



April 2022

Volume 65 Issue 4

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Who is the IAC? - When/Where is the next one? April 29-30 Edna TX

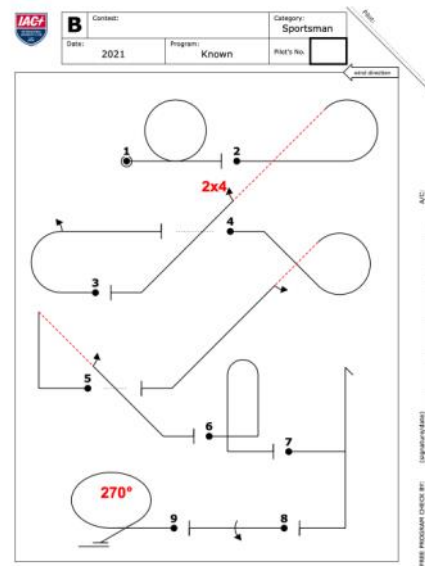
Submitted by Anonymous on the IAC website Wed, 2012-02-08 21:10

The International Aerobatic Club, Inc. is an independent corporation (although often referred to as a division of Experimental Aircraft Association, Inc.). All IAC members are required to be members of Experimental Aircraft Association, Inc. Membership in EAA is open to all who are interested in aviation.

The IAC is also a division of the National Aeronautic Association and is responsible for the administration, management, and promotion of the sport of aerobatics in the United States under the applicable regulations of the Federation Aeronautique Internationale; Lausanne, Switzerland. FAI is the world governing body for all sport aviation competitions and record attempts. IAC represents the United States at meetings of the FAI Aerobatics Commission (CIVA) which establishes rules worldwide for aerobatic competitions.

Purpose: The core purpose of the International Aerobatic Club is to promote and enhance the safety and enjoyment of sport aerobatics through the following core values:

- Openness and Inclusiveness
- A Passion and Responsibility to Educate and Share our Knowledge both inside and outside the IAC
- A Commitment and Responsibility to Safety and Excellence in every aspect of our Sport
- Fair Play and Sportsmanship
- Vision Statement



Next Event
April 9-noon
9:00 AM

Chapter
Clubhouse



FLY-in BREAKFAST April 9 AM to Noon

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

PRESIDENTS COCKPIT

CHUCK FISHER



It is SPRING! And with Spring comes flying. I recently went to a formation flying clinic in Houston and am off to a type fly-in in Mississippi next. Why? Because I can! It is time to get the dust wiped off the wings and get back in practice. If it has been a while, grab one of our instructors to ride with you a few times... and earn some WINGS points while you are at it. Honestly, the best part of my formation

clinic was being able to have an instructor in my right seat who has thousands of hours in my type aircraft. What fun!

Several of us were also at the Dee Howard Foundation Aerospace Hall of Fame banquet. I was honored to accept the award for the USAF School of Aerospace Medicine as the last San Antonio-based commander. More importantly we got to see the STEM projects of several schools in the area. Kids building rockets, drones, robots and of course our SW High School kids building a no kidding airplane...as I recall the only one there. You have a lot to be proud of in our support of that program, and anyone with some extra time is highly encouraged to help out! Darren Medlin is the POC for that.

Well, we almost got it all done! The March chapter hangar cleanup went well and I want to thank everyone who helped and Rebecca Southard for coordinating the effort!

I also need to mention Danny Beavers who not only cooked up a delicious BBQ but also fixed the sidewalk light, Widener Wiems who brought up a lift and who rewired the lights for new LED bulbs, and Nancy Mason who was out there on her hands and knees sprucing up the plantings. I just can't say enough about how great it is to watch everyone just dive in and do whatever needs to be done!

As most of you know, though, the lighting upgrade took longer than expected so we still have a pile of stuff to put away. I think Rebecca and a few of us will chip away at that over the next several weeks but if any of you have a few minutes please stop in the hangar and put



away a few more items.

Now for my PLEA! What we need to do next is to get the chapter equipment up and running. To do this we need YOU to help. We need at least one of you to "sponsor" a piece of equipment. This is not hard. If you can run a drill press, you can sponsor the drill press, for example. Make sure it is cleaned, works, is properly adjusted and that drill bits are available. And let the BOD know what you need to purchase to make it work well. Saws – do they need blades? Are the in adjustment, etc. This chapter runs only as well as YOU make it run. So please step up to help.

Likewise, we have some volunteer opportunities we need your help with. Rick has been doing great with the Country Store, but as VP he has a lot of other things to do. So we NEED a motivated person or pair who like to shop for bargains to share with all of the rest of us. Come-on....someone likes to shop!

And, we need a Builder's coordinator. This job is simply to be the voice for the builders out there. You'll be the point of contact for folks who are thinking of building and need to be directed to someone to help, give advice or show of their project. You don't have to be building something yourself. And you will have the chance to identify those things you'd like to see us purchase for builders to use in the future.

E-mail me please with your willingness to help! president@ea35.org

On deck for the chapter is a Fly-In Breakfast April 9th, then a Young Eagles Rally April 23rd and then a Fly Out to Sweetwater TX on April 30th for the WASP 80th Anniversary Fly In. I'm hoping to get a group of folks to fly up from San Antonio for the Fly Out...more details to follow on that after our next two events!

Then, mark your calendars for May 21. Paul Wurster will hold our very first Flying Start event. This is an event for adults who are interested in learning to fly. Everything is a little tentative now, but we will need pilots and would really like our area CFI to participate. The typical plan is a lecture on what it takes to become a pilot, some discussion of resources and options, and then to introduce candidates to real pilots who will take them for a flight. It isn't a Young Eagles event in that typically pilots will be paired one on one with an adult candidate and flights are a lot less structured.....and there won't be a bunch of kids darting about. This is how we gain new members, new pilots and new friends! Look for more details next month.

(Continued on page 6)

CHAPTER BULLETIN BOARD

On tap for this month



From the Kitchen

So, I have been neglectful in writing this for the past few months. First, a big thanks goes out to BJ O’Dea and Pam Perdue for helping so much during the January and February set-up and meal serving. You ladies are awesome. Also, a big thank you to all who contributed soup for our soup lunch in January. Since the day was gray and cloudy soup was well received and there were many awesome soups to try. February, we had hotdogs from around the United States Another great event. Again, thank you to all who helped and who contributed food to the lunch.

March 12 was our annual member’s picnic. BJ O’Dea and Roxanne Beavers were fantastic kitchen help. I do not know what I would have done without these two wonderful ladies. Also, a great big shout out to Danny Beavers the grill master who cooked up all those wonderful burgers and hotdogs. Great job Danny and a great big thank you.

Also, a great big thanks to those who are staying to help clean-up. The kitchen crew greatly appreciates it.

The April 9th meeting will be the first of our pancake breakfast fly-in. We will need help with cooking and serving. Pancakes will be served from 9:00 a.m. through 12:00 noon. Please remember we will need help putting the clubhouse back in order.

That pretty well wraps it up from the kitchen. I believe that the charge at this meeting will be free to those flying in (no, not taxiing your airplane from your hangar to the clubhouse) and \$7.00 for others. Look forward to seeing everyone on April 9.



YOUNG EAGLES RALLY

Are you are available to fly Young Eagles or be a ground volunteer on April 23rd 1000-1200. If so, please make sure you have completed the background check and youth protection training. Click here for more information: <https://chapters.eaa.org/ea35/young-eagles-volunteers>. Here is the link for the event: <https://youngeaglesday.org/?yedetail&event=7uVrPvoib>

Thank you!
 Rebecca Southard
 Young Eagles Coordinator
 EAA Chapter 35
 (507) 210-0504
<https://chapters.eaa.org/ea35>

Master the Art of Aviation

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
 San Antonio TX 78253

EAA Chapter 35
ea35vmcclub@gmail.com
ea35.org

Craftsmen's Technique

by Mark Julicher

Piper Part Number 40622, Rudder

In 2020 and 2021, Piper PA-12, PA-14, and PA-18 rudders have failed. These are the Piper Super Cruiser, Family Cruiser, and Super Cub respectively. These all use the same rudder part number, Piper 40622.

The National Transportation Safety Board (NTSB) investigated some instances of Piper rudder failure and determined that the failures were due to metal fatigue. NTSB recommended that the FAA issue an Airworthiness Directive. AD action is in unknown status at present.



NTSB Photos



Recently an aircraft owner asked me if his Piper Colt (a PA-20) was affected by the NTSB report. The answer to that question is a reassuring "maybe."

According to the Illustrated Parts Catalog The PA-20 and PA-22 use the affected rudder part number. *That information is thanks to Rhet Pratka and Bill Kendrick.* So, the affected rudder is on the PA-20 "Short Wing" Piper but so far only "Long Wing" Pipers have seen failures. This also begs a question about the Piper J-5 being which is much like the PA-12. Probably other Pipers use the 40622 also.

Some background:

Prior to 1974, Piper made airframes out of 1025 steel. This is a low-carbon, mild steel. Many tube and fabric planes of yesteryear were made of 1025 steel. Later, 4130 steel became the preferred alloy. This alloy is stronger than 1025 and has better fatigue properties. If you have heard steel referred to as "chrome-moly" is it very likely it is 4130 alloy.

"Metal Fatigue" is the slow migration of microscopic impurities through the metallic crystal that eventually come together as microscopic cracks and later macroscopic cracks leading to fail-

ure. Bridges and skyscrapers can suffer from metal fatigue, but they are built with a factor of safety of 10 or more...very robust. Airplanes are built with a factor of safety of about 2. That is strong enough, but still subject to fatigue failure if abused. Let's not go any deeper into metallurgy than that. Just understand that over-built structures are good *except* if you need to make them fly.

Now back to the rudder question.

No one ever had a hard landing or did any impromptu aerobatics in an old plane (he said facetiously). So, there is every chance that the structure of any antique/classic plane has some fatigue. Aggressive or ham-fisted flying is tough on structures. For what it is worth, about the worst thing you can do to your rudder (and fuselage) is a rudder doublet, i.e., a rapid reversal of rudder application.

It is also interesting to note that although V_a (structural maneuvering speed) means that no application of controls will cause an overstress at or below that airspeed, V_a was true for a brand-new airplane, not a 65 year old structure. That is something to think about.

The rudders in question were made of .035 inch wall tubing. Strong enough, but not overkill. You could bend a length of .035 over your knee.

What now?

It will be interesting to see what the FAA does about the NTSB recommendation. If the FAA does nothing and someone has a fatal accident it will not look so good for the FAA. None-the-less, the FAA has a passel of engineers and lawyers and somewhere, someone is holding this football. The process is slow.

An owner of an airplane with the affected rudder might ask, "What action could be taken right now?" Should that owner fabricate a new rudder from 4130 steel? Maybe one could just cut the rudder post off and weld in a 4130 rudder post while keep the remaining 1025 steel parts? Either way would be a major repair and necessitate new fabric on the rudder - annoying but not difficult. Perhaps Piper or Univair, or Wag Aero will fabricate replacement rudders? In fact, Wag Aero has copy-cat Piper kits that already have 4130 steel rudders, so there is an option if the part could be approved...Wag Aero parts are experimental.

Chances are that whatever action an owner might do right now, it will not be what the FAA will require in a future AD - so you might have to do a repair all over again.

To wrap this up, unless you have a reason to suspect a compromised structure, you should probably do nothing to any of these planes right now. Failed structure often shows up as wrinkled fabric. So look closely at the rudder post at the top hinge. So do good pre-flight inspections and keep flying.



(Continued from page 1)

To improve and expand its current activities and develop new programs so that the IAC is recognized as the premier aerobatic organization. As a result, the IAC will have a larger membership comprised of a traditional core constituency as well as new members representing a wide variety of sport aerobatic interests. Improved and increased individual participation and volunteerism will exist among all members. The IAC's leadership will be well-skilled champions of our Core Purpose and Values, and respected by the membership

Goals: In order to achieve its vision, the IAC has identified five goals that lay the groundwork for the organization.

1. Gain a better understanding of who our members are, identifying their needs in order to adjust our action plans and resource allocation (human and financial) accordingly.
2. Tailor programs to the needs of our members by enhancing core programs and creating new programs which meet the defined needs.
3. Be the world's leading authority on aerobatic safety.
4. Be the world leader in aerobatic education.
5. Attract, develop, and retain well-skilled leadership (Officers, Directors, Volunteers, and Paid Staff) who share our Core Values and are passionately dedicated to our Core Purpose.

Organizational Structure: The IAC is led by a 15-member Board of Directors representing a geographical region of the U.S. and world as well as representatives from EAA and NAA.

History: The aerobatic division of the EAA, first called the "Precision Flying Division", was headed by Bill Dodd of Prairie View, Illinois. Its purpose was to promote safety and to be a central point for pilots to join with each other in sharing information.

The IAC was formed in 1970 under the leadership of Bob Heuer, an airline pilot from Maple Park, Illinois, and a group of aerobatic pilots mostly from the Chicago area. Their purpose was to formalize the EAA's Precision Flying Division into a true membership organization, to write the rules and to set up the corporate structure to promote "grass roots" aerobatics. The IAC's original purpose was to encourage the development of the basic skills needed in aerobatic flying

through the creation of a "building block" system of aerobatic competition categories - what became the Sportsman, Intermediate, Advanced and Unlimited levels. These categories remain in place today with a Basic (Primary) category added in the mid-1990s.

In its first year, the IAC membership exploded to over 1,000 members and currently has about 4000 members, but ONLY 400 participate in flying in Contests. There are IAC Chapters around the United States and Canada.

An international competition, known as the IAC Championships unfolded from what had been known as the "EAA Aerobatic Contest"



Markers for our Box



Edna- Judges line

and was first held in Fond du Lac, Wisconsin - twenty miles from the then newly-relocated EAA Fly-in site in Oshkosh, Wisconsin. The

IAC Championships later became a mecca for aerobatic enthusiasts from all over the world with the last of the championships held there in 1999.

With this new-found responsibility, the IAC inherited the task of raising funds for the U.S. Aerobatic Team

scheduled to compete in the biennial World Aerobatic Championships in Austria in August 1982. The rapid formation of the U.S. Aerobatic Foundation as an administrative vehicle became the key to raising \$135,000 in nine short months to send 21 people and 9 airplanes to the competition.



Getting briefed ready to fly the SuperTango. It cannot get any better!

(Continued from page 2)

Finally, it is TIME to make plans for AirVenture 2022! I know a lot of you have been saying...."next year" or "I've been meaning to..." Well I have news for you: You will not be less busy next year, you will probably not be more rich or have more time. In other words, there isn't ever going to be a perfect time....but there is THIS time...and it IS the perfect time. You've earned the right to enjoy it. Last year was a little weird with COVID restrictions just being lifted. This year – is all in! Several of us will be there. If you have any questions about flying up, where to stay and so forth, let me know and look at the newsletters over the past years as well that are posted on eaa35.org. There is a ton of great info there. Come join us!

Yes, it IS Spring – go fly!



Addition to the IAC article from Andrea McGilvray News Editor of EAA Chapter 35 and IAC member for the past 4 years.

Flying Stick and Rudder - Aerobatics

How and Why do you get involved? Both are easy answers. They all are at airports so you are welcome to fly in! Please do look at the NOTAM!

To put things into perspective, there are 4000 members in the IAC, there are only 400 that compete at the competitions across North America. Many of the members are judges, ground support and volunteers.

We have Four (4) contests in Texas per year. 1st one is normally in Edna Texas. 26R called "The Early Bird Contest", Second one is in the Dallas area called the "Lone Star Contest" held at the North Texas Regional KGYI, then the "SuperD" at a private airport 3TX where everyone has to fly a Super Decathlon 2x and last but not least the "Hammer Fest Contest". It has been flown up at Llano but this year is moving to Hondo KHDO. So if you want to know more about only one that is super close to here, KHDO is it. We always have food, drink and good company along with some seriously amazing flying from all categories. You would be impressed what you would learn just from watching and if you volunteered, all kinds of potential airplane rides become available.

The Why is also very simple, a little bit of Aerobatics in your aviation world will make so much difference in your general aviation flying that you will look back and say, WOW, why did I not do this before!

If you want to learn how more, you have to show up.

It is one of my passions and missions to become a better pilot and I was told that my IFR training would do that, but it fell very short of flying skills compared to aerobatics. In IFR training, I learned to communicate better with ATC and learn to use a radio and naviga-

From the Cruise Director Rick Vinas, Vice President

The VP notes get harder and harder as the year rolls on, since everybody already knows what to expect. Our April meeting is a pancake breakfast on the 9th, with invitation to all pilots in the USA to fly in for some great stuff. Only two weeks later, on 23 April, we will have a Young Eagles event, with much more detail to follow.

Our March hangar clean up worked out beautifully, with many members pitching in. We emptied the space out, cleaned the whole area, got all the spaces delineated, and accomplished a general re-arranging that made it a very welcoming facility again. Thanks to everyone who was there to help, with Danny Beavers getting MVP honors for masterfully cooking up a bunch of burgers and hot dogs for the work crew.

Looking forward to seeing everyone on April 9th and welcoming people and their planes for the day. Can't wait to see everyone there!



tion systems, but to make me a better Stick and Rudder pilot, IFR training fell very short of what everyone said.

My comfort level of flying in Aerobatics has helped how I fly a Nose-wheel airplane and the apprehensions and my limitations has changed for the better. When a slight upset in the clouds or induced by an instructor happened, it was a total "oh.. Ok, well that is and



fixed it." What this tell me is that more folks should learn to do Aerobics to make them a better pilot if they plan to fly IFR.

The IAC is part of the EAA and it would be great if more EAA members joined us to learn and participate including volunteering. Who like to watch airplanes fly? IF you do perhaps you would be a good fit to come and see how you can get involved! I feel that if more pilots were interested in becoming better at flying their airplanes that many of the challenges that pilots face would improve their safety.



Adopt a tool

by Rebecca Southard

We are looking for chapter members that are willing to sponsor a piece of equipment that is located in the hangar. If you are interested, please indicate which number (and equipment name) and your preferred contact number. We will put your name & number on it so if someone has questions/issues they can contact you directly.

Responsibilities include:

Maintain sign-in book and equipment manual

Clean & tune up equipment -- Initially determine if it's worth keeping. If so, put together a list of parts needed for repair/upkeep and send to Rebecca. If not, we need to know that as well.

Maintain and inspect it periodically to ensure it's in good & safe working order

Create instructional video(s) on the use and safety (such as how to change out blades/drill bits, etc)



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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 with any questions.

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Contact president@ea35.org



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By Peggy Fisher;

Ladies of EAA chapter 35. It is getting to be that time again. Your significant other starts hinting that boy Oshkosh would be fun. Guess what it is. I always love my week up there. Last year after the year of cancellation it was like homecoming or family reunion time. Everyone even if you did not know their name was happy to be in Oshkosh and happy to see each other. It is truly a happy place, and you can have the freedom to do as much or as little as you want.

Several of our member volunteer at the Warbirds shop and are becoming expert salespeople. Personally, I am happy at Kidventure and have already been contacted by the Boeing Company to help with their activity again. Again, old friends now.

I never volunteer on Wednesday of Oshkosh week and there is a very good reason for that. That is WomenVenture day and this year it promises to be awesome. It is the 15th year of celebration. The activities (straight off the WomenVenture page) are going to be more like the old activities pre-pandemic. There will be the Group photo on Boeing Plaza. The Power Lunch will feature Eileen Collins as the speaker. Collins was the first woman to pilot and later command a NASA space shuttle mission (Yes, I am excited to hear this woman). There will be an evening program that is going to be a discussion by women in aerobatic flying including Julie Clark (retired, I think),



Patty Wagstaff and Vicky Benzing among others. WomenVenture shirts need to be pre-ordered and can be picked up at AirVenture. The website for registering is EAA.org/WomenVenture. You can also google AirVenture 2022 and search for WomenVenture.

There is a choice of three places to pick up the T-Shirt and one is the new WomenVenture Center in Gateway Plaza. Looking forward to seeing all there and having another wonderful week. Air-shows every day. Flying more hours than not. An awesome museum. Relaxing and playing cut-throat Rummikub. What is not to like? By the way do not forget that Air Show performers up there are very relaxed and sign autographs and will chat with you. I know I visit several every year. Plan to spend a week in July in the cooler region of Wisconsin.



**RAY AVIATION
SCHOLARSHIP**



I had a very memorable flight this week! I did my first cross-country flight from Bulverde to Uvalde with my instructor, Chandler. I learned so much about flight planning and using an E6B since I planned it all by hand. I had to plan the flight an extra time or two due to numerous weather cancelations.

Cross country flying is very different from my usual traffic pattern and maneuvers work. I had an exciting glimpse of what flying really is! Checking the clock and noticing my accuracy also gave me confidence. Since I felt so well prepared, I was able to chat with Chandler which made the flight seem to fly by. There was just enough turbulence on the way to keep us on our toes, along with the highest crosswind component I have ever landed in.

Apart from the turbulence, it was more relaxing and straightforward after doing all the hard work beforehand! The beautiful weather these past few have made me anxious to tackle my next milestone: a solo cross country!



**Next month will be lots
about the up and coming
Oshkosh, Ready or not!
Here we come.**

Ad valid until August 2022

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MARCH MYSTERY PLANE REVEALED!**BY DOUG APSEY**

Congratulations to David Baker, Charlie Brame and Paul Wurster for correctly identifying the March mystery airplane as the Abrams P-1 Explorer. The Explorer was a “one-of-a-kind” airplane designed by Talbot Abrams and built by the Abrams Aircraft Corporation in Lansing, Michigan. The airplane was specifically designed by Abrams to serve as a platform for his aerial surveying and photography business. The Explorer first flew in November of 1937.

Prior to the Explorer, Abrams was using a WW I surplus Curtiss Jenny for his work but needed a platform



that was more stable and had better visibility. Most aircraft of that era had their engine mounted in the front which was not ideal for his work. A major drawback was that oil would leak from the engine and end up covering the camera lens. Cockpit noise was also a major issue with the Jenny and most other aircraft that were available at that time. Abrams placed the engine in the rear to help keep the camera lenses clean while also allowing the Explorer to be fitted with a large plexiglass “greenhouse” in the nose of the fuselage that provided excellent visibility. It also had a delta shaped wing so that downward or side views were less obscured.

The Explorer had an aluminum fuselage with twin booms and a center nacelle for the crew of two and the camera equipment. The fabric covered wings had a span of 36 feet. The tricycle landing gear was fixed. Originally powered by a 330 hp Wright Whirlwind radial engine swinging a two-bladed propellor, it was later modified with a 365 hp engine and three-bladed propellor which improved top speed, climb performance and service ceiling. Cruise speed was 175 mph while landing speed was 60 mph. It had a range of 1200 miles.

Abrams intended to market the airplane but with the outbreak of WWII, the airplane was placed in storage and was considered obsolete by the end of the war. It was donated to the Smithsonian in 1948. There have been a couple of attempts by private groups to restore the Explorer but in 1981 it was returned to the US National Air and Space Museum where it currently resides waiting to be restored.

There is a short YouTube video about Talbot Abrams and his Explorer at the following link:

https://www.youtube.com/watch?v=modz_TTRefl

Sources for this article include:

[Abrams P-1 Explorer - Wikipedia](#)
[Mystery Ship: May 2021 | Historynet](#)

**NAME THE PLANE****DOUG APSEY**





Our March Mystery Airplane was suggested by EAA Chapter 35 member Ron O’Dea. Who will be the first to identify this strange looking bird. Email me at dapsey@satx.rr.com if you know the answer to the following questions.



1. What is its name/designation?
2. Who manufactured it?
3. What year did it first fly?
4. What was its primary purpose?



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

2022	DATE 01/05/22	EAA Chapter 35 Activities Calendar
APRIL	9	 0900 FLY-IN PANCAKE BREAKFAST
	15	6:00 pm VMC Club (see FAA Wings page and e-mail); 7:30 Movie Night TBA
	23	YOUNG EAGLES RALLY (30 April Alternate – watch for announcement)
	29-30	WASP WWII 80th Homecoming Anniversary Fly-Out (Sweetwater)
MAY	14	 0900 FLY-IN PANCAKE BREAKFAST
	20	6:00 pm VMC Club (see FAA Wings page and e-mail); 8:30 Movies on the Lawn TBA
	21	<i>Flying Start Event</i> (details to follow)
JUNE	11	 <i>International Young Eagles Day</i> YOUNG EAGLES RALLY (RAIN DATE---25 June)
	17	6:00 pm VMC Club (see FAA Wings page and e-mail)
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	AirVenture
AUGUST	13	 0900 FLY-IN PANCAKE BREAKFAST
	19	6:00 pm VMC Club (see FAA Wings page and e-mail)
	20	Young Eagles Rally (Rain Date 27 Aug)

Upcoming Area Events:

<https://Socialflight.com>
<https://Eaa.org>
<https://Funplacestofly.com>

April

April 2-3 Wings over South Texas (NAS Kingsville)

April 2-3 **South Texas Airstrip Attack KHDO** (Drag Racing)
 watch for NOTAMS

April 3 Annual Poker Run San Antonio Ninety-Nines April

3, Check <https://fb.me/e/26E6falEC> for updates Starting in New Braunfels, then to Kerrville, then to Hondo, snap a few photos and back to New Braunfels for some amazing prizes!

April 23 Great Texas Airshow at Joint Base San Antonio-Randolph 9 a.m. to 4:30 p.m. each day.

April 29-30 WASP (Women Airforce Service Pilots) Homecoming (dance 29th, FLY-IN 30th) Avenger Field Sweetwater

April 28-30 IAC Aerobatic Competitions—Edna TX - 26R (for anyone wishing to come watch or participate or volunteer to help or just enjoy a free airshow) The IAC is part of the EAA.



By RICHARD VINAS

Time to start thinking about the official Chapter 35 Airventure 2022 shirt! If you have any suggestions, I am all ears. If you leave it up to me, my sense of style may not work out the way you hope at all! We will need to make a decision no later than the May meeting, so we still have some time, but this year is flying by.

Also, a suggestion was made to get some reasonably priced T-shirts in some kid sizes for Young Eagles, as impulse purchase goods. We will definitely have a few key chains, patches, and stickers to sell cheap. Of course, if you fly Young Eagles, you need to make sure your airplane is clean and bright. Fortunately, we have a selection of Wash Wax All prod-

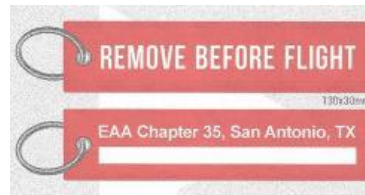
ucts to keep your airplane, helicopter, gyrocopter, or powered parachute looking good. And, as always, we still have some orphaned shirts from previous events that you might want to check out (new members especially) when we all show up at the April Pancake Breakfast. See you there!



Rick Vinas



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
TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
YELLOW POLO SHIRTS	One Small	\$31.00
	One Medium	
YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
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
COFFEE MUGS	EIGHT	\$7.00
REMOVE BEFORE FLIGHT KEY TAGS	Plenty	\$5.00
KOOZIES	Plenty	\$4.00
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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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Pd Thru Dec 2022



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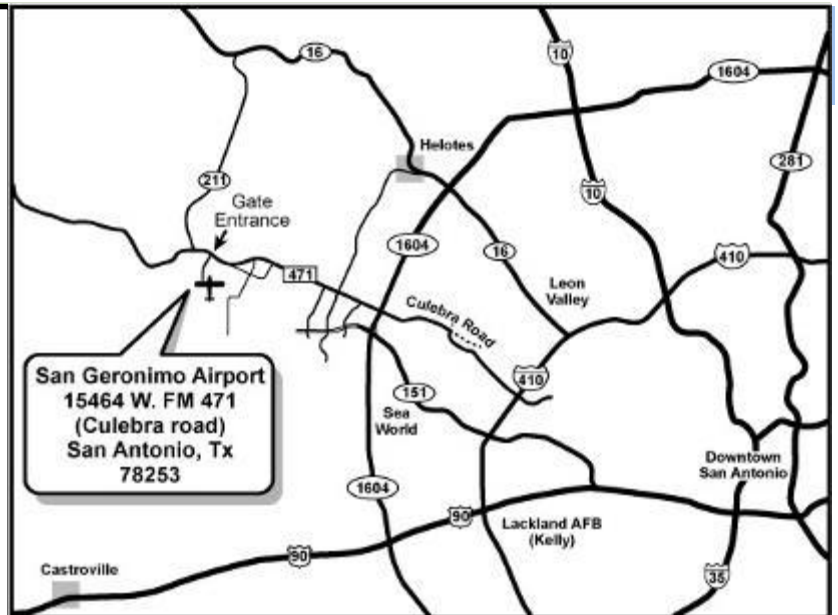
Email: ericknight40@yahoo.com

NEXT EVENT

April 9 0900

Chapter 35 Clubhouse

8T8 (San Geronimo Airpark)



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

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

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

Ron O'Dea, Membership Chairman
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Wash Wax ALL Degreaser
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NEW

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Our customers report time savings of up to 50% over waterless hand application.



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All you need to clean, restore and protect leather and vinyl in one kit.



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AERO COSMETICS



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