



# RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX

Founded in 1957



## AMERICAN VETERANS

**November 2023**

Volume 66 Issue 11

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## Next Event

NOVEMBER 11

1000 VMC

1130 ANNUAL MEMBER'S  
MEETING & CHILI  
COOKOFF

Chapter Clubhouse

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

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Editor: Bill Fahey

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Chuck Fisher

Our November Gathering falls on Veteran's day, so it seems fitting to begin this issue with an acknowledgement of the significance of the day and of those around and among us who serve and have served. Many are featured on the posters in our clubhouse.

We typically associate the term with those who have served in combat in our nation's greatest wars. Today's senior veterans served in Korea and in Vietnam. They are the last of the "draft-era" veterans.

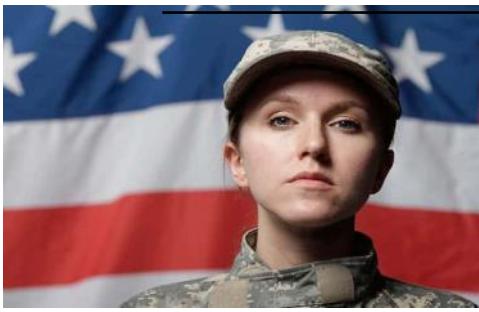
Although many served in those wars by choice, the rest were drafted into their nation's service and into an experience and a life they could never have imagined. For many, though, the bonds they formed under fire shaped who they would be for the rest of their lives. Knowing someone's very life is in your hands, and that you must be able to absolutely trust the person next to you to save yours...changes you and your outlook on life and leadership.

Today's veterans are from an all volunteer force. These soldiers, sailors, airmen, marines, guardians and coast guardsmen volunteered to serve and have

been free to exit at any time. They have willingly served in Afghanistan, Iraq, Africa, and other unpleasant places around the world. Their experience has been different, though, with real-time communications, and vastly improved quality of life changes...and a nation that welcomed them home.



<https://education.nationalgeographic.org/resource/veteran/>



<https://nvf.org/wp-content/uploads/2015/12/women-veteran-issues.jpg>

Nonetheless, all share the simple reality that they have self-selected to be among those that run toward danger, not away from it.

Veterans often seem, well, different. One reason might be that while the vast majority of us "do a job", for a military member, the job IS them. Their job, whether a combat pilot or an admin clerk in a field hospital...IS who they are. It will always be who they are or were...even decades later. Most

veterans are very proud of their roles, their units and what they have done.

The number of veterans and percent of our population is decreasing now as those of WWII and Korea pass away. Today about 16 million Americans are

(Continued on page 3)

## Annual Member's Meeting & Elections

AND

Chili-Cook-off. Bring your best recipe!



**Runway 35 — The Official Newsletter of EAA Chapter 35 — San Antonio, Texas**

## FROM THE PRESIDENTS COCKPIT



**H**appy November Chapter 35. It is fall and the leaves are turning and the air crisp. Well...sort of. I hope everyone has a chance to get some time in the crisp fall air.

This is the time of year we appreciate living in South Texas, as our friends up north are buttoned up in their insulated hangars or shoveling their first snow.

Our October gathering was a once in a lifetime opportunity to join with everyone and view the annular eclipse. We'll have another chance in April to see a total eclipse. How cool is that to be at ground zero for both events! We'll have some photos later in this issue.

A HUGE thanks to our kitchen crew for a super Hot Dog extravaganza. This one required a LOT of prep-work! I get to see personally how much effort this team puts in every month and am just humbled at their skill and service. But they also have fun, and

I think their friendship is what makes it worthwhile. If you would like to join them, there is always room and there is always a need. Talk to Peggy or any of the team and feel free to jump in and help.

VMC club was also a superb success. We had about 25 folks there and went through two formal scenarios and a great group discussion. Be sure to join us for these excellent sessions. Also, many are WINGS credit courses, so be sure to talk to Matt or your local CFI about finishing the Wings credit flights as well!

Next Month we will be having the annual membership meeting. We will have elections, and as far as I know we only have one party and don't need a speaker of the house to do so...but we do need YOU to be there to vote. Candidates for next year's officers are Ian Heritch for President, Paul Wurster for VP, Ron O'Dea for Secretary and Dee Brame for treasurer.

Not only do we need to elect our officers, but it is now time for YOU to step up to be the next generation of leaders. For every chairman and officer, there should be an apprentice ready to step up to help. For example, Ron is stepping up to be Secretary. He's been membership chair for nearly two decades...who would like to learn to do membership tasks? This is YOUR organization. Please look in the mirror and ask yourself how you are helping the group. If you don't know...turn around and volunteer. We will partner you with an existing chair, officer or activity lead so you can learn. If you'd like



to go to formal training at EAA, we can help with funding that too. Just send me an e-mail at [president@eaa35.org](mailto:president@eaa35.org) and let me know you are interested. Oh...and on that note...I am terribly forgetful; many members catch me at the meeting with great ideas or willingness to help...and I forget by the time I get home. So please send a note as the e-mail helps me remember.

Young Eagles rallies this fall were both a bust due to lack of pilots and for the make up forecast weather. We need you to be a Young Eagles pilot. I've written about this before, but let me reiterate that the requirements are minimal, you can use an LSA, experimental or certificated plane, and you will have a truly unique opportunity to influence a young life.

Your chapter needs your help. We are ALL super busy, and we ALL have competing interests in our lives. But your chapter is, I hope, one of your "happy places". Let working and helping with chapter be your stress relief!

We need someone to take on the Newsletter either as The Editor or as an assistant to gather the materials each month. And, we always need articles, photos and more for every issue. Share your experiences...it is all for fun.

OK, I am out of space. Thank you everyone who has made this a three time Gold Award chapter, and thanks in advance for everyone who will carry on that tradition. Now...go build, go maintain, go restore...and go fly!

**New Members****Welcome to new Chapter 35 members:**

**Zac Morton (EAA 710306).** Zach is a pilot who is building an RV 12 and flies several aircraft. He's looking to help however he can!

## Veterans (CONTINUED)

(Continued from page 1)

service veterans (down from 18M in 2018) or about 6% of the US population.

Have you ever wondered, then, why organizations like ours tend to have so many veterans...far more than 6%?

I think it is because Veterans, by nature of who they are and have been tend to be "doers", and because of the team environment of the military, Veterans like to be part of a team or peer group. I see a high veteran participation among all the groups I participate in.

Yet, across the nation organizations find themselves challenged to bring in young people who have grown up with social media instead of face-to-face experiences. Organizations like ours provide a structured, disciplined place to introduce youth and young adults to a professional team. It is a responsibility we all share.

I'd encourage young Americans to take a moment and ask a Veteran to tell their story. Without fail they will hear of a "family" and in many cases they will hear the Veteran tell of their growth into adulthood in uniform. This author has watched youth who were adrift, lacking direction or skills when they donned a uniform become



adults with training, skills and confidence as leaders and a sense of personal responsibility far exceeding their age. To the military member it is transparent...just part of the job. But to those looking from outside, the transformation is remarkable.

The discipline, the responsibility, and ultimately the authority and faith we place on the young person transforms them. It is not unlike watching a young person grow from a long-haired teenager to a highly disciplined professional pilot.

Perhaps you can see a connection with our activities. Maybe you see yourself in this article.

So, on this Veteran's day, make it a point to seek out a veteran and ask him or her their story. Not all veterans are combat heroes, though many are; but all were among the 6% of Americans who stepped forward to serve their nation. That matters.

Thank you Veterans ... my brothers and sisters.



## FROM THE CRUISE DIRECTOR (VICE PRESIDENT)

I'd like to tell you that I can already smell the roast turkey and stuffing (did you know HEB has a seasonal potato chip flavored like roast turkey and stuffing? They are remarkably good.), but that would be a lie, my brain still thinks it's Labour Day, burgers and hot dogs. Where did this year go?

Our November Chapter Gathering is right around the corner, November 11, 2023, to be exact, and it's an important Gathering for four reasons: 1. November 11 is Veterans Day, and we will indeed honor our military veterans; 2. We will begin our programming at 10 AM with another fantastic VMC Club ably led by Matt Van De Walle; 3. this is our annual business meeting where, as a membership, we will make some decisions and select new leadership; and 4. to some the most important reason, we will have our annual Chapter 35 Chili Cook-Off. You are most welcome to throw your pot of chili into the ring, we will have appropriate sides, desserts, and beverages; we

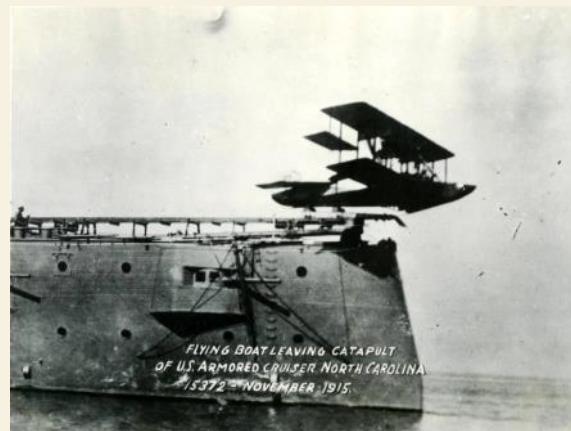


**Ian Heritch**

simply ask for a \$7 per person donation. Come and join us on November 11, for a nice day of commemoration, aviation discussion, some chapter decision-making, and a warm bowl of chili (Frito Pie?).

Looking forward to seeing you there.

Fun November Fact: November 6, 1915 - The first catapult launching of an airplane from a moving ship is made from the USS North Carolina near Pensacola, Florida.



# CHAPTER BULLETIN BOARD

## WE NEED YOU!

### Need Volunteers for:

- ♦ **Historian:** Capture and keep the legacy of Chapter 35 for generations to come
- ♦ **Newsletter Editor:** Let your creative juices flow! EAA Chapter 35 is in search of newsletter editor beginning with the Jan 2024 issue.

Contact [president@eaa35.org](mailto:president@eaa35.org)

## 2024—2026 Proposed Slate of Officers:

- ◊ **President:** Ian Heritch
- ◊ **Vice President:** Paul Wurster
- ◊ **Secretary:** Ron O'Dea
- ◊ **Treasurer:** Dee Brame

*Please send additional proposed candidates to [president@eaa35.org](mailto:president@eaa35.org)*

*Nominations will be taken from the floor.*

*You MUST be a member to vote*

## From the Kitchen

Time is flying past and soon we will be in the holiday season. Wasn't the annular solar eclipse amazing. It is so neat to see those natural occurrences. I am so appreciative of the help I received in the set up for our October Solar Eclipse event from BJ O'Dea and Pam Paduh. They helped get everything setup table wise so the flow from our Hotdogs from Around the U.S. could be a success. Thank you, ladies, for spending some of your Friday evening with me.

Saturday morning the day of the eclipse saw Pam Paduh and BJ O'Dea helping with putting hotdogs in the oven, fantastic way to get many cooked, putting the correct condiments with the correct area, cooking bacon, opening sauerkraut, etc. Also lending a hand was Mary Ann Schlattman and Robin Apsey. I am not sure who all brought such wonderful desserts but heartfelt Thank You to those who contributed. Also, a great big Thanks to those who helped clean-up, especially Charlie Brame for taking care of the trash.

We are a couple of weeks until the month changes to November. November is the annual membership meeting complete with the chili cook-off. Get those chili recipes ready as you can enter the chili contest. If chili is not your forte but you would like to contribute, we will also need cornbread and desserts. This is always a good time for all. I am looking forward to tasting some awesome chili.

The December Holiday gathering will be catered so please read your emails and the newsletter for important reservation dates, costs, and details.

That's it for this month.

Peggy

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.

## YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: [eaa35news@gmail.com](mailto:eaa35news@gmail.com)

## AirVenture 2023

Chuck Fisher

**A**irVenture 2023 is in the books! It came so fast and passed even faster. It was, as all AirVentures are much the same yet totally different than the ones before.

Here are a few of my notes from up on the North End. I put it that way, because we had 25 or so chapter members there, and each had a totally different experience depending on their location, interests, and activities while there. I hope they will also write of their experiences (yes folks, that is a hint!).

We took a leisurely two day journey that afforded us time to go visit our daughter en route. The weather cooperated and with only a brief delay for a band of light showers and low ceilings proceeded without challenge. That put us on the Warbirds arrival first thing Saturday morning.

As we typically do, we stayed on the airfield. Our camping partners the O'Deas arrived the next day by the low-level route. Chuck and Ron worked most of the week giving tours of the Warbirds grounds and Chuck also worked over in the "Blue Barn" chapters HQ, the Chapter Leaders corn roast and gave a brief talk at the Chapter Leaders Breakfast. BJ sold merchandise over in the Warbirds store and Peggy worked up at KidVenture making paper rockets (that looked like a lot of fun!).

This year, the weather was a bit of a factor. The week started with smoke from the Canadian fires. On our way up Chicago center kept calling out areas of light precipitation. This was a prompt for a PIREP that we were in clear skies, but that there were swirls of smoke

that were showing up on radar. We had the predictable Saturday afternoon rain shower, but this year it was hot (in a Wisconsin sort of way) and humid, leading to evening thunderstorms almost every evening. A lot of folks at least in the Warbirds area packed up and left on Wednesday to avoid predicted big squalls and worsening weather south and east.



There were memorable moments this year indeed. This year up on our end we commemorated the end of the Vietnam war and honored those veterans, and recognized the movie Devotion with a Gathering of Corsairs. These were, by the way, the same aircraft that were used in the movie. Down in the Theater in the Woods we watched an assemblage of Apollo, Shuttle, ISS and Artemis astronauts and

leaders with the NASA vice discuss and compare the missions, training and lessons learned in space travel. I doubt there has ever been and will ever be another "honor flight" of astronauts spanning nearly the entire US history of space exploration.



While there we ran into a lot of Chapter 35 members! Darren and Susan Medlin helped us celebrate our 40<sup>th</sup> anniversary during the chapter leaders' corn-roast. Rebecca worked over at the Blue Barn, Nelson was on the North 40 and we heard his trumpet loud and clear! Phil flew in from Alaska, and Danny flew up from Texas as well. Bill was planted over in the Zenith booth and every time I walked by had a long line of interested customers. We saw the Doolittles, Chris Watson, "Bones"

(Continued on page 6)

## AirVenture 2023 (continued)

(Continued from page 5)

McCoy, Andrea and our campers all joined us for the chapters photos Tuesday morning. The parking/traffic situation and changing to Tuesday morning conspired to make this a small photo group and several chapters missed it altogether.

Although we both took Saturday off to explore after the chapter lead-

ers' breakfast and a WASP discussion, we were oblivious to the tragedies Saturday. Probably blissfully so. And had an uneventful, smooth flight back to Texas Sunday AM.

Back in superheated Texas. We will hope for cooler weather and look forward to seeing everyone up there next year!

(Continued on page 7)



## AirVenture 2023 (continued)



### Tour de Cremains

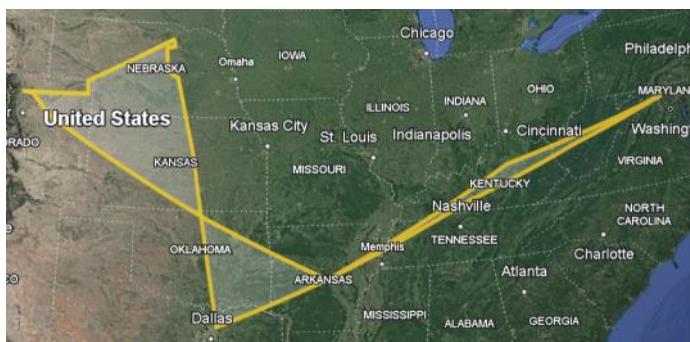
**Jim Feighny**



My mother passed in April of 2023. Just a couple weeks short of her 105th birthday, and in keeping with her wishes, her cremains were to be moved from Texas to Loveland CO for Inurnment next

to her husband. The assisted living facility where she had been residing for the preceding 3 years also was a full service operation and would ship your remains to the designated receiver. I told my brother that I would prefer to make that trip myself. And so, the concept of the Tour was created.

Janet and I flew the RV-9 down to McKinney Texas and retrieved Mom and off we went. North to O'Neill NE and a pass by the home-



stead ranch where she was born, then on the Julesburg CO, where she and my dad build a successful well drilling and service business that allowed my brother and I to attend college and for 5 grandchildren to get a financial start.

The flight continued on to Holyoke CO for a pass over the family farm, a tip of the hat to my dad's venture into being a gentleman farmer and a final stop at Loveland/Ft Collins and a meeting to finalize her arrival.

We spent a couple more days visiting former neighbors and family and then returned to Frederick. All told 28 hours on the tach, 7 days on the road, 3500 NM and 190 gallons of fuel. Mom would have shaken her head that it was possible to do such a trip in just a week!



## Things that Fly!

Honestly, I work to fly! I help folks sell their properties so I can pay for my aviation habit. Last week was a big week, well some folks say all my weeks are big, but I have to say. Last week was big even on my scale. Monday I studied, Tuesday I showed one of my listings at San Geronimo, then Wednesday early morning, I went and did my FOI (Fundamentals of Instruction) written test for my Helicopter CFI. Glad that only took 15 minutes to write. Then I drove to Hondo from San Antonio, got into my 172, and flew up north of Dallas (3hrs one way) to meet a great group of Experimental folks with Rotorway. I was going to land at his grass runway (3XA1) but there are 50ft trees on each end and my 172's performance in my opinion was not up to getting over those trees with the crazy x wind. Getting in was not a problem, so I aborted and flew 5 min to another grass runway (1XA6) and had Jim Hardy, the guy that was putting on this flyin, pick me up the old-fashioned way, via his car. It would have been great to get picked up via helicopter, but weight balance and ballast are a challenge in these light helicopters. So it is a two-way trip or a two-way trip via a car.

I hung out and met lots of super interesting folks that have helicopters and, many I have chatted with on Facebook. Then came the trip to get ice cream via helicopter. A gaggle of 4 ships (helicopters) flew with us and Jim let me feel what the Rotorway handled. Jim did not have the collective installed on my side, but I could feel the pedals and cyclic and it was what I expected. Sensitive but solid. And yes 2 lbs heavier on the way home from icecream at Freddie's!

Dusk was approaching, and with a confident "buzz" from a 1965 C172, at Jim's field, I returned back home in pitch blackness following a star. Once and a while I looked to see if we had gained any ground speed. It was brutal at first, but finally got a few mph faster, and was a 3-hour flight back home.

Thursday am, I had packed already and drove to Hondo, and flew the Red Pitts to my Edna Aerobatic contest (practice day). Our contest was on Friday and Saturday.



page.

## Andrea McGilvray

day. Having won the contest in Hondo, I felt pretty confident about my flying even though I had not practiced as much as I should have. There is a super friendly group that we love to egg each other on who is going to win and I did my best to keep that attitude, so Thursday night, I agreed to have a few drinks but was super slow at drinking and got one of my competitors somewhat not sober. We both had headaches in the morning! So 1st flight on Friday and 2nd Flight on Friday, I was in 1st place and Bo was on my heels. If

either of us sneezed, the other would take the lead. I was up 1st in the morning and the promised winds were not correct. So my sneeze was I flew too far south of the judges so they downgraded my presentation and Bo flew exceptionally well. On one of his figures, I thought the judges were teasing me and telling him how well he flew, when in fact he had flown that well. So in the end, I got 2nd but it we were only a few points apart. 2 photographers showed up and took exceptional photos (as they always do) so go check them out on the Facebook page <https://www.facebook.com/IAC107/>. I came home exhausted and showed 4 properties on Sunday! From Bandera To Zuehl Airpark, To San Geronimo Airpark, then back to home. Round Trip 4 hrs at least of driving and a 12 hr day.

So now I have been very inspired to make sure I keep my home team's advantage for the

Hondo contest next September. My job is to keep all of my hard-core Akro buddies from taking 1st place at home. So I better practice and make sure I don't lose any ground since I know for a fact they will all be practicing to win. These are like my brothers and sisters and we all do better because we push each other. So thank you my Akro family.

Glad Monday came so I could get a day off!

In the photo of the helicopter is Jim Hardy and myself

And 1st place is Bo Kalabus, Myself and third place is Loran May - <https://iaccdb.iac.org/contests/869> - Result



## OCTOBER VMC and Solar Eclipse Gathering



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- 2) T Hangar for rent \$300/month inc electric Call/txt Andrea 210-413-7392 for more info
- 3) Assorted aircraft for sale from *Estate of Jerry Sides, J3 Cub, Luscomb, Replica Jenny & SC5, Pup* Call/txt Andrea 210-413-7392 for more info.

Thru DEC 2023



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You must be an EAA Chapter 35 member. Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.

**PLEASE Notify me when your item sells!!**

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**BUILDER's SPACE:** 10x20 builders space in the chapter hangar, access to chapter tools, equipment and room to temporarily expand (e.g. to mount wings, etc.). This is about the size of a garage with lots of extra room and for building up till you need a full sized hangar and costs less. Contact Rebecca at youngeagles@eaa35.org or chuck at president@eaa35.org



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Paid Thru May 2024

# THE WORKSHOP

## Generator Regulator

Mark Julicher

Not so long ago in a land not very far away...

Long distance phone calls were charged by the minute.

Television was black and white.

A car's headlight dimmer switch was on the floor.

Cross country navigation was on Colored Federal Airways.

And

All cars and airplanes had generators.

Sometime between then and now mobile phones eliminated long distance charges. Television developed color displays. Headlight dimmer switches moved to the steering column. Navigation changed to VOR airways, Jet Routes, and GPS waypoints.

And

In the mid-1960s most airplanes and cars upgraded to alternators.

But many vintage airplanes are still using generators, and most aviators don't understand the inner workings and hidden mechanisms that govern the electrical system of these planes. Allow me to elucidate you and provide a basic understanding of this old system.

At the most basic level, the electric system has a battery, a generator, and a regulator. The battery makes electrical energy by chemical action. The generator makes electricity by mechanical action. The regulator keeps the generator output at correct voltage and amperage.

So far so good.

Most aviators have a rudimentary understanding of how a battery works and yes, it is indeed complex chemistry, but that is all that needs to be said about it here.

On the other hand, the generator consists of many windings of copper wire wrapped around an armature which spins inside a magnetic field. Magnetism is "sweeping" electrons along the wire of those windings. How hard the electrons are swept depends on the strength of the magnetic field and the speed (rpm) of the armature. Ah Ha! If the strength of the magnetic field is controlled, the output of the generator can be regulated. Now, whilst you can't easily adjust the magnetic strength of an iron magnet, you *can* adjust the strength on an electromagnet. The picture starts to become clear. The magnet inside a generator is an electromagnet and its magnetic field strength controls the generator output.

Now consider the fact that a generator is actually just a DC electric motor. If the generator is connected directly to a battery, the generator can turn like a motor. But if the generator spins fast enough (in the correct direction) it will produce greater voltage than the battery.

Imagine if you will that a battery positive terminal is connected to

one end of a bus bar and a generator positive is connected to the other end of that same bus bar. When the battery voltage is greater than the generator output, the battery supplies energy to the aircraft systems. When the generator output voltage is higher than the battery voltage, the generator powers aircraft systems and pushes energy back into the battery. Hence it charges the battery. But an aircraft generator can produce very high voltage which could overheat the battery and burn out avionics.

This all leads to the necessity of a regulator. So how does that work? Look at Photos 1&2.



Photo 1. Generator



Photo 2: Regulator

Inside the regulator are three electromagnets. One of them is a Cutout Relay. One of them is a Voltage Regulator. The last one is a Current Regulator.

Now ponder figure 1.

The Cutout Relay is easy to understand. It

disconnects the battery from the generator when the generator is

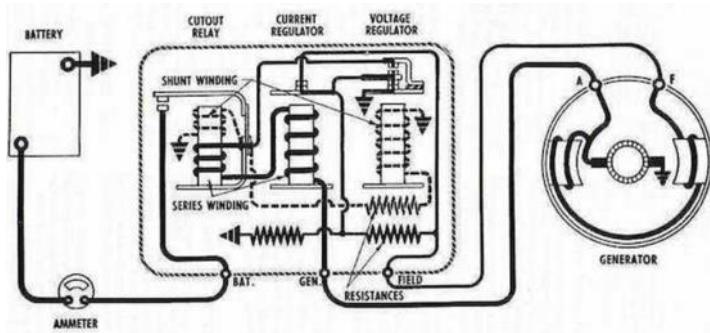


Figure 1: A basic generator/battery circuit.

offline. Without this Cutout Relay the battery would discharge through the generator whenever the generator voltage is below the battery voltage.

Once the engine is started and reaches about 1200 RPM, the output of the generator becomes strong enough to close the Cutout Relay, the battery begins taking a charge, and the generator is powering the aircraft systems.

As the engine is brought up to higher RPM, the generator produces much higher voltage, but too high voltage is undesirable. So as the voltage reaches the desired number, the Voltage Regulator coil opens a set of contacts and collapses the magnetic field. The generator then produces no voltage. With no voltage, the Voltage Regula-

# THE WORKSHOP CONTINUED

tor once again closes its contacts – allowing the generator to make voltage again. The Voltage Regulator points are opening and closing many times per second to make the proper *average* voltage.

In similar fashion, if the aircraft's demand on the system is for too much current, the Current Regulator opens its points, and the generator momentarily ceases to produce electricity.

These openings and closings of the two regulators happen very fast so the overall system behaves at an average voltage and no more than rated generator amperage.

## RV Build Progress

I hit a major milestone this past month. RV builders call this the big join. I finally put the fuselage together with the empennage!

My first decision to make was whether or not to do this in my hangar or in my garage. I already had moved the empennage up to the hangar in Boerne, but my garage is air conditioned and so convenient. All my tools are in my house, and my garage is very well lit. It also has a beverage fridge, good wifi, and is only steps away from a bathroom. Long story short, the garage won.

Joining the two pieces is not difficult conceptually. The difficult this is that the parts are so much bigger and heavier now that you really have to plan the maneuver. I first built some saw horses to set the parts on. My wife, Amanda, and my son, Henry helped me to pull the parts together and secure them. This really tested our communication skills. We got through it mostly unscathed. We had to spend some time getting all the little flanges layered just right, but after thirty minutes or so, we had it together. It was the first time that it really started to look like an airplane.

Next, the bulkheads went in. Then riveting it all together in the order

set forth in the plans took several days. Many of these rivets took two people because the structure was too large to reach around. Because it was up on saw horses, i had to use a step stool to get into position at times. Unfortunately, I had a step stool break and I fell against the edge. I put a good dent in the skin around where the back window will be. I worked the dent mostly out, and after riveting, it is not a big deal, but it is important to be careful. I should have built a ro-

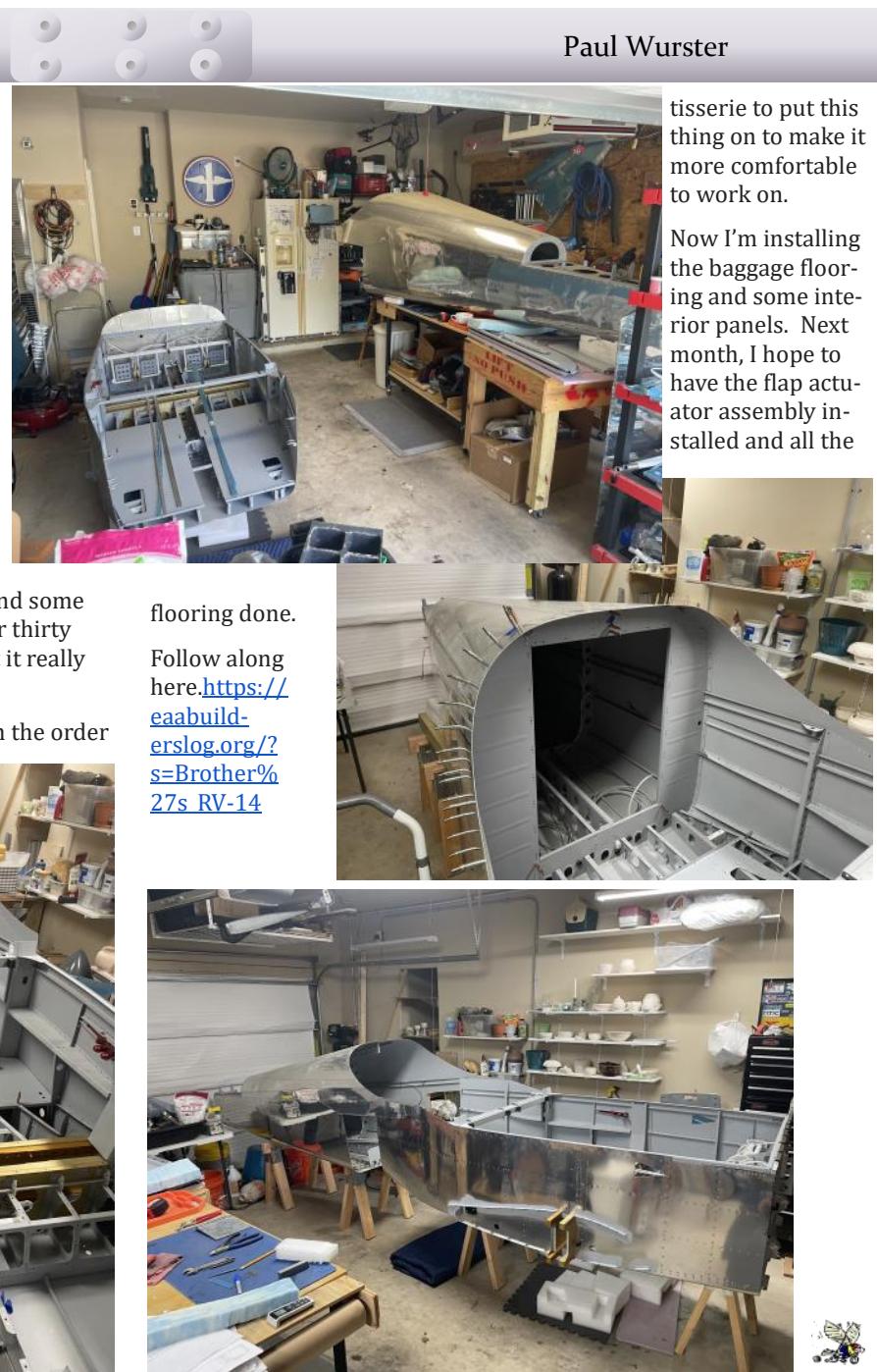
Over a long period of time, the points on the relays wear down and the regulator may fail. Typically, it takes many years to have a regulator fail, but then again, these vintage planes are all over 60 years old.

That is the take-away from this article!

Generator regulators eventually fail, and eventually may be very close to  
**now.**



Paul Wurster



tissierie to put this thing on to make it more comfortable to work on.

Now I'm installing the baggage flooring and some interior panels. Next month, I hope to have the flap actuator assembly installed and all the

flooring done.

Follow along here: <https://eabuilderslog.org/?s=Brother%27s%20RV-14>



## Chapter 35 Youth Scholars

### Scholarships and Giving

We currently have 5 scholarship recipients who are on the cusp of taking their check rides. Additionally, as you will recall Ray Scholar Thomas Reyna got his Private Pilot-Airplane license earlier this year. And we are going to keep on going...we have funds for one Kellogg Youth Aviation scholarship and are going to be applying for another Ray Aviation scholarship for next year. I think we can all agree that this is a wonderful opportunity for the young people who are the recipients of this scholarship money. It is one of the ways that EAA Chapter 35 stays an active, vibrant chapter. Completing a Ray Scholarship program is one of the criteria used to evaluate EAA Chapters and recognize chapters that have demonstrated outstanding commitment to general aviation. And EAA Chapter 35 has been recognized as a chapter with among the highest levels of commitment in the whole of the Experimental Aircraft Association, (as shown by our gold level award).

I'm proud of the support that our chapter has shown to introducing young people to aviation: In Young Eagle flights, in youth education with such projects as the "Return of the Joker" teaching young people (and older people) how to do such things as reskin an aluminum wing, AND in the support of our scholarship recipients. And NOT just monetarily: Our Secretary, Paul Wurster, is teaching an on-line course to get our scholars ready for the oral portion of their check rides. (These sessions are being conducted online via Zoom and are recorded... contact Paul if you know someone who is preparing for a check ride who might benefit from reviewing these materials and strategies.)

But of course, scholarships need money too. Flight training costs a lot more money than it did when we were younger. Right now, flight training at my local airport flight school is \$240 per hour for aircraft and instructor flying a basic Cessna 172, AFTER a discount

Allen Inks, Scholarship Coordinator

given to our scholarship recipients .

We have collected a few scores of dollars in a couple of "pass the hat" donation events, but the bulk of our scholarship money has come from two sources: The Ray Foundation (as administered by the national EAA), and, of course, the very generous donations of our own Jane Kellogg, who set up a youth scholarship this year which was awarded to Raegan Rait, and has funds already donated to fund a second youth scholarship next year. But the Ray Scholarship we are seeking next year will require CHAPTER 35 to put up some matching funds.

Rather than continuing to rely SOLELY on the extraordinary generosity of one chapter member, we would like to broaden the base of chapter members who are willing to step up and say, **"Yes, I agree with EAA that 'Inspiring young people to experience the freedom of flight is one of EAA's greatest obligations to assure a strong future for aviation.' And to back that up, I want to support the scholarship programs here at EAA Chapter 35 with a donation!"**

I will refer you to my article on page 5 of the November 2022 EAA Chapter 35 newsletter, in which I wrote about ways to donate to EAA Chapter 35. I will note that of the ways to donate I listed in that article, #6 - Amazon Smiles, has been discontinued – Amazon shut down that program for everyone.

Which is best? It really depends on your particular situation. Read the article. Just note that IF you want the donation to be directed to a particular purpose, such as to support Chapter 35 scholarship programs, you should include instructions to that effect when you make the donation.

Thank You...



### HONEST ABE

### Marilyn Doolittle

**M**e again, the "not a pilot," who spends a lot of time with all things aviation. As the year draws to a close, I wanted to share with you a little system that you can implement to help support aviation-related causes. A friend once told me that an easy way to save money, for whatever purpose, is to take every \$5 bill that passes by your palm during the year and put it in a jar out of sight. We've done this a few years and it's amazing how much you accumulate during the year, in a very painless manner. We do use credit cards, but also engage in a surprising number of small cash-based transactions throughout the year, resulting in a few hundred dollars building up the "Honest Abe" jar. At the end of the year, we empty out the jar and decide what to do with the savings. This year we have decided to donate to an organization or fund that helps young people pursue careers or hobbies in aviation. There are many good organizations and funds to pick from, including our own Kellogg Aviation Scholarship fund at Chapter 35. Abe Lincoln never saw an airplane, but he's peeking out from all those \$5 bills and giving up a big thumbs up to our young people who will become the future of aviation.

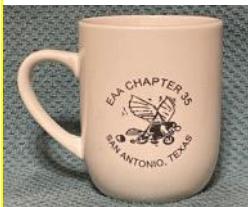




# Country Store

**IT'S FALL YA'LL !!!!!**

**SPECIAL:** In honor of cooler weather I have been on the lookout for ways to add our beautiful logo to warmer clothing. The challenge associated with this is trying to avoid having leftover inventory when the weather changes once again. Our embroiderer will allow us to bring items (hoodies, fleece, long-sleeved shirts) to their shop to be embroidered. They will charge \$15 per item. Anyone interested??? If so, send me an email or text for more details.



Be on the look-out for highlighted merchandise on the inventory list. This means an item is being offered at a discounted price. The "cash or check" payment request has been removed and the store is accepting credit cards.

The holidays are fast approaching and the Country Store has logo items for gift giving and for decorating. Stop by to have a look at the merchandise or visit the store on our Chapter 35 website for available inventory and pictures. As always, if you have suggestions for items that you would like or think other members would like to have in the store, please let me know!

Safe Flying,

Nancy - [\(countrystore@eaa35.org\)](mailto:countrystore@eaa35.org)  
[\(954\) 675-8462](tel:(954)675-8462)



## Nancy Duepner

	Inventory	Member Price
Glass Christmas Ornaments—choice of colors w/laser engraved logo	19	\$3.00
<b>Texas Flag</b> Fishing Shirt w/ embroidered logo—Lake Fork/Magellan (short sleeve)	4-S 2-M 3-L 2-XL 2-XXL	\$46.00 (XXL+\$2.00)
Port Authority L100 Polo Shirt w/ embroidered logo (Ladies') / Color choices: Carolina Blue, Gusty Grey  **fits a bit smaller than size**	1-L(grey) 2-XXL(blue/grey)	\$31.00 (XXL+\$2.00)
Ladies' Polo Shirt w/embroidered logo	1-L (grey) 1-XL (blue)	\$25.00 (cash or
Port Authority K100 Polo Shirt w/ embroidered logo (Men's) / Color choices: Carolina Blue, Gusty Grey	2-L(blue/grey) 1-XXL(blue) 1-L(Black)	\$31.00 (XXL+\$2.00)
Men's Polo Shirt w/embroidered logo	1-XL (white) 1-S (yellow)	\$25.00 (cash or
<b>Texas Flag</b> Apron	1	\$26.00
Baseball Cap w/ embroidered Ch35 logo	7-regular 3-TX Flag	\$19.00 \$21.00
Bucket Hats w/logo "patch"	2-gray	\$19.00
Lapel/Hat/Tie Pin	135	\$3.75
Airplane Key Ring/Bottle Opener	29	\$2.00
Bumper Sticker	Multiple designs	\$1.00
Coffee Mug Clear Glass or White Ceramic w/ laser engraved Ch 35 logo		\$4.00
Clear glass mug w/ laser engraved Ch 35 logo	5	\$5.00
Decals – stick on	Multiple	\$0.50
<b>Duffle Bag</b>	1	\$25.00 (cash or check)
Koozies	Multiple	\$4.00
Remove Before Flight Key Tag	27	\$5.00
Sew-On Logo Patch	9	\$3.00
Iron-on Logo Patch	15	\$3.00
Wash Wax Products	Very Limited	\$8.00 & up
Wheel Chocks – Aluminum	3 sets	\$40.00
Metal Art Propeller-Ch 35	6	\$35.00
Stainless Steel Tumblers w/ laser engraved logo	10-20 OZ 3-12 OZ	\$12.00 \$10.00

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

2023		
<b>November</b>	<b>11</b>	1000 VMC Club 1130 Chapter Gathering—Chili cookoff <i>Annual member meeting and elections. All members please attend!</i>
<b>December</b>	<b>9</b>	1130 Chapter Holiday Catered Luncheon and Gift Exchange!
2024		
<b>JANUARY</b>	<b>13</b>	1000 VMC Club 1130 Chapter Gathering—Program TBA
<b>FEBRUARY</b>	<b>10</b>	1000 VMC Club 1130 Chapter Gathering—Program TBA
<b>MARCH</b>	<b>9</b>	1000 VMC Club 1130 Chapter Gathering—Program TBA

**Upcoming Area Events:**

<https://Socialflight.com>

<https://eaa.org>

<https://funplacestofly.com>

Facebook Group: Texas Aviation Event Calendar

October 28 **Texas Barnstorming Museum Fly In** Hallettsville TX

October 28 **Fantasy Food Truck Fly-In Festival** Aransas County Airport (KRPT)

October 27-29 **38<sup>th</sup> Annual Flying M Ranch Fly In & Campout.** REKLAW (reklawflyin.org)

**November**

Nov 11 Chapter 35 VMC club 1000

Nov 11 CHAPTER 35 GATHERING AND ANNUAL MEETING 1130

Nov 11 **Wings and Wheels Fly In Pioneer Flight Museum**, Old Kingsbury Aerodrome

**April 2024**

April 6 **The Great Texas Airshow** JBSA-Lackland (KSKF)



# EAA Chapter 35 Leadership



## Officers

<b>President</b>	Chuck Fisher	<b>Personal and Home e-mails have been omitted for privacy. Please consult your member directory for complete contact info</b>	president@eaa35.org
<b>Vice President</b>	Ian Heritch		vicepresident@eaa35.org
<b>Secretary</b>	Paul Wurster		secretary@eaa35.org
<b>Treasurer</b>	Dee Brame		treasurer@eaa35.org

## Board of Directors

<b>Past Presidents</b>	Nelson Amen (2012-2014)	nelson.amen@eaa35.org
<b>Past Presidents</b>	Darren Medlin (2020-2021)	darren.medlin@eaa35.org
<b>Past Presidents</b>	Ulf Balldin (2014-2015)	ulf.balldin@eaa35.org
<b>Member At Large</b>	Ron O'Dea	membership@eaa35.org
<b>Member At Large</b>	Dean Doolittle	dean.doolittle@eaa35.org
<b>Member At Large</b>	Andrea McGilvray, Director	andrea.mcgilvray@eaa35.org

## Chairpersons

<b>Facilities Maintenance</b>	Darren Medlin	facility@EAA35.org
<b>Groundskeeping</b>	Dean Doolittle	dean.doolittle@eaa35.org
<b>Event Coordinators</b>	Darren Medlin/Peggy Fisher	events@eaa35.org
<b>History and Archives</b>	Nelson Amen	
<b>Membership</b>	Ron O'Dea	membership@eaa35.org
<b>Country Store</b>	Nancy Duepner	countrystore@eaa35.org
<b>Public Affairs</b>	Diana Rait	eaa35pr@gmail.com eaa35news@gmail.com
<b>Newsletter Editor</b>	Bill Fahey <b>NEED A VOLUNTEER</b>	newsletter@eaa35.org
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<b>VMC</b>	Matt Van DeWalle	eaa35vmclub@gmail.com
<b>Safety Officer</b>	Ron O'Dea	membership@eaa35.org
<b>Scholarship Coordinator</b>	Allen Inks	scholarships@eaa35.org
<b>Young Eagles</b>	Rebecca Southard/Dean Doolittle	youngeagles@eaa35.org
<b>Air Academy</b>	Maarten Versteeg	airacademy@eaa35.org
<b>Tool Crib/Hangar</b>	Bill Fahey	
<b>Builders Coordinator</b>	Fred McMahon	airplanebuilder@eaa35.org

## Flight Advisors

<b>Flight Advisors</b>	RB 'Doc' Hecker	
<b>Flight Advisors</b>	Mark Julicher	
<b>Flight Advisors</b>	Doug Dodson	

## Technical Counselors

<b>Technical Counselors</b>	RB 'Doc' Hecker	
<b>Technical Counselors</b>	Mark Julicher	
<b>Technical Counselors</b>	Steve Formhalls	
<b>Technical Counselors</b>	Nick Leonard	
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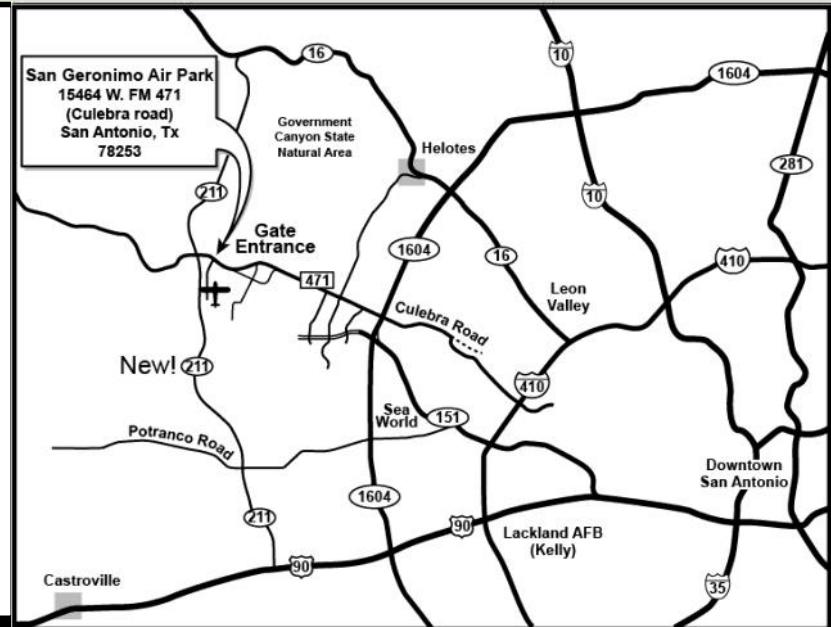
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**NEXT EVENT  
NOVEMBER 11  
1000 VMC 1000  
ANNUAL MEMBER'S MEET-  
ING & CHILI COOKOFF  
*Chapter Clubhouse***



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

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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