



MY YOUNG EAGLE (PART 2)

BRIAN GOODE

August 2023

Volume 66 Issue 8

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Next Event
Aug 12

Spaghetti Cookoff

Starts 11:30 (8T8)

When we left off last time in My Young Eagle – Part Two, my grandson Ken Maroney had just received his Horizon Air company ID/ Crew badge, Epau-lettes, Wings and an iPad, and was headed for Virtu- al Cockpit Procedures training and then on to the Full Motion Simulator for the Embraer E175 Regional Jet.



Somewhere along the line he received his company uniform.

What a handsome lad to be aviating the skies of north America learning the ropes with Horizon Air, an American regional airline headquartered in SeaTac, Washington. The airline is a wholly-owned subsidiary of the Alaska Air Group and it is paid by fellow group member Alaska Airlines to staff, operate and maintain aircraft used on flights that are scheduled, marketed and sold by Alaska Airlines. So much for the commercial.

Ken received 8 hours of Virtual Cockpit Procedures Training in the Embraer ERJ-175 Regional Jet, lean-

ing where all the switches and knobs are located. He



then went on to SEATAC, company headquarters, where he received a grueling 35 hours in the ERJ-175 full motion simulator.

Things worked out okay for Ken on that trip. After the intense training he was presented with a Tempo- rary Airman Certificate indicating that he had been found to be properly qualified and was hereby au- thorized in accordance with the conditions of issu- ance on the reverse side of the certificate to exercise the privileges of

AIRLINE TRANSPORT PILOT

In addition, Ken also received type ratings in the ERJ

(Continued on page 3)

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Spaghetti Cookoff—11:30

Tales from AirVenture & Talk by Air Academy

Scholar Jonathan Mabe

FROM THE PRESIDENTS COCKPIT

CHUCK FISHER



As I write this article, we have just returned from AirVenture 23. Chapter 35 was there in force and for the first time we had a Chapter 35 campsite as well. Thank you Doug Dodson and Allan Inks for bringing that to reality. I ran into Jonathan Mabe, our Air Academy scholar and he was totally pumped up too.

Space permitting we'll throw in a few snapshots in this issue, and Ian is planning an AirVenture show and tell for the next gathering.

Our July fly in was a success on all levels for turnout, participation, weather and especially because we were able to watch two of our area's distinguished aviators receive the highest award the FAA can present a pilot. Chapter member Ryan Newman, as always, made the ceremony entertaining and memorable for everyone. Congratulations to Calvin Allen and Robert "Bob" Dean on a lifetime (fifty years) of remarkable aviation success!

I owe you a recap of our Board of Directors activities for this first half of the year. By our bylaws we have one required board of directors' meeting per year in June or July. We did that in July this year, but we meet monthly the Tuesday before each gathering via zoom and our meetings are always open to all members.

This year the chapter has done OK financially largely due to donations and contributions, but food, utility and maintenance costs have been up significantly. Your dues don't come close to covering expenses, so we are looking for other income sources. That said we do have sufficient reserves that we have moved blocks of savings into principle-protected interest-bearing accounts, so we recoup a little income from that money.

The aging air conditioner was finally showing signs of a terminal

illness and we made the difficult decision to raid our savings and replace the unit with a newer, higher efficiency unit. We did not expect anything to get cheaper, so waiting was not going to save us anything. It is warranted for a decade, so one less thing to worry about!

We are funding 50% of one scholar and from the Kellogg fund 100% of another as well as administering two fully funded Ray Scholarships, so Allen Inks, our scholarship chairman, has been reeeeally busy! We and he welcome Calvin Allen as a co-chair for this monumental project. I encourage everyone to dig into their pockets and donate what you can to our scholarship efforts.

We took on the BK-1 project, and it is moving along over in the hangar. We also bought a whole slew of new hand-tools for chapter members to use in the facility. If you have not been over to help out, I encourage you to do so.

And on that note, if you know someone looking for a single car garage sized space to start a project, we have an open space for them!

Our next event will be a Post-AirVenture Show and Tell. Also, our Air Academy scholar Jonathan will tell us all about his journey and experiences at AirVenture and Air Academy. AND, we will hold our annual Spaghetti Cook-off. Yes, someone will leave with the highly coveted sorta gold-colored ladle for the best sauce. Are you up to the challenge? Please plan to be there.

And finally – each of you is an active member of our aviation community. Be sure to bring your aviation colleagues and introduce them to the organization!

Be safe and Go Fly!



Here are a couple photos of our chapter at the group photo and of our campers at the first chapter campground in Camp Scholler. Several of our members were unable to be in the photo. In the end I think I counted about 25 chapter 35 members up there. More Osh stories and photos next month!

MY AIRMAN (CONTINUED)

(Continued from page 1)

-175 and the ERJ-190 and his Airplane Multiengine Land rating. That all happened on March 22, 2023. On March 27th he was off on his first five day Initial Operating Experience trip with a Check Airman. After two days off he is gone again on another Initial Operating Experience five day trip. During these flights he will gradually learn the company's in flight procedures as well as terminal procedures for parking the aircraft as well as where to park his car, or if he has princess parking privileges, he needs to know the location where his wife Jacci is to drop him off and pick him up.

Way to go Ken. The whole family is very proud of your accomplishment: AIRLINE TRANSPORT PILOT

It all started with a flight in Grandpa's airplane at San Geronimo Airport, Texas. In the following article "FROM YOUNG



EAGLE TO THE FIRST WEEK ON THE JOB" on page 5, Ken shares the experience of a new airline pilot in his first week in the right seat of a commercial airline. Ken did well on those first flights and is on the schedule along with the rest of the pilots at Horizon Air



VICE PRESIDENT IAN

As many of you know, one of the joys of aircraft ownership is maintenance, and the whipped cream on top has to be the Service Bulletin. Service Bulletins are a gift from an airframe or component manufacturer telling you the good news that you are required to make some repair or modification to your otherwise airworthy aircraft. Once a Service Bulletin is issued cash registers all around the world can be heard ringing.

I own and fly a Van's Aircraft RV-12, a model which has been beset by numerous onerous Service Bulletins. One of these Service Bulletins has kept my airplane grounded for over a year;

I was stymied as to how to move forward. To the rescue came Dragon Aviation, the Southwest High School's RV-12 build project. Our fellow member, Darren Medlin, who is one of the leaders of the project, arranged with Eric Knight, SWHS aviation instructor and A&P, to have the students complete the work required by the Service Bulletin. Success! The students, with guidance from their instructor Eric Knight, did a fabulous job executing the Service Bulletin.

Shoutout to our fellow chapter members: Frank Covington, Jon King, and Darren Medlin who helped to move my fuselage too and from the Southwest High School campus.

So with the RV-12 once again airworthy, the next obstacle was Me, specifically my lack of a current Flight Review. Once again one of our members, Joe Cabe, CFII and RV-6 builder, came to the rescue. Joe, who is an instructor at Boerne Stage Airport's Texas Skies Flight School, allowed me to bounce down the runway in their Piper Cherokee PA-28-140, twice. Now both the airplane and the pilot are legal to fly. That was quite a journey; now I have to deal with this year's onerous Service Bul-

letin.

By the way, the RV-12 aircraft build project at the Southwest High School recently completed their first aircraft, which Darren Medlin has flown. Toward the end of the last school year the students began work on RV-12 number two; work on that aircraft will resume in a few weeks when the new school year begins. From the beginning, Chapter 35 has been a supporter of the School's aircraft build project, both financially and by encouraging our members to get involved. The project is greatly enhanced by the presence of adult Mentors. Several of our members have served as Mentors and the project could use more. Interested in making a difference in a high schooler's life; let Darren know at: darren.medlin@eaa35.org.

This month our VMC Club returns; 10:00am on Saturday, August 12, Matt Van Dewalle will present a compelling issue for us to discuss.

Then at 11:30am, we will begin this month's Chapter Gathering which highlights a delicious, yet cutthroat, spaghetti cook-off. You are encouraged to bring a pot for us to sample, mine will be caliente. Also, during the meeting we will have some reports of this year's AirVenture, and,

as a bonus, we will take a look at a general aviation Advanced Qualification Program, a.k.a. AQP.

See you on the 12th.



CHAPTER BULLETIN BOARD

WE NEED YOU!

Need Volunteers for:

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

Contact president@eaa35.org

From the Kitchen

I must say we had a wonderfully successful Pancake Breakfast event on Saturday July 8.

Despite the heat, we served over 65 breakfasts that day and I believe all enjoyed it. A huge THANK YOU goes out to Danny Beavers (Pancake Griller extraordinaire). Also helping make this event was a success and helping in the kitchen were Roxie Beavers, BJ O'Dea, and Pam Paduh. Again, a thank you goes out to those who helped with the clean-up chores such as vacuuming, taking out the garbage and helping to empty the cooler. Also, I would like to thank BJ O'Dea and Pam Paduh for all their fantastic help in helping setup for this meeting on Friday morning. Due to the POA meeting all the tables had to be put back up and some things rearranged.

Pam Paduh, her sister Pat, BJ O'Dea, and I also have put the pantry side of the closet in order, and all is labeled so everyone can hopefully find items that are needed and much easier to keep track of the inventory. This was a job that was long overdue and very needed. Also, in the months since we met last Pam Paduh and I met and did some basic cleaning of the clubhouse.

Much dust has been removed and the windows were washed as were the bathrooms. There are still several small chores to be completed like putting up the new fan blades.

For our next meeting after our journey north to Oshkosh (hopefully some cooler weather) we will be having our annual Spaghetti Sauce cookoff. So, dust off your favorite recipe for your special sauce and enter the contest. We will provide pasta, salad, and bread. If spaghetti sauce is not your thing, we will need desserts for the event.

We will be moving our October pancake breakfast to the September meeting. This is because in October we are on the pathway for the Annular Solar Eclipse. We are going to have a meeting dedicated to the eclipse and San Geronimo Airpark will be the perfect viewing venue. Get your glasses and filters for your phone and camera now. The lunch menu will be announced. Also

start looking for that perfect chili recipe as we will hold the annual chili cook-off in November.

See everyone in August as we share our tales of KOSH.

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.

FROM YOUNG EAGLE TO FIRST WEEK ON THE JOB

KEN MARONEY

Hello fellow aviators and Young Eagles. I am thrilled to share my experience on my first week as a First Officer with Horizon Airlines with you, so thank you in advance for your time. Pilots are a highly valuable asset to the company and it is the company's job to place us in a position to use our skills effectively. It truly is amazing to be a part of a \$1.25 trillion dollar industry that drives about 5% of the United States GDP.

The day before my 4-day trip I commuted to work. As an airline pilot we call that "deadheading." It is actually quite fun deadheading to work. Why you may ask? Well, upon arrival at the airport, pilots and flight attendants (crewmembers) alike are allowed to bypass the normal TSA procedures and go through a security line called KCM (Known Crew Member.) To ensure safety and security, TSA has "Known Crew Members" pre-register with them via an application and background check before gaining access to use this amazing privilege. Upon arrival at Portland International Airport, I strolled over to the KCM line and within 2 minutes I was walking through the terminal to my gate. Pretty sweet if you ask me! Next step is to check-in with the gate agent who gives me a special orange tag for my luggage and off I go on my first deadhead flight. My destination is Spokane, WA (KGEG) which is only about a 45- minute flight from Portland, OR (KPDX.)

After exiting the aircraft, I spot my luggage right next to the bottom of the stairs leading from the aircraft. I spotted the orange tag I spoke about previously. No more waiting at baggage claim for my belongings to arrive, score! This may seem mundane to the 15-year Captain, but for a new First Officer, I find it quite expeditious. Before landing in Spokane, I made sure to review the pick-up procedures from the hotel where I was staying. Alaska / Horizon Airlines utilizes a travel agency exclusively for crewmembers to ensure transportation to and from the airport as well as reservations at our partner hotels. This comes at no personal cost to the pilot I might add. Come to find out, I had a limousine waiting for me on my first trip! I am feeling like "the man" at this point. Next step is to make sure I get adequate rest and ensure my uniform is ironed and looking good. Upon waking up the next morning, I feel ready for my first flight as an airline pilot.

Any new First Officer would be lying if they say they weren't nervous on their first trip. Luckily, to accompany the feeling of nervousness was a sense of thrill. I couldn't wait to put the skills I have learned in training to the test as I sit in the flightdeck! My first 50 hours as an airline pilot is a process called IOE (initial operating experience.) Yes, as a certified ATP (airline transport pilot) with a type rating you are the real deal, but similar to the student pilot certificate. My learning process in the airline industry is just starting. I still consider myself to be a student pilot and that title will never change no matter how many certificates I receive. For this 4-day trip, I am paired with a "Check Airman" who is a mature captain and has many years of experience. If you are a "Star Wars" fan like myself you may equate them to the "Jedi Masters" of the company. His role is to manage the flight as well as

instruct and develop my skills as a First Officer. We work together using clear and effective communication, crew-resource management and threat and error management to ensure a safe outcome on every flight.

Contrary to common beliefs that what the captain says goes and that he has the supreme authority of the operation, we have similar jobs in the flight deck and pretty equal responsibility for the safe operation of every flight. Those jobs are referred to as pilot-monitoring and pilot-flying. During IOE, the Check Airman wants a new First Officer to assume pilot-flying duties for about 75% of the flight time for that trip. In my case, a 4-day trip with 12 flights. My Captain stressed two things within the first 5 minutes of our pre-trip briefing. He tells me, first of all, safety is the most important priority of any flight so "if you see something, say something. We are all human and even with all my experience I will make some errors." I felt like he was being realistic and humble while also putting his confidence in me right away. I needed to keep my head up and eyes out for threats and errors during our trip. The second takeaway I learned from my Check Airman was "we don't rush." The operation starts and stops on our watch and if we rush, we are more likely to make errors. After completion of our threat based briefings and before-start checklist, we are "ready for push." I am pilot-monitoring on the first leg. To make it simple, I am responsible for callouts, checklist completion as well as managing communications with ATC, Horizon operations and ramp personnel. I felt like I did a pretty decent job on our flight from KGEG to KSEA and my Check Airman confirmed that in our post-flight briefing. Maybe he was just trying to pump me up for the challenge that awaits ahead.

There I am sitting alone in the flightdeck requesting takeoff data from ops, inputting our flight plan into the FMS, and setting altitudes and squawk codes for our flight from KSEA to KEUG. After completion of a post-flight walk around inspection my Check Airman enters the flight deck with a grin. He asks me, "Are you ready?" I said "sir, as ready as I'll ever be." My duties for this leg will now be those of pilot-flying and I am so excited I could not stop smiling. Pilot-flying is responsible for takeoff, landing, climbs, descents, and use of the AFCS (automatic flight control system) when necessary. The ATIS is reporting LLWS (low-level wind shear) with about a 15-knot crosswind from the right so I am challenged on my very first takeoff from KSEA in the beautiful Embraer 175 Regional Jet. After taxiing onto the runway, I take command of the aircraft with the "my airplane" call out. Applying takeoff thrust felt like I was on one of Elon Musk's' Falcon 9 rocket ships. You can feel the g-forces pushing you into the seat from a static takeoff. I hear the callouts "V1", "Rotate" and up up and away we go!

(Continued on page 6)

(Continued from page 5)

Relying on the skills I learned early on in my flight training journey as a young eagle from great mentors like my grandfather Brian Goode and my first flight instructor Ron O'Dea, I knew to be calm and controlled on my flight control inputs to not "spill the drinks" in the back and boy did it help me out! To my surprise, my Check Airman had me hand fly my first departure all the way up to our first cruising altitude. Our manual allows the autopilot to be engaged much lower than flight level 200. During our cruise phase, I received some kudos from my Check Airman on my performance during my first departure but I didn't want to take the time to pat myself on the back because I had a job to do. A smile and a head-nod were effective enough communication for my Check Airman to understand that I heard him. I had to respond to ATC instructions and get ready for our arrival into KEUG but I did take a bit of time to soak in the views and the experience I just had. The weather being reported in KEUG was (-RA) and light winds with OVC at 400 ft. We had an ILS approach loaded into the FMS to CAT I minimums. As I popped out of the clouds, I made visual contact with the runway and it was time for my first landing in the E175. I relied on every second of training I received thus far in my aviation journey and it helped keep me cool as a cucumber. I heard the data from our EGPWS system "50, 40, 30" it was time to pull the power levers to idle, "20", time to flare and look at the end of the runway, "10, 5" and then felt the main landing gear contact the runway. Next come the brakes and thrust reversers which allow the nosewheel to smoothly contact the runway surface. I held the centerline and smoothly decelerated the aircraft until I heard the "60 knots, my airplane" callout from my Check Airman. I felt an amazing sense of accomplishment that I have never felt before... I scored my first landing! It was a similar feeling to the feeling you get when you first solo an aircraft or pass a check ride. To celebrate, our lead flight attendant surprised me with a meal from the first-class cabin. A good old American Cheeseburger and Coke. I sat there happy as a clam, realizing I completed my first full "cycle" as pilot monitoring and pilot-flying at an airline... Yay bones!

As we continued on our 4-day trip, our crew traveled to destinations such as KMSO, KSJC, KLAX, KSFO, KSBP, KPDX amongst a few others. We were off and rolling doing our thing eventually leading back KEGG. All in all, we flew for 24.5 hours and 12 cycles and I loved every second of it. It has been a long journey to my first week on the job but boy was it worth it. As I was deadheading back home, I caught myself daydreaming of the experiences I had just had on my first week as well as my flight training journey as a whole. I had to pinch myself to make sure all of it actually happened. I feel a real sense of fulfillment with my life. From my first day at 8T8 to seeing the northern lights over KEGG to making passenger announcements and managing flight into icing conditions at night, this journey has been a dream. A goal I set many moons ago has now been achieved. I did it and so can you! I look forward to many more adventures to come.

To properly debrief you all, here are some of the "gold nuggets" I have

picked up on my journey from the first day of flight training at 8T8 with Ron O'Dea and my grandfather Brian Goode to my first week on the job.

The first gold nugget is "find mentors, listen up, and cherish the time you spend with them." As a young eagle, it is hard to realize how vast your mentor's knowledge base truly is. As student pilots, we are dang lucky to learn them and from their past experiences so cherish that! You may not always fully understand what they are trying to transfer to you until later on but still do your best to listen and learn from everything they are willing to share with you. Together, you can build an amazing foundation that will last the rest of your aviation career.

The second gold nugget is "K-I-S-S" (keep it simple stupid.) Meaning, don't overthink and complicate the process. Stay focused on what's in front of you and stay focused on the present moment. If the journey to becoming an airline pilot was easy everyone would be doing it... There will be times when life hits you hard during this journey with things like time management, other career or social interests, pandemics and financial struggles but don't give up. Just stay focused on climbing your mountain; your aviation goals being the "mountain." The beauty is in the journey to the top of the mountain and accomplishing the goals you set for yourself. You will be amazed by happiness and personal development this journey will bring you as well. With that said, don't forget to look down on the mountain a few times during the journey and look just how far you've come.

The final gold nugget I will leave you with is "smooth is fast." This pertains to your flight control inputs but more importantly the amount of effort you need to exert to achieve your goals. You don't have to become an airline pilot in one day or even in one year. Just stay steady and smooth and give yourself time to develop your skills. There is a big reward awaiting you if you can navigate the challenges of flight training and building flight time and it will seem fast on the other side. Trust yourself and continue on, don't quit! Your effort will be worth it if you do.

Thank you all for tuning in and allowing me to share my experiences with you from young eagle to first week on the job.

Keep the blue side up,

Ken Maroney
Horizon Airlines First Officer

DON'T GIVE UP YOUR DREAMS-BRUCE KING AND THE BK-1**CHUCK FISHER**

Editors note: Chapter 35 is restoring the BK-1 designed and built by Bruce King over in our hangar. Bruce passed away and this prototype aircraft is part of his legacy. However, many of our current members may not know about this aircraft or its meaning. So, reprinted below is my article about Bruce and his airplane from the July 2013 Runway 35

During the June [2013] chapter 35 picnic one of the most ogled aircraft was a tiny, polished aluminum plane a fraction the size of its adjacent relatives. The tiny BK1 superficially resembles some other tiny planes like the Hummel and CriCri lines. However, on closer examination the most obvious difference is that the tiny plane is wrapped around a cavernous cockpit. This cockpit could accommo-



date even big pilots with comfort. So, I was pleased to be able to have a chat with Bruce King (the BK in BK1) who is the designer, builder and now purveyor of the BK Fliers line of aircraft. And yes, he is local, right here in San Antonio and is a longtime EAA 35 member.

The BK1 sports a logo on the side that says "Don't give up your dreams". And indeed this is a story of a dream realized.

Bruce was bitten by the flying bug in 1969 and earned his license back then. However, as often happens, life interfered and he pursued a number of careers culminating in a Healthcare information technology

stint. However, he never quite fully stowed his wings. One day he looked up to longingly watch a Cessna fly over and voice in his head echoed his now familiar refrain - "don't give up your dreams."

He knew he had to fly again, joined chapter 35 for advice, bought a book, and ultimately began to build a ragwing parasol to get back in the air again. That was 1998. In 2000 he scrapped the first all wooden attempt after 1 year and 3 months, then embarked on an all-aluminum Hummelbird project.

As designed it was too small for his slightly more than the 170 lb. FAA standard male frame. So, he re-designed the cockpit and fuselage,....the tail....the engine front end....and so forth. His final product bore some resemblance to the original with a wider and longer body. The wing was stock, a major error, making this heavy Hummel -Frankenstein scary to fly. That plane, the "Silver Surfer" took about 18 months to build and even before it made it to both Sun-N-Fun and Oshkosh 2003 the pencil sketches of a new design began to appear on the folder divider of a work notebook. Bruce now says it would have been a lot easier to have started with an all-new design in the first place.

These sketches became the BK1.0. She was completed in 2004 after 18 months of graph paper and cardboard templates. Little but the forward fuselage and engine cowl remained from the original modified Hummel. He designed longer, wider tapered wing panels that attach at the fuselage. Bruce says that saves as much as 6 months of center wing construction. He used center-section mounted spring aluminum gear in place of the original stiff tube struts for better ground handling and ease of construction.

When he showed the BK1.0 off at Oshkosh and Sun & Fun, Bruce was quickly surrounded with folks wanting to build a quick, easy plans-built that they could fit in comfortably. He really hadn't planned for this and had to convert his cardboard and graph paper design into plans to suit demand, but they, frankly, never were really up to his standards.

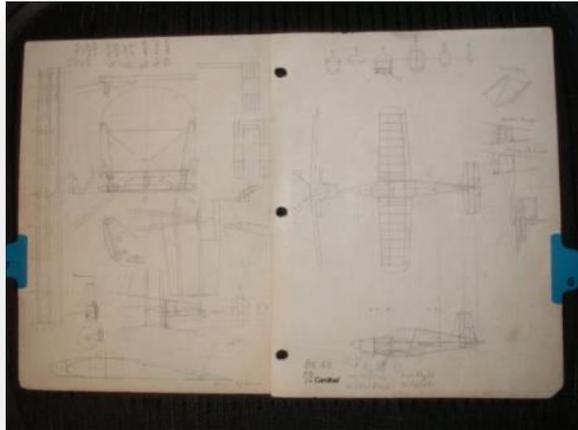
So, Bruce came home and began to use the lessons he had gleaned from the first two projects to design the BK1.3. The first lesson he applied was that, since it is hard to draw up plans after a plane is built, he would design and build the BK1.3 using CAD design for every component in real time. Moreover, he rapidly developed a "Wikigroup" of builders. This group of builders were building their planes right along

with Bruce using hot off the press plans. As they chipped in with corrections or suggestions, the plans were adjusted for clarity and ease. So, he, in effect, had a nationwide design team without spending a penny. He used a helmet-cam to photograph every step of the construction to mate with the plans. The result is that the plans for the BK1.3 included hundreds of highly detailed CAD plans and over 17,000 photos to show every detail of its relatively simple construction.

(Continued on page 8)

(Continued from page 7)

Bruce has retired now and devotes his time and energy to building the BK aircraft company and helping builders to assemble the BK1. Gee, full time designing and building planes sounds like a pretty nice retirement!



The BK1 is a small plane by most stand-



plane, but it can just as easily be assembled on a conventional gear like the original BK1.0.

Bruce describes the flying characteristics as gentle, predictable and docile. Stalls are around 45 mph with the full span flaperons deployed. The numbers, he says, are remarkably similar to a Cessna 150. The plane is not designed for aerobatics. However, Bruce is confident in its sturdiness and notes the description of his engineering



ards with a 19-foot wingspan and 15 foot length. At the empennage it looms to a whopping 6 feet tall. It is powered by an 1835 VW derived engine designed and assembled by Great Planes specifically for this plane. It is an all flush-riveted aluminum construction, though it could be assembled with pull rivets if preferred.

The tiny aircraft will comfortably carry a 6'4" 250 lb. pilot plus 30 pounds of baggage and full fuel (15 Gallons for around a 400-mile range). It is a light sport qualified aircraft cruises comfortably at around 130 MPH.

Bruce's BK1.3 is a prototype. It shows some wear from shipping and sports some new innovations and ideas as they have come up. He doesn't have the "cheek cowls" or gear fairings on yet as he wants to study how they affect performance. So, he is flying it naked to learn more, then he'll add the cosmetics.

The plane is built of bent and riveted aluminum panels. His simple wingtip designs have been cloned on several other homebuilt designs since he first showed the BK1 several years ago. The spars are aluminum and mate to a built-up aluminum center section truss. Fittings and attachments are standard and straight-forward. In the BK1 Bruce attempted to simplify fitting and construction by using 90-degree angles at the tail and fuselage panel/former interfaces. Eliminating complex angle resulted in a rakish rudder that looks right at home on the torpedo shaped fuselage. The BK1 is a tricycle gear



consultant—"grossly overbuilt".

Bruce estimates most builders should be able to construct a BK1 from plans in around 1500 hours for about \$12,000 including engine. Although he has plans to offer pre-cut parts as a kit in the future, there is no "kit" available at this time.

Bruce King has done what a lot of us dream of. He designed and built his own plane, fell in love with it, and has gone on to help dozens (there are about 80 out there) of other pilots to realize their dreams in a simple, single place, inexpensive package.

Now we know the rest of the story!



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



I have two very nice LightSpeed Headsets for sale and one Yaesu FTA-450L handheld transceiver. The one Headset is a Zulu 3 with very minimal use. The other is a few years older. I sent it back to Lightspeed to be factory refurbished; it has a new controller and cables,

and works perfectly. I'd like the price of one new Lightspeed Zulu 3 for the whole package. That's showing as \$899 on both Amazon and Sporty's. I don't know your policy for listing items for sale, so I'm sending it to you instead of the entire group. I live in Blanco.

Bill Schleifer georgew2052@gmail.com

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Taming the Black & White dragons for my Commercial/IFR Check rides

Andrea McGilvray

It all started quite innocently early March when a friend told me her neighbor wanted to sell his place. I listed his place and had it sold in a month. He invited me to go fly his yellow R44. I was amused and the bait was on a hook. I saw it but ignored the bait. What would I ever do with a helicopter?

The flying I did with Mike was the Wild West. He told me I should slow down, but when I thought I slowed down, that was not slow. I would come over the trees, drop the collective and flare and then go into a hover. He said I won't have issues with autorotation's, he was wrong. His yellow dragon and I got along super well. She did not argue with me too much but did like to pendle while I was trying to hover. He said to look at the horizon and all I could do was look close by since that was all I could manage, the last time I went flying with him, I looked out and the yellow dragon was quiet. I exclaimed I got it! He laughed. So do I give credit to him? Just as I started my flight training, he disappeared. Looking back he was full of half-truths. This was one of them. Then came utter silence and he ghosted me. Puff he disappeared. Hmm. Ya.. oh well, better to find out now than later.

I also did not know that my aerobatic contest in Graham Texas that delayed my flight home in Lit'l Bit (Red Pitts) would open the door to fly a Super Puma helicopter and fight fires! More information to come on this subject.

The 1st day of official helicopter training was April 27th. I was introduced to the black R22. Better known to me as the Black Dragon. My prior experience was with airplanes and horses and much of my flying had been via horsemanship rather than dragons. My airplanes have horse attitudes. Lit'l Slipper Lit'l Bit and Spurs. Taming the dragon was nothing like taming a horse. But I guess dragons are different.

I had told the CFI John that this is not my 1st rodeo but please protect us all. So the Black Dragon and I met. She was tiny but spirited. They say every reaction has an equal and opposite reaction, I think in helicopters they forgot that the thought was the action and if you used your force the reaction was a wild ride. Don't believe me? You try it! As time went by, I asked to do many hover's and lift/touch downs and slowly we started to understand each other. She did not have the power of the R44 but she still had plenty of spirit.

The 1st flight John gave me each control separately and then got me to pick up and touch down all 4 directions and that gave him a "update" on my prior experience. Then he made me do "slow" like a grandma on a Hot Sunday morning with a 3-legged dog approaches. Wow.. it felt like it took 5 minutes from finals to touch down! As times went on, he started to let me do them faster and faster. He never did like my steep



turns. He is a good CFI, but no fun and was cautious of my nimble aerobatic hands. R22's dragons do not like to be unloaded. The normal approaches were a challenge since I am used to a constant descent and constant speed. Neither in this case, or shall I say the closer we got the slower we got and that was hard to judge. I found ways to cheat (my way). I would urge Dragon's cyclic forward and then neutral and then forward and neutral so that way I kept her at the speed I wanted and came down at the angle I wanted. Plenty of times she had other ideas and John would get on me for cheating by leveling out and then coming back Down. I could do 2 or more laps in my Pitts compared to the circuits we did in Black Dragon. The things that most folks feared were fun for me. Vortex ring state is like a power on stall that the aircraft nose does not drop and just mashes. Both super dangerous low to the ground and similar in the recovery. I like the Swiss method but both aircraft react very similarly. They shudder, and shake and then give a positive evidence of a quick descent.

When you learn to fly a high performance aircraft you are gentle but firm like a young horse. When you fly a helicopter you think and don't do. It is ESP between you and the Dragon and once you master how she thinks and understands her reactions to your thoughts you will have started to tame her. If

you choose to force her or push her, she will become extremely violent and will throw her tail in all directions. Once I did not think, but pushed with my right foot and we did a 360 degree turn 2 ft off the ground in less than a second. I screamed and between my CFI and myself we stopped whipping tail and both of us looked at each other. That was about half-way through my classes so not a beginner. I never ever again pushed with my feet. I relaxed in the direction I wanted to go or thought of the direction to go, and she was very willing. The pressure on my stirrups/peddles also got lighter and every time they were not tight she responded super willingly. When I was tight, she would get upset. Every time I tried to stop the landing and I kept her off the ground she would argue. Finally, one day I just went up got slop, asked her to set down and we were done. She wanted to land, I was the one that had her confused

In the R22, I say going to the right, you **relax** your left foot, and in a Cabri you **think** to relax your right foot if you wish to go to the left. These are called power pedals vs rudders. They act the same as a tail wheel airplane and if you're not paying attention can get you into a heap of terrifying trouble. But different again. The tail of a aircraft always follows you around unless you ground loop, but in the Dragon, you can run something over with it, so one has to be super careful to know where your tail is at all times. Going backwards was also super hard for me. I would have to talk to her, urge her, pull, release, pull

(Continued from page 12)

release and keep a steady pressure on her cyclic.

Autorotations are a bugger. I am not scared of them, but they are not like I expected, perhaps I need to be in a helicopter that I can push and pull on and do them really high off the ground. My airplane instinct do not work that well. Grr is all I can say. I need to do 1000 more before I have it down pat. Did you know you can slip a helicopter like an airplane? One of my favorite maneuvers is the dance down the runway. It is a slow 360 degree turn but you keep the Dragon in the center of runway and travel at a walking speed down the runway. Great for your co-ordination.

Check ride for my Commercial/IFR

My flight from SAT to PDX was uneventful. The challenge of finding the rent a car and the long drive to KMMV was also uneventful. The lady I will be staying with, Sue, left the light on and door unlocked and a light on in the bedroom.. I told her that I would want a quick shower before bed and I thanked her. The Next day was a 12 pm "get to know the helicopter" I would be flying for my check ride. I got pared with a young hotshot. I found it quite amusing. I, being a super nervous cat gave him lots of amusement. That night I went to bed early to be ready for the big commercial check ride. I expect that most folks are nervous and I had it bad. I would have failed me just because I was so nervous.



The helicopter I rented was set aside for only me that day, I checked it, and then re checked it. Finally I decided to go and enjoy the warm summer day and lo and behold a helicopter came and landed beside me. I thought that was way amazing.

So Ron, my DPE Examiner walked by and said he will come and get me when he was ready. Finally, that time came and we walked into the room where all the questions will be hopefully answered correctly by me. He made me feel at ease and got talking. Super human being and we got along marvelously. We got the questions answered and then came the time to fly, which I hoped would be to his liking. My CFI said if I can get the autorotation onto the runway.

So here it goes I say, Got it up and checked everything and hovering. He told me to do a x wind take off and joint downwind 35. I sat hovering and was curious on how that would work out. Us fixed wing pilots have some different approaches to this. See we were hovering on the taxiway, not the runway and there were other aircraft in the airspace. To takeoff on a taxiway and join the x wind for us only can happen if we are already going upwind and I was on the taxiway heading in the same direction as x wind. Finally, he told me to just get going, head x

wind from the taxi way and join down wind. OK. SO I repeated, so take off here and don't go to the runway? He said yip.. OHH boy... ok. I looked left, I looked right, I asked him to look left and I again looked right and off I went spooked.

The 1st thing he asked me to do is give him a normal approach, I do a way better steep approaches.

Then we did a run on landing that he told me he wanted a certain RPM. I was way too fast and aborted that. I am normally very good at run on landings since they are just like a wheel landing in a tail-dragger. We went on the slope landings, and they were not even a little bit like a slope, but who am I to argue and then an automation. The test of this maneuver was my nemesis, and he told me I had to hit a mark, and I told him I'll be lucky to stay on the runway! Well it

turned out pretty good and I did hit what I was aiming for. I guess I am better than I said I was.

On the way back on the taxiway, I showed him I could to a run on landing and he said, take me back. So.. on my last check ride I had asked if I had passed before I got landed from a very grumpy DPE. Ron was not grumpy but I did fear that the check ride was over and in that fear I thought I had failed. When we got out, he congratulated me. I almost hugged him and had a tear in my eye. So that is all? Why was I so scared??? I had setup my IFR check ride with Ron also in 10

days and felt much more confident that this would work out well in the Cabri. Which it did.

So that night after my check ride I did my discovery flight in the Cabri, knowns as the White Dragon. Ron said I will be back and did not think I would like the Cabri. I had made up my mind before I flew her that I expected I would like it. Love trying new and different aircraft. It was all of that and more.

It was a super challenge. My 1st flight was with Matt V. It was interesting and absolutely a new challenge. So the next day and for the next 10 days, I would be flying 2x per day with a super nice young man named Curtis. I requested for him to let me do many lift up/touch downs. I needed to find a way to tame this new dragon. The Black R22 had been somewhat tamed. This one was still as wild as can be. I held her rains too tight and she would fight me, I put so much tension in her stirrups that I had soar legs after. I was told to use the trim, and knowing that there really is no "trim" on a R22, I disregarded that useful suggestion. She was a fully articulated rotor system and at school I was told if you set down hard, she will tear herself apart, so a great amount of fear was when I touched down, but of all the times I did and many were not silky smooth, I started to respect this design and started to relax.

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Every day the clench of her rains and her fight became less stressful. And one day I learned that the trim is like an airplane trim! That became the way to tame her and to release her rains. I guess CFI's do have good advice once in a while. Once I had it trimmed, she flew by herself! Ok, almost. I could tighten up on her collective and everything stayed! We started to become friends and I was hoping that she would not have a second look back and cause me mischief for my check ride. She was only going to be used for my IFR training and check ride. BUT we did do some Autos and they were super tame compared to the Black Dragon. I did not have to do any maneuvers other than lift off and touch down. Her tail was different to control than the R22, but it was like ESP. If you wished to do something, you



would think it, vs doing it and she did it very willingly. If you pushed her she would get upset and swirl her tail at you and give you a good fright. We had to do a long x country and Curtis and I flew into PDX and also checked out some sand banks along the river. It was a super joy to get to learn to fly both of these helicopters and calling them Dragons is with love not hate or fear. The mind can cause us lots of challenges and teaching the body to do things vs the mind is the key to taming all dragons in our lives.

The joy of learning to fly in these two is no less than the joy I have had to learn to fly my Pitts and other aircraft. Once your body learns things, then the mind can focus on the details. Now comes the time to sell airplanes and buy a helicopter! I have spotted my potential new Dragon, but she lives in Canada. 

TWO NEW MASTER PILOTS!

EAA Chapter 35 is proud to announce and recognize TWO new Wright Brothers Master Pilots! During our July 2023 Fly-In EAA 35 Chapter member and FAAS Team lead Ryan Newman awarded two of the highest awards the FAA can present to a civilian pilot. The first was presented to Calvin Allen who has flown a list of aircraft from trainers to WWII bombers, has had a distinguished career as a Delta Airlines Captain and leads a youth camp for aviation oriented youth. The second, Robert (Bob) Dean recognized his decades of flying. Bob is perhaps more well known as a long-time A&P and was a Chapter 35 member early in his aviation career.

The list of EAA Chapter 35 Members who have earned the Wright Brothers Master Pilot Award includes:

Brian Goode	2011	Dan Cerna	2015	Wm David Baker	2018
Joe Killough	2012	Ron Damrill	2015	Ron O'Dea	2018
Charlie Brame	2012	Michael Lovelace	2015	RB "Doc" Hecker	2020
Mason "Bubba" Hunt	2013	Russ Luigs	2016	Dean Howard	2021
Norris Warner	2014	Ron Paduh	2017	Thomas Gould	2022
Barry Howard	2015	James Humphries	2017	Calvin Allen	2023



Chapter 35 Youth Scholars

Raegan Rait—Time flies when you're flying all the time! The 10th marked one month since I started flying, and wow, it has gone so fast. I'm getting ready for solo which should be in a week or so. I have one more class with ground school, then I take my two finals, then I'm off to take my written.

I took my first flight out of somewhere other than Stinson and the South Practice Area a few days ago. My instructor and I headed out to Castroville to work on some patterns at an uncontrolled airport, and I quickly realized that I will never take ATC for granted again. Calling out everything I was doing while I was doing it was a little stressful at first, but after a few patterns I got used to it. Still prefer controlled airports though.

I'm about halfway through Stage Two and after I get all of the navigation and solo lessons done, I'll be moving onto Stage Three which mostly consists of cross countries! The freedom of traveling is one of the main reasons I got into aviation, so for me this is the most exciting part of my training. I still feel like I have to pinch myself to make sure this isn't all a dream, that I really do get to do this. I'm so happy to be a part of something that is so much bigger than myself. I couldn't have done it without the support of my chapter. Thank you.



Evan Carrell—Hey everyone!

Since my last update a lot has happened in my personal life that has stunted my progress with my flying, but I'm still pushing forward. I started a business a while ago working on/flipping cars on Facebook marketplace and another app called OfferUp, and it's been doing well enough for me that I'm close to being able to afford either a certified airplane, or a nicer experimental than the challenger I fly now that I've been in talks about for months now. I only have a handful of hours required before I can take my check ride and it has just been impossible to get a local instructor or get off work long enough to take a trip somewhere like Longview or Tyler for a different flight school. I haven't given up on my dreams, only run into some hiccups! I'm getting there eventually and learning to enjoy the ride. I am very sorry for the time it has taken me to get here, but I am thrilled with how the future is looking.



Thomas Reyna—I'm sorry I haven't been around much this summer-I haven't been home! So far, I attended USAFA and USNA Summer Seminars as well as Boys State. I'm currently at rifle camp at Camp Perry, Ohio in preparation for nationals. The following week, I'll attend the Coast Guard Academy and finally a rifle camp at West Point. Whew- I'll be ready for sleep soon! 🦋

As busy as it's been, I've loved every minute. I've made some great friends, and it has reinforced my desire to attend a military academy. Applications have opened, so I'll be working on my nominations and applications. Just before I left, I also retook my ACT to improve my score, and I'm happy with how it turned out.

I'll also be making time to fly! Don't hesitate to give me a call if you need a copilot! I've enjoyed reading about all the activities the chapter has been up to and I'm looking forward to seeing everyone at the next meeting!

UPDATE: Congratulations to Raegan Rait—Accepted to Univ N Dakota Avn Program! Thomas Reyna—to West Point! Nolan Haecker Soloed and Raegan passed written!

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

2023		
August	12	1000 VMC Club 1130 Chapter Gathering—Air Academy Scholar Presentation
September	9	0900 Chapter gathering Fly-In & Pancake Breakfast
October	14	1000 VMC Club
	21	0900 Young Eagles Rally—(San Geronimo)
	28	Young Eagles Rain Date
November	11	1000 VMC Club

Upcoming Area Events:

<https://socialflight.com>

<https://eaa.org>

<https://funplacestofly.com>

Facebook Group: Texas Aviation Event Calendar



Nancy Duepner

Hope everyone who was able to make the trip to Oshkosh had a safe and amazing experience!!

The Country Store is now accessible via the Chapter 35 website or the link in our newsletter. It is possible to view

pictures of available merchandise and easily make a purchase. If it's been a while since you've taken a look at the new merchandise.....stop by and have a look around.

POLO SHIRTS: Port Authority shirts in two colors and limited sizes are now in the Country Store. If you're not crazy about gusty gray or Carolina blue or your size is not in the store, shirts can be ordered (at no extra charge) in your favorite color and size. Please visit the store for an order form. There is a size and color chart on the order form to help guide your purchase. ***note: the ladies shirts fit a bit smaller than size***

NEW starting in August: be on the look-out for hi-lighted merchandise on the inventory list. This means an item is being offered at a discounted price. Payment for these items must be made by cash or check.

As always, if you have suggestions for items that you would like or think other members would like to have in the store, please let me know!

Safe Flying,

Nancy – countrystore@ea35.org



	Inventory	Member Price
Glass Christmas Ornaments—choice of colors w/laser engraved logo	20	\$3.75
Texas Flag Fishing Shirt w/ embroidered logo—Lake Fork/Magellan (short sleeve)	4-S 3-M 4-L 2-XL 3-XXL	\$46.00 (XXL+\$2.00)
Port Authority L100 Polo Shirt w/embroidered logo (Ladies') / Color choices: Carolina Blue, Gusty Grey **fits a bit smaller than size**	1-L(grey) 2-XL(blue/grey)	\$31.00 (XXL+\$2.00)
Ladies' Polo Shirt w/embroidered logo	1-L (grey) 1-XL (blue)	\$25.00
Port Authority K100 Polo Shirt w/embroidered logo (Men's) / Color choices: Carolina Blue, Gusty Grey	1-M(blue) 3-L(blue/grey) 3-XL(blue/grey) 1-XXL(blue)	\$31.00 (XXL+\$2.00)
Men's Polo Shirt w/embroidered logo	1-XL (white) 1-S (yellow)	\$25.00
Texas Flag Apron	1	\$26.00
Baseball Cap w/ embroidered Ch35 logo	8-regular 3-TX Flag	\$19.00 \$21.00
Bucket Hats w/logo "patch" / UV protection and vented with adjustable strap	2-gray 2-khaki	\$19.00
Lapel/Hat/Tie Pin	130	\$3.75
Bumper Sticker	Multiple/3 designs	\$1.00
Coffee Mug Clear Glass or White Ceramic w/ laser engraved Ch 35 logo	12	\$5.00
Clear glass mug w/ laser engraved Ch 35 logo	5	\$6.00
Decals – stick on	Multiple	\$0.50
Duffle Bag	1	\$25.00
Koozies	Multiple	\$4.00
Remove Before Flight Key Tag	30	\$5.00
Sew-On Logo Patch	11	\$3.00
Iron-on Logo Patch	15	\$3.00
Wash Wax Products	Limited Supply	\$8.00 & up
Wheel Chocks – Aluminum / Choice of colors: red, pink, yellow	3 sets	\$40.00
Metal Art Propeller-Ch 35	6	\$35.00
Stainless Steel Tumblers w/ laser engraved logo	10-20 oz 5-12 oz	\$12.00 \$10.00

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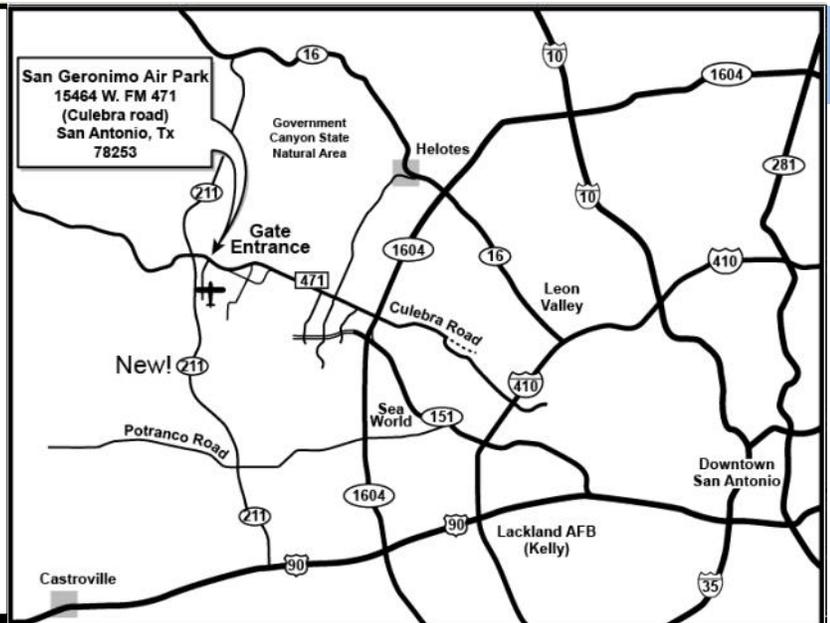
August 12

Spaghetti Cookoff

11:30

San Geronimo Airport

8T8



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](#)

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



Waterless Wash Wax Mop Starter Kit
All you need to get started with the new Wash Wax Mop.



Starter Kit
All you need to get started with Wash Wax ALL.



Leather/Vinyl Kit
All you need to clean, restore and protect leather and vinyl in one kit.



Cabin Cleaner
Cleans and removes beverage spills and stains from carpets, seats, tray tables, side panels, cockpit, and galleys.



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



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.



Sold By: THE EAA CHAPTER 35 COUNTRY STORE

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FREE ENTRY & ALL ARE WELCOME

**JOIN US ON AUGUST 26 FOR A FLY-IN AT
STEPHENVILLE CLARK REGIONAL AIRPORT**

21F

21F

City of Jacksboro 1st Annual

Food Truck, Fly-In & Camp-Out

Saturday, September 30, 2023, 10:00 am
Sunday, October 1, 2023



**AIRPLANE CAMPING
SPOT LANDING
STOL COMPETITION
PUMPKIN DROP**

DISCOUNT FUEL/SELF-SERVICE

**FOOD TRUCKS
PANCAKE BREAKFAST
KAYAKS AVAILABLE
FISHING AREA
GOLF CARTS AVAILABLE
COURTESY CAR AVAILABLE
FORT RICHARDSON STATE PARK TRAIL
JACKSBORO GOLF COURSE - OPEN**

Reservations recommended for camping!
Call Robert @ 214-418-6880 or email fly-in@cityofjacksboro.com
www.cityofjacksboro.com



ELM CREEK AIRPARK FLY IN SEGUIN, TX OTX6



Saturday, October
21, 2023

10 am to 3 pm

29.505°N/97.997°W

Food trucks, homemade desserts and
cold drinks!

50/50 raffles and silent auction at 2 pm

Driving in? PLEASE OBEY all traffic signs. Aircrafts have
the right of way on our streets! Yield to aircrafts taking
off, landing or taxiing.



Questions:
Contact Tommie Day at
448-847-2611

