



**JULY 2022**

Volume 65 Issue 7

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Well, that didn't go according to plan. Then again, when is an engine out ever part of your plan? Sure, it is part of every take-off briefing. If it quits while on the take-off roll, we will romp on the brakes and stay on the ground. If we are below pattern altitude, we will go straight ahead and aim for something soft and inexpensive. Once we get to pattern altitude, we will return to the runway. Fast forward 40 minutes and you are putting along low and slow enjoying the bumps and the engine quits. What's the first thing you do? My CFI would say to get the nose down and trim for best glide. What did I do? Stared at that now still propeller in disbelief and mumbled "seriously?". Only then did all the training kick in. Airport to my 8 o'clock, aim for that. I'm looking at runway 35 at San Geronimo (8T8) and estimating where I will end up in my current glide configura-

tion. Trees looked likely so I abandoned that and selected Highway 211 that is under construction just to the west of 8T8. Blacktop, mostly straight, and wide enough. Since I am already heading towards the northeast, a simple left turn will line me up for the road. Gee, I hope those construction vehicles see me and move out of the way. I continued with course of action probably longer than I should have but was certain the vehicles were going to scramble out of my way eventually. They aren't moving and I am running out of altitude, airspeed and ideas pretty quickly. Dirt road next to 211 is next option and I




have maybe 6 seconds to get to it. There's a pickup truck on the dirt road and there's no way a head-on collision with that truck is going to end well for me.

*(Continued on page 4)*

**Next Event**

**JULY 9**  
**1130 Social/BBQ**

**Chapter  
Clubhouse**



**NEXT EVENT**

**Ryan Newman, CFI**  
**Say What?**  
**Lunch: Noon**  
**Speaker: 1300**

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## FROM THE PRESIDENTS COCKPIT

## CHUCK FISHER



Happy July Chapter 35. As you are reading this it is just about July 4th and I hope everyone will take the time to enjoy all that the holiday commemorates. Sometimes, despite all the political discord, violence, hatred, and economic strain...it is worth reflecting on the very nature of this – our nation's great experiment. Carved from the wilderness, soon to be Americans who were making

do with what they could literally make themselves or grow on soil they cleared, tilled and planted by hand, took on the most powerful government and military on the planet in a desperate do-or-die effort to create their own nation. The effort did not stop in 1776...or 1754...or 1812 or 1969. It continues today as we continue to revise the fabric and finish of our own nation. That turmoil and discord that can be so unsettling...is the process working. The Yin and Yang, the polar opposites, all being heard. That would, could, never have happened in most societies. It is uniquely American. Uniquely ours. Celebrate.

In June we had a very successful Young Eagles Rally after a long weather driven hiatus. It felt good to be back, and I want to share with you my post on the Chapter Leader's Chatboard after our last gathering. I think it sums things up pretty well:

It was a good day for chapter 35! After 4 rare weather cancels, we had a perfect Young Eagles Day, Ray scholars and volunteers manning static display and mobile flight sim, activity in the builders hangar, got to present the recognition banner and introduce a new scholar select! But most important, I'll share an excerpt (names removed) from an email from one of the parents we received after the event. This is why we do these!

"My son, —, had a wonderful time! He has gone on and on about the experience. This has definitely set his dream in stone. Now, in addition to begging me to sign him up for training, he's looking to buy a kit to build a plane himself. ...you can say he left y'all very motivated. HUGE thank you to —, his pilot today. He gave him an experience he'll never forget. I thought going into this "what a cool experience"; but walking away today and witnessing my son's excite-

ment for aviation.... I hope y'all understand what y'all do for these kids. It's life changing. He'll always remember this! "

Yeah, it was a GOOD day! This is why we are so passionate about supporting our youth. There are few moments and few activities where we can truly make a difference. But look back at your own life – what motivated you to fly? I suspect it was some person or some event. Join me as a Young Eagles Pilot – you'll be glad you did!

OK, On to Announcements:

**New Newsletter Editor:** Bill Fahey. Please take a few minutes to write something, anything, send a photo or tell a story. Trust me it WILL be interesting to the rest of us! Send your contributions to eaa35news@gmail.com. And, let me publicly thank Andrea, our current award winning editor for putting together an awesome newsletter the past several years!

**Ray Scholarship:** Allen Inks has taken on our Ray Scholarship program. Among his first duties is setting our new Ray Scholar-select Jeffrey Davilla on his pathway to being a pilot. Allen is also a mentor for Thomas, MaryJane and Evan our other scholars.

**Group Restoration Project:** Bill Fahey is leading a group of volunteers to (very rapidly) disassemble, restore and re-assemble "The Joker" over in the chapter builder's hangar. The first session was amazingly successful with the dozen or so volunteers accomplishing probably several weeks worth of work in a morning. Everyone is welcome and encouraged to come lend a hand and learn some new skills along the way. Watch for e-blasts for upcoming sessions.

**AirVenture** is right around the corner. Despite high fuel prices, it oks like this will be a banner year. We will have a whole bunch of chapter members up there, so if you will be there and have not already let me know, please send me you name, text/phone # and where you will be staying. I'll set up a text group to share photos, anecdotes, events and invitations as they come up. Thankfully, I can pretty well guarantee it will be cooler there than here!



**Notes from the VP** — Start thinking about Christmas! At the rate the year is flying by, it will be here before you are ready!

We had a great Young Eagles/Fly-in/Chapter meeting on 21 June. Special thanks to the pilots who carried our slack while everyone was either in annual, traveling, or not checked out for Young Eagles. Chuck, Ulf, and Tanner flew any child who showed up and wanted to go up, the count being 27 (I think)! Craig Geron was on hand with his RV-8 as our static display bird to show everyone what a beautiful home built looks like. Even Danny Beavers, coming off a pretty good illness, showed up to grill for us, knowing that the alternative was to depend on me to do it! And of course the Kitchen Crew took care of everybody as they always do!

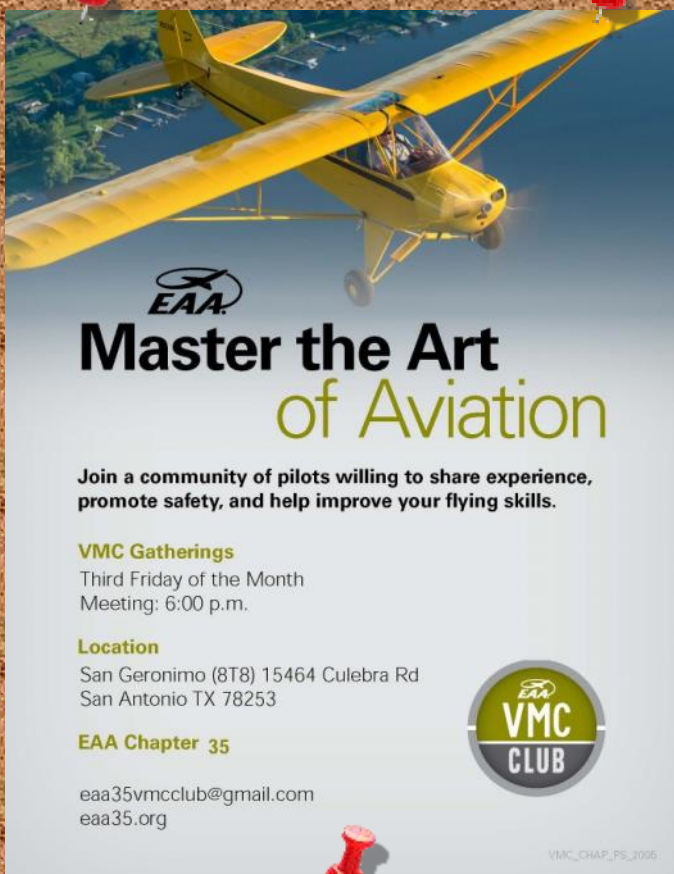
And finally: Airventure is here. I hope to see many of you up there. Take lots of pictures!

Rick Vinas

**EAA AIRVENTURE  
OSHKOSH  
2022**



# CHAPTER BULLETIN BOARD



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

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

**Location**  
 San Geronimo (8T8) 15464 Culebra Rd  
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**EAA Chapter 35**

ea35vmcclub@gmail.com  
 eaa35.org



VMC\_CHAP\_PS\_2026

**WANTED!**

**COMPOSITE EXPERT**

Are you good at working with fiberglass? Would you consider conducting a hands-on workshop on a Saturday in July or August?

Materials will be supplied.

Contact eaa35news@gmail.com

**WE NEED YOU!**

**Need Volunteer for:**

**Country Store Manager(s):** Do you like to SHOP? Looking for someone to take over country store, manage inventory, find and purchase cool stuff for our members!

Contact president@eaa35.org

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 the Kitchen**

We had a successful grilling event along with our Young Eagles Rally on Saturday June 11.

Danny Beavers and Doug Apsey masterfully grilled our hamburgers and hotdogs in the intense heat. The burgers and dogs were fantastic. A big shoutout to those wonderful ladies that handled the kitchen duty. Those helpers were Robin Apsey, Roxie Beavers and B.J. O’Dea. To all who stayed and helped with the cleanup including taking out the trash a great big thank you.

Rick did a great job of vacuuming the clubhouse. Again, a great big thank you to all who helped make this event a success. Coming up in July will be hot dogs and hamburgers. All those Italian and want to be Italians get ready for August as we will be having our spaghetti sauce cook-off.

**Will Nancy get to keep her golden ladle?**

(Continued from page 1)

Mowed hay field was my last resort. Well, hay farmers don't like hogs and put up really sturdy fences to keep them out. Looking at that fence, I thought that maybe I could pull back on the stick, balloon up over the fence and plop down in the field. This is the point where the altitude, airspeed, and ideas all came to an abrupt end and I went from being a pilot to being a passenger.

I get asked all the time, were you scared? Nope. Not because I am brave and nothing scares me, there just wasn't enough time to be scared. Job one was to fly the plane to the scene of the crash. Check! Job two, get out of the plane. I have a 5-point harness in my plane and it was doing a stellar job of keeping me in my seat even though I was now upside down or in pilot speak "inverted". I quickly looked over my head and I can see that I am going to fall into some broken plexiglass in the dirt. I flip the switch on the seatbelt to release the belts fully expecting an unceremonious plop into the dirt. Nope. All the belts released except the center belt and the one around my right leg. I give the lever another tug, nothing. Those that have seen me know that I am not a small, light person and I am now wiggling like a snagged fish to get myself loose from this belt. Eventually it let go and I found myself in the dirt under my plane with one of the construction workers tapping me on the shoulder point at the fuel gushing out of the wing tank vents. Now I am fully disoriented, up is down, down is up, and I'll be darned if I can find the switches on the center console to turn off. Ah, there they are, UP there?!. I turn everything off and crawl on my hands and knees out from under the plane. The construction guys help me to my feet and over the fence.

I can hear sirens wailing in the distance but they are stumped on finding the scene. Eventually, probably 15 mins but felt longer, they show up but are blocked by a fence. They cut the fence and proceed to the upside down airplane. They put me in the ambulance and go about foaming the plane. The ambulance was air conditioned and felt great. I proceeded to answer all their questions and convinced them that I didn't need to go to the hospital. Then my phone rang.

It was the FAA looking for the pilot of N415WF. This is a federal agency, I had no idea that they moved that quick! I gave my info and account of the accident to the investigator and he scheduled someone to be at the scene the next morning.

Around 8:30am I am sitting in my Jeep by the plane when a minivan with US GOVERNMENT license plates pulls up. I have a pretty good idea who this is. I walk up and we exchange pleasantries and the lead inspector explains how the process is going to work. He proceeds to walk around the plane taking picture. The second inspector, rookie, gets to do the paperwork. I hand him my license, aircraft logbook, a printout from my EFB, and a statement I had written the night before. He shows it all to the lead guy who tells me repeatedly that I just saved him hours and hours worth of work because they typically have difficulty getting this information. After about an hour on scene, the lead guy calls the NTSB and gets permission for me to move the plane out of the farmer's field. At this point I am allowed to remove the wings only. Nothing more.

My plan is to load the plane up on a trailer and take it to my hangar in Pipe Creek. That changes pretty quick once Chapter 35 gets mo-

bilized. In a discussion with our President, it is recommended that we wait until Saturday morning to recover the plane so we make plans to meet at 8T8 around 8am before it gets too hot. In the mean time, a couple of friends offer up their trailer and some additional support. All told, I think we had close to 20 people on hand to recover the plane. In a span of 2 hours we had the airplane,



righted, both wings removed, and loaded on the trailer.

It was at this time Chuck said to me. "I have a job for you at the Chapter". We discussed workshops for aircraft building and I suggested we use my plane for the workshops. So instead of hauling the plane to my hangar, we took it to the Chapter hangar where it is today.

In next month's newsletter, I will get into the workshops and how the "**Return of Joker**" is going. Stay tuned.

Bill



# Craftsmen's Technique

by Mark Julicher

A Photo Essay by Andrea McGilvray Edited by Mark Julicher



You say it is time to re-tire? No problem, read on. Here is how it is done on a Pitts Special with added commentary applicable to many other planes.

Remove safety wire (if any) and bolts to remove the brake pads. Good time to check the brakes; if the pads are worn past the wear marks, replace them. At this point the brake caliper is free to move. If someone should apply the brakes the brake puck is going to extend and fall out and make a puddle of hydraulic fluid. Some mechanics

install a C clamp on the brake puck to prevent this from happening. Be forewarned. Chock the other wheel(s). Set up your jack at the approved jack pads. Jack the plane until the tire clears the ground and just a bit more. Remember your new tire will be a larger diameter. Remove the large cotter pin from the axle nut and using Channel Lock pliers or similar, remove the axle nut. The wheel should slide off the axle easily. CAUTION! There may be spacers on that axle or on the brake caliper assembly, so pay attention to all the parts being removed.... they have to go back on the way they came off.



It is good practice to put shoring under the axle. That way if the jack gets bumped, nothing will get damaged. Wood shoring works best.

After you remove the wheel/tire assembly, let the air out of the tire. You can also

remove the Schrader valve but make sure you put your hand over the valve stem, so the Schrader valve does not go flying across the hangar or put out your eye. An inexpensive valve stem tool can be obtained at any auto store... highly recommended!



An inflated tire is essentially a bomb. ONLY WHEN THE TUBE IS COMPLETELY DEFLATED use a two socket wrenches or a socket wrench and a combination wrench to remove the three bolts holding the wheel halves together. Some wheels do not leave enough room to get a socket on the bolts. A thin wall socket, (e.g., quarter inch drive 12-point socket), might do the trick. ALSO IMPORTANT; Note the orientation of the bolt heads either on the inside or outside of the wheel. On some wheels, putting the bolts in backwards will cause interference with the brake disk. When removing the wheel from the tire, a lot depends on how big the rim/tire is. On my Pitts, I can push it down using my hands. DO NOT PRY WITH A SCREWDRIVER. That may damage the cast aluminum rim. I have taken the wheel to a tire shop and had them use their hydraulic tools. Alternatively, you can carefully insert a common screwdriver (flat blade) and twist it to ease the bead from the rim. In fact, us-

ing two screwdrivers and a shot of lubricant such as PB Blaster or LPS 2 will generally make the bead release from the wheel. In dire circumstances, carefully inflate the inner tube (remember the wheel halves are no longer fastened together) and often that will make the bead relax and allow some of the lubricant to get in and loosen everything. I also have now purchased a hand, bead breaker. It will pop/move the bead away from the rim. Remember you must do both sides, so don't remove one side until both sides have broken their bead.

Remove the wheel bearings. Using a screwdriver, put it under the small indent of the snap ring and pull it sideways/up. Again, use two hands and make sure it does not go flying. Pull the snap ring, washer (s), felt ring, and bearing assembly out of each side and keep them together. Do not mix the inside and outside parts up. If you are easily confused or distracted, just do one side at a time so you don't mix everything up. Many wheels have different stack-ups on the inside vs outside and swapping the bearings from inside to outside is a bad idea also.

Next step was hard to photograph, but all items are cleaned in solvent. A parts washer is super useful here, but a tray of mineral spirits or even gasoline will rinse out the old grease and dirt. If you have access to an air gun, blow out the bearings but DON'T spin them. Dry bearings can be damaged.



Now that everything is clean and ready to be greased. Take a look at those races. Use a flashlight. They should be shiny and smooth. If there are black or gray stripes on them or if you can catch a fingernail on the

surface, then they should be replaced... a subject for another essay. Again, don't spin the bearings without grease inside them.



There are a few ways to pack bearings. For example, I have a bearing packer but, in the wintertime, grease is too stiff to flow, and, in the summer, I still

get grease all over me. Ultimately, I retired the bearing packer and do it the old-fashioned way. You put a large dollop of grease into your palm, then with the larger open side of the bearing, push the bearing into the grease is and it will push in and up into the bearing. You

(Continued on page 6)

## Craftsmen's Technique

(Continued from page 5)

should observe grease oozing out of the other side of the bearing. I go around two times, then move them and add a little extra. Some mechanics, I included, put a little grease on the bearing cup. What grease to use? Some planes call out a specific grease. Most common was Aeroshell No. 5, but this is no longer made. Shell oil recommends Aeroshell No. 22 for wheel bearings in lieu of No.5.

**Terminology:** Is a bearing set a CUP; CONE or is it a BEARING; RACE? It depends on where you learned to be a mechanic and what industry you are in. Automotive people usually say cup and cone. Aeronautical people most often say bearing and race.

Once again, it is pretty important that what you get out of the left side, put back on the left side and vice versa. Put the bearing and all the pieces back in the same order. Bearings wear differently and if re-installed correctly they will continue wearing evenly, but if you change them up, it can cause a problem.



Here one is one stack-up reinstalled and the other one in my hand. The felt keeps the dirt out of the bearings.

Once you have the snap ring back into its' groove, give that stack-up a tug. Sometimes a snap ring can fool you and it all pops out in your hand. Better to find that out now than later.

OK, the bearings are clean and greased and installed. Let's address the tire. First thing, sprinkle some tire talc or baby powder inside that new tire. Tire talc or baby powder or talc powder is put inside the tire and dusted like the inside of a cake pan so that the inner tube can move around and not get kinked when inflating.



Next thing, place a new inner tube in the tire. OK, in a desperate moment you could reuse a tube, but that old tube is stretched out and rubber does have a life limit, so reusing a tube is penny wise and pound foolish. Move the tube around so that the valve stem is closest to the red dot on the tire. Red dot = light spot on the tire whilst valve stem = heavy spot on the tube. This trick minimizes the need for balance weights. You may have to wrestle a bit with the tube, but it will go in!

Inflate the tire gently but not fully.

Just so it is snug, You may wish to bounce the tire on the ground, be sure you catch it . Bouncing makes little kinks come out.

The next step is to place the wheel halves into the tire/tube assembly and bolt all together. You may have to deflate the tire just a bit but keep enough air in so as not pinch the tube between the wheel halves when putting the two sides together. A pinched tube will announce itself with a loud, expensive noise. If you are not certain, run your finger inside the wheel and feel around for that tell-tale rubber aneurysm before you tighten down the wheel bolts all the way.



Of course, you remember which side the brake disk goes on!

The bolts that hold the split wheel together should only be tightened with a 1/4" drive. Snug the nuts firmly. If the lock nuts are doubtful, replace them. Also caution, the valve stem must fit inside a wheel half, so don't ever force anything. It should go together as easy as

it came apart. Some wheels are just a nightmare to get the valve stem to slip into its proper place. One neat trick is to use a valve stem tool to help guide the valve stem into place. Look carefully at the photo of this valve stem tool. It is four tools in one. The forked end is for inserting or removing Schrader valves. The pointed end can be used to restore roundness to a squished valve stem. The open end can screw onto the outside of a valve stem and coax it into position, or it can be screwed onto a valve stem to prevent it from retracting back inside a wheel whilst other tasks (such as bouncing a tire) are performed. The machine-screw looking end will screw into a valve stem where the Schrader valve usually goes. Now here is the best trick – the part (in the photo) pointing NE – SW can be tapped out of the piece pointing NW – SE. Now you have two separate tools. If the NE – SW part of the tool is temporarily screwed into the valve stem, the pointy part can be used to snake the valve stem into its proper location.



After I have the wheel together, I put in about 10 lbs. of air and then bounce the tire again, Let the air out again, and then inflate to full pressure. All this inflating and deflating assures that the tube will remain unwrinkled.

Occasionally, a new tire is so stiff that it is very difficult to make the wheel halves come together close enough to get a bolt

and nut started. On such occasions it may be necessary to use clamps or even a longer bolt to help compress the wheel halves until the original wheel bolts can be installed. Be creative or get help but don't damage the aluminum wheel.

Reinstall the wheel on the axle. Don't forget any spacers. Tighten the axle nut until the nut feels tight and the wheel is snug on the axle. Push and pull the wheel in and out, it should not move relative to the axle. If it does, tighten the nut some more. Next, loosen that axle nut slightly to line up the closest hole for the cotter pin.

**CLASSIFIED ADVERTISEMENTS**

**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](mailto:youngeagles@eaa35.org) or chuck at [president@eaa35.org](mailto:president@eaa35.org)



**Pietenpol project for sale**

Pietenpol Air Camper project for sale. Fuselage, one piece wing, empennage, & controls surfaces all built with Sitka Spruce & Finnish Birch plywood glued with T-111 glue. the cabane struts are made from old Piper struts. All fabricated steel is 4130. Sale includes a disassembled Model A engine, 4 Piper wing struts, 1/8" stainless control cables sufficient to finish project, extra wood, & 4130 steel stock. Landing gear was remade to move 8 1/2" fwd. & is in progress. Plane is on gear. Wheels came from a Piper Cherokee. Tail-wheel made from plans from BPA Newsletter, not full swiveling. The stick & rudder bars are made & installed. Instruments are installed. Builder's log included. The plane is located at Comfort, Texas, near San Antonio. Asking \$5000. Contact [minerjb@hctc.net](mailto:minerjb@hctc.net) with any questions.



**WANTED: HANGAR**

Mark Vondrasek is looking for a hangar at the San Geronimo Airpark. Looking for something larger than a T - hangar. Must have electricity. I need room to finish my gyrocopter project and store a trailer.

Please call me at (608) 438-9077

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## JULY CHAPTER GATHERING

**Chapter 35 Approves Pinch Hitter Course Grants:****An Important Safety Initiative**

The Chapter 35 Board of Directors has approved up to four \$500 grants for the frequent “right seater” of a chapter member to take “Pinch Hitter” training. We feel this is an important safety initiative that will not only enhance the safety of our pilots and passengers, but an initiative that may make it possible for hesitant spouses and friends to gain the confidence to better enjoy their time in the right seat.

These grants are made possible by the generosity of the Stuart Foundation and their unwavering support of our chapter.

The “Pinch Hitter” course is an informal training that may vary some by instructor or school. But in general, it consists of

- First: A brief series of online training vignettes available at <https://www.aopa.org/training-and-safety/online-learning/safety-spotlights/pinch-hitter>
- Then: Flight familiarization with a Certified Flight Instructor. Flight instructors may prefer 2-4 actual flights depending on how comfortable the student is with aircraft and procedures



Photo: EAA

**How do you apply?**

These grants are limited to the “right-seater” of a current regular EAA Chapter 35 member (as defined in the bylaws) who will apply for the grant on behalf of his/her “right-seater”.

- The member will request funding for his/her “right seater” to obtain a grant for the course by sending a request (available on [www.eaa35.org](http://www.eaa35.org) to [president@eaa35.org](mailto:president@eaa35.org). If funds are still available, the president or designated administrator will reply with an authorization to proceed.

- The chapter member will seek a CFI and schedule training on his/her own.
- Upon completion of the syllabus, the Chapter member will submit receipts to [treasurer@eaa35.org](mailto:treasurer@eaa35.org) for reimbursement of up to \$500
- The chapter member agrees to publicize their experience with the training via social media, newsletter, chapter website and/or memo to EAA national headquarters with a cc to the chapter in an effort to increase awareness of this safety program.

It is definitely my hope and that of your chapter leadership that our frequent “right seaters” take full advantage of this initiative and provide plenty of feedback on its value.



*(Craftsman technique from page 6)*

The wheel should roll smoothly on the axle at this point with zero in and out play. If you have difficulty finding the cotter pin hole, spread the old cotter pin and use one leg to probe around the find the cotter pin hole. If your new cotter pin is too long you may have to cut it or bend the top 1/3 over at a slight angle to get it started or perhaps even both of those techniques. The cotter pin should go with the head up or head forward. When you bend the legs of the cotter pin be sure they are not set up to scratch the wheel or slice the valve stem. Spin the tire to be sure. Reinstall the brake pads. If the caliper bolts were safety wired, then wire them again. Remove the plane from the jack. Done? Not quite.



Do you see those raised dimples on the tire that look like chicken pox or zits? Those are controlled leaks. They allow any air trapped between the tube and tire to escape. Therefore,

your tire may lose some pressure overnight. Furthermore, according to Goodyear Tire and Rubber Company, it is acceptable for a tube to lose 5 percent of its pressure in 24 hours. This is especially true for natural rubber products if not so much for synthetic rubber. Still, you may expect to add some air in a day or two. If you don't have a pressure gauge, especially one that can reach around and under wheel pants, then you NEED to get one. Many planes behave very badly when just a few psi too low on pressure. If checking tire pressure is too much trouble with the wheel pants are on, then don't put them on until you have let the tire pressure stabilize.



**NEVER SAY NEVER!****BY ANDREA MCGILVRAY**

A short story about 6 years to 8 aircraft! Two are sold, who knows what's next.

My life as a pilot started when I was young, then it was put on hold for 20+ years. Fast forward, 2015, I meet Jerry that changes my direction in aviation 180 degrees. My life dream if you look at me diary or goals was to own an ultralight airplane. That would have made my big list of accomplishments. BUT for some reason that aim point kept moving to a very fast and furious positive direction. Who would of known 6 years ago I would own 8 airplanes, 3 being fully aerobatic and beautiful? The ultralight and the Hatz are a glimmer of history and have found new owners.

Who would of known that just 4 years ago, I would own and fly solo an open air cockpit biplane, Hatz CB-1. Then fast forward one more year, 3 years ago I became a Pitts Special Pilot. Those that fly these



wonderful, winged creatures understand the amazing nimbleness and direct contact with the sky they give

you. If you told that to me 5 years ago of where I would be today, I would never have believed I would be in the shoes I am in today. So what made it happen? How did it happen? AND WHY did it happen. All questions I would like to provide answers to.

1<sup>st</sup> question, What made it happen. The thought and idea of doing aerobatics had been an idea only with no question of a reality to it until one of the EAA members in my chapter came back and said



that he just got back from flying with an instructor in a S2B (Two place Pitts Special). The other "what" happened was due to my 1<sup>st</sup> flight instructor taking me flying in his Stearman. That set the bug, but it never developed until the day I got to fly in the S2B with Brian in his "BEE". I thought my 1<sup>st</sup> flight would let me know if I wanted to do aerobatics, but I was not prepared of what it did to me. My 1<sup>st</sup> flight was to me was like jumping off a bridge, but I was confident I wanted to try it. The

result, was a instant addiction to wanting more. It was not a adrenaline addiction but rather a control addiction. It was three dimensional and felt as close to flying like a bird. I also think it like a point and shoot airplane. Not to "shoot a bullet" but a point and direct it as easy as a video game. I

had never been interested in video games, but to get ready for this 1<sup>st</sup> flight in a Pitts, I did buy xplane and practice. I figured if it was half as easy or good, I would be happy. It was quite the opposite. The kick in the backside on



takeoff, and the dollar sized eyes on approach had me quite intrigued and spooked. Watching it land always had me apprehensive to even contemplate the idea since they jump and hop around and look quite squirrely, but little did I know that was just the pilots that are squirrely, the airplane is super stable and gives you a instant response, so you have 100% control. More on that another time. The other thing that made it happen is the have to-do. After my 1<sup>st</sup> flight, I had to do this, it was past the want to stage. I would of worked 5 jobs and stopped eating to be able to do this. I HAD To do this!

2<sup>nd</sup> question, How did it happen? The progression of the ultralight, to the Hatz, to the Decathlon, Pacer, and two Pitts Specials, C 172 and a gift from above from Jerry his Replica P51 all happen within 6 years. I had an offer from someone that wanted to buy the Hatz, and so that gave me the ability to buy the Decathlon. The reason for two Pitts is complicated, the short story is, I wanted a ready to fly single place, but after I purchased the S1C (Little Red – aka Lit'l Bit) The yellow S1S owner had called me to ask if I was still interested. I really wanted a S1S since it had the performance, I felt I needed it to compete, but I did not have the cash, so he told me to give him an offer and low and behold, he accepted it but it was in pieces and needed work. (Continued on page 13)

So, the deal was that Jerry, my partner in life and crime agreed to get it flying if I paid for all the expenses. So that was it and now I owned two Si Pitts. He did not want to be partners and we both agreed that was not a good idea, but the second part that I did agree to, he was allowed to fly it, which he did. So that is how Lit'l Slipper – the SiS came into my life. There is a long story about how I finally got to fly it, but that is for another day. After I looked long and hard for my Decathlon, lovingly called “Spurs” something similar happened about the Pacer. I had heard the owner wanted to sell it but he only contacted me after I purchased the Decathlon. Ya.. Back out of money. So again, he asked me to give him a offer and ya.. he accepted it. It also need some help, but I did fly it home and have been working on it since. BUT to add some spice to the mix, I had always wanted to be a A&P and when Covid hit, I thought it was a good time to go back to school. No one had given me the memo that I was going to be super busy with my real estate at the same time. BUT as my luck had it, Covid had its good side too. LOT of the book learning/class room was done at home, so I got to do double duty, worked and learned same time. June 2021, I accomplished my goal to be a A&P. Next was to get my IFR, Commercial and CFI rating. I



3<sup>rd</sup> Question, Why did it happen? Sometimes when you don't know what you want, things happen. Each of the aircraft have special piece in my life. The SiC is my training current competition aircraft and the SiS will be my hot rod to hopefully win at

the competitions.

I had no knowledge that the Pacer also would find a way to slip into this equation. The Pacer is my teacher of all things about airplane mechanics, and the Decathlon is to share this love of aerobatics. Once I get my CFI, I will be providing training in it. The C172 is my work pickup truck. It is IFR rated, so I can stay current and also share it with some friends. Everyone needs a pickup truck. The Replica P51, I have not flown and won't most likely till the fall. Jerrys love for this aircraft shows, but I need to do some figuring out. I need to figure out what everything does and make sure my 1<sup>st</sup> flight is not my last one due to my ignorance. The aircraft is proven, and the only thing I have to go on how it lands is, that it is easier to land than the Pitts. That part is not much help, but that is what I will be using as my checkride. Jerry mentioned it would get hot fast in the summer so early morning or in the cool of the fall/winter/spring are the best time to fly it. That 1<sup>st</sup> flight will be something to talk about.

What next? Well that is a good question since I had not planned any of this. This story is not to brag or to show off, but what I do



completed my IFR April 2022. My Commercial and CFI I hope to compete before end of 2022. Then, a 1965 C172 came to my attention and after taking a good look, and since my business has kept me in a positive cash flow, and I have no clue about the stock market, I snagged this 172 to be added to my fleet as a investment. The last airplane, Jerry's Replica P51 with a Chevy 350 was given to me by a draw. I had no idea he wanted to ever give me anything and that was never part of our discussions, but that is how it played out. I know he will be flying with me when I do get to fly it one day soon.



want to say is that if you have a dream, NEVER ever say never or, that it cannot be done. All the nay-sayers that felt I was biting of more than I could chew, have come full circle and are now supporting my every move. The statement is always true, what you believe in is the truth. It is YOUR truth. IF you change your belief, your results change. IF you leave the door open, things happen you cannot imagine and if there is nothing else besides what you read. Leave the possibility open and be ready for that opportunity to become realty.

Catch that butterfly gently but firmly and hold on for the ride.

Until Next time!



## Chapter 35 Youth / Scholar Programs

### Chapter 35 Selects 2022 Ray Scholar

After a grueling selection process from a group of simply amazing young men and women, the chapter 35 selection committee has chosen our 2022 Ray Scholar-select. Introducing Jeffrey Davila. Jeffrey is student at Northeast Lakeview College. He has been an “airport kid” for a while and has ridden in a wide variety of aircraft from vintage Tiger Moths to T-28s to more modern civil aircraft. He has done most of his flying out of Kestrel airpark, and it is a hike over to San Geronimo, so he will be glad when he can fly himself over to our gatherings!

Jeffrey has also been involved with the Central Texas Wing of the Commemorative Air Force. He’s gifted in mathematics and is studying aeronautical engineering among other pursuits. Oh....and he’s a St. Louis Cardinals fan.

Jeffrey is at the top end of the eligibility window for the Ray Scholarship so plans to pursue his rating as quickly as possible as soon as the EAA approves our nomination (which we hope is quickly!) and is determined to finish it this fall. We will see Jeffrey helping with some of our events, and he is very interested in developing some

### Ray Scholar Thomas Reyna

Thomas passed his written FAA exam with flying colors and is working through the summer heat and winds toward his certification.



He’s also been honing his hand skills working on the restoration of “The Joker” as he is pictured here drilling out rivets to remove the fuel tank from the wing. It’ll be even more fun in a few weeks when they put it all back together! Thomas was a huge help during our Young Eagles rally and Thomas and his Dad have also been

out each month in the heat and dust mowing and cleaning up the grounds. Be sure to tell them thanks when you see them!

youth activities for our Young Eagles Rallies. Congratulations Jeffrey Davila!



### Ray Scholar Evan Carrol

Evan is working toward his glider certification up by Texarkana where they moved to. He’s being flying his ultralight more. Recently he dropped the president a note “I am planning on going up to Oshkosh this year but still have not figured out how I’m going to get there, with that being said, if you know anyone that might have an empty seat flying up, let them know I’d be more than willing to split travel expenses if I could get the opportunity to fly in. I’ll drive if I have to but I’m for sure not going to miss it.” We’ll see you up there Evan...don’t forget your chapter regalia!

### MaryJane Marroquin

Mary Jane is back from college for the summer and checked in with us to let us know she is back! She been flying in the Motorglider at Boerne Stage. Now to just get the glider written out of the way and find a soaring opportunity nearer her college!

### NEW RAY SCHOLARS COORDINATOR

Long-time chapter member Allan Inks has agreed to take on the mantle of Ray Scholars Coordinator. In this role he will guide the selection process for new scholars and will act as a mentor and guide to ensure our scholars stay on track to complete their certification on time and .... Hopefully...within budget. Thank you, Allen, for stepping up for this important role.

## JUNE MYSTERY PLANE REVEALED!

BY DOUG APSEY



Congratulations to Charlie Brame for correctly identifying our June Mystery Airplane as the Stearman-Hammond Y-1. The Y-1 was designed by Dean Hammond and built by the Stearman-Hammond Aircraft Corporation. Most of you will recognize the “Stearman” name as that of aircraft designer Lloyd Stearman whose famous Model 75 biplane trained many of our WWII pilots. Stearman and Hammond collaborated on the Y-1 project and formed the Stearman-Hammond Aircraft corporation in 1936 to build the airplane.

The Y-1 was a low-wing, two seat monoplane with twin booms, a pusher engine mounted between the booms and tricycle landing gear. It was designed as part of a 1934 Bureau of Aviation competition to design an inexpensive (under \$700) safe/practical airplane. In 1936, the Y-1 was one of the winners of that competition and the Bureau ordered twenty-five Y-1's despite the cost of \$3,190 each being significantly higher than the \$700 goal set by the competition.

The Y-1 had several design features similar to the Ercoupe including twin vertical stabilizers with no rudders attached to them. The tails could be adjusted but were fixed in flight and turning was accomplished by the differential ailerons. The first Y-1 was powered by a 125 hp Menasco C-4 engine but the airplane was considered underpowered with that engine and it was replaced with a 150 hp Menasco C-4S. The higher-powered Y-1 was redesignated the Y-1S which was the final production version of the design. It had a wingspan of 40 feet. Maximum airspeed was 130 mph and cruise was 115 mph. Empty weight was 1400 lbs while gross weight was 2,150 lbs. In all, only 20 Y-1S's were produced.

The US Navy purchased two Y-1 (designated JH-1's) which were used for early radio controlled drone development trials. In December of 1937, a JH-1 drone successfully took off and landed under the control of a ground-based radio and control was handed off to a radio in an airborne aircraft for inflight maneuvers.



## NAME THE PLANE

DOUG APSEY

Your July 2022 mystery airplane was suggested by EAA Chapter 35 member Jeff Remboldt. Thanks Jeff for your input. I always appreciate the help in finding new “mystery” airplanes. Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about this airplane.



1. What company manufactured it?
2. What is its name/designation?
3. When did it first fly?
4. What was its primary mission?
5. Bonus Question. What is unique about the engines on this particular model of this airplane?



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

2022	DATE 01/05/22	EAA Chapter 35 Activities Calendar
JULY	9	11:30 Social/12:00 Program: Fly Yourself to Alaska Brief
	15	6:00 pm VMC Club (see FAA Wings page and e-mail)
	26-01	<b>AirVenture</b>
AUGUST	13	✈ 0900 <i>FLY-IN PANCAKE BREAKFAST</i>
	19	6:00 pm VMC Club (see FAA Wings page and e-mail)
	20	🇺🇸 <b>Young Eagles Rally (Rain Date 27 Aug)</b>
SEPTEMBER	10	11:30 Social/12:00 Program: Chapter 35 Member Open House and FlyMart
	16	6:00 pm VMC Club (see FAA Wings page and e-mail)
		7:30 Movies on the lawn (weather permitting)
OCTOBER	8	✈ 0900 <i>FLY-IN PANCAKE BREAKFAST</i>
	14	6:00 pm VMC Club (see FAA Wings page and e-mail); 7:30 Movie night on the lawn TBA
	15	🇺🇸 <b>YOUNG EAGLES RALLY (RAIN DATE 22 Oct)</b>
NOVEMBER	12	11:30 <u>Annual Membership Meeting</u> and Chili Cookoff
	18	6:00 pm VMC Club (see FAA Wings page and e-mail)
DECEMBER	10	<b>CHRISTMAS PARTY - PLANS TOTALLY PENDING</b> 11:00 Social Hour; 12:00 Lunch Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details)
	16	6:00 pm VMC Club (see FAA Wings page and e-mail)

## Upcoming Area Events:

<https://socialflight.com>

<https://eaa.org>

<https://funplacestofly.com>

Facebook Group: Texas Aviation Event Calendar

<https://austinwarbirdexpo.com/>



Celebrate Independence Day Weekend with U.S. Military Aviation History

Austin Warbird Expo July 1 - 4







By RICHARD VINAS

Airventure is almost here and have I got good news. I just ordered 30 Texas Flag fishing shirts for those of you who don't have one! This is the unofficial uniform shirt of the Chapter 35 member, and is the best one to wear at those special get-togethers at Oshkosh, not to mention at the monthly Chapter meetings. I will make sure they are available for (almost) everybody who wants one. I will have a couple of smalls, a few medium, 8 large, 8 XL, and even a few 2XL! Looks like pricing will be a shade higher than last year, but not as steep a rise as gasoline or bacon! Once they come back from the nice folks who put our Chapter 35 logo on them, I will know what to charge. Expect it to be \$38.

I still intend to drive up to Oshkosh and camp out, so I will see many of you there. For those who need something fairly bulky transported because it just won't fit in your plane, let me know. If I have room, I'll entertain the idea of driving it up and back for you, space permitting. First come, first served!

The Country Store is looking for a new proprietor, the last one being more of a mechanic than a retailer (me)! 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 me 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.

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 me know and I'll see if we can accommodate. Let's see if there is something that you think our members would be interested in and we will see about adding to our inventory.



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



TEXAS FLAG POLO SHIRTS	Sold Out - If you want one, let me know!	\$39.00
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YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
KHAKI FISHING SHIRTS	ONE MEDIUM	
	ONE LARGE	
TEXAS FLAG APRONS	3 left	\$26.00
Additional Items available		
BASEBALL CAPS (with logo)	SIX NEW ONES	\$12.00
CHAPTER 35 DUFFLE BAGS	Only 2 left	\$31.00
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ALUMINUM WHEEL CHOCKS	3 Double sets	\$40.00
WASH WAX PRODUCTS	Limited supply	\$8.00 & up

# EAA Chapter 35 Leadership



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Vice President	Richard Vinas	210-912-1699	vicepresident@eaa35.org
Secretary	Ian Heritch		secretary@eaa35.org
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Member At Large	Ron O'Dea	210-488-5088	r2av8r@gmail.com
Member At Large	Tom Rich		tmriws@gmail.com
Member At Large	Andrea McGilvray, Director	210-413-7392	cowgirlcapital@att.net

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Facilities Maintenance	Widener Wiems/Darren Medlin	(210) 875-9971	facility@EAA35.org
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Event Coordinators	Darren Medlin/Peggy Fisher		events@eaa35.org
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Membership	Ron O'Dea	210-488-5088	membership@eaa35.org
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Public Affairs	Jose Garcia		eaa35pr@gmail.com
Newsletter Editor	Bill Fahey	210-632-4708	eaa35news@gmail.com
Newsletter Publisher	Chuck Fisher	210-878-5561	eaa35newspublisher@gmail.com
Website	Ian Heritch		webmaster@eaa35.org
VMC	Matt Van DeWalle		eaa35vmclub@gmail.com
Safety Officer	Ron O'Dea	210-488-5088	r2av8r@gmail.com
Scholarship Coordinator	Alan Inks		eaa35scholarship@gmail.com
Young Eagles	Rebecca Southard	507-210-0504	youngeagles@eaa35.org
Air Academy	Maarten Versteeg	210-256-8972	maarten.Versteeg@sbcglobal.net
Tool Crib/Hangar	Rebecca Southard (for immediate access call Lew Mason at:	507-210-0504	lewnan@sbcglobal.net
Builders Coordinator	Fred McMahon		Aircraftbuilder@eaa35.org

## Flight Advisors

Flight Advisors	RB 'Doc' Hecker	210-391-1072	tflyingdoc@yahoo.com
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Technical Counselors	Nick Leonard	830-765-7481	ohlson38@gmail.com
Technical Counselors	Lew Mason	210-688-9072	lewnan@sbcglobal.net

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Richard B. Hecker, D.O.  
Senior Aviation Medical Examiner  
FAA HIMS / IMS AME

**SCHEDULING PORTAL: SA-AME.COM**

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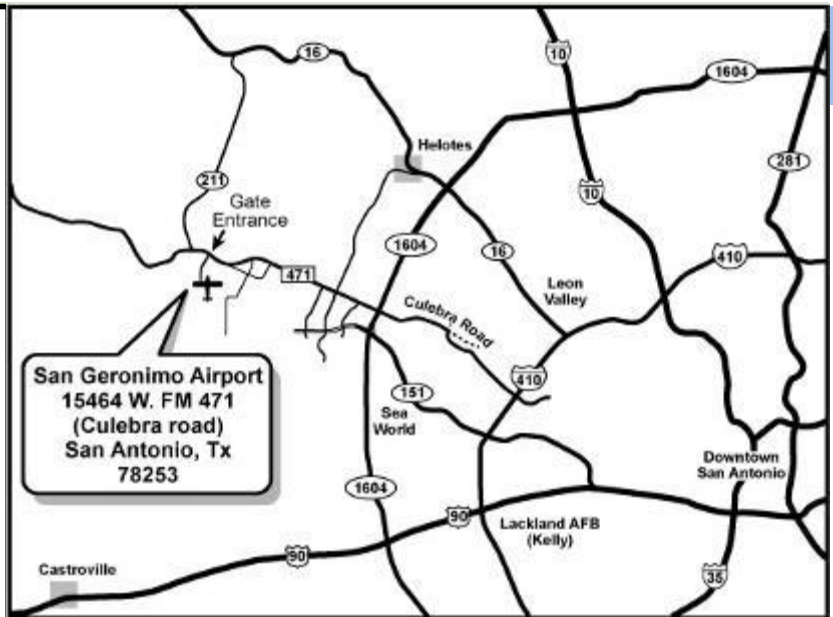
## ***NEXT EVENT***

***JULY 9***

***1130 BBQ***

***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](#)

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