



FIREWORKS AND FLYING!

JULY 2024

Volume 67 Issue 7

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Please see our sponsors!

Next Event

13 July 2024

VMC Club 10:00

Chapter Gathering

11:30

Lunch

Speaker 13:00

Chapter Clubhouse

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35. Edited and Published by Chuck Fisher

newsletter@ea35.org

It is July – and that means July 4th fireworks and AirVenture! Have you ever thought of watching fireworks from the air? The author has had the chance to do so from an airliner, and that was pretty darned cool. But what about from your own airplane? It is definitely possible, but with a LOT of caveats. If you want to watch from your plane, you will need to ensure you are night current and equipped for safe night operations. AND, you will want to be super attentive to NOTAMS and to altitude clearances (1000 feet above the highest object within 2000 feet) and around San Antonio, class C restrictions and air traffic control corridors.



And...no matter where you are, legal or not, there are likely to be drones. They should be well below your 1000 foot altitude, but...

Here is the biggest problem with this idea. YOU need to be flying the airplane. ONLY. Night with a sky full of moving pyrotechnics, looking down and around...I cannot possibly think of anything that

could go wrong there. Disorientation is a real risk especially if the pilot is trying to divide attention between flying and watching the show down on the ground.

So, if you really want to watch from the air – buy a commercial ticket to someplace that has an awesome fireworks show that lands around sunset or look into commercial air charters and fly as a passenger.

For the aviation enthusiast, flying in and watching from the ground can be a lot of fun. We always enjoy the show at Fredericksburg (T82). And the no kidding best fireworks show anywhere? AirVenture. At AirVenture there will be a night Airshow Wednesday and Saturday nights. The performers load their planes up with explosive stuff, and fly an airshow routine in the dark. Really. Then, EAA and the CAF pyrotechnics guys put on a long complex fireworks display followed by blowing up more stuff.

Yeah, welcome to July – time to see some pyrotechnics! But be safe, and have a great time!

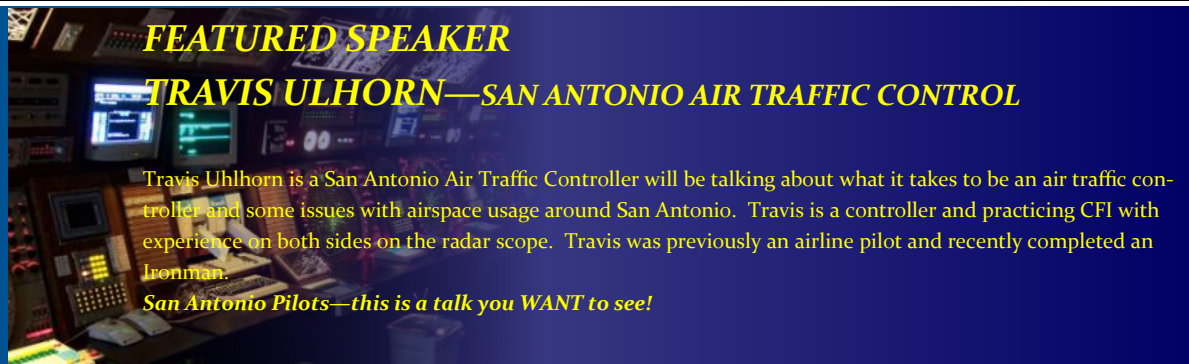


FEATURED SPEAKER

TRAVIS ULHORN—SAN ANTONIO AIR TRAFFIC CONTROL

Travis Uhlhorn is a San Antonio Air Traffic Controller will be talking about what it takes to be an air traffic controller and some issues with airspace usage around San Antonio. Travis is a controller and practicing CFI with experience on both sides on the radar scope. Travis was previously an airline pilot and recently completed an Ironman.

San Antonio Pilots—this is a talk you WANT to see!



FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



The EAA designated Saturday, June 8, 2024, as its International Young Eagles Day and strongly encouraged its chapters to host a Young Eagles Rally that day. June 8 is the second Saturday of the

month, which is our traditional monthly meeting day; we faced a dilemma, do we not waiver from tradition and not participate in the International Young Eagles Day, or do we forego our regular Chapter Gathering and hold the Young Eagles Rally? Our Leadership chose to participate in the International Young Eagles Day and hold a Young Eagles Rally.

I admit, initially I was conflicted about breaking with tradition and not having our regular day of programming in June, but our Young Eagles Rally, held on June 8, our regular meeting day, was a huge success; so of course it was the right decision.

Here's the quick version of our June 8, 2024, Young Eagles Rally: the day started out clear, you can count on one hand the number of days this year that started out clear; we flew 53 kids, which is a very big number for a San Geronimo Airpark Rally (as opposed to Stinson or Kelly), that translates into lots of smiling kids and parents; our Safety Officer was very satisfied with the operation of the event; we had a large and enthusiastic group of volunteers, pilots and ground, who made sure every youth flew and every parent was happy.

Not enough can be said about our fellow members who came out and volunteered for this Rally; first I must acknowledge our Young Eagles Co-Chairpersons, Rebecca Southard and Dean Doolittle who did a fantastic job organizing and running the event. Well done you two. Our pilots had a long day and were a bit worn out at the end. Well done to all the pilots. Rick Vinas was our Air Boss and he did a fantastic job. A big thanks to BJ O'Dea and her crew who fed the volunteers and made sure we always had cold waters in the cooler. Nancy Duepner set up a fantastic merch table and sales were robust. Ron O'Dea was our Safety Officer and he had his eyes on everything until the last propellor stopped spinning. All of our volunteers did yeoman's work and we are grateful. It was especially nice to see Jose Garcia and Freda and Steve Jones who came out when we really needed them. Also, I would be remiss if I did not recognize City of San Antonio, Aviation Department employee, Eric Warner, who overcame an error on our

part to make sure the City's flight sim trailer was up and running for the Rally. He also single-handedly ran the flight sim during the event. There is not enough room to acknowledge everyone who



came out to help, but we would not have been as successful as we were without their help. Want to see everyone in action? Check out the photos from the day both in this newsletter and on the website, eaa35.org.

At our April 13, Pancake Breakfast, our clubhouse experienced significant electrical issues and the initial bids to fix the problems were greater than \$6,000, some bids were a lot greater.

Ouch! Fortunately one of our members has a long relationship with an electrical contractor and our repair work will likely end up costing us around \$1,300. Whew! Our clubhouse is also experiencing problems with its plumbing (it's a drainage issue, not supply), and we are wondering if one of our members has a close relationship with a plumber. If you know a plumber who can help us, please let Darren Medlin know; at darren.medlin@eaa35.org.

AirVenture is literally days away and we know many of you are in the final stages of planning/ preparation; if you are planning to



camp at Camp Scholler and would like to join our chapter campsite, we have a couple of spaces left and you are very welcome to join the group. Simply let Doug know: op@pobox.com. Also, for those attending this year's extravaganza, we will have a chapter communications channel organized, so stay tuned for more information about that.

On Saturday, July 13, 2024, we get back to our regularly scheduled programming: at 10:00 A.M., Matt Van DeWalle will once again shepherd us through interesting and challenging scenarios at our VMC Club; at 11:30 A.M. the doors will open for our monthly Chapter Gathering which will begin with a hearty and delicious lunch followed by a presentation by Travis Uhlhorn, a fellow member who is also a controller who works the SAT approach/ departure and tower positions. This will be a good one. As regards lunch, it will be yummy and includes beverages and dessert (no one leaves hungry); we ask for a minimum donation of \$7.53 (\$7.00 if paying cash) to cover our costs. I am looking forward to seeing you on the 13th.



CHAPTER BULLETIN BOARD

WE NEED YOU!

Need Volunteers for:

- ◆ **Air Academy Chairperson:** Here is your chance to really make a difference in a young life!
- ◆ **Young Eagles Coordinator:** This is the CORE youth activity for Chapter 35 and you will make a huge difference in a lot of young lives!

Contact president@ea35.org

From the Kitchen—Peggy Fisher

Back from the Caribbean and now thinking about what needs to be done in the real world.

Even though it was not a regular meal during the Young Eagles Day events, there was work done in the kitchen. Many thanks to BJ O’Dea, Roxanne Beavers, and Freda Jones for helping to make sure everything ran smoothly. Also, a big thank you to Ian Heritch for providing food for the pilots and the workers.



The cooler was kept full of cold water to keep our pilots and workers hydrated on a hot, Texas morning.

Coming up in July will be smoked, pulled pork and poultry (chicken or turkey) sandwiches, chips, and the fixings. We will be a bit short staffed, but I assure you that all will get fed. Donations of dessert or side dishes to the meal are more than welcome.

August is approaching and that means spaghetti sauce cookoff. Start looking now for those old secret family recipes to contribute to our spaghetti sauce contest. The members will be the judge of who has the best sauce.

Hope to see you on July 13.

Folks,

I was told about and able to find a very recent documentary about Blue Angels Performance season (<https://youtu.be/VMXswUGrVFA>) on Amazon Prime, and watched it at home, originally an Imax production. Nice focus on the various pilots and crew members as well as the annual cycle of pilot selection and training every season. I didn’t realize that they changed the pilots so frequently, but it makes sense. Lots of folks want to

be a Blue Angel rated pilot. Nice detail on various aspects of the organization and good cinematography.

Didn’t realize that the diamond 360 turn was considered one of the trickiest formations to execute, but being so close to each other in a turn would be very difficult and dangerous for that length of time, just a few inches apart, with skills honed throughout the season.

Highly recommended!

Dave (artist) Baker



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.

WE NEED YOUR ARTICLES!

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write ‘em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I’ll buff up the grammar if needed. Send input to: newsletter@ea35.org

FROM THE VICE PRESIDENT

Paul Wurster

Being a flight instructor can be a challenging endeavor. Some instructors find it tedious and frustrating when students do not immediately internalize what they are teaching, but I enjoy witnessing the moments when you see the lessons click. It is not always easy. There is often a roller coaster of emotion and excitement leading up to this moment. Preparing a student for highs and lows of their training is just part of the game, and I have come to appreciate the stages of training.

Everything starts with that first flight. It is really fun to share aviation and see the wonder and excitement in someone's eyes. I think that is why Young Eagles is such a popular event in our chapter. It is a short little flight that is a tremendous gift that we can give to our community, but it is also quite rewarding for everyone who provide the flight.

Soon after the beginning of training, you will get into learning specific tasks. The challenge for the instructor is to figure out what to say to allow the student to understand through the lens of their own perception. Learning to land or do some maneuver fits in here.

Finally, as a person grows in ability, they might try to learn new skills. Some of my favorite things to teach are formation flying and instrument operations. By the time people are learning instruments or formation, they have already accomplished some of the serious milestones in their flying careers such as soloing, cross country flight, and passing check rides. They bring their confidence, experience, and expectations with them.

When I taught formation training in the T-38 in the Air Force, my students had been through six or seven months of training already and were on their second plane. In the first couple of formation rides, I would demonstrate how to fly all the close formations and rejoins. I would then give them the plane to try the things I have showed them. They would struggle to stay in position, and I could hear their breathing change and the little strains and groans they would unconsciously make as they fought to put the plane where they wanted without bumping into their buddy at over 300 knots. Usually when we were flying in a position behind and slightly aft of the other plane called Close Trail, I would calmly say, "did you secretly hope you were going to be instantly awesome at this, and you now realize that you aren't?" Without fail, they always answered "Yes" in a crushed tone. As we chuckled about it later, I would reassure them that no one gets anything on the first try. It takes serious work. My job as the instructor was they make sure they stay alive while they learn to perceive the appropriate cues needed to maneuver their aircraft.

More recently, I have been doing some training with someone working on their instrument ticket. They have the button pressing and planning part down. They know how to read an approach plate and where the airplane should be at any given time. The piece they

were missing was simply perceiving how many micro adjustments were needed to keep everything on rails rather than making larger deviations that get progressively more difficult to correct. They



<https://www.aopa.org/news-and-media/all-news/2015/may/22/training-tip>

were especially hard on themselves after every flight as if that day's performance was an outlier. Of course it was not. So after a few lessons and some focused drills to train the perception that they needed, they flew several near perfect approaches to minimums with less coaching than previously needed. I love this eureka moment. It seems like it happens all at once, but it does not. Like many things, it is the sum total of learning up to that point, but it is magic when it all comes together. Figuring out how to put a few lessons together to spark these breakthroughs makes instructing worth it to me.

It is good to remember that even Chuck Yeager and Sean Tucker put in a lot of work to get to the height of their abilities. They might have more natural talent than many of us, but it is much more likely that they have put in the work and developed their perception and skills over time. If you have not pushed yourself lately, think about taking a lesson or trying something new. Do it safely and ask for assistance. Embrace the frustration and push through the difficulty. You might also find yourself on the verge of a breakthrough moment.



Going to AirVenture 2024?

- 1) **TAKE CHAPTER GEAR**—if you don't have a chapter logo shirt—check with the country store.
- 2) Chapter-Related Events:
 - ◇ **Sunday afternoon, July 21 5pm Chapter Leaders Corn Roast** Chapters Pavilion in Camp Scholler
 - ◇ **Monday afternoon, July 22 5pm Ray Scholarship Corn Roast** at the Chapters Pavilion in Camp Scholler
 - ◇ **Tuesday morning, July 23 9:00am Chapters Group Photo at the EAA Brown Arch—wear your Chapter 35 gear!**
 - ◇ **Saturday morning, July 27 8am – 10 am Chapter Leaders Breakfast and Awards Ceremony—Museum.**
 - ◇ **EAA Blue Barn—All week, great chapter forums.** The editor will be talking on Tues at 1330 and a few of us will be working there through the week.
- 3) **Communications Group:** If you will be at AirVenture, please let Chuck Fisher know so you can be added to a group message forum. Send to newsletter@eaa35.org



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Membership Update

Zac Morton

Please Check your info in the Directory!

I've heard from a few folks about inaccuracies or outdated information in the Chapter directory. If you see any errors in your information, please let me know with an email to membership@eaa35.org. We will publish again in a couple months to include any updates.

And, if your entry lacks a photo—please send a mugshot so everyone can associate your name and face!

Please welcome new member, Joe Terrones!

Joe has been attending chapter gatherings for a while, but has now officially joined! He put his RV-10 project on hold due to Van's recent issues, and instead he is making swift progress on a Sling TSI.

Volunteer Spotlight Danny Beavers

Danny Beavers has been an EAA member and chapter volunteer, officer, and chapter "PitMaster and Griddle operator" since around 2001. That is a long time ago!

Danny flies his Cherokee up to Oshkosh, Critters Lodge and pretty much any place worth flying out too.

And, for chapter events, he and Roxanne are up hours before a gathering cleaning, prepping and firing up the BBQ or the humungous rotating pancake griddle.

We couldn't do it without you! Thanks Danny!



Chapter 35 Benefactor—Jane Kellogg

EAA Chapters range from tiny “breakfast clubs” to massive 300+ person organizations. And, what chapters can offer their communities is related in large part to the activity and generosity of their members.

Chapter 35 has been a civically active chapter for its entire 67 year existence as a major player in the Southwest Regional Fly-Ins, a 30 year participant in the EAA’s Young Eagles program, and one of the first chapters to participate in the Ray Scholars program.

But Chapter 35 has been even more blessed to have active members who have “stepped it up a notch” and endowed the chapter with resources to go even beyond those activities and aspirations.

A few years ago, Ms. Jane Kellogg, an avid pilot, youth advocate and active chapter volunteer asked the chapter if it’d be OK to donate the proceeds from the sale of an aircraft to the chapter. And with that Jane and the Chapter began the **Jane Kellogg Scholarship**. Jane has gone further in encouraging other members to become donors and benefactors...expanding our ability to assist youth and adults to join the aviation community. Her leadership and devotion serve as an inspiration to all of us.

So, what inspires someone to become so dedicated to youth, and to aviation as to feel the need, the desire...the calling to help? Each of us has a story to tell, and in this article, EAA Chapter 35 member Jane Kellogg shares with us her life and inspiration. *The Editor*

Since I’ve been able to establish a Kellogg Youth Scholarship everyone seems to think I must be rich – but I’m not really, just fortunate to be at a point where I can, as they say, “Give Back” to help someone else experience the joy of “Wheels Up!”

When I was born, my family lived in an unpainted house that was



raised up on rocks to let the chickens catch bugs underneath the plank boards before they could get in the house. Inside the house, the legs on the beds sat in coffee cans filled with

coal oil to prevent the bugs getting into the straw mattresses. No

inside walls, no insulation, just boards.

There was no running water, electricity, or indoor bathroom. (The picture is my mother holding me in 1939.) My mother and father had run away to get married when my mother was 16. My dad shoveled sand into railroad cars from a sand pit 12 hours a day for 25 cents a day for the nearby glass plant. That was all the money they had.

When World War II broke out, large plants were built to build bombers for the war effort but there were very few men left to fill the aviation jobs as, they had been drafted and shipped overseas to fight.

The Bomber plant needed lots of workers, so they took buses through small towns to recruit women to take the place of the men who had been drafted. My mother signed up herself, an aunt, and my grandfather and we moved from a

small rural town, Roff, in Oklahoma to Tulsa, Oklahoma. Shortly after we arrived my Dad was drafted and left for the war.

During the war, my mother, grandmother, grandfather, aunt and I lived in a tiny duplex, and I slept on an army cot in the living room. We were lucky though because we had running water, a small kitchen and an indoor bathroom. Our lights at that house were gas.

My aunt was a “Rosie the Riveter,” and my mother was a parts examiner. She was locked in a cage all day inspecting parts to make sure no one had sabotaged them. She had 15-minute breaks once in the morning and the afternoon, and 30 minutes at lunch. She worked from 3:30 in the afternoon until midnight. And was paid just \$1.05 per hour!

No one could leave the factory during the day. Everyone was searched when they came into the plant and when they left at the end of the day to be sure the parts didn’t get into enemy hands.

When the war was over, the men came back, and the women were out of work. Because my mother was a skilled worker handling parts, she was quickly hired by a company making parking meters. A year and a half later, the bomber plant hired her back.

I graduated from High School in 1957, had one year of college, joined a sorority, got married to a graduating petroleum engineer, and we moved to Wyoming in the middle of the red desert in an oil camp in a very desolate area. Literally, there was NOTHING there

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Chapter 35 Benefactor—Jane Kellogg

(Continued from page 6)

except sage brush, sand, lots of wild antelope and wild horses, 20 houses, numerous pump jacks pumping oil from a very productive oil field, a compression station, 35 miles to the nearest town with NOTHING but snow fences between not even any lines on poles. The only phone was a party-line shared by everyone in the camp.



Life got much better when we moved to Denver then on to Tulsa where I finished my Biology Degree, and taught science for 10 years.

It wasn't until I was divorced and started dating a College Professor in Ada who became my husband and who owned a part of a Cessna 150, that I got in the air. NO, it isn't caught in the tree, it just looks that way. I loved that plane, soloed in it, had a few mishaps in it. I even had to make an emergency surprise landing on my first cross-country flight in it from ADA. I had just taken off from Durant (DUA) airport where I had landed to get the FBO to sign my log-book confirming that I had landed there, then taken off again. Before every flight, you also check the oil reservoir under the cowling which I did and firmly closed and locked the cowling flap.

I took off and immediately heard this terrible banging sound. The most common reason is that a seatbelt was hanging loose outside, but it was still inside the plane.

To complicate matters, just before I took off from ADA my home airport, my instructor and my husband told me to avoid landing at Tishomingo Airport (059) nearby because of the large flocks of geese wintering in the area I was flying through. Scared though I was, I unfastened my seat belt, scooted forward and looked outside the cockpit to see the cowling flap I had firmly closed was not closed anymore.

Every gust of wind pushed up the hanging flap throwing me up and down and side to side. The closest airport, you guessed it, was Tishomingo. Praying the geese would not hit me, I located the airport, clamped my hands on the yoke, did an ok landing and taxied up to the FBO. Getting out of the plane shaking like a leaf, I saw what had happened. The piano wire had fallen off the top of the flap. The mechanic quickly installed a new piano wire, and the plane was ready to fly again.

I called back to let my husband and the instructor know what had

happened. I asked them if they would come to get me. Their answer, "You did a great job exactly what you should have so get in the plane and fly it home." (See map at the end of the article.)

With three children in college, we couldn't afford to keep the plane though. Both of us were very sad to have to sell it! I had just left teaching in Tulsa and moved to ADA and hadn't gotten a job yet. I was writing some proposals for a school district that was finally funded and became an administrator.

The microcomputer was just then becoming a 'thing' so when I went to a workshop and 'met the Apple Computer and fell in love with it, and started putting them in the school classrooms.



My life changed radically several months later when I met the Apple Computer team. They liked what I was doing so, in 1984 they hired

me to be the first Apple Computer Account Executive for Education and State and local government for the State of Oklahoma, Employee # 5765. Now I was finally making enough money to buy a plane.

Don liked the Tomahawk, so we flew it for a couple of years then purchased a Piper Cherokee Warrior which was much nicer. I finished my private pilot's license in it.

During all these years, Don was a University Physics Professor at East Central Oklahoma State University in Ada, Oklahoma and I was with Apple. I loved the job and got to fly to conferences around the country. But it was a 7/24 job, and I was rarely home.



In those days, Apple didn't give financial bonuses, instead they gave stock to reward employees instead of higher salaries so when I left Apple in 1990, I tucked the stock certificates into the Safety Deposit box in the bank for safe keeping since they weren't worth enough to sell.

At that time, I was just starting a consulting company in Oklahoma when my husband was recruited to become the Director of Center of Excellence for Science and Mathematics Education for the University of Tennessee in far northwest Tennessee at Martin.

Shortly after that I became an outside consultant to AT&T, to develop and implement the Tennessee Statewide Distance Learning Net-

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Chapter 35 Benefactor—Jane Kellogg

(Continued from page 7)

work for Higher Education and K-12 Schools.

We promised both companies to stay six years to get both projects implemented.

Both of us were responsible for statewide projects so it was critical we had a plane, plus we were commuting back and forth to Oklahoma every six weeks to see the family when the Warrior burned up in



a hanger fire. We quickly bought a Cherokee Archer, and I completed my Instrument rating in that plane.

The only directional instrument in 1990 was the Loran. “A LORAN was revolutionary

for its time due to its ability to pinpoint its location (in my aircraft) based on the time it took for a fixed transmitter’s radio waves to reach the mobile receiver.” Anyone flying today cannot imagine how limited our instruments were at that time. Plus, there were few instruments to show storms and I didn’t have one.

I was in the air almost all the time during this time flying from one end to the other end of Tennessee in all kinds of weather and back and forth, often alone, to Oklahoma. (See map at the end of the article.)

It seemed like every time I took off in what was supposed to be ‘severe clear’ it went IFR enroute. My most memorable flight was leaving our home airport, Union City (UCY), enroute to Knoxville (TYS), TN. By the time I reached Nashville I could see a wall of dark clouds in front of me. With only a Loran for navigation however, it was always hard to judge how bad the weather was, so I continued into the clouds – wow, they quickly tossed me around the sky like a twig!

Keeping my hands on the yoke, my feet securely on the rudders, and telling the gods I definitely was not going to be a statistic, making 180’s while I was trying to contact Centers, Atlanta and/or Indianapolis to get a better read on the storms.

I kept losing contact between them but ultimately, I was sent north around the storm. However, on landing, the storm caught up with me and I was thoroughly soaked when I opened the door.

As I walked into the FBO dripping wet, there was a lady at the desk wanting to go to Liberal in Northwest Kansas. The agent told her to ask me about trying the flight since I had just come from that direction, my comment “don’t even try!” The storm kept any small air-

craft on the ground while I was in 3 days of meetings.

In those days, you had to physically call the weather briefers before getting a clearance. When I called in to the briefer ready to leave, he asked me if I would ‘lead’ a lady who was trying to go my direction since, “you seem to know what you are doing.” I agreed. It was a beautiful sunny day and when our routes split, I waved her off. She turned out to be a 99 and wrote an article about me for the magazine.

We had bought a home in Oklahoma before we left where we met the family every six weeks or so, so in 1996 our six years were up, and we moved back to Ada. AT&T begged me to keep my project going from Oklahoma, but my daughter was moving from Texas to join me, and we restarted the consulting business, which became Kellogg & Sovereign Consulting, LLC.

We got so busy quickly that Don nor I had time to fly so in 1998, we sold the Archer.

The business was very successful and quickly added school districts in 19 states to those that we were helping in Oklahoma get grant funding from the federal government to implement internet in their districts, originally, and then high bandwidth circuits later.

Fast forward to 2017

My husband became seriously ill and was in the hospital at the same time that my daughter and her husband decided to move to San Antonio where he had been at Randolph before a long career with American Airlines. Their daughter was already in San Antonio which was a big draw south.



Sadly, my husband passed away during this same time and without him, I made a quick the decision to relocate to San Antonio also. I was making a move, so I needed to empty the Safety Deposit Box and there were those original colorful Apple Computer stock certificates. They had gained value all those years so now I could afford to become an Aviation Mentor and briefly owned another airplane until I lost my medical.

The proceeds from the sale of that aircraft funded the two years of scholarships.

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Chapter 35 Benefactor—Jane Kellogg

(Continued from page 8)

Present:

My son became a pilot once he got back from working in foreign countries, because “if my mom can do this, so can I!”

He’s done a good job keeping me in the air the last several years including taking me with him when he was a leader of aircraft for the Bonanza Mass Arrival into the biggest air show in the world,

Air/Venture at Oshkosh, Wisconsin.

The picture below is of 150 Bonanzas in 3-ship formation for take-off to the Oshkosh. I’m in one of those planes! A few years ago, Chuck timed us as we arrived. He was amazed at how fast we landed still in formation. We were landing an airplane every 15 seconds!

I’ve been very fortunate and am so happy to be able to give back!!!



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International Young Eagles Day

Photos Allen Inks & Peggy Fisher



International Young Eagles Day

Photos Allen Inks & Peggy Fisher



International Young Eagles Day at San Geronimo Airpark Dean Doolittle, Young Eagles Co-Coordinator

On June 8th., International Young Eagles Day, our chapter held a Young Eagles Rally at San Geronimo Airpark. The weather cooperated for once, so we were able to start flying before 9 am and finished at 1 pm. I'd like to say we finished before it got too hot, but that would be untrue.

At this event 5 pilots flew 53 young people. These 5 pilots were supported a cadre of dedicated ground support that included Rebecca Southard and Marilyn Doolittle on the check in desk. The check in desk handles the registration of the Young Eagles but more importantly assigns the Young Eagle participants to a pilot, which keeps the process moving along smoothly.

Speaking of keeping things moving, a big thank you to Rick Vinas who served as our Head Marshaller. He and his crew were instrumental in keeping the aircraft moving in a safe manner.

Thanks also to the escorts that found and walked the Young Eagles to and from the aircraft and assisted the pilots in completion of the



paperwork, the security team that monitored the aircraft movement, Lew Mason for bringing his Flybaby airplane, Ian Heritch for bringing in breakfast and lunch for the volunteers, Nancy Duepner for manning the country store, and Peggy Fisher and the other folks that took pictures.

The Young Eagles were keep busy while waiting for a flight at the City of San Antonio's flight simulator trailer and Lew's Flybaby.

Stay tuned for information about our next Young Eagles event which we are planning to hold at Stinson Municipal Airport on the first Saturday in October. Plan on attending as a pilot or ground volunteer.

Finally, we are looking for an additional Young Eagles Coordinator to assist Rebecca Southard to, among other things, coordinate pilot volunteers and plan flight routes for our Young Eagles events. If you are interested please let Rebecca, me or Ian know.



International Young Eagles Day

Photos Allen Inks & Peggy Fisher



Scholarships Update

by Allen Inks, Scholarship Coordinator

It's an odd period for me this last month. Three scholars more or less preparing to take their check rides (though two are changing instructors!) And three more scholars are in the throws of starting their training, learning how to report their activities according to the wishes of a Grumpy Old Man



(no, GOM is NOT the other Chapter 35 Scholarship Coordinator, Calvin Allen - Calvin a charming, knowledgeable gentleman who is a great help to me!)

So.. not a lot to report, and I'll let the Scholar's articles speak for themselves. Enjoy!



Rory Sorola—2024 Kellogg Scholar



Hello to all of you in Chapter 35, I've dearly missed you! As of right now, I've returned from my Aim High Flight Academy session



at California Aeronautical University. As a result of the program, I gained 14.4 logged flight hours and am very prepared for a solo flight! I also made many close friends and connections, not to mention all of the fun new skills and knowledge I've gained. I never knew I'd enjoy playing beach volleyball and werewolf so much! I also made lasting memories with these new friends, bonding over things such as horrible food, Christopher Nolan movies, and incredibly lengthy games of Uno. The experience opened my eyes to many opportunities involving the Air Force, ROTC, and my goal of being an astronaut. I'm incredibly thankful to have been accepted into such a wonderful program.

Aside from the adventure, I've begun to consult with various flight

schools here in San Antonio, and have narrowed it down to 2 specific schools: Barrio Aviation and Jetstream Aeronautics. While Barrio is closer to me and is far easier to access, I've heard many wonderful things about Jetstream Aeronautics and am leaning toward starting my instruction there. Aside from training, I'm now prepared to take the FAA Written Exam! Both the Sporty's course and the Test Prep book I'm borrowing have been strong study material for the exam. I'm

hoping to pass the exam before the end of June, and solo by mid-July at the latest. I really miss my friends from Aim High, but we all want to get our PPLs, so I suppose I'll see them again in the sky!



Nolan Haecker—Ray Scholar 2023



Hello to everybody in the EAA,

This month has been a very exciting one for me! Finally, I am flying again. It feels so great to be up in the air! After completing my written exam, which took way too long! I got more funds deposited into my account so I could continue aviation. I am now flying and have had three flights since the funds have been deposited.

Surprisingly, I was not as rusty as I would have thought. In my very first flight I performed eight landings to a full stop. These landings, while not perfect, were very good when considering that I haven't flown for over half a year.

On my second flight, I performed several maneuvers, we practiced power on and off stalls, turns on a point, and S-turns. I'm extremely happy with the results of my flights and it feels almost like I picked up right where I left off. This summer, I intend to finish my pilot school and get my license for once and for all.

(Continued on page 14)

Nolan Haecker—Ray Scholar 2023 (continued)

(Continued from page 13)

It is pretty crazy to think about how far I've come from sitting at the very first EAA meeting to now knowing for the most part, how to fly a plane. I am very grateful to the EAA for everyone's support of me along my journey while I might not have finished or even got close to finishing as close as the rest of the scholars, this journey has taught me a lot about myself. Even if I couldn't complete my written exam once or twice even! I still put my head down, studied hard, and finally passed. Even though sometimes my landings were not the greatest or even straight up bad, I still got back up in the air and landed again. The Ray scholarship has taught me a lot more than how to fly a plane, it is taught me determination and persistence. These values that I have picked up along the way over this last year are very important to me and I have used them in many other aspects of my life.

After completing the funds from the Ray scholarship, I will be using profits for my own business doing pressure washing in order to pay for future flights. ***If any one from the EAA would want to have anything pressure washed by me, contact me at (830)-460-0623 or email at nolanaquaforce@gmail.com.*** I am giving free quotes and reasonable prices to my customers with extraordinary results.

Thank you for reading my article and sharing your support to me along my journey.



Ethan Palumbo— 2024 Ray Scholar

This month I practiced my knowledge and my skills. I have studied at least an hour every day, and made it my mission to



learn as efficiently as possible. I didn't have the ability to fly as much as I usually would, since I was focusing more on studying for my written test. There's two weeks left until my exam, and I will be studying every chance I get to be as prepared as possible.



Lilly Cavanaugh—2024 Brame Scholar

Howdy Everyone! It's the Brame Youth Flight Training Scholarship recipient Lilly Cavanaugh back this month for a few words about my progress, personal accomplishments, and interaction with the Chapter.



This month I was able to attend a Young Eagles Rally at the San Geronimo Air Park and finish getting all of my paperwork signed for my scholarship. This was very exciting as it made me feel like things are truly getting going in my flight journey! It was also fascinating to see all the young kids come out with their families and take their turn riding in a real airplane. I saw a few children, who probably knew more about planes than I did, just completely light up with excitement after seeing and riding in the planes. This all makes me so excited for our future airmen as I know they will be bright and enthusiastic people!

Personally, I have been making great progress on my ground school but I did have to take a break this week as I was attending a five-

day Leadership Course working as one of eight Cadet Training Officers (CTO). During this course, I was "coined" by the Regional JROTC Director as the Top CTO for my extensive and successful work with my flight of 17 hard-working cadets from all different schools across Texas.

As I truly begin my summer I plan to put my attention solely on my ground school and later my flight training. I believe this will help me meet my goal of passing the written exam by the end of June. I am very excited to see what will come of this summer and just plan to have a positive outlook on whatever I do!"



D-Day 80 Years Later: A Lesson for All, and a Race Against Time

Jeffrey Davila—Ray Scholar 2023

As of the time I am writing this article, it is June the 6th, 2024. It is exactly 80 years to the day that the allied forces of the Second World War stormed the beaches of Normandy with the hope of ridding the world of fear and tyranny. It is an anniversary filled with feelings of somberness, joy, remorse, remembrance, gratitude, faith, and hope. It is a day where we recognize the nearly 4,500 allied soldiers, airmen, and sailors that lost their lives during that fateful day, one that is becoming increasingly forgotten and unappreciated, especially by my generation.



General Dwight D. Eisenhower gives the order of the Day. "Full victory-nothing else" to paratroopers in England, just before they board their airplanes to participate in the first assault in the invasion of the continent of Europe. National Archives

We are fortunate enough to live in a time where we may hear the stories of these events from the men and women that were there. From the people who stared into the face of evil but never dared turn back. This may very well be the last significant anniversary of the D-Day invasions that we are going to be able to celebrate with the individuals who were there. The average age of D-Day veterans is 100 years old, so it is irresponsible to think that time is on our side. As we watch clips of the events in France or view pictures, I think it is important for all of us, no matter our backgrounds, religions, interests, goals, or occupations, to understand what this event did for the rest of the world and to understand the things those nearly 4,500 soldiers, airmen, and sailors gave their lives for.

I have had the privilege of participating in programs where I have been able to meet veterans from World War II, and it has changed the way I look at those historical events and those who served in them. It has humbled me, to say the least. To be able to talk to a person who has endured so much for so many people is simply hard to

describe. With each passing year, the living testimony of the hardships they endured in the name of freedom is fading. It is a responsibility for all generations, especially my own, to ensure that these stories, lessons, and perspectives are preserved for future generations. They say history repeats itself, and these men and women have the answers to the problems we may face in the future.

That is why I urge everyone, especially my peers, to think of the freedoms we have today. The ability to choose a career path that we want. The ability to enjoy time with friends and family. The ability to practice whatever religion we feel we belong to. The ability to protest. The ability to make change in this world. The ability to live the life that we want to live. All of that is owed not only to those individ-

uals who sacrificed their lives on D-Day but to all of the men and women who sacrificed their lives during the Second World War. There is a reason why they are called "the greatest generation."

So, next time you see a veteran, especially those from World War II, make sure you say something to them, even if it is just a simple "thank you." Their time in this world is becoming increasingly fragile, so let us do our best to use that time wisely and thank them, as they endured so much so that we may enjoy freedom in its finest form.

Chapter Builders!

Fred MacMahon, Builder Coordinator

Member	Project	Next Milestone	Est. Completion (fly)
Gould	1946 Aeronca 85hp engine	Brakes	TBD
Wurster	RV-14	Fuselage	2025
Reyna	Glasair Super II S-RG	2025	2025
Pisz	Zenith CH 750 STOL	Phase 1	2024
Trimble	Hatz Classic	Beginning	TBD
Bott	Zenith CH750 Super Duty	Fuselage	TBD
Terrone	Sling TSi		

Is your project missing from this list? Would you like to send an update (please!)? Please contact airplanebuilder@eaa35.org

CLASSIFIEDS

To post a classified—contact the editor at ea35news@gmail.com

You must be an EAA Chapter 35 member. Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.

PLEASE Notify me when your item sells!!

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

For Sale: Mahogany model of Stearman



beautiful very detailed with stand, 27 inch wingspan.
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San Geronimo AirparkSM Property Owners Association

So We May Fly ForeverSM

Crossfeed from the San Geronimo Property Owners Association. See [About San Geronimo Airpark POA \(sgapoa.org\)](http://sgapoa.org)

Congratulations to our new SGA POA officers and directors!

New officers are:

- President: Richard Becton
- Vice President: Darren Medlin
- Secretary/Treasurer: BJ O'Dea

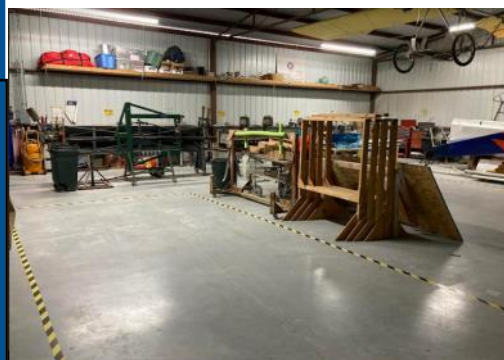
Newly elected directors are:

- Lew Mason
- Andrea McGilvray

They are all Chapter 35 members and I am sure each will welcome your support & encouragement as these roles are a great deal of work.

And, we wish to thank departing board members Larry Tschirhart and Jake White for their support of the chapter, all aviators and for the wonderful improvements they have shepherded at our airpark!

BUILDER'S SPACE: Need more space? The chapter has a now vacant 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 president@ea35.org for more information.

Garage / Hangar Sale! 13 JULY

Hoping YOU can find useful items for your projects, Hooches, Toolboxes, etc.

Hosted by Andrea McGilvray at Don Woodham's lot—more or less in the center of the airpark.

Contact Andrea with questions. 210-413-7392

B-17 Aluminum Overcast moves to the EAA Museum

The EAA's B-17 Aluminum Overcast has been moved to display at the EAA Museum. This will allow visitors to walk through and see the unfortunately rare historic aircraft on the heels of *Masters of the Air*—a vivid portrayal of the heroic B-17 crews of the 8th Air Force.

Lots of related "bling" is available at EAA <https://shop.eaa.org/collections/b-17>. The editor enjoyed "the Final Mission" which is a series of stories told by Veterans and families who visited the Aluminum Overcast and assembled by the museum staff. <https://shop.eaa.org/products/the-final-mission-by-chris-henry-with-hal-bryan>

And finally, if you have not seen it—watch *Masters of the Air*. The B-17s used in the film are 100% accurate, built up from original Boeing plans and the acting is excellent. Preview at <https://www.youtube.com/watch?v=oWKdzqCWZM> and streaming on Apple TV and others, hopefully on DVD soon.



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THE WORKSHOP

Annual Findings

Mark Julicher

Recently we had a plane on the field that would not start. The battery was good. The starter was fairly new, but it just would not crank. Time to break out the voltmeter.

Battery shows 12.6V. Voltage at the starter solenoid, 12.6V. Voltage at the starter terminal lug, 6V. Somehow the big fat two-gauge wire from the starter solenoid to the starter lug had high resistance.

Photo 1 shows what a two-gauge wire looks like after removing it from an old ring terminal. That's right...

corrosion. In fact, dissimilar metal corrosion between the plated wire and a steel ring terminal. It is highly unlikely for a wire this big to break, but corrosion is always lurking about. It took a lot of years to corrode this much, but our planes are a lot of years old.



Photo 1: Large diameter corroded wire

Here is one from the un-fun maintenance department – aka confessions of an aircraft mechanic. I don't like removing the panels under the seats on RV6s. I just don't like doing it. I slip and slide whilst balancing on a wing and working a screwdriver. If I could only think of a reason



Photo 2: Under the seat on an RV6

those panels. But I inspect there because it ought to be, must be done. Photo 2 is a recent find under an RV6 seat panel.

The bolt was not just loose, it was sheared. Probably over torqued during construction and finally it let go.

From time to time, you may notice oil way forward on the back of your spinner. Where can that come from? Well, if it is a controlla-

ble propeller the seals in the propeller may be wearing out. If it is not a controllable propeller then the crankshaft nose seal may be worn out. If the nose of your plane is looking moist and yucky it might be time to replace the nose seal.

You may not be familiar with the crankshaft nose seal. After all, it is hidden behind the propeller flange and difficult to see. This seal is merely a rubber collar that rubs along the crankshaft and keeps oil from oozing out the nose of the engine. Eventually, rubber wearing on steel means something will wear out – even oily rubber on steel will wear out someday. When it wears out it can be replaced without too much difficulty. The propeller must be removed, and the old seal must be coaxed out of the crankcase. A new seal is stretched and pushed into the crankcase bore with some sealant to help keep everything together.

If you wonder what the wearing might look like – see Photo 3. There is a groove worn into the crankshaft! That takes a lot of hours to accomplish, although I guess it takes fewer hours if the oil is left dirty. Something to think about.



Photo 3: Groove in crankshaft

Here is an interesting thing to ponder, especially if you have an old Aeronca with an electrical system. The battery is located way in back behind the back seat. Next to the battery is the master solenoid. From the master solenoid power is routed via two-gauge wire up the starter solenoid which is under the cowling.

How big is two-gauge? About the diameter of your index finger. What circuit protection is there between the battery and the cowl- ing? Nought but the master solenoid, no fuse, no breaker. In an emergency, the pilot must turn off the master switch to stop 250 amps flowing under the seats and floorboards.

Wow. And it is durn near impossible to inspect that large wire unless you pull up the floorboards.

(Continued on page 19)

The Workshop (continued)

(Continued from page 18)

Well, there is actually a service bulleting from American Champion Aircraft that addresses this issue. The service bulleting re-located the starter solenoid back next to the master solenoid plus It adds two large capacity circuit breakers. With this service bulletin installed, the only time current is flowing in that two-gauge wire is during engine start. The rest of the time the battery is feeding/ being fed via an 8 gauge and protected buy a breaker. Photo 4 is a shot of how the new breakers and solenoid placement is done. At your next annual you might consider doing this (not mandatory) service bulletin. The big breakers are not cheap and there may be lead time to get them so plan ahead.



Photo 4: New location of solenoids and breakers on a Decathlon. The battery is waiting to be placed on the plywood platform. This is located behind the baggage bulkhead panel.



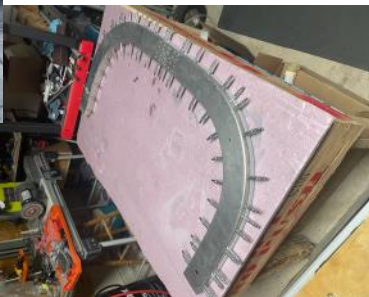
RV Build Progress

Paul Wurster

From the Builders Log

I hit a major milestone over the last month. The major plane parts have been moved to the hangar. Thanks to the help of JR Sawyer and Henry, the major structures made it safely up to my hangar in Boerne.

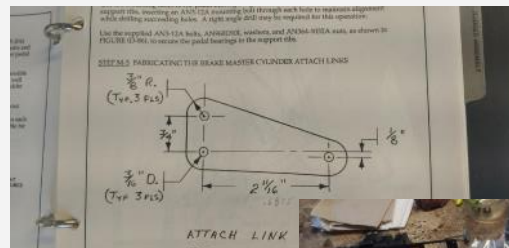
Other than that, I have been working on getting the tail surfaces mounted and building the roll bar.



JAMES REYNA—Glasair II

Assembled the main switch panel, rocker switches. Had to grind about 5 hundredths off of each slot to fit the switch.

Generated CAD file for master cylinder brackets and sent out for fabrication.





Nancy Duepner

Great merchandise available in the Country Store! Add to your Chapter 35 wardrobe with a Texas Flag fishing shirt, custom ordered Hawaiian shirt, logo-embroidered polo shirt, a cool t-shirt, or maybe a bucket hat or ball cap. Sport our amazing Chapter 35 logo wherever your adventures take you.

Also, check out these Summer specials.....get 'em before they're gone!!

Safe Flying, Nancy

**** Special Deals ****		
Duffle Bag—Expandable zip-up bag w/ embroidered logo 	1	\$25.00
Texas Flag Apron 	1	\$20.00
Men's Polo Shirt w/ embroidered logo 	1-XL (white) 1-S (yellow)	\$23.00
Ladies' Polo Shirt w/ embroidered logo**fits a bit smaller than size** 	1-L (gray) 1-XL (blue)	\$23.00

	Inventory	Member Price
Glass Ornaments—choice of colors w/laser engraved logo	16	\$3.00
Texas Flag Fishing Shirt w/ embroidered logo—Lake Fork/Magellan (short sleeve)	3-S 2-M 2-L 2-XL	\$46.00 (XXL+\$2.00)
Port Authority L100 Polo Shirt w/ embroidered logo (Ladies') / Color choices: Carolina Blue, Gusty Grey <i>**fits a bit smaller than size**</i>	1-L(grey) 2-XL(blue/grey)	\$31.00 (XXL+\$2.00)
Port Authority K100 Polo Shirt w/ embroidered logo (Men's) / Color choices: Carolina Blue, Gusty Grey	2-L(blue/grey) 1-XXL(blue) 1-L(Black)	\$31.00 (XXL+\$2.00)
Baseball Cap w/ embroidered Ch35 logo	5-regular	\$19.00
Bucket Hats w/logo "patch"	2-gray	\$15.00
Lapel/Hat/Tie Pin	132	\$3.75
Airplane Key Ring/Bottle Opener	22	\$2.00
Bumper Sticker	Multiple designs	\$1.00
Coffee Mug Clear Glass or White Ceramic w/ laser engraved Ch 35 logo	6	\$4.00
Clear glass "beer" mug w/ laser engraved Ch 35 logo	5	\$5.00
Chapter 35 printed logo T-shirt	14	\$20.00
Koozies	Multiple	\$4.00
Remove Before Flight Key Tag	23	\$5.00
Embroidered Sew-On or Iron-on Logo Patch	22	\$3.00
Fleece Hoodie w/ embroidered Ch 35 logo	3-grey	\$38.00
Wheel Chocks - Aluminum	3 sets	\$40.00
Metal Art Propeller-Ch 35	6	\$35.00
Stainless Steel Tumblers w/ laser engraved logo	18-20 oz 1-12 oz (wine)	\$12.00 \$10.00
Aviation jewelry—various styles and finishes	Necklaces, bracelets, earrings	\$11.00 to \$22.00
San Geronimo Historical Photo Canvas Print	1	\$35.00

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

2024 Chapter Calendar					
July	9	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	13	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Travis Ulhorn—San Antonio ATC
	22—28		AirVenture - Oshkosh, WI		
August	6	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	10	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Speaker TBA
September	10	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	14	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Speaker TBA
October	5	9:00	Young Eagles Rally		Stinson (KSSF) - NOTE DATE CHANGE
	8	19:00	BOD+L		
	12	8:30	Chapter Gathering	Pancakes	Fly-in Pancake Breakfast
		10:00	VMC Club		
November	6	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	9	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	General Membership Meeting & Chili Cook-off
December	10	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	14	11:30	Chapter Gathering	Lunch	Holiday/End of Year Finale

www.socialflight.com
<https://www.eaa.org/ea/events>
[Texas Aviation Event Calendar](#)

July 6

Thunder over East Texas – Athens TX July 5, Cedar Creek Lake TX July 6

CAF Pancake Breakfast Fly-In (KFTP) 0800-1000

CAF Centex Independence Warbird Weekend 0900-1600 San Marcos

July 13

CAF Tex Hill Wing Pancake Breakfast 0900-1130 KSSF (RSVP requested texhillwingevents@gmail.com)

CAF Houston Wing Warbird Expo (Houston Executive) (\$\$) Houston Executive

Chapter 35 VMC Club 1000 Chapter Clubhouse

Chapter 35 Gathering 1130 Chapter Clubhouse

July 27

Wings over Rockport Pancake Breakfast (Rockport Airport) 0800-1000

EAA 1607 Pancake Breakfast (Lago Vista Rusty Allen) 0900-1100

August 3

CAF Pancake Breakfast Fly-In (KFTP) 0800-1000

Aug 10

Chapter 35 VMC Club 1000 Chapter Clubhouse

Chapter 35 Gathering 1130 Chapter Clubhouse

Sad News Re REKLAW Fly-In and a Texas Aviation Legend:

With sadness and respect, we want to pass this note from Marcia - to the Reklaw Flyin community. Please keep this family in your prayers:

David Mason (85) passed (in Jan 2024) from multiple organ failure and cardiac arrest, in a hospital with family attending. He had been ill for the last few weeks and was expected to go. His remains will be cremated, and any memorial service is TBD after the family meets. He loved you all.

There has been no announcement regarding a 2024 Fly-In

EAA Chapter 35 Leadership



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 FAA HIMS / IMS AME

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100%	\$ 30	\$ 324.00	15%
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NEXT EVENT

13 July 2024

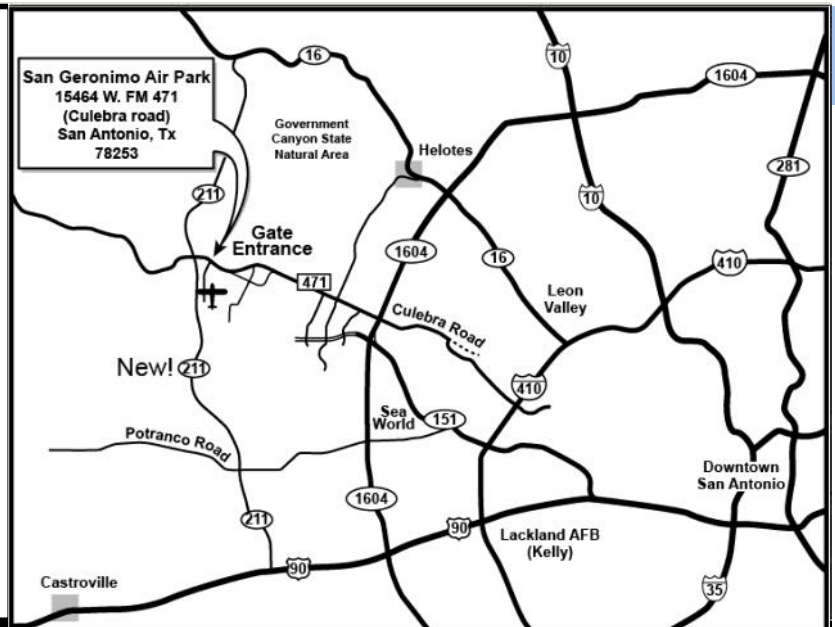
VMC Club 10:00

Chapter Gathering 11:30

Lunch

Speaker 13:00

Chapter Clubhouse



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, Secretary
15464 FM 471 W., #14
San Antonio, TX 78253

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