



**November 2021**

Volume 64 Issue 11

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**Next Event**

Nov 13

11:30 AM

**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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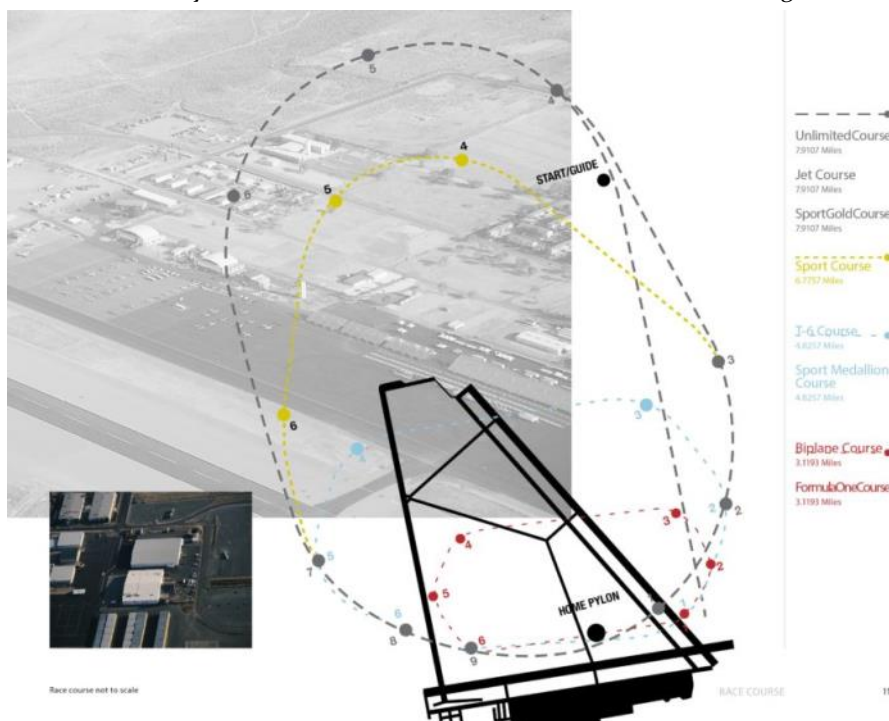
## So You Want to Race at Reno, eh?

- by Kris "IKE" Kelly, EAA 35 Builder Coordinator.

For those that don't know, the National Air Race Championship is held every year (with exception of last year for COVID) at Reno Stead Airport, NV [see more at [www.airrace.org](http://www.airrace.org)]. Six classes race: Formula 1, Biplane, Sport, T-6, Jet, and Unlimited. They race around a left-turn racetrack sized for each racing class composed of 50 foot pilons (basically a telephone pole with a 55 gal drum on top):

More race details can be found here: <https://airrace.org/the-course-pits/>.

Race starts come in two flavors: a NASCAR type start where a "pace plane" leads a line abreast formation onto the race course, and a Grand-Prix type start, where running aircraft in groups of eight are lined up on the runway in a 3-2-3 formation and start from a standstill



(Continued on page 4)

**NEXT EVENT:**

### Annual Membership Meeting

We will have elections and a bylaws vote. Need everyone to come!

### Chili Cook-Off!

Bring your tastiest chili to share!



## PRESIDENTS COCKPIT

DARREN MEDLIN



November 13<sup>th</sup> will be our annual membership meeting and chili cookoff. Come for the chili, stay for the vote. Besides selecting the best chili (yum), we will select new officers and vote on updates to our chapter By-Laws. Here are the details.

Every two years one of our most capable members is asked to assemble a committee

to recruit volunteers to run for election as our next President, Vice President, Secretary and Treasurer. This year Ian Heritch led our nominating committee with the capable assistance of Roxanne Beavers, Ulf Baldin, David F. Baker, and Rafael Cortes. The nominees are (drum roll please), Chuck Fisher for President, Kris Kelly for Vice President, Rick Vinas for Secretary and Dee Brame for Treasurer. They are all well qualified to continue to make our chapter even better and a motion will be put to you for a vote at the November meeting that we approve the slate of candidates proposed by the nominating committee.

The second motion up for a vote is an update to our By-Laws. The goal is to align our membership categories with EAA national. National EAA benefits from the lesson's learned by supporting chapters all over the world so we're stealing their best ideas. One challenge we face is our inability to stay connected with the thousands (4,075 at last count) of Young Eagle participants that we, and Chapter 35 members before us, have gotten into the air. Creating a complimentary, non-voting, chapter Youth Membership for our YE participants will help. Another best practice we want to incorporate is the Family Membership. We recognize family members in our By-Laws but do not have an actual "Family Membership". Our Membership Chair is fixing this and an update to the By-Laws opens the door to this new membership option.

To see the proposed changes word for word please go to the link below. There is a change on page one (a typo correction) and everything else is on page two. <https://drive.google.com/file/d/1SN0A3YBJrI2oaBNnwYtZ7FRDQWCUw8Ha/view?usp=sharing>

If you cannot attend but still want to vote you will need someone who is attending to vote for you. This person will be your Proxy. Contact that person and make sure they agree to be your proxy, then send an email to [secretary@eaa35.org](mailto:secretary@eaa35.org) and courtesy copy [president@eaa35.org](mailto:president@eaa35.org) saying who you are and who your proxy will be.

As my term as chapter president winds down, I can't help but smile thinking of all the fun and interesting things our chapter has done. Even when COVID made normal activities harder, we quickly went virtual and then back to in-person gatherings and safe food service as conditions permitted. Give yourself a well-deserved pat on the back. And when you meet one of the chapter leaders listed on the Leadership page of the newsletter, please shake their hand, and say thank you.

Darren Medlin



### From the Cruise Director Chuck Fisher, Vice President

Vice President Notes

Chuck Fisher, cruise director

It is TIME for our annual membership meeting! OK I know that is not super exciting but it IS important. We will hold elections and vote on a Bylaws change, so we really do need EVERY member to attend who possibly can.

So to sweetening the deal – it is time for CHILI COOKOFF. Competition each year has been intense, and the food amazing. Please bring your best rendition and attempt to unseat the reigning champion.

Later in this issue you will see an ad for our holiday banquet. This will be catered by Jonny and should be truly amazing. Space will be limited, so get your tickets early. For the first time we will offer a choice of menus so everyone should find something they love. Get your tickets at the gathering or order them online from our website [www.eaa35.org](http://www.eaa35.org). (There will be a convenience fee for online purchases.)



## CHAPTER BULLETIN BOARD

### Menu for November - CHILI!

Yes folks, it is time for the annual Chili Cook-Off. Please bring your favorite rendition of Chili – regardless of color or composition – to share. It works best to bring it in a Crock Pot so we can keep it warm.

Feel free to bring sides or deserts you think will pair well with Chili. Thanks as always for everyone's help preparing and serving food for the Fly-In. And thanks especially to Jonny and Mystique for preparing and serving food. I don't know what we would have done without them!

### EAA Chapter 35 Holiday Meal

Can you believe 2021 is already passing under the wing? Where did this year go?

This year we will have our chapter holiday luncheon catered and have a great menu choice. BUT, to have such a choice you must purchase tickets IN ADVANCE. They will cost \$25 each and space is limited, so get them early!

We will have tickets available at the November Gathering and we will also have an online purchase option button on our website (eaa35.org). For credit card purchases there will be a convenience fee.

Menu choices will be:

Option 1: New York Strip Steak, garlic burgundy mushrooms glaze, jumbo prawns, and asparagus w/Garlic mashed potatoes

Option 2: Sliced turkey breast, Mashed potatoes w/ brown giblet gravy, broccoli rob and carrots. Cranberry sauce

Option 3: Grilled chicken breast and marcella mushroom gravy, broccoli rob and carrots. Red potatoes country fried with onions

Each entre will come with choice of Caesar salad or fresh garden arugula salad and ranch or pomegranate vinaigrette .

We will be providing tea, coffee, soda if desired...but you are welcome to bring your own wine or other holiday beverage for yourself or to share.

We will do a gift exchange, so please bring a wrapped gift to swap. Try to keep it reasonable and not (too) embarrassing!

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.

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

**Location**  
San Geronimo (878) 15464 Culebra Rd  
San Antonio TX 78253

**EAA Chapter 35**  
eaa35vmclub@gmail.com  
eaa35.org

**VMC CLUB**

*(Continued from page 1)*

when the green flag is dropped. Formula 1 and Biplane do the grand-prix start, and it is crazy ... but I'm getting ahead of myself.

I went to Oshkosh this year, and as a new Lancair 320 restoration project owner, I decided I should probably go the Lancair Owner and Builder Organization's (LOBO) dinner. That event was nice, but nothing worth writing about. However, I did get to sit next to a pretty special Lancair owner, Kevin, who is a retired USAF Colonel, graduated F-15 and F-22 Squadron Commander, and, as I would find out, has raced a T-6 and an RV-8 (with Nitrous Oxide!) at Reno. Over dinner, we started with the usual pilot conversations; what have you done and what's on your bucket list? I recalled an experience in 1999 when I was a Lieutenant in the 389<sup>th</sup> Fighter Squadron at Mountain Home AFB ID. Our entire squadron did a trip that year to the Air Races at Reno, and I recounted just how cool the whole experience was, and that I'd love to get back someday ... MAYBE even get into racing (I've raced sailboats since I was a kid, in college, and even today, so it's in my blood, although usually at speeds of 2-14 knots depending on the wind, not 200+mph). At that point Kevin shared that he had raced at Reno, and I was all ears. Kevin asked when I thought I might be interested in seriously participating at Reno, and I expressed that this was years down the road for me. He kept pressing me on the issue and recommended that I get more "hands-on" involvement at least a year or two before I'm ready to race; watching from the stands just wasn't good enough.

From my perspective, one big item is the tailwheel time I don't really have (three hours right now) if I decide to race a tail-dragger, and then there's the Pylon Racing School offered every June in Reno for rookie pilots to get their FAA Race Pilot Certificate (yes, this is a real FAA cert! Put that on your resume, prospective airline pilot applicants!). Kevin assured me that racing at Reno is far more within reach than most folks realize. Sure, racing in the Unlimited Class requires millions of dollars in aircraft (like a highly modified P-51), but that Formula 1, Biplane, and the lower end of the Sport class is within reach of any aircraft owner or group of friends, pilots and pit crew team, that are willing to share some costs. I was attracted to Formula 1, and Kevin shared a lot of information about the low cost of entry and operating costs. Kevin then asked if he could share my number with a friend of his to talk more about Formula 1 at a later date, to which I agreed.

Fast forward three days after Oshkosh and I'm running some errands on a typical hot afternoon in San Antonio, and an unfamiliar phone number pops up on my phone. I answer, and on the other line, from Canada, I hear: "Hi Kris, this is Bob Holmes, President of Formula 1 Air Racing, my friend Kevin asked that I give you a call." I was in shock, and I think I just stood there at attention. Bob and I hit it off, and he too emphasized how "within-reach" air racing

is to anyone who has a passion for it. I asked a lot of questions about costs. Basically, an entry level Formula 1 project/restoration plane will run around \$10k and up, a middle of the pack (top of silver or bottom of gold, 180mph+) ready to race plane with a trailer will be around \$30-40k, and top competitors who are using a lot of expensive engines and carbon fiber can get quite expensive (\$60k and up, 220-240 mph).

A bit about Formula 1: Sport and Unlimited classes spend lots (and I means LOTS, ten and hundreds of thousands of dollars per year) on engines to add horsepower to go faster. Formula 1 is limited to the venerable Continental O-200 engine (same as in the C-152) with minimal modifications: no gear box, stock compression, no turbo charging, no funny fuel, fixed pitch prop, etc. But you can put a prop on it that will allow higher rpm. Just about everyone is turning over 2800 rpm, which the engines seem to handle well. A few folks are running almost 6,000 rpm, and those engines have special components to keep them from tearing themselves apart and they get torn down between races and throughout the year. But lots of folks are racing with the same engine, year after year. So most of the emphasis on Formula 1 is drag reduction and to some degree, weight reduction.

So Bob, like Kevin, also encouraged me to get involved in Air Racing with a more "hands-on" approach, and asked me what my calendar for September looked like. I couldn't recall any schedule conflicts, and before I knew it, Bob had me linked up with Carl Robinson, pilot and owner of Heatstroke Air Racing:



Carl is a retired Army helicopter pilot, EMS helicopter pilot, tailwheel pilot, and generally just an all-around amazing aviator, but what I would come to learn is that Carl and everyone on his team are just great people. Carl has raced at Reno in the biplane class previously and has a biplane build project in the works, but it was not going to be ready for Reno this year, so he bought Heatstroke. Two years ago Heatstroke took 1<sup>st</sup> place in Silver, which places this plane about right in the middle compared to the rest of the class for speed.

The races are about a one week affair, but some teams come out even earlier. Many of the aircraft are trailered in and have to be

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assembled and tested out, and hangar space is at a premium. In general, everyone agrees you have the whole year to test out new concepts and designs, but by the time you show up at Reno you should be dialed in and just put the plane back together and go fly. But some teams are testing new concepts until the very last minute. In any case, you need a team to do all this, as well as to launch and recover the aircraft.

After assembly and basic aircraft runups, there are windows each day across the race week for each class for: flight testing, course practice, qualifying, more practice, and then racing in heats # 1, 2, and 3. You use heats 1 and 2 to determine which class you are racing in (you may bump up or down a class: gold, silver or bronze) and to qualify for your best starting position, then finally heat 3 determines the race results. All that matters is how you do in the last race, as far as ranking goes.

Carl's core team was comprised of just two guys, Frank and Sean. Both are experienced former Air Force aircraft maintenance technicians, and Frank, our crew chief, is also an active A&P and former airshow pilot. Carl would joke that we are an Air Force crew with an Army helicopter pilot and the only non-rookie (for Formula 1) on the team is the airplane. As is the case for many teams, most of the team, often family, don't show up until later in the week when the airshow events are all going on. So it worked out for our schedules that I would embed as part of the team from Sunday-Thursday (basically from testing, through qualifying, practice, and race #1) and then the rest of Carl's family would show up on Thursday-Sunday to assist with races 2 & 3 and packing up to head home.

The pit crew duties fall into two categories: inspecting and preparing the plane for the next flight/race and launching and recovering the plane during the race. I spent a lot of time cleaning and waxing the plane to get every last piece of dirt off the plane before the race. Soot from the exhaust was most of the work in the afternoon after a flight, but every morning there was a dusting of ash from the wildfires. You couldn't tell it was there until you ran a tissue over the wing. But we had it super clean.

*Heatstroke clean and ready to race.*

In addition, there is the issue of tape. Every gap and joint can be smoothed out and covered with speed tape. Tape tends to wear or peel back in between flights, so you have to inspect it, remove it, and reapply it wherever it is needed. I learned two different philosophies about tape. One philosophy, which is the philosophy we adopted on Team Heatstroke, is to tape everything you can to minimize unwanted airflow and to maximize streamlined airflow. So we taped everything. However, I also spoke to other pilots and teams about speed strategy. Scott Holmes, Bob Holmes' son who is

the pilot for Team Outlaw, said that extensive testing on his aircraft showed that tape didn't add one mph for speed but that it did pull a lot of paint off. He only tapes around the cockpit areas to keep the exhaust and carbon monoxide out. In any case, I did a lot of tape work. The pictures below show where the landing gear leg goes into the wheel fairing. This seemingly small gap can allow air to pass through the wheel fairing adding drag, so we tape it up.

*Tape applied to the gap in the landing gear leg and wheel fairing.*



*Author Kris "IKE" Kelly, Sean, and crew chief Frank, left to right in the hangared pit area.*

In addition to routine preparation, the aircraft are all thoroughly inspected every day. This, or flight testing, can, of course, discover maintenance discrepancies.

We lucked out, our only maintenance issue was that a likely defective tire developed an abnormal wear pattern which ended up chafing against the wheel fairing:

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Frank inspected the spark plugs between each flight to check on a new cylinder and to provide Carl with feedback on fuel mixture for best performance. Note the baffles only wrap around the cylinders and don't cover the crank case, to improve top clearance in the cowl.

This discrepancy resulted in the discovery of a minor break leak that was easily fixed. We also decided to measure the toe-in only to discover it was about 4-6 degrees off from where we wanted it. Some disassembly and a few shims, and we were good to go.

Other teams were not as fortunate. A sudden 50 rpm drop in engine performance during a test flight for one team resulted in the discovery that the crankshaft thrust bearing had failed, and in that failure, the seized bearing spun the bearing-race around inside the engine, causing additional damage. The bearing-races are the two "C" shaped pieces stacked on top of one another in the foreground:



This team worked through the night to do a complete engine rebuild, basically. But they did race the next morning!

The other big responsibility for the pit crew is launching the aircraft during the race. Air Race officials have at least one daily mandatory briefing for pilots, and one weekly safety brief for the crew chief. I attended all of them, and they were extremely informational. Listening to very professional pilots and crew ask serious questions to the technical race officials was eye opening.

The race start for Formula 1 is somewhat dangerous, even



for the crews setting the aircraft up. Planes are lined up on the runway, 3 by 2 by 3, with about 50-100 feet in between the three rows.

As crews, we file the aircraft in a particular order to maximize safety and expediency (NEVER walk in front of another aircraft, that's your quickest way to get permanently ejected by a race official due to the risk of getting hit by a prop). There are multiple races and airshow performers going on and we are on a schedule. We line up on the adjacent taxiway in start order about 30 minutes prior to race start. 15-20 minutes to start we move onto the runway. At 10 minutes to race start, engines start. This is when things can get dangerous. Some aircraft are hand-propped and all aircraft need to do a full power runup, which requires the crews to literally hold the aircraft down so they don't slip on the brakes or tires or potentially nose over due to forward CG. Two minutes to start engines are at idle and crews depart. When the green flag drops, the race starts, and for a brief moment, at about 1-5 mph, the planes are slowly accelerat-

ing in a beautiful formation. But as soon as possible, everyone is jockeying for position. It is rare, but possible, to pass an aircraft while still in the takeoff roll. Also rare, but even more dangerous, is an engine failure in the front which could result in a pileup. This is all very white knuckle. Once the planes are airborne and enter the first turn, I start breathing again.

For his rookie year, Carl did fantastic. Qualifying for the Silver class we thought we were about 5-10 mph slow for the plane,

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and so a new prop, exhaust, and cowling are in the future. Race 1 & 2 went very well, putting Carl in the front row for race 3, the one that counts. In race 3 on lap six (of eight) he was passing to take second place and closing on 1<sup>st</sup> place fast making a possible Silver class win look possible, when unexpectedly the canopy separated from the aircraft. Carl handled this emergency perfectly and by the book and brought the plane home safe. In the end, the race result was "Did Not Finish," but Carl won in my book. Things break, that's racing! I can't wait to do this again soon. There should be a Formula 1 Air Race in San Angelo in May. Schedule permitting, I'll be there with Team Heatstroke ... I hope you can too!

I want to express a special thanks to Bob Holmes for inviting me into Formula 1 Air Racing, Carl Robinson for bringing me onto Team Heatstroke, Sean and Frank for their mentorship, and all the wonderful teams racing at Reno that make everyone feel like family.

So the obvious question is: "What's next?" I'm hooked on air racing, and plan to race in the future. I have, like all of us, a few major "life" situations in the coming year that might push a run at Reno out for an additional year or so ... but you never know. I've thought about funding a Formula 1 restoration project for a high school similar to our RV-12 build and I'm also open to a team partnership in the San Antonio area or elsewhere. If you are interested in racing at Reno, or sponsoring a team, or if you would just like to



try and do what I got to do and crew for a team, please send me a note, and I'll share everything I know.

Women Race Too! Duh!

I wanted to include a special side-bar highlighting Blair Hamilton to our women aviators in Chapter 35. Keep an eye out for

a little feature on Blair next month.

One of the key things I learned from my experience at Reno is that if you can fly and own a C-172, then with a little work you can race at Reno in Formula 1; this sport is extremely accessible. If you are serious, contact myself or Bob Holmes and we will find a way to get to "yes." I wanted to make sure that our women aviators know this is just as accessible to them. Blair placed 4<sup>th</sup> in Silver in her rookie year racing Atomic Pumpkin.



By Andrea McGilvray, Editor of Chapter 35 EAA newsletter and upside down IAC Pilot.

The weather was low in Hondo but visibility was good and out of the Decathlon there is great forward visibility. So off to Llano I flew in the dependable *Spurs*, the Decathlon that I had purchased in July.

So why the *Spurs* the Decathlon? Well, *Lit'l Bit*, the SiC Pitts decided to not wish to play and I am grateful that she tells me her problems. The fuel pump had failed and it was fixing to cause a fire so, she had to stay home. The engine is a prior 1978 so the fuel pump had to be sent off to get rebuilt vs getting a replacement. I had been practicing almost every other day in her and was so looking forward in giving the boys a run for their money.



Well this year they got off easy, but watch out next year! 2022 has lots in store for me when it comes to Akro. I plan to be flying *Lit'l Slipper*, the SiS Pitts and plan to get good enough to compete at nationals. I have a trick up my sleeve this winter and I may share it when the time comes, but it will hopefully get me to that next level for nationals in Salina KS Next fall.

*Spurs* and I had not practiced much together so a shot of winning was slight and most likely not going to happen, but I have not seen my IAC friends and having fun is the big part of the competition. Short version, I received 3rd place.

As of this writing the fuel pump for *Lit'l Bit*, has returned and will be installed this weekend. I will need 3 hands and there is only space for one hand. It will be interesting.

IAC Hammerfest worked out even though the weather was not as willing, but stubbornness wins! Winds were at approx 30mph!

I want to do a shout out and say THANK YOU to Doug and Chrissy Jenkins that do so much to make this contest happen.



## A Treasury of Wooden Toys by; Jim Humphries

### Construction Books

Woodworking project's for crafts persons

I've had a lifelong passion for designing and building wooden toys and models that express my interests in aircraft, sailboats and submarines, trucks, cars, road construction machines and much more.



photo #1



photo #2

ad in the newsletter with a copy of my business cards so that Chapter members could have a look at my books on line. He mentioned that I might bring a copy of the three toy books for members to see and hold.

My books were published by BookBaby, a self-publishing company that came at just the right time for me. My light-hearted business card shows an easy way to get to the website where all three volumes of my wooden toys are featured, and may be ordered. Simply Google: "**BookBaby Humphries**" The screen opens with a photo [ #1 ] of the front cover of the third volume, and provides a preview of both covers with photos of the projects in the book. You can scroll down on the same page to find Volumes 1 and 2 are previewed as mentioned.

The projects in these volumes are designed to be functional, working models. The sailboats [photo #2] must be pretty to look at and sail a straight course. They are balanced and ballasted so that if a gust of wind should knock one over in

I've self-published three volumes of wooden toy projects that I had written as separate booklets through more than fifty years. Chuck Fisher suggested putting an

toy biplane [photo #4] for the younger set that can be painted in colorful markings. The first volume includes a neat hangar for play and storage of the planes.

Finally, I've included a few challenge projects like a Mack dump truck [photo #6] and an antique 1898 Aveling and Porter steamroller with spoked wheels, that are fun to make, and roll around. There's even a Noah's Ark boat with a deck house



photo #3



photo #4



photo #5



photo #6

and a fold-up gang plank.

Each toy project is described on its chapter title page with a photo of the finished object. Illustrated construction steps and dimensioned, full-scale drawings lead the reader through each phase of the project. Most of the toys could be built with hand tools, but the use a band saw and other power tools will be appreciated. Not every

worshop has a wood lathe. But readers can envision simpler components commensurate with their skill level and the capability of their workshop.

Let me invite you to come by the exhibit, and see these craft books on display.

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more photos on [eaa35.org](http://eaa35.org) and on [page 21 \(e-newsletter\)](#)



Photos from



## RESURRECTION, HOW THE A-2 JACKET CAME BACK TO LIFE

By: Stu “the Baghwan” Mosbey

In the fall of 1986, I had the good fortune to be assigned as the Director of Standardization and Evaluation (Stan/Eval) for Ninth Air Force, then under the command of LtGen Bill Kirk. Our duties included formal inspections of the flying units assigned to 9<sup>th</sup> AF, Active, Guard and Reserve. On this trip, our team traveled to Langley AFB to conduct our inspection and evaluation of the 1<sup>st</sup> TFW.

As Friday rolled around, I deemed it a good idea to check out the Friday night activities at nearby NAS Oceana (this was in the “Top Gun” era of Naval Aviation). As several members of the team considered themselves to be God’s gift to both aviation and women, this adventure was much anticipated, to the point we booked Q rooms at Oceana, in anticipation of a great time!

After much fun and frivolity in the O ‘club (it was allowed in that historical time), we gathered on Saturday morning to debrief the prior night’s activities. Turns out, we AF types were singularly unsuccessful in any attempted amorous endeavors. “Why do you think this might be?” I queried the more handsome members of the team. “It’s obvious”, sez one of our more confident (and vain) team members. “They all had leather jackets!”

The following Tuesday, it was my duty to present the evaluation rating at the 9thAF staff meeting (the 1<sup>st</sup> Wing did fine) and at the end of Stand-Up, Gen Kirk asked if anybody had any ideas for 9thAF inputs into PROJECT WARRIOR. While the light bulb did come on over my head right then, I kept my mouth shut and told the General his Stan/Eval team would have something by the next week.

I happened to know LtCol Buzz (the Great Buzay) Buzze had his father’s WWII A-2 jacket, so I had him dig it out and be prepared to wear it to show Gen Kirk (as an aside, Buzz Buzze and his old man had the only father-son midair, in F100’s at Homestead, that I am aware of). This particular jacket had a P-51 painted on the back with the logo, “Tokyo Express”.

After a little more research, I found that mil-speced A-2s were available through the Air Force Museum at Wright-Pat, so the following Tuesday, The Great Buzay models his Daddy’s jacket while I give my pitch for the 9AF entry into the PROJECT WARRIOR game. I suggested Gen Kirk approve letting the Stan/Eval team wear the jacket (that we bought and paid for with our own money) on all our travels and do a formal survey as to the desirability of 9AF aircrew to buy and wear the leather jacket. To the everlasting credit of the team, we each ponied up the required \$200.00 for a jacket, plus buying a 46 XL for Gen Kirk.

After our six-month wear test, we took our results back to Gen Kirk—over 95% positive, with 75% indicating their willingness to purchase

their own jacket from the AF Museum (what a win-win for everybody). I was laboring under the misapprehension that, since no taxpayer money was involved, a change to AFR 35-10 was all that would be required to make this happen.

Gen Kirk takes his jacket and my prototype which had a very large TAC patch on it to the spring 1987 Corona, where Gen Chain, the SAC commander thought that this was a great idea, but that they should be an issue item. That changed the dynamics! Next thing I know I’m working with the TAC Project Officer drafting proposals for a line item to be added to the budget for \$5,000,000.00 just for the initial purchase. Enter Gen Havens who tells the Senate Armed Forces Committee that this may help Fighter Pilot retention! Arrrrgh. I actually talked to Senator Stevens who, thank God, still had his WWII issue A-2. He wasn’t really enamored about spending the money, but wanted to make it happen, anyway.

Now begins the acquisition process. The AF wanted the first jackets delivered in time for the 40<sup>th</sup> birthday of the AF in sept, 1987. The company who won the initial contract was able to produce only a limited number by this deadline, so each wing got a couple to give out on the birthday, with the rest to follow throughout 1988. Enter Company #2, who contested the award on the grounds that the goat-skins used came from the embargoed country of Iran. Company #2 won, but they didn’t have enough goat skins either, so all of you who had a jacket issued in 1988 be aware that you are wearing Nigerian goatskin!

Much has been made about pockets and fit on the original issue jackets. They were manufactured to the original 1941 specs, as approved by Gen Hap Arnold, who is quoted as saying, re the pockets “I don’t want my pilots looking like a bunch of truck-driving thugs, standing around with their hand stuck in their pockets”

The AF safety center got involved by saying the jackets had not been tested for fire retarding qualities, ergo could not be worn in flight. They relented when it was pointed out that they worked just fine over Ploesti and Schweinfurt.

So here we are, 30 years after the reintroduction, having the jackets, (with a couple of mods) now being issued 5 times as long as the original (1941-1947). Maybe it’s here to stay and we can compete on an equal footing with our Navy brethren!

That’s my story and I’m sticking to it!

Stu “the Baghwan” Mosbey



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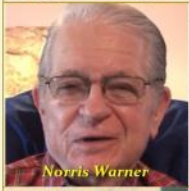
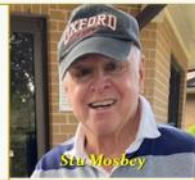
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# EAA 35 Veterans

EAA 35 Veterans



Pilot training at Laredo class 66-E. Two years at Bitburg Germany as a F-4 back-seater, then 69-74 in SEA. Tested as armed STOL a/c (Helio Stallion) at Elgin AFB. 74-76 as an IP for the German AF at George AFB, CA, then an USAF/USMC Exchange tour in F-4s at MCAS El Toro, CA. 3 years on the Red Flag staff at Nellis, then 3 years in the Philippines where I commanded the Cope Thunder joint exercises. 1984-88 as Chief of Staff/Eval at 9th AF, then to Moody in F-16s as the Ops Cpt Commander. Then head of AFROTC at Univ of Kentucky till my 1995 retirement. Flew T-39 Sabreliners with the USN after retirement till 2004. I'd do it all again!



My Air Force life consisted of 10 years in The Strategic Air Command flying and instructing in the KC-135 primarily, with some duty in the B-52. Next tour was to be in the C-130E and in SE Asia, 1972-73. I regard the 'Henky' as easily the finest "heavy" that I had flown. After coming 'home' I was offered a tour in the AFROTC world. I was appointed as a full Professor for a wonderful four year tour. Next up was a tour in Turkey where I was the American commander of a NATO base. A short tour in DC, and then I encouraged the Air Force to send me to the San Antonio area where I retired in 1984 on several acres adjoining a grass airfield.



I served in 1979-1983 in the 6906 COMSEC Squadron as an analyst for USAFSS which became Electronic Security Command. Today, I am working with Nokia ION as a Network Router Auditor and have served in Telecom for 42 years.



I graduated from the Air Force Academy in 2000. I flew B-52's for a few years and then became a T38 instructor. In 2008, I went to the U-2 program for the rest of my career. I flew combat missions in Iraq and Afghanistan as well as flew missions in Korea, the Middle East, and other locations. I retired after 20 years in 2020.



23 year AF veteran, F-16 Instructor/Check Airman. 100 combat missions in Operations Deliberate Force, Bosnia Herzegovina, and Operation Southern Watch/ Iraqi Freedom. Served in Korea, Germany, Italy, Iraq, Saudi Arabia, and retired as a Texas Air National Guardsman. Currently a Delta Airlines Airbus Captain and RV8 builder flyer.



EAA 35 Veterans



Captain, US Army, Signal Corps (active duty, 3 years), Field Artillery (reserves, 2 years). Last active duty post: assistant supply officer (S-4) 2d Signal Group, VietNam (1967-1968). Last reserve post: Service Battery commander, 4/20 Field Artillery.



Joined the Army right out of High School as a Combat Engineer. Served six years as an enlisted Soldier and became a Staff Sergeant, Master Parachutist in Special Forces, before becoming a Warrant Officer. CWS, 30-years, UH-60 Blackhawk Pilot for 24 years, Medevac Pilot in Desert Storm, Air Medal with Valor, Airfield Commander in Kandahar Afghanistan, Bronze Star, Safety Officer and Blackhawk Pilot for the Invasion of Iraq. Three combat deployments with the 101st Airborne Division.



I have relatively few photos of me in uniform. This one, from 1974, would have been taken about the time I graduated from Electrician's Mate "A" school. Then to Naval Nuclear Power School using slide rules instead of electronic calculators, followed by training operating a prototype reactor. Four years in onboard USS Ethan Allen, SSB(N)-608. 7 deterrent patrols (2+ months underwater each). Ended up Electrical Division Leading Petty Officer, and an Engineering Watch Supervisor, leaving the service as an EM-1 (SS) (submarine qualified Electrician's Mate First Class; i.e. an E-6).



Enlisted in the US Navy in January of 1973 at the age of 17. Went active duty in Dec. 1973. Boot camp in Orlando and Machinery Repairman "A" school in San Diego. Sea duty to the USS Decatur, DDG31 on a WestPAC deployment. Two years in the Pacific Theater as a Machinery Repairman MR3, E4, Damage Control Expert, Shipboard Firefighter, and First Aid Responder. Two years at submarine tender USS Dixon, AS37 as an MR2, E5 at Point Loma Submarine Base, San Diego, CA in the machine shop & supply working on and repairing nuclear and conventional submarines. Competed on the US Navy Pistol Team West Coast. Honorably Discharged in December of 1977.



I spent 26 years in the Army and retired in 2013 as Master Sergeant (E8). I spent the first part of my career as a logistic specialist within the 101st Airborne. 11 other PCS moves around the world and 3 overseas combat deployments. I was injured during a night rappel (the ground was way closer than the crew chief announced!) Neck and shoulder surgery and 3 major back surgeries. I'm lucky, many of my battle buddies either didn't come back or came back way worse than me. I'm very proud of my military career and wouldn't change a thing.



## FOR SALE:

**FOR SALE. Mini-IMP Mod project.** Must sell for health reasons. 80%+ finished, all components to complete, clear canopy, HAPI VW engine 60 HP, all components for Molt Taylor's design drive train, Maple prop, fixed gear, all digital instruments. \$12K. Also 20' custom trailer, and IFly 740 GPS, w/ up-to-date USA charts. Serious inquiries only. Bob Hieronymus, 830-456-8841. Ad Expires Nov 2021

## NEW MEMBERS!

By Ron O'Dea

Welcome!

1. Bill and Vickie Tabor, Bill and Vikie are from Mico, TX where Bill is a CPA. Bill spent 34 years in the USAF and is a CFI. He owns a PA28 and a C-172. You may contact Bill at: brtaborjr@gmail.com
2. Clint and Marisol Chancellor, The Chancellor's live in Live Oak, TX where Clint is a software developer. You may contact Clint at: Clint.Chancellor@gmail.com
3. Phalo and Sunee Henandez, Phalo and Sunee are from Converse, TX where he is retired military. You may contact Phalo at: wild-

**To post a classified—contact the editor at [ea35news@gmail.com](mailto:ea35news@gmail.com)**

- 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!!
- You must contact the editor by e-mail or phone to extend your ad beyond the expiration date

man5378@yahoo.com

4. Dean and Marilyn Doolittle, The Doolittle's are from Bandera where he is retired. Dean is building an RV-9 and owns and flies a Grumman Cheetah. You may contact Dean at: dmddoolittle@swbell.net. (Also, Dean is looking for hangar space for the Cheetah!)

5. Dale and Renate Mabry, The Mabry's are from San Antonio where Dale owns "Chester's Hamburgers" ! Also he is building a Skybolt that is 80% complete and owns and flies a Cessna 120. You may contact Dale at: cburger5@flash.net



## OCTOBER MYSTERY PLANE REVEALED!

DOUG APSEY

Congratulations to Charlie Brame for correctly identifying the October Mystery airplane as the ATL-98 Carvair. The ATL-98's were actually Douglas DC-4's and C-54's that were converted in the UK by Aviation Traders Limited (ATL) to carry passengers and automobiles. The name "Carvair" was a derivative of car-via-air." The prototype first flew on 21 June, 1961.

It seems hard to believe that there was a time when folks from the UK would have their vehicles flown across the English Channel so they could tour Europe. Two British air carriers, British Air Ferries (BAF) and Channel Air Bridge provided that service in the mid-1950's until the mid-1960's.

As the major airlines began converting to jet aircraft, surplus piston powered aircraft such as the DC-4 became plentiful and affordable. British airline entrepreneur Freddie Lakers took advantage of this opportunity and came up with the idea of modifying surplus DC-4's into "air ferries" to replace the aging Bristol 170 Freighters that were being used for that purpose at the time. They were used to ferry cars and passengers across the English Channel until, in the mid 1960's, roll-on, roll-off car ferries that could carry far more vehicles and passengers and were much more economical replaced the air ferries for the cross-channel trips.

The ATL conversion consisted of lengthening the DC-4 fuselage by eight feet and raising the flight deck above the cargo bay to allow for a side-ways opening nose door for easy loading of automobiles. The only other major modification was an enlarged tail. The remainder of the airframe was basically unchanged including the four original 1,350 hp, fourteen cylinder Pratt & Whitney R-2000 Twin Wasp engines. Top speed of the ATL-98 was 250 mph and it had a range of up to 2300 miles. It could carry 19,335 lbs of cargo.

A total of twenty-one DC-4's/C-54's were converted to Carvairs by ATL between 1961 and 1968. Eight of the original twenty-one Carvairs were destroyed in crashes with the latest one occurring in 2007 in McGrath, Alaska. Today it appears that only two ATL-98's remain.

N89FA started out as a C-54B that was delivered to the US government as s/n 44-9023 in January of 1945 then released as surplus in November of that same year. It ended up back with Douglas Aircraft who sold it in 1946 to Western Airlines. In 1956 it was sold to a company in Mexico and from there went to Panama and Bolivia before it was purchased by ATL 1962 to become the ninth airframe converted to an ATL-98 Carvair. It was then sold to BAF in 1963



where "Fat Anne" as it was called served as a cross-channel air ferry until it was sold to a US company, Falcon Airways, in 1979. Falcon Airways went under and N89FA sat for twelve years before being refurbished and made airworthy in 1998. After changing hands several times, it was purchased in 2003 by Gator Global Flying Service in

Gainesville, Texas. In 2005, Fat Anne made history when it was used at the World Freefall Convention in Rantoul, IL, dropping 80 jumpers on each flight and setting a record for the largest number of people to ever fly in a Carvair. It was sold to South Africa Air Lease in 2012 but may still be sitting at the Gainesville Airport. Those of you who are James Bond fans may recall seeing bad guy Auric Goldfinger's Rolls Royce Phantom III being loaded onto a Carvair in the

1964 Bond movie "Goldfinger."

Sources for this article include:

[www.en.wikipedia.org/wiki/Aviation\\_Traders\\_Carvair](http://www.en.wikipedia.org/wiki/Aviation_Traders_Carvair)  
[www.youtube.com/watch?v=GJcXJG9LRhI](https://www.youtube.com/watch?v=GJcXJG9LRhI) (Provides a nice history of air ferries and the Carvair)  
[www.cnn.com/travel/article/aviation-traders-carvair-plane-cmd/index.html](http://www.cnn.com/travel/article/aviation-traders-carvair-plane-cmd/index.html) [www.key.aero.com](http://www.key.aero.com)



## NAME THE PLANE

DOUG APSEY

Because there is not much information to write about for either of these two airplanes, I decided to give you two mystery airplanes this month. Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about our November mystery airplanes?

1. What is the designation/name of each airplane?
2. What aircraft manufacturer built them?
3. What year did they first fly?
4. How many of each were built?



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

2021		EAA Chapter 35 Activities Calendar	
NOVEMBER	13	11:30 <u>Annual Membership Meeting</u> and Chili Cookoff	
	19	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movie night	
DECEMBER	11	<b>CHRISTMAS PARTY -</b> 11:00 Social Hour; 12:00 Lunch (Catered—see newsletter for details) Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details)	
	17	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 pm Movie Night	



## GONE WEST

Gone West: Joe Killough

Chapter 35 and the San Geronimo community recently bid farewell to Joe Killough as he flew west.

Joe was a great friend for all of us. The proprietor of "Joes Bar and Grill" in his hangar, he was the social director for our Airpark for a long time.

A few years back I had a wild notion to buy an airplane. A biplane with an open cockpit. It would need a home in a hangar, and through that plane I met Joe. I drove way out in the country (at the time) to a little airfield. I was met by a loving yellow lab who greeted me as an old friend. She brought with her, her best friend – Joe.

Over the next several wonderful years, Friday nights and many afternoons were spent in Joe's hangar, "Joe's Bar and Grill" to most of us. The evening breeze and Texas stars shone over the clacking of dominoes or occasional exclamations of the ladies as they played games. Joe, and many of us would enjoy a beverage or two as we solved the problems of the world.

Joe was wise....and he knew things....

Joe was proud of his military service, his service to a nation in civilian clothes, and of his very heritage as a Texan and an American. He had red, white and blue blood. And he made us proud too.

He shared a few of his experiences with us, fellow veterans, that he told me he had never been willing to share before. He told of his role as a Military Advisor in Vietnam and his most frightening moment staring down the muzzle of North Korean weapon. He played a role in repatriating American POW's. Joe was there.

But mostly I remember how incredibly strong his partnership with Diana was. They were a force of nature together, able to bring together an entire community in their virtual living room. With them we were at home. Joe spoke of her family with pride, and he awaited her calls regularly. He'd joke that his kitchen pass had expired. But he and she were connected...every second of every day. They were devoted to each other. It showed. They were each other's best friend.

Joe was a pilot too. As he developed some infirmities Joe retired from flying. But we did go flying on his 90<sup>th</sup> Birthday. I stole him and I apologize to his family for making him late to his party. He piloted the plane as an experienced pilot would, and we did a few donuts over his amazing home atop the hill. That day lives as one of my fondest memories.

Joe was a lot of things to a lot of people. With a mind sharp as a tack and the wit of a rapier, he was wise. He was absolutely devoted to his family, and he was the center of the community for us pilots.

To so many of us he was a father-figure, colleague, neighbor, advisor, counselor...He was our friend.

Clear Skies and Tailwinds always Joe.



# EAA Chapter 35 Leadership



## Officers

<b>President</b>	Darren Medlin	210-875-9971	president@eaa35.org
<b>Vice President</b>	Chuck Fisher	210-878-5561	vicepresident@eaa35.org
<b>Secretary</b>	Paul Wurster	(530) 933-8264	secretary@eaa35.org
<b>Treasurer</b>	Dee Brame	210-493-5512	treasurer@eaa35.org

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<b>Member At Large (en lieu of PP)</b>	Kris Kelly	210-621-5405	krisikekelly@att.net
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<b>Builder's Coordinator</b>	Kris "IKE" Kelly	210-621-5405	krisikekelly@att.net

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<b>Flight Advisors</b>	Ron O'Dea	210-488-5088	r2av8r@gmail.com

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# Country Store

By RICHARD VINAS

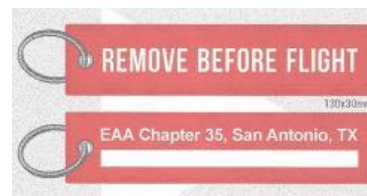
By the time the August meeting rolls around, a few more people will be wearing bona fide Chapter 35 shirts! The year is flying by (no pun intended) and there are still plenty of products for wearing around, protecting your clothes while you are cooking, protecting and cleaning your airplane, and impressing your non-flying friends. The July meeting was great fun and by now, many of you are at or have just returned from Airventure 2021. There are only a few days left before the August meeting, so come prepared for fun and fellowship. And as always, let me know if you have any ideas for products you think we might put in the Country Store that would be in demand by the members of the Chapter. See you all

soon!

Rick Vinas



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



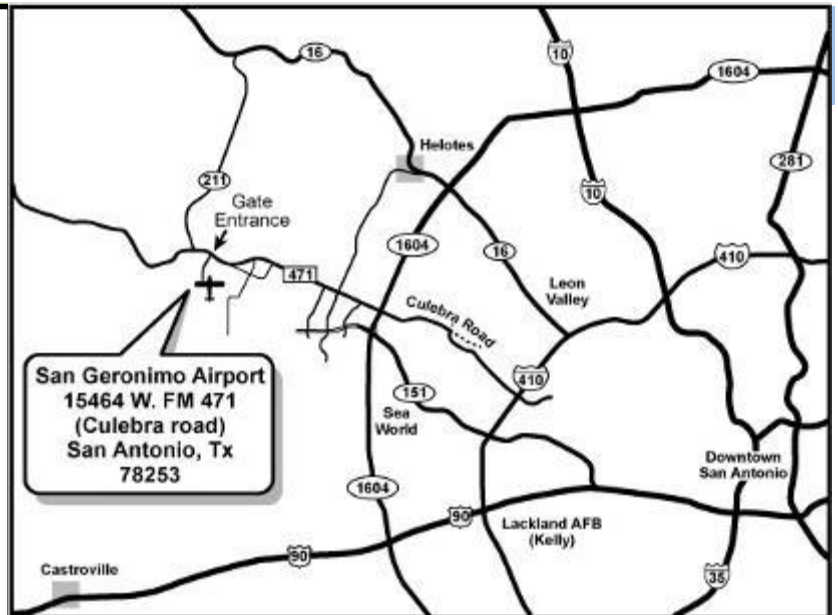
TEXAS FLAG POLO SHIRTS	<b>Sold Out -</b> If you want one, let me know!	\$39.00
TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
YELLOW POLO SHIRTS	One Small	\$31.00
	One Medium	
YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
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	ONE LARGE	
TEXAS FLAG 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
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REMOVE BEFORE FLIGHT KEY TAGS	Plenty	\$5.00
KOOZIES	Plenty	\$4.00
BUMBER STICKERS, DECALS AND PATCHES	Lots of them	\$1.00 - \$3.00
ALUMINUM WHEEL CHOCKS	3 Double sets	\$40.00
WASH WAX PRODUCTS	Limited supply	\$8.00 & up

## ***NEXT EVENT***

***November 13***

***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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**SafeSolv**

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



**Leather Soap**

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



**Leather Care**

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



**Rubber Care**

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



**Water Spot Remover**

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



**PolishALL**

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



**Wash Wax Clay**

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



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# 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))

NAME \_\_\_\_\_ SPOUSE NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP+4 \_\_\_\_\_

HOME PHONE \_\_\_\_\_ BUSINESS PHONE \_\_\_\_\_ CELL \_\_\_\_\_

FAX \_\_\_\_\_ E-MAIL \_\_\_\_\_ NATIONAL EAA # \_\_\_\_\_

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): \_\_\_\_\_

\*\*\*\*\*  
**OFFICE USE ONLY**

Badge  Database  E-Newsletter  Letter  Life Member  MbrDirectory  Nat'l  NewMbr  QK  Renewal