022 mystery airplane. Who will be the first to email me at [dapsey@satx.rr.com](mailto: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. How many were made?





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

<b>2022</b>		
OCTOBER	<b>8</b>	 0900 <b>FLY-IN PANCAKE BREAKFAST</b>
	<b>14</b>	1800 VMC Club (see FAA Wings page and e-mail); 7:30 Movie night on the lawn TBA
	<b>22</b>	0900 <b>YOUNG EAGLES RALLY (RAIN DATE 29 Oct)</b>
NOVEMBER	<b>12</b>	1130 <u>Annual Membership Meeting</u> and Chili Cookoff
	<b>18</b>	1800 VMC Club (see FAA Wings page and e-mail)
DECEMBER	<b>10</b>	<u>CHRISTMAS PARTY - PLANS TOTALLY PENDING</u> 1100 Social Hour; 1200 Lunch
	<b>16</b>	1800 pm VMC Club (see FAA Wings page and e-mail)

**Upcoming Area Events:**

<https://socialflight.com>

<https://eaa.org>

<https://funplacestofly.com>

Facebook Group: Texas Aviation Event Calendar



**RANGER AIRFIELD'S ANTIQUE FLY-IN & AIRSHOW**  
**Fri SEP 30 - Sun OCT 2**  
 WWW.RANGERAIRFIELD.ORG

Celebrating 111 years of flying at Ranger Airfield!

Photos from 2020

Ranger, Texas GPS: F23 Grass 1/19; 3400x75 ft. Elev: 1470 ft.  
 Transportation to Hotels Camping Showers Fire Pit Short Airshow Fri/Sat



**Next Chapter 35 Young Eagles Event**

**October 22nd**

**Pilots and volunteers needed!**





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
KHAKI FISHING SHIRTS	ONE MEDIUM	
	ONE LARGE	
TEXAS FLAG APRONS	3 left	\$26.00
Additional Items available		
BASEBALL CAPS (with logo)	SIX NEW ONES	\$12.00
CHAPTER 35 DUFFLE BAGS	Only 2 left	\$31.00
COFFEE MUGS	EIGHT	\$7.00
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	Ian Heritch		vicepresident@eaa35.org
Secretary	Paul Wurster		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
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Member At Large	Tom Rich		tmriws@gmail.com
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## Chairpersons

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Tool Crib/Hangar	Rebecca Southard (	507-210-0504	lewnan@sbcglobal.net
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Flight Advisors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
Flight Advisors	Vacant—this could be YOU!		

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Technical Counselors	Lew Mason	210-688-9072	lewnan@sbcglobal.net

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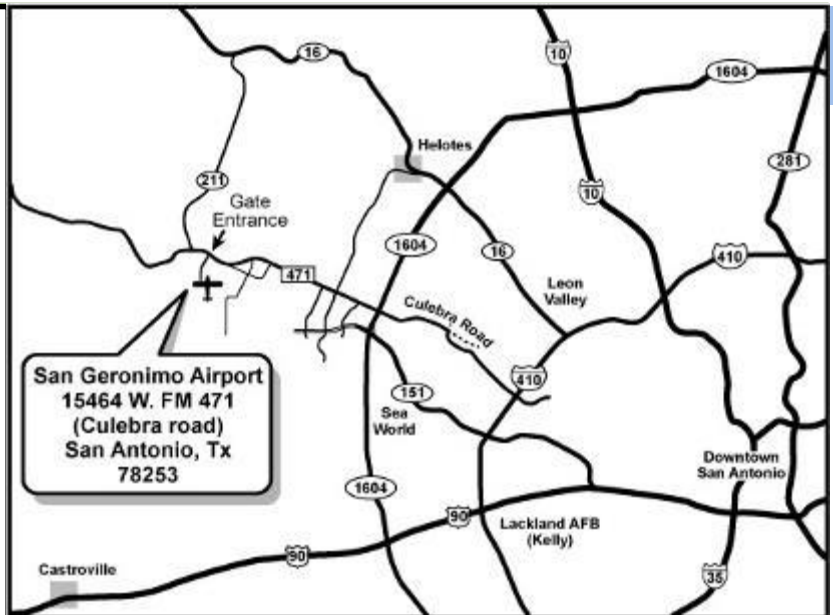
## ***NEXT EVENT***

***October 8***

***Pancake Breakfast***

***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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Water-Based, Non-Corrosive, Alcohol & Ammonia Free. Meets Boeing Aircraft Spec. D6-17487P & D6-7127M



**Wash Wax ALL**  
All purpose cleaner/wax that you can safely use on everything you clean. Leaves an anti-static protective coating on aircraft, cars, boats, motorcycles, and RVs. Lifts dirt without scratching.  
**Spray On - Wipe Dry**



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



**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**

**NEW**

**Waterless Wash Wax Mop - Faster, Easier, Safer.**

**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.



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



**AeroDiaper**

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



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**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.



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



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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.



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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.

**AERO COSMETICS**



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**Sold By: THE EAA CHAPTER 35 COUNTRY STORE**



Additional Photos of Bert Wilcut's aircraft from page 15





It is time for the Fall Fly-ins. Get your airplane out and go visit some of these great events!!!

# October 1, 2022

## The Texas Barnstorming Museums 8th Annual Fly-In and Pig Roast Hallettsville Municipal Airfield (34R)



THE HOT SUMMER IS OVER.  
COME FLY A COOL B-25 BOMBER!

### DEVIL DOG RIDE DAY

SAT., OCTOBER 1, 2022  
07:30 A.M. TO 12:00 P.M.

Georgetown Municipal Airport  
(Georgetown, TX)

SIGN UP TO FLY TODAY!

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[www.devildogsquadron.com](http://www.devildogsquadron.com)

Come share a piece of history with family members or perhaps you know a WWII veteran that would love to ride the WWII B-25 Devil Dog. Feel the vibrations, hear the rumble, and smell the smoke as the Wright 2600 radial roar to life. Don't miss this "once-in-a-lifetime" experience. It is a definite must for your bucket list. Your trip back in time will allow you to honor the sacrifices of countless men and women who fought and died for our freedoms.

- ✓ Saturday @ 08:00 AM
- ✓ Saturday @ 09:00 AM
- ✓ Saturday @ 10:00 AM
- ✓ Saturday @ 11:00 AM

### LIVING HISTORY FLIGHT EXPERIENCE

We offer Living History Flight Experience rides to promote our mission of education, such that generations of Americans will value and support the contributions of military aviation in assuring our nation's freedom.

- ★ Rides available: \$450 per passenger. (\$425 if prepaid.)
- ★ Minimum of 4 passengers required.
- ★ Flights are approximately 30 minutes long.



# ★ OCTOBER 8, 2022

## TWENTY-THIRD ANNUAL CORSIANA AIRSHOW



Hosted by the Coyote Squadron  
of the Commemorative Air Force

FREE ADMISSION  
to Veterans &  
Active Military  
Personnel

*"The Best Little  
Airshow in Texas"*

Rides in several warbirds  
will be available on Friday and Saturday.  
See Facebook (Coyote Squadron)  
for details

GATES OPEN  
8:30 AM

CORSICANA MUNICIPAL AIRPORT

★ ★ ★ SHOW STARTS AT 12:00 PM ★ ★ ★

[WWW.COYOTESQUADRON.ORG](http://WWW.COYOTESQUADRON.ORG)



# "Fall Festival of Flight"

OCTOBER 7<sup>th</sup> & 8<sup>th</sup>, 2022

60<sup>th</sup> ANNUAL



Classic Airplane Fly-In! • Open to The Public!

Vintage Airplanes, Warbirds, Experimental, Antiques,  
Biplanes, Food, Vendors, and more!

Hosted by the Texas Chapter,  
Antique Airplane Association [www.txaaa.org](http://www.txaaa.org)

GAINESVILLE MUNICIPAL AIRPORT, TX (KGLE)





**36th Annual FLYING M RANCH Fly-In & Campout  
REKLAW, TEXAS - October 22 - 23 - 24, 2021**



**DAVE & MARCIA MASON, Phone: 936-369-4362  
STINSONEER@AIRMAIL.NET - FB: FlyingMRanch Reklaw  
7TA7 - N31° 50.7' W94° 57.5' - RWY 02-20  
3,500' TURF - 310 ft. ELEV - UNICOM 122.9**



**FLY-IN  
LUNCH**

**OCTOBER 8, 2022 - 11AM - 2PM  
SLATON MUNICIPAL AIRPORT, SLATON, TX  
(2 MILES NORTH OF SLATON ON FARM TO MARKET ROAD FM. 400)**

**LUNCH INCLUDES:**  
HAMBURGERS, HOT DOGS,  
SAUSAGE WRAPS, & ALL THE FIXIN'S  
(DONATION REQUESTED)



**AIRCRAFT AWARDS**  
FARTHEST DISTANCE FLOWN  
MOST UNUSUAL AIRCRAFT  
OLDEST AIRPLANE  
OLDEST PILOT

**WW2 MUSEUM  
AIRCRAFT WILL BE  
ON DISPLAY**

**OPEN TO THE PUBLIC  
PARKING AVAILABLE  
NO AIRPLANE REQUIRED**

**AIRPORT IDENTIFIER F49 - RADIO FREQUENCY 123.00**

**RANGER AIRFIELD'S ANTIQUE  
FLY-IN & AIRSHOW  
Fri SEP 30 - Sun OCT 2**

[WWW.RANGERAIRFIELD.ORG](http://WWW.RANGERAIRFIELD.ORG)

**Celebrating 111 years of  
flying at Ranger Airfield!**



Photos from 2020



Ranger, Texas GPS: F23 Grass 1/19: 3400x75 ft. Elev: 1470 ft.  
Transportation to Hotels Camping Showers Fire Pit Short Airshow Fri/Sat



**Reminder**

**Pancake Breakfast  
Chapter 35 Clubhouse  
October 8 at 9 a.m.**