



## December 2020

Volume 63 Issue 12

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## Next Event

December 12th

11:30

ZOOM link via e-blast

Or email

vicepresident@eaa35.org  
for link

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

## Best Christmas Ever!

### Chuck Fisher

A very long time ago the author acted in a play about a man so down on his luck that he felt he had nothing to offer anyone. However, as the plot developed without really intending to do so, he ended up helping those around him, just by being a friend, mentor and lending a hand. He had lost everything but ended up having the best Christmas ever.

The moral of the story is that the essence of Christmas, despite what we are culturally guided to believe, is not about opening packages under the tree. It is about the warmth of giving. Giving of yourself; maybe a kind word, maybe a gift, or maybe a legacy. This is a story about the best Christmas ever for one of our members and maybe many more.

Every pilot will reach a time when it is time to hang up the headset. We don't stop being pilots, we just decide to let someone else be the pilot in command. Maybe it'll be for family reasons, job demands or medical reasons. Maybe it is just time. Regardless, that time will arrive for all of us. It can be emotional-

ly draining, depressing...you name the emotion. Or it can turn to a positive moment and one of the best moments ever.

One of our members, Jane Kellogg, lived through that time. She has a gorgeous Storm Rally light sport airplane in her hangar longing to fly. But she has decided it needs to fly at the hands of someone else.

We've all seen them. Hangars around the nation filled with dust covered aging planes that languish forlornly in the dark after their owners reached that time. How sad. Not this one!

Jane has chosen to turn what could have been a depressing, sad moment when she decided to hang up her wings into the best Christmas ever for area youth for years to come. And maybe for her too. How?

Jane is donating the proceeds from the sale of her prized airplane to help defray the costs of flight training for the youth in our area. With this generous gift, each year some young lady or man will have the best Christmas ever as they learn to fly and carry on the legacy of Jane's own experiences starting with little

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## NEXT EVENT

Meet YOUR RAY Scholars!

Virtual walk around of Jane's awesome donation  
Both Via Zoom

ALSO: Watch your e-mail for additional optional activities/opportunities



PRESIDENTS COCKPIT

DARREN MEDLIN



Welcome to the holiday edition of your EAA Chapter 35 Newsletter. By the time you read this we will have all celebrated Thanksgiving and be looking forward to wrapping up 2020 for a



jack by cutting down and dismantling two dead/dying trees on the lot.

With our COVIDy (there is that word again) environment this year your board has decided not to try and do a formal chapter holiday party. Enjoy the season safely and let folks know if you are headed off on a local flying adventure and maybe others will join you. There can be some great December flying in Texas. We'll do a Zoom gathering, and I look forward to seeing everyone then.



Thank you for everything you have done to support your chapter this year, I cannot imagine a better group of folks to spend time with. Happy Holidays, - Darren Medlin

hopefully less COVIDy (a technical term I just made up) 2021. Hopefully, you were one of the in-person, or online attendees for our annual November membership meeting which was combined with a visit to the Old Kingsbury Aero-



drome Wings and Wheels event. Vice President Chuck Fisher did a stellar job broadcasting from the event as he shared video and narration of the attractions for our online audience. Amidst the fun those members attending the event in person cast their votes for the motions up for consideration. Your proxy and in-person votes were enough to pass all three motions. See last month's President's Cockpit column for details. Now By-Laws will be updated, and a written chapter hangar rental agreement written.

More has been going on though at 8T8. If you have been in the ops building next to the EAA clubhouse you have

seen the new lending library installed and supplied by Lew and Nancy Mason. Look down and see the newly painted ops room floor. In addition to painting the floor, our new facility chairperson, Larry Geiger and his wife Diane, have already cleaned the outside north wall of years accumulation of mold and taken to tending the planting beds and giving our building new mulch and low water plants.

Tim Carter, our dependable Grounds chairperson purchased a new drive belt for the riding mower. Tim will be hanging up his EAA 35 mower riding spurs at the end of the year. Thank you, Tim, for keeping the grounds looking good and being our "on-call" lumber-

From the Cruise Director

Well, we have arrived at the end of 2020...already...finally. Let's hope for a better 2021!

If you were unable to join us in person or virtually at the Fly-in, Drive-in event at Old Kingsbury's Pioneer Flight Museum you missed a wonderful day in an amazing place. We'll plan on repeating this next year if able.

OK here is the bad news and some explanation. After exploring lots of options including an outdoor event at our clubhouse, a hangar party, going to a restaurant, and even doing a charitable event as a group the Board of Directors decided that we just cannot orchestrate a face-to-face holiday event within the guidelines set out by Bexar county leadership or assure the health and safety of our members in any of the options we were able to consider.

So, we will NOT have a December holiday gift exchange and dinner. We all share your disappointment!

We hope to maximize unofficial fly-out or drive-out social opportunities to remain connected, and I think you will see more of those activities so folks who feel comfortable doing so can remain socially engaged.

We'll do a Zoom session in December (see the first page) and then in January we are planning another tour and progress update from our various builders. And, hopefully we'll get to see what cool new tools our members got for Christmas.

Merry Christmas, Happy Holidays and please....a very safe New Year to everyone. Chuck Fisher, Vice President

# CHAPTER BULLETIN BOARD

An artist friend of mine, Jennye Stubblefield, has produced these little “out the window” style paintings of clouds at sunset that seem appealing. Oil on panel and not too big. They are at the Hunt Gallery at 4225 McCullough in Olmos Park as part of a group show of affordable artwork that will be up through the holidays.

Dave (artist)  
Baker  
210-410-2323

Hunt Gallery location: <https://huntgallery.net/contact-us/>



## HELP WANTED

Here is your chance! We need a few volunteers to help with a host of projects and maintenance activities for your chapter. We'll update this section with photos of your success and new volunteer opportunities as they come up.

**FABRICATE PROTECTIVE BARRIERS/FRAME** – 2 volunteers are needed to fabricate protective Vinyl barriers for the clubhouse serving area and a frame/curtain for the treasurers desk – contact Jane Kellogg [jkellogg@kelloggllc.com](mailto:jkellogg@kelloggllc.com)

**GROUNDS CHAIRPERSON**—Duties, lead efforts to keep the grass cut around the clubhouse and hangar. Riding Mower provided. Start January 2021. Contact Darren [president@eaa35.org](mailto:president@eaa35.org)

**FACILITY MANAGER** – FILLED!

## Restore the Plane that Launched Jackie Cochran



EAA and National WASP WWII Museum are restoring Jacqueline Cochran's first airplane, a 1933 Curtiss-Wright Travel Air Q12. This plane will be used as a static display at the National Wasp WWII Museum to inspire and educate visitors, young and old, and school groups.

Any donation will help make an impact. Thanks in advance for your contribution to a cause that means so much to us.

The National WASP WWII Museum is dedicated to honoring the life and legacy of the Women Airforce Service Pilots and preserving the legacy of Avenger Field on which most of them trained. Our mission is to educate and inspire all current and future generations with the story of the WASP – the first women to fly America's military aircraft – women who brought honor to our nation and forever changed the role of women in military and civilian aviation.

Donate at: [https://www.gofundme.com/f/restore-jacqueline-cochrano39s-travelair-q12?utm\\_source=customer&utm\\_medium=copy\\_link&utm\\_campaign=p\\_cf+share-flow-1](https://www.gofundme.com/f/restore-jacqueline-cochrano39s-travelair-q12?utm_source=customer&utm_medium=copy_link&utm_campaign=p_cf+share-flow-1)

**EAA**  
**Master the Art of Aviation**

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

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

**Location**  
San Geronimo Airport 15464 Culebra Rd  
San Antonio, TX 78253

**EAA Chapter 35**  
787-644-7828  
[eaa35vmclub@gmail.com](mailto:eaa35vmclub@gmail.com)  
[www.eaa35.org](http://www.eaa35.org)

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and ending with enough to pay it forward.

The airplane itself, then, is for sale and she'd love for a local owner to adopt it. It is completely ready to go, and Jane does not want it to gather dust!

The plane is a very low time Storm Rally, a high wing, Rotax 912 UL S2S-powered light sport aircraft in superb condition. It has just undergone a very extensive updating and is ready to fly. A local light sport CFI is very familiar with the airplane and can provide not only demo flights, but if the

purchaser needs would be a local fully qualified instructor. The plane is up at Boerne Stage airport right now.

The plane is really unique. A European design in widespread use abroad, there are few of them on this side of the Atlantic. This could be the only one currently flying in the US. It has some "wow-factor" in being a unique plane, yet it uses standard parts, proven off-the-shelf electronics and a reliable Rotax engine so maintenance is not difficult. The distributor, Light Sport America, notes that the Storm Rally was designed specifically for U.S. pilots, and features a longer fuselage & wings for even greater stability, low door threshold for easy entry, fold down seats for easy baggage access, Control yoke or stick option, removable doors, steerable nose wheel, differential brakes on both sides, push rod controls that give it a direct immediate response, all Carbon fiber/Kevlar™ construction, gorgeous leather seats, brilliant strobes and landing light, fighter-like console with T-throttle, Fowler-type flaps, electric trim and a big 44" wide cabin. It jumps off the ground with a 600-foot run over a 50 foot obstacle. Try that with a Cherokee!

Someone is going to purchase a superb plane for a great value and they will do so with the benefit of having a local CFI

and without having to travel to a broker somewhere or waiting months for delivery. Someone is going to take their new airplane home, get great bang for their buck AND go home feeling warm about their part in this great donation for our community. And, somewhere, a young woman or man each year will be offered a chance to earn their wings as a result. How great is that?



Someone will have the best Christmas ever.

For those who would like to consider purchasing Jane's beautiful airplane, please contact Darren Medlin at

president@ea35.org. We would really like for someone local to benefit from this generous donation and to be able to see the benefit of their purchase and Jane's generosity, so we will advertise it locally to members before going public. Act quickly, though, because it won't be available for long once we open up the public ad on Barnstormers!

Jane once told me..."I'd always dreamed that I'd be able to get to a point where I could do something like this". So for her, this is a dream realized... and that dream will live on for others who don't even know it yet. So maybe, with a little help from one of you who are looking for a dream plane, it'll be the Best Christmas ever for Jane ... and for many Christmases

to come for our local youth.

Merry Christmas Jane...and thank you.



### Tips and Technique: Making the Great Ground

By Mark Julicher

You need a ground cable from your engine to the airframe and another ground cable from the battery to the airframe. For grounding applications my favorite cable is braided strap. Braided strap is super flexible, and it passes both DC and AC electricity. Of course, mostly we are interested in 12- or 24-volt DC, but if there are any stray high frequency currents floating around in your electrical system then braided strap passes that to ground very well too.



Photo 1: Braided strap inserted into a copper ring terminal. Good if you own a crimper.

So how about an easy, elegant way to fabricate an excellent ground cable? If you are equipped with copper ring terminals and a proper crimper, then making a cable is trivial. Just slide a ring terminal on the braided cable and crimp it – done. But not too many of us have a good crimper that does 2, 0, and 00 cable. But there is another way!

The procedure is to solder the braided strap and give it a solid, non-flexible end. Photo two shows the set up for doing

this solder task.

Soldering may leave a little bit of soot on the cable, but a light sanding or brushing will clean it off just fine. Photo 3 is a close up of the soldered braid. The vice grips not only hold the work steady, but also act as a heat sink to prevent the solder from wicking too far up the braid.

In order to connect this cable to anything it must have a hole in it; however, being the clever homebuilder that you are you recognize that if you try to drill this cable it will snarl and grab your drill bit causing damage and possible injury. Look at photo 4



Photo 2: Propane torch, rosin core solder, vice, vice grips



Photo 3: Soldered braid. Soot can be gently cleaned off with a wire brush or light



Photo 4: Wood-metal sandwich. Clamp well and drill slowly.

and proceed carefully as follows: Clamp the soldered braid between two pieces of scrap wood. Smoothly and slowly drill through the wood-metal sandwich. If you are unsure of your alignment, drill a small pilot hole first and look to see if the hole is where you want it.

The resulting braided cable makes an excellent ground strap. Easy to make and inexpensive!



Photo 5: Drilled cable ready to install.



## The Builders Corner-Greg Thomas and his Kitfox 4

by Kris "IKE" Kelly

Why is it I chafe most at the truisms my dad told me when I was a kid? "There's no free lunch," and "you get what you pay for." He was right, for sure, but there's something about what I'll call the "value-deal" that gets me hooked every time. I was shopping for a Glasair I RG (three deals fell through) when one of a few Lancairs I had been bidding low on came through. Yes, it's a project plane and I'm putting a lot of time and some money into it, but I'm pretty sure when I'm done I'm going to have a plane that outperforms a number of similar Lancairs at considerably lower cost, maybe as much as 40% lower ... but I know I have to wait until the plane is flying regularly and the last check clears before I get to make that claim. Likewise, I'm the kind of guy that will start with a \$30K budget for a Thorpe T18 only to see if I can get a Glasair III for \$90K ... that's a steal, right? Yes, but it's also too good to be true.

This type of "value" buying is what I love about Greg's story. If your timing is right and you have a little patience, the "partially built" market has some great deals. For sure, some are not, and with any partially built aircraft that has been in storage for some time there can be tremendous risk. Better hope you've got the expertise or good fortune to avoid buying a lemon. The only thing harder and more expensive than building a kit aircraft is un-building one that someone else partially built, throwing away unusable parts, fixing someone else's errors, and then building it. But if your skill matches the complexity of the aircraft (or lack of complexity), then deals-there-are!

Greg is a veteran, serving 8 years in the Navy as an aviation mechanic on the F/A-18 Super Hornet. He spent his first enlistment forward deployed in Japan then transferring to Lemoore California. After the Navy Greg became a contractor in Lemoore still working on the F/A-18. Greg and his wife Danielle moved their family here in the beginning of 2020 to both work for Boeing on Kelly Field. Greg now performs depot level maintenance and structural repair to the McDonnell Douglas/Boeing C-17. Greg has been a member of EAA since becoming a builder and was aware of chapter 35 prior to moving here. Unfortunately Greg moved here right when Covid-19 was starting to prevent gatherings. He was waiting to join until physical meetings stated up again but in July with no end in sight Greg joined and attended a Zoom meeting.

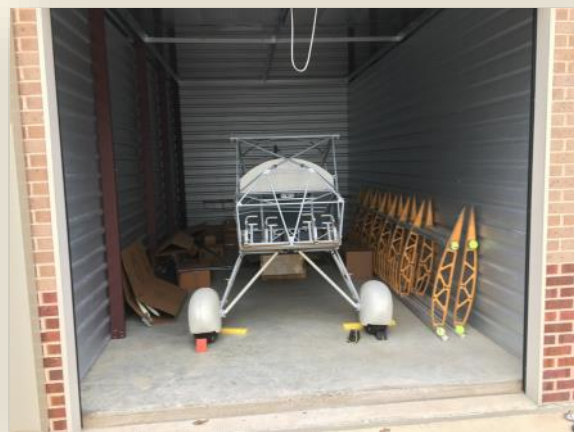
Greg got into flying after leaving the Navy in 2014, using the GI Bill for a degree program in aviation that was to include private, commercial, and instrument ratings with the goal of a professional pilot career. As things tend to happen in life, Greg ended up suspending his education shortly after completing his private license, but is set

to resume where he left off this January. But the flying bug stuck, and he does a lot of the things many other pilots do, like spending ridiculous amounts of time on Barnstormers and on YouTube watching general aviation stuff. And that is how this build came to be.

While browsing Barnstormers a very reasonably priced partially built Kitfox 4 speedster caught his eye, located in a storage facility in Dallas, TX. Not to jump ahead too much, but Greg thinks when all is said and done, thanks to a great deal on the kit he purchased in Dallas, he thinks he'll be up and flying in the \$30K invested total. A new model 7 kit minus firewall forward, engine, and avionics will cost \$30k and an 18-month lead-time on the kit. Factory built LSA have a 5-year lead-time right now due to the increased popularity of Kitfox aircraft.

This wasn't just a stroke of good fortune followed by "happily ever after." There were episodes of significant anxiety along the way. I have to confess, I make the false assumption nearly every time I come across military aviation maintenance professionals that they are experts in general aviation or that the skills they learned in the military directly transfer over to expert knowledge in general aviation and experimental aircraft. While many of their skills certainly serve them well in GA, it's not fair to assume that they know how to evaluate an experimental aircraft kit. Heck, there are plenty of experts in GA that know very little about experimental aviation or kit aircraft for that matter. And so I was reminded of this when Greg described the first time he set eyes on the kit that was to become his. Imagine working in the Navy on the iconic F/A-18 Hornet and now the C-17 with its immense size, you've got dreams of flying your amazingly capable taildragger into the backcountry of California, and you walk into a storage facility in Dallas to see a very tiny tubular steel frame.

Greg's heart sank right into his stomach at first sight of how small the Kitfox was sitting there with nothing but landing gear. A common theme



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Greg has come across in the world of experimental aircraft is that the people are almost always very nice and willing to help in anyway they can and share their knowledge. The owner of the Kitfox was one of these people. He allowed Greg to take several boxes filled with receipts, invoices, and build manuals to his hotel that night. After many hours of combing through old receipts and invoices, and a couple calls to friends Greg decided that he had everything that would allow him to continue this build and be able to eventually receive an airworthiness certificate, so he struck a deal!

Greg's Kitfox is a Model 4 Speedster with a 1200lb gtow and was originally purchased in 1994. The original builder kept a hand written log and a photo album to document his work. Over the next couple of years the original builder built the wings, installed landing gear, and installed the flight controls. At some point for an unknown reason the project was set aside and only a handful of hours were logged in the build manual over the next 10 years. Eventually the project was put into storage and forgotten.

Once getting the kit back to his home in California Greg began to create a plan of attack. The fuselage was covered in light surface corrosion from a less than stellar powder-coating job. Greg determined that it was best to essentially start over with his build. Greg ordered an updated manual from Kitfox, cataloged and sorted all the parts in the kit, and then began building/re-building. There were many things that he wanted to change and update, such as Grove landing gear, tailwheel, wing extensions, and installing a Rotax 912uls engine. Greg has decided to cover his Kitfox with Fokker red Oratex and has completed all the covering except for the wings.



Currently Greg is fitting his cowlings and building his firewall.

I asked Greg if he had a goal in mind for completion and he said not a date but that he wants to fly to Oshkosh 2021. The Kitfox factory has been great for support of his Kitfox build. The model 4 has really only been offered for special order for many years but the Factory will still make anything that is needed.

Along with the great factory support Greg also finds answers to almost any issue through Kitfox's online forum and Facebook group.

The builders and flyers of Kitfox airplanes have been the nicest and most helpful community that Greg has ever experienced.



One challenge though is that the manufacturers build documentation is not ordered in a particular flow. The manual is broken down into sections but there is nothing stating which section

should be first. If you're a builder who likes multiple projects going at once or to pick your own order of assembly, that's great, but the lack of structure can be frustrating at times. That's where the Kitfox Facebook page and forum is great. Greg finds that when he is in the middle of a build project and runs into some sort of challenge, he can put a post on Facebook and usually has a response with an expert willing to give him a call in ten minutes, day or night. This has saved a lot of time and makes the build time seem more productive ... he's getting stuff done instead of researching how to get something done.

As mentioned previously, Greg is getting back into his aviation education program starting this January. Greg is keeping all his options open and not ruling out the traditional "regional-to-majors" track, but said if things work out he wouldn't mind being a career primary training instructor, or CFI. I can't think of the last time someone "starting" a career in aviation has suggested they'd be happy as a career CFI, so I had to know more. Greg shared that if it works, he thinks the pace of life of a CFI might suit him quite well, and that he's had a few experiences with terrible CFIs ... so he's pretty sure he could do better and that there's clearly a need for good, experienced instructors, so why not him? He and I shared a number of thoughts on CFIs in the local area as well, which got me to thinking...

... maybe some of our members in Chapter 35 aren't aware of the tremendous training and instructor resources and networks. It's been a common experience for me to talk to new members or new builders and to hear that they didn't know about the vast builder resources EAA and Chapter 35 have, so I guess it shouldn't come as a surprise that maybe the same is true for flight instruction resources. So before you do a simple Google search for "CFI San Antonio" you can always reach into your chapter leadership and ask for expertise and resources in anything aviation, including flight instruction: initial, instrument, specialty instruction (floats, tail dragger, aerobatics, etc.), type specific instruction, and more. If we don't have the re-

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source in house, I'm pretty sure we know how to find the best instructors in the area or in the nation. So there's the plug!

Greg is building in his garage right now but jumped on a hangar at San Geronimo when one became available. He lives a little bit south of the field, but is saving the commute time to build until he absolutely has to move his project into the hangar, which he doesn't think is that far down the road, literally. When I asked him "why a Kitfox," other than the cool Trent Palmer videos (check them out on YouTube), he said he liked the idea of an affordable build that had a variety of materials and processes, something other than pulling thousands of rivets. The simplicity of tube and fabric airplanes goes right along with stick and rudder flying and Greg really wants to experience that low and slow flying and hopes to someday be a skilled enough pilot to do some real backcountry mountain flying. Greg emphasized that affordability was a number one concern when looking at becoming and aircraft owner and



why he chose to build and experimental. It seems that he may have squeaked in under the RADAR; his perception is that resale prices of Kitfox kits have been on the rise since he bought his, and so he's less sure that a similar deal to his is still out there. But you never know.

We closed with what a lot of pilots talk about ... what's next, after the build? He conceded that this project was conceived and decided on

as a dream of pure minimalist backcountry California bush flying. Living in Texas with a family of four was not part of his original purchase decision and that this Kitfox might not be the most practical plane to have for his likely flight mission profile (although he does want to check out all the grass and gravel strips Texas has to offer).

So a four seater in some distant future is a likely scenario.



Special thanks to Greg Thomas for making time for the interview and sharing his pictures of his Kitfox 4. - Kris Kelly, EAA 35 Builder Coordinator.

**YOUR AD HERE!**

**Advertisement Prices for EAA 35 Newsletter**

Size (percent page)	Monthly	Per YEAR	Savings
10% (business card size)		\$ 35.00	
25%	\$ 8	\$ 86.40	10%
50%	\$ 15	\$ 153.00	10%
100%	\$ 30	\$ 324.00	15%
Classified ads	(Members Only)		Free

**New Ads Affect Many CESSNA and Piper PA-28 Models**



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

**(1) AD 2020-18-01 Most CESSNA models**

This AD was prompted by a report of cracks found in the lower area of the forward cabin doorpost bulkhead. The AD requires inspection of the forward cabin doorpost bulkhead.

Find complete text at [https://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgad.nsf/0/19913e178c43fb51862585fa0053ddf5/\\$FILE/2020-18-01.pdf](https://rgl.faa.gov/Regulatory_and_Guidance_Library/rgad.nsf/0/19913e178c43fb51862585fa0053ddf5/$FILE/2020-18-01.pdf)

**AD 2020-24-05 Piper Aircraft, Inc Wing Spar Inspection**

Affects models PA-28-140, 150, 160, 180, 235 and PA-32-260, 300

This AD was prompted by reports of corrosion found in an area of the main wing spar not easily accessible for inspection. Within the next 100 hours time-in-service (TIS) or within the next 12 months and thereafter at intervals not to exceed 7 years, inspect the forward and aft surfaces of the left and right main wing spars between wing station (WS) 24.24 and WS 49.25

Complete Text at: [https://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgad.nsf/0/1435453a14d21fb6862586290049fc9f/\\$FILE/2020-24-05.pdf](https://rgl.faa.gov/Regulatory_and_Guidance_Library/rgad.nsf/0/1435453a14d21fb6862586290049fc9f/$FILE/2020-24-05.pdf)



—SEE MORE AT <https://www.facebook.com/ea35/> AND ON E-VERSION PAGE 22



# Wings and Wheels Fly-In at the Old Kingsbury Aerodrome



—SEE MORE AT <https://www.facebook.com/ea35/> AND ON E-VERSION PAGE 22



We were fortunate to have nice weather, though a bit windy, for the Fly-In at Old Kingsbury. Lots of really cool air-planes, antique cars and excellent music. Unfortunately there were technical difficulties with the video from this month.

We were able to enjoy a great outdoor activity at a safe personal distance and for ZOOM in a couple dozen more members for a virtual visit. It was a truly unique experience. We'll be back next year!



## MEMBER NEWS

### GONE WEST—Jerry Sides

#### Remembrance by Andrea McGilvray

Jerry Sides and I knew each other for 5 1/2 years. We met in Medina on a foggy May 5th. He invited me to come to see his airplanes and without me knowing it, it was a sticky trap and I ended up getting stuck in it. He called it a loving and affection "spider web" He was looking for someone to share his life with, aviation and many other things bound us together. We were in many ways 2 peas in a pod. He would call me, and my phone would be busy, and I would be calling him phone would be busy, or he would JUST pick up when he was about to call me or vs versa. We were on the same wavelength on many things.

He wanted a partner to go fly with him. Little did he know that he found that and a pilot, not just a passenger! I tested him that he caught the tiger by the tail and at times did not know what to do with the tiger! Also, I would push the boundaries just like he does. Yet us two headstrong pilots had lots of fun together. From long-distance road trips to Fly-in Breakfasts. We often talked about the differences between airplanes, and how they handled and shop talk was normal.

The stories I can tell about what and how we did things may curl your toes and make you wonder why things never went south while in the air, but we both have angels



looking after us, if we did not, we both would have been gone long ago. We both love our independence and decided early on that we would not live together, but we spoke at least 3 times per day and at times 10x or more. Before I started school this spring we would eat breakfast every morning together. I would cook, or he would or we would go out.

His latest creation he was working on, was taking a 12 cylinder JAG engine and put it into this particular P51 replica. He had the engine assembled and was looking for carburetors. He would have gotten it completed if this sharp turn of events had not happened. Currently, this replica has a Ranger 6 cyl inverted engine but, 1930's technology.

Jerry in my opinion was one of the most brilliant, creative people I have ever met. He could turn lead into gold, A rusty piece of metal into the perfect missing airplane part. He could and would do anything he set his mind to.

I will miss him in ways that are hard to describe, and there is already a hole in my heart missing him dearly. I pray he will be one of my guardian angels and fly with me often.



## New Members and other notes

Ron O'Dea Membership Chairman

#### Please welcome J. Stewart Mosbey (Stu)

Stu, a long time member of EAA and now a new member of EAA Chapter 35 has just relocated to San Antonio Air Force Village. Stu is a retired USAF Fighter pilot. One of his assignments was to train the LuftWaffe Pilots in F4's at George AFB in the early 60's. He is looking forward to his next airplane and flying out of 8T8.

You may contact Stu at [FirstFlaysqn@aol.com](mailto:FirstFlaysqn@aol.com)

#### DUES are DUE!

Attached is a copy of the Information Data Sheet. If there are any changes to your status (Address, phone #'s, etc.) be sure to inform me so that I can update the directory.

**The EAA Chapter 35 dues remain \$24.00.** Please mail a check for that amount made out to EAA Chapter 35 to Ron O'Dea, 15464 Culebra Rd. #14, San Antonio, TX 78253-4607. At this time we are unable to accept credit cards. If needed you may bring cash when out to the airport next, call me and I will meet you.

# RAY SCHOLAR UPDATES

## HE DID IT!

**Congratulations to Evan**, the first of our 2020 Ray Scholars as he completed his first SOLO! Needless to say....he was a little excited, and so were his parents....and so are we. Great work. Evan is relocating to North Texas where he will complete his certification, but we'll keep you all posted.



**Congratulations to MaryJane Marroquin.** She was selected for our second Ray Scholarship of 2020. Like Evan she will earn her rating in the glider. She is a high school senior working toward going to service academy. We will introduce her to all of you at an upcoming meeting.



The chapter will continue to offer Ray Scholarships of up to \$10,000 (powered ASEL) as they become available to us. So please spread the word to those young men and women who we can most benefit.

This opportunity in conjunction with benefits from generous chapter donors like Jane Kellogg should allow our chapter to influence MANY young lives!

Contact Frank Covington for more information on the scholarship selection process.

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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.
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## NOVEMBER MYSTERY PLANE REVEALED !

DOUG APSEY

Once again I was unable to stump Charlie Brame who quickly identified the November Mystery Airplane as the N2T-1 Tutor. The Tutor was manufactured by Timm Aircraft in Van Nuys, California, and designed as a two seat, open cockpit as a primary trainer for the military. The prototype designated the S-160 first flew on 22 May 1940.

After a couple of engine changes, the company settled on the 220 hp. Continental W-670-6 and designated it the PT-220C. The Navy evaluated the airplane in 1943 and subsequently placed on order for 262 aircraft which they designated the N2T-1 Tutor. Timm aircraft delivered all of this initial order but there was no follow-on contract due to the large number of other training aircraft being delivered by other companies at that time.

While the N2T certainly looked similar to the other WWII military training aircraft such as the Fairchild PT-19, PT-23 and the Ryan PT-22, it used a very different construction process.

The airframe was constructed of resin impregnated molded plywood. This process was

called the Nuyon process and marketed as the "Aeromold" process with the prototype S-160 becoming the first US aircraft to be approved using the plastic-wood construction process. Sadly, this building process is why there are very few N2T's in existence today. While the aircraft proved to be a good trainer, the composite construction was prone to decomposing quickly. By late 1944, the Navy had stopped using the Tutor as a primary training and the remaining ones found their way into civilian hands. There are currently eight registered in the FAA Database with five owned by one individual in Minnesota and two owned by one individual in Indiana. There are two examples on display in museums in the US, one at the National Museum of Naval Aviation in Pensacola, Florida and a second at the Air Zoo in Kalamazoo, Michigan.

One of the N2T's that found its way into civilian hands after the war was involved in one of the worst airshow disasters in US his-

tory. On 15 September, 1951, tail number N56308 crashed during the Rocky Mountain Airshow in Flagler, Colorado, killing the pilot and nineteen spectators including thirteen children and injured another fifty spectators.

Sources for this article include:

[https://en.wikipedia.org/wiki/Timm\\_N2T\\_Tutor](https://en.wikipedia.org/wiki/Timm_N2T_Tutor)  
<https://www.daveswarbirds.com/usplanes/aircraft/tutor.htm>



## NAME THE PLANE

DOUG APSEY

A big "thank you" to Larry Geiger for suggesting the December 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 month's mystery airplane?

1. What is its designation/name?
2. What aircraft manufacturer built it?
3. What year did it first fly?
4. How many were built?



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

DECEMBER	12	<b><u>CHRISTMAS PARTY—Cancelled</u></b> See BANNER on first page for info on December activity
	18	<b>6:00 pm VMC Club via ZOOM</b>

## UPCOMING EVENTS

## Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>EAA <http://www.eaa.org/calendar>Fly-ins <http://www.flyins.com>Fun Places <http://funplacestofly.com>Social Flight <http://socialflight.com>Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>Milavia <http://milavia.net>EAA Facebook Page: <https://www.facebook.com/pg/ea35>

12/01 12:00 PM - 1:00 PM CST

Aviation Weather Products - A Priority Topic of The GAJSC

<https://faavideo.zoomgov.com/meeting/register/vJIsceurqTIpHqPe8jSGf5HUD5BTYMvooSg>[vJIsceurqTIpHqPe8jSGf5HUD5BTYMvooSg](https://faavideo.zoomgov.com/meeting/register/vJIsceurqTIpHqPe8jSGf5HUD5BTYMvooSg)

12/1/20 7 p.m. CST

RANS S-21 Outbound, All Metal, All Purpose (Randy Schlitter)

[http://pages.eaa.org/WBN2020-12-01RANSS-](http://pages.eaa.org/WBN2020-12-01RANSS-21OutboundAllMetalAllPurpose_LP-Registration.html)[21OutboundAllMetalAllPurpose\\_LP-Registration.html](http://pages.eaa.org/WBN2020-12-01RANSS-21OutboundAllMetalAllPurpose_LP-Registration.html)

12/02 6:00 PM - 7:00 PM CST

AOPA Rusty Pilots -ONLINE WEBINAR

<https://pic.aopa.org/events/item/52/3211>

12/2/20 7 p.m. CST

Mike Busch: Good Eyes, Great Catch! (Qualifies for FAA WINGS and AMT credit)

[http://pages.eaa.org/WBN2020-12-02GoodEyesGreatCatch\\_LP-Registration.html](http://pages.eaa.org/WBN2020-12-02GoodEyesGreatCatch_LP-Registration.html)

12/03 5:00 PM - 6:00 PM EDT

Aircraft Performance Monitoring

[https://faavideo.zoomgov.com/meeting/register/vJlScemspjgiHZOiiiSvV2r\\_Ll15qfEVAI%2%Ao](https://faavideo.zoomgov.com/meeting/register/vJlScemspjgiHZOiiiSvV2r_Ll15qfEVAI%2%Ao)[vJlScemspjgiHZOiiiSvV2r\\_Ll15qfEVAI%2%Ao](https://faavideo.zoomgov.com/meeting/register/vJlScemspjgiHZOiiiSvV2r_Ll15qfEVAI%2%Ao)

12/04 11:00 PM - 12:00 PM CST

AOPA Rusty Pilots -ONLINE WEBINAR

<https://pic.aopa.org/events/item/52/3213>

12/05 8:00 AM - 10:00 AM KTFP - Mccampbell-Porter

Third Coast CAF Fly-in Pancake Breakfast

[3rdcoastcaf@gmail.com](mailto:3rdcoastcaf@gmail.com)

12/08 7:00 PM - 8:00 PM CST

SocialFlight Live - Mike Busch on Engine Oil &amp; Cylinder Break-in

[https://register.gotowebinar.com/](https://register.gotowebinar.com/register/4683605483968755724)[register/4683605483968755724](https://register.gotowebinar.com/register/4683605483968755724)

12/09 7:00 PM - 8:00 PM CST

ProTips For CFIs - Risk Based Flight Reviews Unfolded

[https://attendee.gotowebinar.com/](https://attendee.gotowebinar.com/register/4318257562035782159)[register/4318257562035782159](https://attendee.gotowebinar.com/register/4318257562035782159)

12/8/20 7 p.m. CST

Bruce Mamont and Renee Brilhante: Aerobatic Airplanes

Made Affordable and Enjoyable (Qualifies for FAA WINGS credit)

[http://pages.eaa.org/WBN2020-12-](http://pages.eaa.org/WBN2020-12-08AerobaticAirplanesMadeAffordableandEnjoyable_LP-Registration.html)[08AerobaticAirplanesMadeAffordableandEnjoyable\\_LP-](http://pages.eaa.org/WBN2020-12-08AerobaticAirplanesMadeAffordableandEnjoyable_LP-Registration.html)[Registration.html](http://pages.eaa.org/WBN2020-12-08AerobaticAirplanesMadeAffordableandEnjoyable_LP-Registration.html)

12/9/20 7 p.m. CST

Hot Topics in Aviation Medical Certification (Qualifies for FAA WINGS credit)

[http://pages.eaa.org/WBN2020-12-](http://pages.eaa.org/WBN2020-12-09HotTopicsinAviationMedicalCertification_LP-Registration.html)[09HotTopicsinAviationMedicalCertification\\_LP-](http://pages.eaa.org/WBN2020-12-09HotTopicsinAviationMedicalCertification_LP-Registration.html)[Registration.html](http://pages.eaa.org/WBN2020-12-09HotTopicsinAviationMedicalCertification_LP-Registration.html)

12/16/20 7 p.m. CST

Larry Bothe: Night Flight (Qualifies for FAA WINGS credit)

[http://pages.eaa.org/WBN2020-12-16NightFlight\\_LP-](http://pages.eaa.org/WBN2020-12-16NightFlight_LP-Registration.html)[Registration.html](http://pages.eaa.org/WBN2020-12-16NightFlight_LP-Registration.html)



# EAA Chapter 35 Leadership



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Kris Kelly, Director 210-621-5405 <i>krisikekelly@att.net</i>	Brian Goode 727-709-1159 <i>ladybgoode@msn.com</i>
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Ron O'Dea 210-488-5088 <i>r2av8r@gmail.com</i>	

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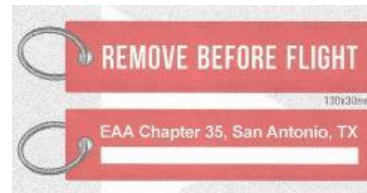
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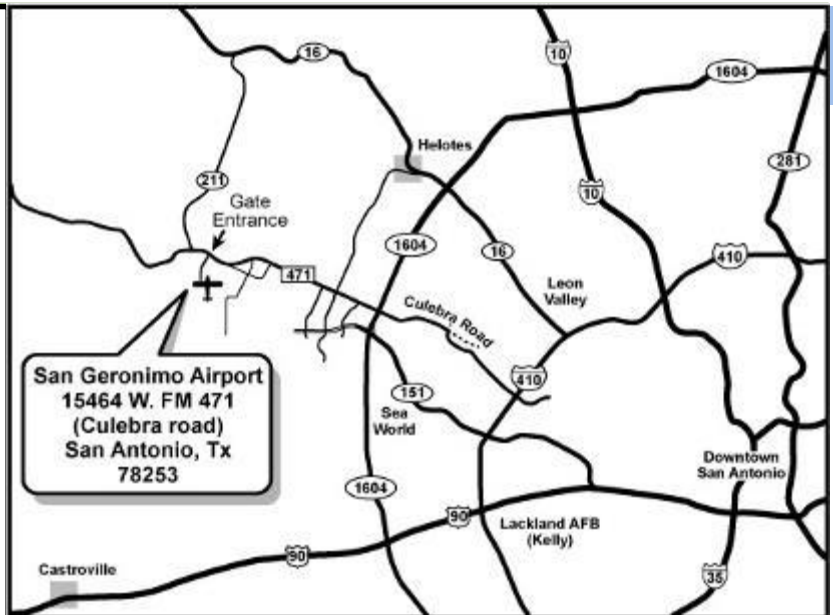
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Ron O'Dea, Membership Chairman  
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# EAA Chapter 35 Data Information Sheet

Date: \_\_\_\_\_ Check #: \_\_\_\_\_ (make check payable to EAA Chapter 35) Cash: \$ \_\_\_\_\_ Chap 35 Life Member?   
 (National EAA Membership Required – to join or renew call 1.800.564.6322, please mention Chapter 35)  
 \*\*\*\*\*PLEASE PRINT CLEARLY\*\*\*\*\*

Please complete all of the applicable blanks below. Dues for new members are pro-rated the first year you join based on the number of months left in the current year. Annual dues for regular members are \$24.00 and must be paid NLT the February meeting of the current year. (Hand to/or mail to: Ron O'Dea, Membership Chairman EAA Chapter 35, 15464 FM 471 W #14, San Antonio, TX 78253 - Phone: 210.488.5088, e-mail: [r2av8r@gmail.com](mailto:r2av8r@gmail.com))

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Do you have a particular area of interest or Hobby? (USE BACK IF NECESSARY) \_\_\_\_\_

Type of employment (optional) i.e. Retired, Student, etc. \_\_\_\_\_

Previous employment aviation related: \_\_\_\_\_

Military experience: \_\_\_\_\_

**We are a volunteer organization! Please review the following and check areas you would be willing to help with:**

How did you learn about Chapter 35? \_\_\_\_\_

Aircraft currently building: \_\_\_\_\_ Status: \_\_\_\_\_

Aircraft currently restoring: \_\_\_\_\_ Status: \_\_\_\_\_

Aircraft you have built or restored in the past: \_\_\_\_\_

Aircraft you own: \_\_\_\_\_ Aircraft you fly: \_\_\_\_\_

Pilot certificates (please check): A – Private ; B – commercial ; C – Instruments ; D – Multi-engine ; E – ATP ;

F – Seaplane ; G – Helicopter ; H – CFI ; I – CFII ; J – Ultralight ; K – Student ; L – Ready to start ; M – Glider ;

N – Ground School Instructor ; O – Light Sport ;

Aircraft Maintenance Skills (please check): 1 – A&P ; 2 – IA ; 3 – Sheet metal ; 4 – Dope & fabric ; 5 – Composites ;

6 – Welding ; 7 – Wood ; 8 – Electrical ; 9 – Engine maintenance ; 10 – Avionics ; 11 – Auto Engines ; 12- FAA Certified

Light Sport Repairman with Maintenance Rating for Aircraft

Other talents: \_\_\_\_\_

Most interesting/unusual aircraft you've been associated with (use back if necessary): \_\_\_\_\_

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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.



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



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



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



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



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



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



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



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