



AirVenture in a Tiger Moth

Jeffrey Davila

January 2023

Volume 66 Issue 1

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As many of you probably know, going to AirVenture in Oshkosh, Wisconsin is something that every aviation-enthusiast has dreamt of. Some dream of flying in, others dream of towing their campers across the country, with Wittman Regional Airport being their destination. Whatever it is, we have all wanted to sit on the flight line and watch an endless line of aircraft land at the airport. This summer, I got to do just that.

I started watching the EAA AirVenture livestreams a few years ago, not really knowing what the big fuss was about. The first year I watched them, I immediately became hooked. Never had I seen so many aircraft in one location. It almost looked like those old black and white photos of the Boeing assembly plant during the midst of World War two. It was airplanes as far as the eye could see. So, I made it my goal to attend the show during one of the upcoming years, a task much easier said than done. Logistically speaking, driving up to

Wisconsin isn't exactly a walk in the park. It would be something like a 3-day drive to get up there, and a 3-day drive coming back. Not exactly the easiest of tasks to complete. However, earlier this spring, my flight instructor offered to take me there in his de Havilland Tiger Moth, an invitation I quickly accepted.

Getting there was an adventure all on its own. Little did I know that Tiger Moth's cruising speed was only about 70mph, so it took us about the same time to get up there as it would in a car. So, we departed Kestrel Airpark three days before the show officially started. Over the course of those three days, we flew over Oklahoma, Kansas, Missouri, Iowa, and finally ended up in Wisconsin. During each day, we usually aimed to fly for a total of eight hours, which we were able to do without issue. Day three was the most exciting, as it was the day we would fly into Wittman Regional Airport.

(Continued on page 4)

Next Event

January 14
Chapter Clubhouse

11:30 am

Travis Ulhorn, SAT ATC

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

EAA chapter 35.

Publisher: Chuck Fisher

Editor: Bill Fahey

ea35news@gmail.com

This Month's Feature Event!

Jan 14th at 11:30

Travis Ulhorn SAT ATC Guest Speaker



FROM THE PRESIDENTS COCKPIT

CHUCK FISHER



I hope this missive finds you WELL and happy as we look forward to another great year. I emphasize “well” having just returned from a church service where the choir was....well... mostly absent. It seems the big holiday all-day all-hands-on-deck concerts were also a venue to spread the current respiratory viruses. Yes, things are back to normal and good old influenza, RSV, adenovirus, coronavirus, rhinovirus and all those other old “friends” are “baaaaack”. Please take care of yourself through spring and try not to share air with anyone if you think you might be coming down with something. N95 and KN95 masks are still the best way to protect yourself from folks if you will be in close quarters, and they ARE totally socially acceptable. Stay healthy – we need you well!

Recapping the Holiday Luncheon/Party – Well done!! The food was great – thank you Jonny! And, I think everyone....well most everyone....went home with a nice gift. Thank you to everyone who helped make it such a success.

As we enter 2023 we have some work to do as a chapter. These are a few of the things on my mind for this year:

Be the Resource our Pilots Need: this chapter enjoys a long healthy history built on the shoulders of great pilots, leaders and builders before us. To remain viable, we must continue to draw new members with new skills into our fold. To do this, we have to offer value to the community. To that end, we will try to offer programs and workshops of value to pilots and builders. We’ll emphasize learning and safety skills and hope to expand our VMC club participation as well. As part of our support for builders we’ll continue to enhance our tool crib offerings and hope to start on a new group project over the next several months. More to follow on that later.

Continue to grow our youth outreach: This year is the 30 th anniversary year for Young Eagles. EAA wants to touch as many young lives this spring as possible, so our Young Eagles team is tentatively planning a large event in celebration of international Young Eagles Day. Expect several rallies....so make sure YOU and your aircraft are ready to participate. We need every pilot and ground volunteer we can get!

Vice President—Ian Heritch It’s hard to believe, but the year 2023 has arrived, there are a few things we can count on: first, Van’s Aircraft will issue more onerous Service Bulletins for their RV-12 aircraft; second, no matter what, the year will fly by; and third, your EAA Chapter 35 will host a full calendar of events: monthly Chapter Gatherings, monthly VMC Club, Young Eagles rallies, and fly-ins, just to name a few.

One event I am looking forward to is a presentation by Dave Tillema and Bill Fahey describing Dave’s epic 2022, 48 state trip to the EAA’s AirVenture at Oshkosh, Wisconsin. Maybe this presentation will inspire all of us to venture beyond our neighborhood and take off on our own adventure. I’ve been thinking about a trip to Leadville, Colorado, the highest airport in the lower 48. How about you?

One of the changes we are going to experiment with in 2023, is having our VMC Club meetings either before, or after, our monthly Chapter Gatherings. Traveling to San Geronimo has become a challenge for

Education: We are blessed to have great support from both EAA and from private donors who have provided us the financial means to offer scholarships and grants for pilot training, co-pilot/pinch hitter training, and even adult continuing learning support (e.g., additional ratings, etc.). We hope to continue with yet another Ray Scholar this spring as two or three of our current scholars finish their ratings. But we also have the means to assist others who do not fall into the Ray scholar category either due to age or experience. If you have a need, let us know and perhaps we can help!

And, I have to once again, most highly encourage you to take advantage of our Pinch Hitter grants. If you have a right seater who flies with you – please take advantage of this program to teach them the fundamentals of how to recover the aircraft, get help on the radio and successfully land the aircraft if the pilot were to become ill or incapacitated. Simply apply using the format on our website www.eaa35.org

Infrastructure: We are researching potentially replacing the HVAC for the clubhouse. There are several alternatives, from upgrading the current system to installing a totally new (expensive) system. More to follow. Walking around the clubhouse, it is pretty clear that this spring, we will need to paint the clubhouse, benches, and the like. So, anticipate some significant work on our chapter workday and plan to be there ready to work.

Immediate tasks for THIS MONTH: We need nominees for the Air Academy at Oshkosh. This is a fully funded opportunity for a high school aged youth to be at Oshkosh during part of AirVenture and to have an immersive experience in aviation. It is a truly life changing experience for many kids, and many of our scholars have gone on to highly successful aviation careers thanks to that nudge you as a chapter gave them as kids. Nominations are due NOW. Contact Maarten Versteeg with your recommendation.

We need **volunteers** to either lead or assist with lots of roles in the chapter. Please make it a New Years resolution to take an active role in ensuring this chapter continues to grow and serve the needs of pilots, builders and aviation enthusiasts for decades to come.




many, so we are hoping, since you are already coming out for the Chapter Gathering, you will also attend our VMC Club. Not only are airplanes cool, but VMC Club is extra cool. Come and join us.

Our 2023 chapter programming will begin on January 14 with our monthly Chapter Gathering. We have a featured speaker this month, Travis Uihorn. Travis is a local FAA air traffic controller and he will be talking about VFR flight in and around the San Antonio metroplex. If you fly VFR in and around the San Antonio area, you will want to hear what Travis has to say. He will help make you a safer pilot. Since it tends to be chilly this time of year, Chef Peggy and her crew will serve hot soup, and maybe some hearty bread.

So, 2023 is here, and we look forward to seeing you at our Chapter 35 clubhouse, at San Geronimo Airpark, on January 14.



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

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EAA Chapter 35

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VMC_CHAP_PS_2026

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

From the Kitchen

Well, the holidays have come and gone, we are into the season of New Year's Resolutions. As this occurs from the kitchen moves forward with new ideas and plans. Some of the same sprinkled with some new ideas. Before we go on to the new A GREAT BIG THANK YOU to Johnny for catering our wonderful Holiday lunch. The kitchen crew really appreciates it. A break was great. A quick thank you to Danny Beavers, Roxie Beavers, and BJ O'Dea for helping with little clean-up and packaging the few leftovers. Also thank you to those who helped to take out the trash and do the final cleanup chores.

Looking ahead to January is homemade soup month. Be creative and bring a crockpot of your favorite homemade soup to share. No contest. If you don't want or like to make soup but want to contribute, bring a desert or something to go along with the soup. Crackers will be provided.

We have exciting and new meals planned for this year in addition to the regular pancake breakfasts and cook-outs. More to come about our upcoming meals in future editions of From the Kitchen.



Reminder: PLEASE stay after the presentation and help clean up. After every gathering the trash needs to be taken out, dishes done, serving items put away, carpets vacuumed, etc. It is all of OUR clubhouse, please help keep it nice.

(Continued from page 1)

Unfortunately, a rather severe storm had come through the area the night before, leaving chaos in its path. Fortunately, someone was gracious enough to allow us to store the airplane in their hangar overnight, which likely protected it from damage related to the storm. However, there was still a low layer of clouds that was hanging around the staging area, with delayed us for about two hours. After patiently waiting, the clouds lifted, and we departed the staging area. The next adventure was the infamous FISK arrival. Before we departed the staging area, there were a few different issues we had to think about. The first issue was the Tiger Moth's airspeed. The airplane didn't like flying any faster than 75mph, especially below 3,000 feet. This meant that we had to figure out a way to adhere to the rules regarding the FISK arrival without getting in the way of every other airplane flying behind us. The second issue was our fuel range. The Tiger Moth carries 21 gallons of fuel and has a fuel-burn rate of 7 gallons per hour, so we can fly for two and a half hours, at most. That particular day, there was a substantial headwind coming from the north, which meant we were going to have a decent headwind on our final leg. Fortunately, this was not an issue, as we were able to find a very large gap in the line of aircraft heading to Oshkosh. This cut our flight time in half. The last issue had to do with which runway we were going to be assigned to land on. The Tiger Moth has a 10-knot crosswind limit, so if they were to tell us to land on runway 27, we were going to be in big trouble. We lucked out yet again, as we were assigned to land on runway 36, which had almost a direct headwind.

We landed, taxied over to vintage parking, tied the airplane down, got our tents and luggage out of the baggage compartment, changed out of our flight suits, and finally got to relax. Being the only Tiger Moth there, we received quite a nice welcome party. Many of the individuals that came over to us seemed to have a personal connection to the airplane. For some, it was an airplane that their grandfathers frequently talked about, having flown them in the RAF, RCAF, or the RAAF. This specific Tiger Moth served in the RAF during the Second World War. It was used to help train glider pilots who would go on to fly during the invasion of Normandy in the summer of 1944. After most of the crowd began to dissipate, I finally got to soak it all in. I asked myself "Did I really just help fly a WWII-era biplane to the world's busiest airport?". Right as I asked myself that, a flight of six L-39's flew over my head and began their overhead break. I think the more appropriate question was "Am I in heaven?". Yes, I was. This task was far more challenging to complete than I had thought, but it was so much more rewarding than I had hoped. Not only did I walk away from this adventure with excellent stick-and-rudder skills, but I also created a new bond with those who had a connection to the airplane. I am forever grateful to have received the opportunity to fly the Tiger Moth to AirVenture, and it is something I will not soon forget. Who knows, maybe next year we'll do it all over again.



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Neil Loving and his WR-1 "Loving's Love"

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WEDNESDAY, FEBRUARY 15, 2023 7 P.M. CST

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Annual Membership Renewal Time

It is that time of year to renew your
Chapter 35 Membership!

Go to Chapters.eaa.org/ea35 to re-
new online.

CITABRIA N1840G

Tony Mangold & Mark Julicher

It was late January 2019. Two crazy Texans (Tony Mangold and Mark Julicher) drove from San Antonio to Minden, Nevada to purchase a derelict airplane. A 1968 Citabria, 7KCAB, serial number 79. We bought it from the original owner. The airplane lived most of its life in Hawaii but moved to Nevada and sat in a hangar in the Sierra mountains for some years.

What were we thinking? We were thinking fun project! Here is the story of the overhaul. It is really a very typical overhaul story with twists and turns along the way. First, though, we had to get a flatbed trailer from Texas to the Sierras – in January. We almost got snowed out and then almost got snowed in, but in between snowstorms we made it.

The tarmac in Minden-Tahoe (KMEV) was icy. That is not a grainy photo! It was snowing the day we bought the plane, but we managed to collect all the pieces and lash them onto Tony's flatbed. Then with fuselage, wings, tail feathers, engine secured, a snowstorm chased us out of the mountains, and we were on our way.



Photo 1: Citabria bones at KMEV

Photo 2: Lycoming O-320 looking a bit rough.



Photo 3: Fresh snow.

From Tonopah all the way to Minden we followed a

snowstorm, and another storm chased us back to Tonopah the next day.

After two and a half days of hard travel, we had our pile of airplane parts back at Bulverde Airpark. Now to begin!



Photo 4: The Citabria corner. Parts were more or less organized here as we disassembled everything.

First, we cleaned up the engine. Collected some new engine parts, had some parts refurbished and then we delivered our engine parts collection to Dan Martinez. Dan has been building engines since forever and he reassembled our engine for us. That saved some time, but it was also fun because Dan has a million stories about aviation in San Antonio. So, we helped Dan and learned a ton and had a lot of fun in the process. Incidentally, Dan turned 91 years old this December.

Next, we started on the fuselage. The fuselage was sandblasted and painted with epoxy. All the various fuselage parts were cleaned, painted as required, and made ready to install. Some parts were just too far gone, so those were replaced. One of the nice things about American Champion/Bellanca/Champion/Aeronca aircraft is that most of the parts are still available.



Photo 5: Epoxy on fuselage.

The firewall was really rough as can be seen in Photo 6, but after much cleanup it was looking good and the finished product can be seen in Photo 7.

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Photo 6:
Firewall before
cleanup.

Photo 7: Pieces
going back on
the fuselage.



All the wooden fuselage parts; formers, stringers, and floor-boards were replaced.

The procedure was: refurbish a part, install, repeat. Eventually the fuselage took shape. We opted to purchase an STC from American Champion to add a baggage door to the fuselage. That improved access to the battery which is a big plus!

Finally, all that fuselage work got covered with fabric. We opted to use Certified Coatings as our covering process. Like most covering processes – you take your time, follow the manual, and it comes out well.



Photo 8/9: Tony putting on fabric on a cold day.



Now comes Dope, Dope, Dope on the fuselage The next series of photos shows what we did. Hundreds of yards of masking tape and gallons of liquids.... Most of this was done by Tony.



Photo 10: Nitrate Dope

Photo 11:
Silver Butyrate Dope



Photo 12:
White base color. The turning fixture is helpful.



Photo 13:
Fuselage in
full livery

(Continued on Page 10)

CLASSIFIEDS

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

Contact Tim Carter at 210-289-1780



BUILDER'S SPACE: Joker will be moving to another hangar 1 Jan. This will open up the 10x20 builders space in the chapter hangar, access to chapter tools, equipment and room to temporarily expand (e.g. to mount wings, etc.). This is about the size of a garage with lots of extra room and for building up till you need a full sized hangar and costs less. Contact Rebecca at youngeagles@eaa35.org or chuck at president@eaa35.org



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The boot cowling was in poor condition with wear and corrosion, so using the old sheet metal as a pattern, we made a new one.



Photo 14: Old boot cowling.

Photo 15: New boot cowl being fitted.



Finally came a significant milestone. It was time to install the engine.



Photo 16: Hanging the engine.

We were about one year into the project at this point. We could not work on it full time because we both had day jobs. Photo 17 is about how it looked at the one-year point.

Photo 17: Engine on, boot cowl painted, windscreen in place.



About March 2020 we began doing the wings. The routine is tedious but necessary – take stuff off, clean it, inspect it, repair as necessary, paint and varnish, trammel, and finally cover. Suffice it to say it was a lot of effort and there were many hours of repairs on fuel tanks, sheet metal, and ribs. Lots of new hardware went into the wings including new control cables.



Photo 18: Wings being repaired.

When everything looked right, the wing covering went on.

Photo 19: Wings getting covered. Glued on and being shrunk.



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DECEMBER CHAPTER GATHERING



DECEMBER CHAPTER GATHERING



Additional Photos on Pages 23 & 24

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Now let's hit fast forward again. Wing covering goes like this: Put protective tape on all sharp places, glue on the fabric. Shrink the fabric. Put reinforcing tapes on and fasten the fabric to the ribs. Put on a coat of nitrate dope. Put tapes on the ribs. Complete the finish with butyrate dope and livery colors. Done!

The following photos show the process more or less. Please note that in our hangar it has always been forbidden to ever say the phrase, "All you have to do..."

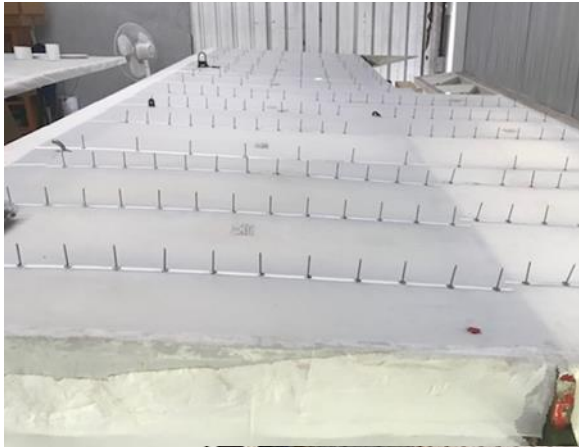


Photo 20: Reinforcing tapes are on and fabric rivets are ready to pull. This plane uses rivets vs rib lacing.

Photo 21: Finishing tapes are going on. Nitrate dope is already on. We switched from tinted to non-tinted nitrate due to availability. Lead time on the dope was dictated by Covid.



Photo 22: In the spray booth getting silver followed by base color.



Photo 23: Wing is in a turning fixture making final livery much easier to apply.



At long last our Citabria was ready for final assembly. The list of new and repaired stuff is staggering. Engine is rigged, boot cowl is on. New Plexiglas is on all around including the skylight. Many new or refurbished instruments. New wiring and circuit breakers. New tires. Landing gear were cleaned and painted and new installation hardware was installed on the gear legs.

We started the engine for the first time 7 June 2021. It was a happy moment to say the least. But like many projects we had teething problems.

A couple engine instruments turned out to be bad – replaced them. Engine was flooding on start – re-rigged the fuel injector. But ultimately it was time for final inspection.

Photo 24: Roll out for first engine run! 7 June 2021.



(Continued on Page 15)

Chapter 35 Youth / Scholar Programs

Evan Carrell—Hello all! Since my last email update I have some exciting news, I have passed my written exam and have a checkride scheduled! I was incredibly nervous going into the test, and did a whole lot of last minute studying, I ended up passing with an 83%. Most of the questions I got wrong either because I didn't read them thoroughly, or there were a few weather related questions that I wasn't confident with. I still have 3 hours of checkride prep to do before the scheduled day, but that should not be an issue.

I'm still working here at Atlanta Air (Heat and A/C) not aviation related unfortunately, while saving money for flying and trying to pay bills. Thank you for the continued support everyone!

Thomas Reyna—This year has flown by with a massive tailwind. Almost exactly a year ago, I did my first solo. I had a great birthday there at the Bulverde Airport, with some close friends and family. I was so happy that I was able to solo on my actual birthday and was hoping to get the check ride done on my 17th birthday, December 1. But, the check ride planning hasn't gone as smoothly. My instructor moved on to an airline job, so getting paperwork completed is harder when you don't have a specific CFI. And, between DPE availability, plane availability and weather challenges, I learned that planning to complete a check ride on a specific day, such as your birthday, is highly improbable. And, because the weather was so bad in November, there's been a domino effect with too many students wanting check rides and not enough DPE's. Fortunately, I have now found a DPE who is doing his best to try to get me licensed, but we have already had to reschedule 3 times due to weather.

The golden lining is that it has been a lesson in patience. I'm much better off waiting until conditions are right. As much as I want to get this done, I realize the importance of ignoring the external pressures. I will make sure to keep you all updated on my check ride progress. Keep your fingers crossed, and hopefully I'll be finished to report back for my next update!

My Aviation New Year's Resolutions.

- 1. Get involved!** I am looking forward to the opportunity of becoming a Young Eagles Pilot! I can't wait to spread the word of how I went from a Young Eagle to a pilot in about a year! I'm not sure if I can do that without a plane, but I'll check back!
- 2. Education.** I'm going to keep reviewing the basics, and also continue to build on my skills. I'd like to complete an advanced flying course, such as aerobatics, or maybe I can start pursuing my IFR rating!
- 3. Work hard.** I will be starting my job at Cutter Aviation, and I'm going to soak up all the information that I can!
- 4. Airshow.** I haven't been able to attend an airshow before, because of the expense, but one of the reasons for my job is to save up to finally be at one!
- 5. Fly!** I'm looking forward to getting in the air as much as possible. Feel free to call me if you ever need a co-pilot!

Note—Gabriella Pfang is a Chapter 35 Youth Scholar and was accepted into the Civil Air Patrol's Cadet Wings program. With 65.1 hours in her logbook, she successfully completed her checkride and is now a Private Pilot. She provided the attached story. I have edited this a bit to remove web-links that will not work in a paper format. **-Bill**

Gabriella Pfang—How I earned my PPC, and what is Cadet Wings?

I earned my PPC through the Civil Air Patrol Cadet Wings program. The Civil Air Patrol national website describes Cadet Wings as a "merit-based program for cadets pursuing a Private Pilot Certificate (PPC) - it's the new diamond of cadet life". Let me unpack that. Firstly, Cadet Wings is a program offered by an organization called the Civil Air Patrol (CAP). Cadet Wings basically pays for your PPC, either from ground zero or from the time you complete your first solo and written test. It's funded by the United States Air Force and other donors, but the actual program is for CAP cadets, so if you're between the ages of 12 and 18, look into becoming a cadet. The second part I'll focus on is "merit-based program". Cadet Wings virtually pays for your PPC - it's a big deal! As a result, the application process is competitive, but here's my best piece of advice: you get out what you put in. The review board looks at your GPA, recommendation letters, and the courses you take in school, but it also looks at your track record as a CAP cadet. Showing that you've put time into school and CAP and you care about the program means a lot. The good news: objective, point-based scoring is part of the process, and they provide a rubric you can follow.

Now, let's say you've been accepted to Cadet Wings. What does that mean? That means that you're able to complete flight training through whichever program they've put you into: a commercial flight school or flight lessons with a CAP instructor. The training can be either close to home or at an in-residence school somewhere else. If you are training away from home, CAP pays for your board, lodging, and travel expenses to and from the location. That's the route I took. You're expected to fly at least 2-3 times a week, and you aim to be done within 6 months. Whilst training, you also attend bi-weekly Zoom check-ins with a group of mentors and other cadets who are also in Wings. It's a good opportunity to ask for advice and hear what other aspiring pilots are going through. After you take your checkride and (hopefully) pass, your picture gets put on the virtual "**honor wall**" of graduates... and the sky is your oyster!

I will get back to you about the further adventures of Gabriella Pfang, Aviatix... due to college, "Trials and Tribulations of Gabriella Pfang, Sleep-Deprived Engineering Student" might be a bit more accurate, but I'll work on producing something more interesting! :)



(Continued from Page 13)

What was left -- a last pass through the annual inspection checklist, some taxi/runup time, and go fly.

Well, it did not turn out that simple. After the first flight the left-wing tank sprang a leak! That meant the fabric had to be cut back, the tank was removed and welded and reinstalled. Then the wing covering was repaired. There was a months-long delay getting some more dope.

Then the plane was flown once again and this time the electronic oil pressure indicator failed. So, it was sent out for warranty repair and reinstalled. Meanwhile, a redundant oil pressure indicator (analog type) was installed.

And the left brake master cylinder failed, (even though it had been overhauled).

More repairs and fuss work, but all necessary! And at last – the finished product.



Update from the Scholarship Coordinator –Allen Inks

I am happy to report that I am finally starting to settle down in the job of Scholarship Coordinator, though each month brings new and different challenges.

In the last quarter of 2022, the chapter submitted a candidate for a rare second Ray Aviation scholarship. The application window opened only at the end of the year when EAA National had a good handle on how much funding from the Ray Foundation would be left at the end of 2022, and the deadline for applications was only 6 days away when we were told applications were being accepted, so it was a real rush... a successful rush, though, as Henry Wurster was awarded a \$10,000 scholarship.

One of the projects that the Chapter leadership has been working on this year was a “Continuity Manual” for each Officer and Committee Chair position, explaining how to do the job to make it easier for new occupants of each position. The deadline was the end of the year, and when drafting my section, I made sure to include all the things I wish I had known when I took over as Scholarship Coordinator after Labor Day. This manual should make the prospect of stepping up a volunteer leadership position much less intimidating. The Chapter now has a

literal “How To” guide to help you out.

Another year end task we have been busy with is planning a budget for next year. As part of that process, we have been trying to figure out an effective way of planning for and representing the rather complex issue of expected batches of Scholarship money coming in from the donors, which is usually contingent upon the recipients achieving certain milestones by fixed deadlines. Additionally, some of our scholars have scholarships which may require matching funds from the Chapter... but because the exact match required can depend on how much money is expended by the scholar in acquiring their license. Trying to figure out how to account for and represent these potential liabilities (up to a maximum amount) on our budget sheets has been... interesting.

It has been some time since I was deeply involved in training to get my Private Pilot license or my Instrument Rating. But ... our scholars are experiencing many of the same issues that I did – training aircraft becoming unavailable unexpectedly, instructors becoming unavailable, scheduling difficulties. We have two scholars who are ready to take a check ride... but are having difficulty in winning the trifecta of an available DPE, an available airworthy aircraft, and good weather at the scheduled time. Fortunately, Jeffrey Davila was able overcome his scheduling difficulties to achieve HIS next milestone (SOLO flight!) by the end of December deadline specified by his scholarship. And finally, we have Henry, who is busy preparing to pass the Written Exam.

I have been mentally WILLING the stars to align and for us to get one or two scholars to pass their check rides this month, because I am preparing an application for a Ray Aviation Scholarship next year... and a scholar successful obtaining a private pilot license in 2022 would be a very positive factor. But, well, we cannot control the weather (or, apparently, deer - which took out one training aircraft in a collision the day before a check ride was scheduled).

Nevertheless, regardless of whether we are awarded a Ray Aviation Scholarship next year or not, **we WILL have one or more \$10,000 flight training scholarships available for eligible candidates next year.** The eligibility requirements will be the same as for the Ray Aviation Scholarships (see <https://www.eaa.org/ea/eaa-chapters/ea-chapter-resources/chapter-programs-and-activities/ray-aviation-scholarship-fund/scholar-eligibility-and-requirements>) with one exception: Because of the limited availability of glider training resources in the local area, *we will not be sponsoring a scholar for a glider private pilot license.* This is an unfortunate, because there are advantages to glider training for younger candidates, but loss of one training glider or glider instructor or glider DPE has proven to have even MORE impact on successful completion of the flight training than we are currently experiencing with our airplane scholars.

It is now time to look around you, to find eligible young people who have shown interest in aviation, whom you think would be strong candidates for one of our scholarships and encourage them to prepare themselves to meet the eligibility requirements and apply for a scholarship. Interested eligible candidates may write to SCHOLARSHIPS@EAA35.ORG for an application form.

Additionally, there are other funding opportunities available, such as Pinch Hitter training for non-pilots who fly frequently with Chapter Members. See <https://www.aopa.org/training-and-safety/online-learning/safety-spotlights/pinch-hitter>, and look for a future article by our own Peggy Fisher about her experience going through a Pinch Hitter Course with a flight instructor (NOT her husband, our President).



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

2023		
January	14	Chapter Gathering—Travis Ulhorn—SAT ATC
	20	VMC
February	11	Chapter Gathering— National Weather Service
	17	VMC
March	11	Chapter Gathering—Garry Mitchum—FAA Maintenance
	17	VMC
	25	Young Eagles—April 1 Rain Date
April	15	Chapter Gathering—Dave Tillema—48 State Challenge
	21	VMC
May	13	Chapter Gathering—Spring Cleaning
	19	VMC
June	10	Young Eagles
	16	VMC
	17	Young Eagles—Rain
July	8	Chapter Gathering- Fly-In—Pancake Breakfast
	14	VMC
August	12	Chapter Gathering- David Hook—Drone Presentation
	18	VMC

Upcoming Area Events:

<https://socialflight.com>

<https://eaa.org>

<https://funplacestofly.com>

Facebook Group: Texas Aviation Event Calendar



Hopefully, everyone who needed an official-but-unofficial Chapter 35 Texas Flag shirt got one before Airventure. We badly underestimated how many small- and medium-size members we have and overestimated how many XL and 2XL would be called for, made worse by the shirts running a little large! We can always order more so let us know your size and we'll make sure to get enough so everyone can have one. Of course, the Oshkosh shirt is also a good one to wear for the monthly Chapter 35 meeting!

The Country Store is your source for all things Chapter 35. Apparel, key chains, coffee cups, and hats are only a small part of the merchandise we have for sale. Our most popular items lately are the excellent aircraft cleaning products from WashWaxAll, so let us know what you need. We may have another shirt or two that you want in addition to your official Texas Flag shirt, so come browse our selection.

If you think you have a flair for the retail side of life, let us know. We are looking for a new proprietor for the Store! As always, if you have an idea for a product or clothing that you would like to see us carry, or just want to browse through the inventory, let us know and we'll see if we can accommodate. If there is something that you think our members would be interested in, we will see about adding to our inventory.



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

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YELLOW POLO SHIRTS	One Small	\$31.00
	One Medium	
YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
KHAKI FISHING SHIRTS	ONE MEDIUM	
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Additional Items available		
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WASH WAX PRODUCTS	Limited supply	\$8.00 & up

EAA Chapter 35 Leadership



Officers

President	Chuck Fisher	210-878-5561	president@eaa35.org
Vice President	Ian Heritch		vicepresident@eaa35.org
Secretary	Paul Wurster		secretary@eaa35.org
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Member At Large	Tom Rich		tmriws@gmail.com
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Pd Thru Dec 2023



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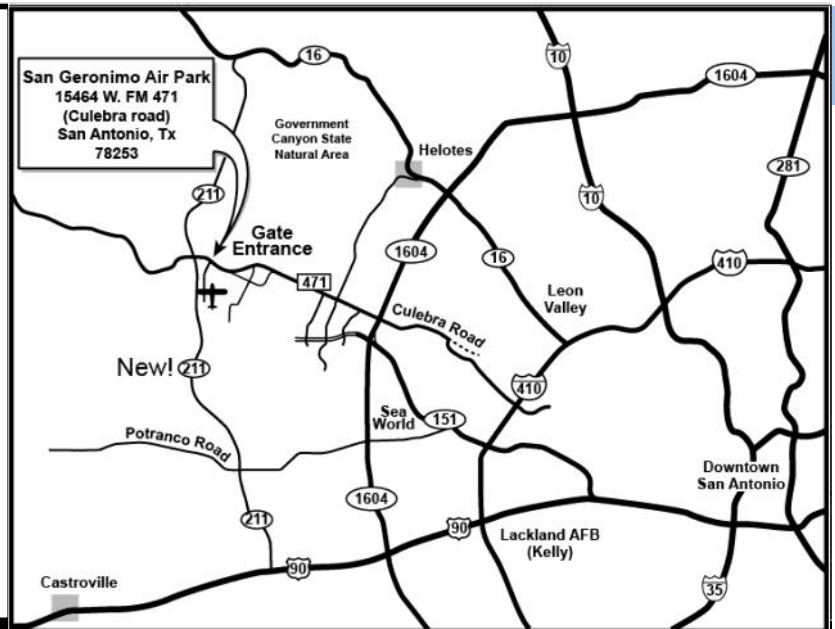
Email: ericknight40@yahoo.com

NEXT EVENT

January 14 —11:30

Chapter 35 Clubhouse

8T8 (San Geronimo Airpark)



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

For over 60 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

[Click Here for Link to 8T8 on AirNav.com](#)

Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
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