



DEPARTING OSHKOSH

JEFREY DAVILA

March 2023

Volume 66 Issue 3

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After about a week of being surrounded by all things aviation, it was time for us to make our way back home. Oshkosh was incredibly fun, entertaining, educational, and memorable, but as the old saying goes, home is where the heart is.

Originally, we had planned on leaving Thursday morning. Fortunately, a storm blew in around that time, which meant I got to watch the screening of *Top Gun: Maverick* at Theater in the Woods, something I was hoping to do. With Saturday soon approaching, we begin to make our preparations to leave. This meant repacking clothes, refolding tents, air mattresses, and sleeping bags, trying to fit them back into the boxes they came in, which is almost impossible, and saying goodbye to newly-made friends.

Now, for those of you who don't know, the Tiger Moth was not built as a cross-country aircraft. The cargo compartment, if you want to call it that, is only about as big as two full-size duffle bags. This meant that I had to send some of my belongings with individuals from my local airport, who had driven an RV to Oshkosh. After a good 25-30 minutes of playing Tetris

with our bags and equipment, it was time for us to get the airplane ready to go, which was a quick and simple process. We strapped ourselves in, cranked up the airplane, and began taxiing out of Vintage Parking, which the Tiger Moth had temporarily called home for the duration of the event.

I must say that taxiing an airplane at Oshkosh is a rather interesting ordeal. With the ground being somewhat muddy, we couldn't allow the airplane to sit in one spot for too long, as it would begin to sink into the soil. It was a coordinated game of listening to the marshalls, not hitting the airplanes parked around us, looking for other aircraft taxiing, making sure no one is standing where they shouldn't be, making sure the marshalls are pointing us in the right direction, etc. Once we made it onto the actual taxiway, it became much easier. Taxiing the Tiger Moth along the show line was pretty cool, to say the least. It was hard for people to miss us. After all, we were the only Tiger Moth in attendance last year. Photographers were

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Next Event

March 11

Chapter Clubhouse

VMC Club 10:00

Lunch 11:30

Speaker 13:00

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This Month's Feature Event!

Mar 11th at 13:00

Garry Mitcham SAT FSDO Guest Speaker



FROM THE PRESIDENTS COCKPIT

CHUCK FISHER



Happy March Chapter 35! Think Saint Patrick's day, the emergence of Spring....and return to Young Eagles activities. We don't have a long painful winter here, but the lengthening days of spring is still welcome.

Gathering Recap: At our February meeting we had a great turnout and really informative speaker team who answered a lot of great questions about our area weather forecasts. And, a collateral benefit for us is that as we involve speakers such as them in our aviation community, their awareness and understanding is better. A win-win.



VMC Club: Likewise, we had an excellent turnout for the Saturday morning VMC club! I thought we had an excellent discussion and Matt covered a LOT of ground in a short time. We will continue VMC club in that time slot, though some months we may skip due to conflicting activities. So watch the calendar, read the newsletter and weekly e-mail updates!



Young Eagles Rally: Coming up in March will be our first Young Eagles Rally of the year. Remember, we earn extra credit this 30th year of our chapter doing YE rallies, so we would like fill every seat ... and to have lots of seats. So, pilots, it is time to check your currency for Youth Protection training and to let our young eagles team know you and your plane are anxious to help.

We hope to continue to evolve our events to include more activities for the youth and an even more streamlined check in and administrative process. To help with that, we'll be moving to online signatures for the parents (IPad) and pilots. We plan, also, to implement a new method to identify kids who should not be featured in publicly posted photos for their safety and privacy. It's innovation and a continuous safety mindset that makes these seem so easy, even when they are not, so your help and ideas are most appreciated. We

have an excellent group of Young Eagles volunteers and I am really proud of how well our chapter conducts our rallies!

Air Academy: We selected an Air Academy scholar and many of you had a chance to meet Jonathan Mabe at the meeting. He is a Junior at Harlan High School, next door to the 8T8, and looks forward to becoming even more involved in our chapter.



Future Events: Looking further forward, we plan to host another Adult learn to fly event in May. More details to follow, but if you know folks who would be interested, please let Paul Wurster know so he can put them on a distribution list. And in June, our regular meeting will be replaced with what we hope will be a really big Young Eagles event in conjunction with International Young Eagles Day.

AirVenture Group Camping: Finally, it is almost AirVenture. Yes it is! EAA offers an opportunity for chapters to reserve a group campsite at a reduced rate that will allow the group to stay together. I think this is an outstanding opportunity. Campers can bring trailers (with quiet generators), tents, pop-ups...

It's a patch of ground that is all yours (I don't think there are RV hook ups in the group sites). If you plan to go and plan to or want to camp on the grounds. We will need one person to take the lead as the camp coordinator (basically the guy that gets the emails). Let me know if you are interested in participating soonest please.

It is spring – Go Fly!



CHAPTER BULLETIN BOARD

WE NEED YOU!

Need Volunteers for:

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

Contact president@ea35.org

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

From the Kitchen

What a great turnout for our Valentine's Mexican meal. I want to thank all who helped. Special thanks to Roxie Beavers who made the wonderful queso (there was none left—a real testament to how great it was). Danny Beavers provided some truly great Mexican rice. Also a great big thanks to Chuck Fisher for cooking all the great fajitas. Ian Heritch added some wonderful vegan taco filling. Thanks to all contributed deserts and other items.

I also want to thank BJ O'Dea and Pam Paduh for all the fantastic help in the kitchen. Everything was handled with great form. To all who helped with the cleanup I really appreciate it. It is nice to have help.

Hard to believe we are about through with winter and entering spring. At the meeting in March the grill will be returning and the food for the day is Hot Dogs, Hamburgers or both with all the fixings. Side dishes will include baked beans and chips. We will welcome any addition but especially deserts. It sounds as Ian is planning a fantastic program.

Coming up in the future is the return of our pancake breakfasts. We will be hosting our first pancake breakfast in April.

May will bring the annual clean-up day and members' picnic. Please make plans to join all events. Stay tuned to From the Kitchen for future updates.

FROM THE VICE PRESIDENT

IAN HERITCH

Cowabunga, Chapter 35's 2023 programming is off to a great start with fantastic presentations by: Travis Ulhorn from SAT ATC; and Paul Yura and Brandon Gale from the National Weather Service. Along with Peggy Fisher and our kitchen crew knocking it out of the park with some fabulous lunches. As Darren Medlin said to me: Chapter 35 has the best restaurant on the field.

So, what have I learned so far this year? One, once we are off the ground, call Approach Control and tell them what you are up to, it makes it materially safer for everyone; Two, our La Niña is forecast to leave us mid year-ish to be replaced by an El Niño. Oh joy! I just don't understand why, after the La Niña goes away, we can't have normal weather for a while? Why does it have to go from one extreme to another? Sheesh!

Also, as many of you know, because a lot of you showed up, in February we had the year's first VMC Club event which began at 10 am on the 11th, an hour and a half before our monthly Chapter Gathering. Turnout was very robust, Matt Van De Walle ably presented three compelling scenarios, then led us in discussion. This was quite a worthwhile event and I urge you to come to our next meeting, which is at 10 AM on March 11, right before our monthly Chapter Gathering.

On to this month, March, 2023. Our Chapter Gathering is happening at 11:30 AM, on the 11th, at our clubhouse at San Geronimo Airpark, and after a delicious Danny Beavers grilled lunch we will have a presentation by Garry Mitcham who is a FAASTeam Program Manager with the San Antonio FSDO. Garry will present information on Experimental/Amateur Built Aircraft accident statistics and some of their primary causes. As many of us know, learning from accidents can play a material role in our own flight safety. Also, we may tryout a simplified, and faster, method of charging credit cards for lunch. Stay tuned.

But don't forget... on the same day, at 10:00 AM, Matt Van De Walle will lead us in a VMC Club meeting.

Then, on March 25th, we will have a Young Eagles Rally at San Geronimo. This is our first Young Eagles Rally of the year, we will have a full house of kids, so please come and help us, we need pilots and ground crew.

A heads up on two important future events: first, on May 20 we will host a Flying Start Day where we will welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation. We will need your help to make this a success; second, on June 10, we will not have our regular monthly Chapter Gathering, instead we will host what we hope will be a large Young Eagles Rally at Stinson Airport. This is obviously a very public event for us and it will need your help to be a success. Please come

and help us.

All this information, and more, is on our website at: eaa35.org.

See you on March 11.



Figure 1—Don't miss the Experimental/Amateur Built Aircraft accident statistics presentation by Garry Mitcham.



Figure 2—Young Eagles Rally March 25th! Volunteers and Pilots are always needed.



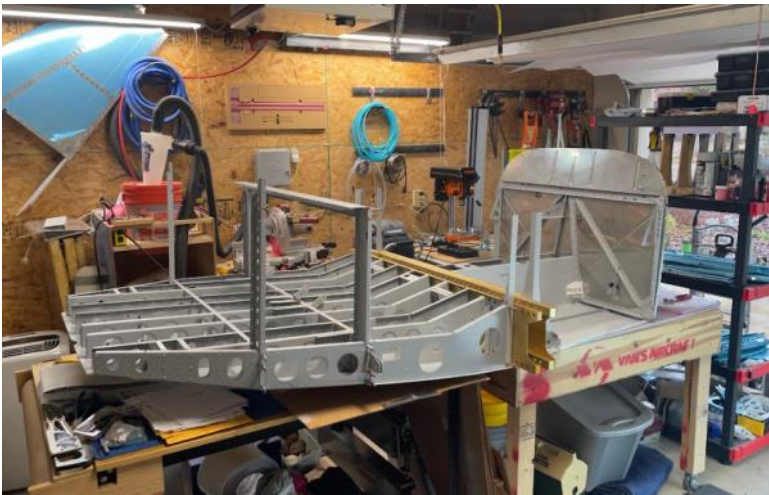
NEW SECTION — MEMBER BUILDS

Paul Wurster— Van's RV-14

I've completed the firewall and front floorboards. Today I started joining the fuselage floor. The project now stretches across both of my workbenches.

I'm trying to plan ahead a bit because there is serious lead times involved with some parts. I placed the order for the finishing kit which includes items like the canopy, cowl, wheels, and interior panels. Van's estimates that this kit will arrive in 18 months! I also ordered a set of Skybolts for the cowling. I do not want to use the piano hinge for the entire cowl so I'll install these quarter turn fasteners instead.

This month, the fuselage will start to take shape and the sides should go up.



Paul's Builder's Log can be found at <https://eaabuilderslog.org/?blproject&proj=7bj2wOye3>.

Ross and Nancy Duepner— Vans RV-14A

She's starting to look a lot like an airplane!!! It's been quite the journey and a lot of fun!!!

The empennage and fuselage kits are both completed. We've had and still have airplane parts in the guest room, dining room, and a hangar in Castroville.

Our project hit a bit of a delay when we were ready to order the wing kit. Vans gave us a 9 to 12 month delivery time so we went crazy and ordered the finish kit at the same time. Luckily we were able to get the kits (both of them) about 10 months after ordering. Completion of the wing kit is in full swing in the garage with the flaps being the current task.



Fire!

Chuck Fisher



(Photo courtesy of Kathryn's Report)

In my plane there is a fire extinguisher between the pilot and copilot seats. There is another hanging on the wall in both hangars. And, for 414 flights in this aircraft (I checked) I have looked at the gauge to ensure it is in the green. Yet, I couldn't tell you what brand or type the extinguisher is. Can you? Why is this important?

Recently a colleague and I returned from a delightful lunch flight and retired to our hangars to put away our trusted steeds before sharing a few moments over a beverage. Some time elapsed and it was clear I must've been finished with the post flight first, so I proceeded to his place where I found him cleaning up after a...FIRE! Fortunately everything worked as it should, it was relatively minor, the fire suppression worked as it should and the problem was easy to fix. Stuff happens. It could happen to me and got me thinking, time to look at that fire extinguisher.

Fast forward a couple of weeks to a brief article by Vic Syracuse in the December EAA Sport Aviation (<https://www.qgdigitalpublishing.com/view/experimental-aircraft-association-eaa/sport-aviation/december-2022>) on page 30. In this sidebar article he discusses corrosion...severe, aircraft destroying corrosion...as a result of the fine corrosive powder in ABC type fire extinguishers. That powder is designed to work its way into the nooks and crevices, adhere to electrical fittings and connectors, and by design it cannot be easily removed. The powder is an oxidizer and eats aluminum.

It'll destroy an aircraft from inside out. Holy cow...

The fire extinguisher in my cockpit had been installed by a previous owner, and was still "in the green" so really had not demanded a great deal of attention. But, having read this, all the sudden I was really interested. So, I unclipped it and read the label. "ABC". Well I'll be. I climbed out of the plane and went to the wall, brushed away the dust and looked at that fire bottle there. "ABC".

So, what that means is that the fire extinguisher is good for type A fires (wood, paper, etc.), type B fires (petroleum, liquids), and type C fires (electrical equipment). What is important it what the tank is filled with that gives it these qualities.



(Figure 1—ABC Fire Extinguisher)

Most kitchen or facility type extinguishers available a Lowes or Home Depot are of the ABC type and will be filled with a mixture of gas and a very fine powder. The powder is treated specifically to make it adhere to the burning material to smother it. The NFPA says "Fire extinguishers of this type contain an ammonium phosphate base agent. Multipurpose agents are used in exactly the same manner as ordinary dry chemical agents on Class B fires. For use on Class A fires, the multipurpose agent has the additional characteristic of softening and sticking when in contact with hot surfaces. In this way, it adheres to burning materials and forms a coating that smothers and isolates the fuel from air". It's pretty easy to see how ammonium phosphate that is firmly adherent to your bare aluminum, and specifically designed to get into those tiny cracks and stay there could be bad. Add a little moisture and let the corrosion begin!

And additional concern is that the powder in the confined space of your cockpit will 1) get into and onto you and your passengers 2) may make it hard to breath 3) may coat windscreens and obscure your vision.

What is safe for aircraft and approved by the FAA are Halon 1211 or Halon-substitute gas extinguishers.

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(Fire! Continued from Page 6)

These basically deprive the fire of oxygen, but they do not leave a residue or moisture. Halon extinguishers used in Aviation fall into the C ratings but are also effective on class B fires. The NFPA says some “large” halon extinguishers are also effective on type A fires. However, as wind may blow the gasses away while paper or wood continues to smoulder, they are not designed for those.



Figure 2—Halon (Aircraft Spruce)

Halon is one of those substances that the EPA has deemed harmful to the atmosphere, so it is no longer manufactured. It is recyclable, though, so fire extinguishers are still available filled with Halon.

However, as the supply diminishes, the costs continue to go up. True Halon extinguishers, then, can be pricey. Halon substitutes are widely available at about half the price of halon, though still pricey and they tend to be larger for the same coverage area. One that you can order from Sporty's is filled with Halotron. That is a mix of gas and liquid (that evaporates to make even more gas) and it is supposed to be equally as effective than Halon alone.

Every aircraft should have a fire extinguisher aboard and one in the hangar. One could argue that for the hangar a type A extinguisher is a good choice and

it could be.

However, widely available powder-filled A type extinguishers are NOT suitable for aluminum aircraft, around avionics, or use in the cockpit. And, though an ABC extinguisher in the hangar is optimal for oil, rags, paper, and wood fires, you should be aware the powder may harm or destroy aluminum planes if that is what you have in your hangar.

The FAA does have an advisory circular if you'd like more information at https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_20-42D.pdf.

I'll bet some of you will go check...and find a type A extinguisher hanging on your wall or even in your plane after reading this article. I hadn't really given too much thought to this...but now I am glad I checked. I'm glad I was not the one that needed my fire bottle the other day as I could have really done some damage. It is time to go shopping.



Figure 3—Halotron (Sporty's)

(Departing Oshkosh Continued from Page 1)

snapping a bunch of photos of us, kids were waving and smiling at us as they sat on their parents' shoulders, and aircraft were taking off just a few hundred feet from us. But the coolest thing had to be when I would spot the individuals who came up and talked to us when we arrived at the show. Many of these individuals had a very personal connection with the airplane, as some of their fathers, grandfathers, uncles, and cousins had flown that type of airplane during the war. Seeing them wave goodbye to us was a satisfying experience. It gave the trip a sense of purpose. I was just unaware of it until we got there.

After a few minutes of waiting in line, it was our turn to takeoff. Subconsciously, I think you try a little bit harder to make things look smooth and professional. Perhaps it's because a few thousand people are going to judge your takeoff. We got off within ¼ of the runway distance, made a right-hand turn toward Lake Winnebago, and we were on our way. I took a moment to turn around and look at Oshkosh, and it was still mind-boggling to see that many airplanes in one location. I'm not sure if that's something that'll ever get old. The controllers let us off with a good ole “frequency changed approved”, and that was it. Weeks of planning, maintenance, coordination, and excitement had finally come to a close. The trip back home had its own set of interesting experiences, but perhaps I'll save those for another time.



EAA Chapter 35 Membership

New Members 15

Student Members 7

Life members 29

Renewed Members 48

Total Membership 99



CLASSIFIEDS

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

Contact Tim Carter at 210-289-1780



!!MOVING SALE!!

In case you haven't heard, Brian & June Goode have sold their house and hangar and are moving to Punta Gorda, Florida.

They are having a **MOVING SALE** starting right after the EAA Chapter 35 meeting on Saturday, March 11th

The location of the sale will be in the hangar at Lot #53. That's behind the big stone house close to the South end of the Airpark.

There will be household items, landscaping items, some tools and odds and ends.

There is one set of coach airline seat still available.

Bring a fist full of cash or your check book.

See you on Saturday afternoon, March 11th.

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



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PLEASE Notify me when your item sells!!

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FEBRUARY CHAPTER GATHERING





Poker Run

Andrea McGilvray



Saturday - March 25, 2023

Rain day - March 26th

Starts at: 9:00 a.m. BRIEFING

Ends at: 3:00 p.m. PRIZES

Start & finish at Hondo (KHDO)

Route: KHDO, KSSF, KBAZ, KERV, KHDO

Winning hands will be awarded at 3:00 p.m.

There will be a car show at Hondo & drag races (25th) on the same day! Gates for the general public open at 8am, racing starts at 9 am, and finishes ~ 4:30...so you may want to plan for an all-day affair!

IF ceilings are too low, the start time will be moved along to the later in the morning/day. Watch this page for real-time updates!

Reason: To have FUN. This is also a Scholarship Fundraiser to support flight training for Ninety-Nine's members.

Cost: Donation jar at start/finish & each stop.

The San Antonio Ninety-Nines Chapter is going to hold a Poker Run.

You will be asked to take a picture of a location on the field at Stinson for the 4th card, and receive your last card upon returning to KHDO.

Open to the General Public!

Purpose: Fundraiser for scholarships for women's pilot training.

If you wish to buy an extra card to better your hand it will cost you a min of \$25.

IF you have room in your airplane, perhaps let us know, come early and we can help fill that spot. All pilots and passengers can play.

PLEASE Come early, please!

A few things to know about this event:

- 1) This is not a race, but to have fun.
- 2) A Pilot briefing will happen before you depart, and you will be given details.
- 3) Kerrville (KERV) you will get one card at the FBO.
- 4) There will be a booth at Hondo where you will get your card.

NOTE: Hondo will also be having a Car/Drag race on the main long runway 17L/35R. BUT the West runway 17R/35L and 13/31 will be open. The race will be stopped and you will get help to cross to the ramp, please talk on 122.725!

You'll have time to stop and watch the race and grab a bite to eat at one of their food trucks!

1940 AIR TERMINAL MUSEUM PRESENTS WINGS AND WHEELS

MARCH 18, 2023 9:00 AM – 2:00 PM

- FLY-INS AND DRIVE-INS
- FAMILY-FRIENDLY FUN
- HISTORICAL PRESENTATIONS



Chapter 35 Youth / Scholar Programs

Allen Inks—Scholarship Coordinator

EAA Chapter 35 now has not one, not two, but THREE types of scholarships available.

1. **Ray Aviation Scholarships:** We administer on behalf of EAA national and the Ray Foundation. As you know from the articles we have each month, Chapter 35 is administering several of these scholarships, and as we saw in last month's newsletter one of our scholars (Thomas Reyna) passed his check ride! We have been awarded another Ray aviation scholarship in 2023.

These are for primary flight training of young who meet the following eligibility criteria:

- ◆ Age 16-19 for powered flight training
- ◆ Possession of a student pilot certificate
- ◆ Possession of FAA medical certificate
- ◆ Be able to begin their flight training within 60 days of receiving the award.

Additional consideration will be given to candidates who are former Young Eagles, EAA student members, and actively participating in the EAA Flight Plan, specifically the Sporty's Learn to Fly Course.

(If you look on the EAA website you will see that glider pilot candidates can be as young as 15, and don't need a medical certificate... however EAA Chapter 35 will not be sponsoring a scholarship for a candidate to get a private pilot GLIDER license, so candidates we will be considering should be at least 16 when the scholarship is awarded... so they will be 17 at the end of the 1 year allotted to get their license, and eligible to take their check ride).

2. **Kellogg Youth Aviation Scholarship:** EAA Chapter 35 member (and former Scholarship Coordinator) Jane Kellogg has GENEROUSLY provided \$10,000 for a scholarship for primary flight training in 2023. The eligibility criteria are the same as for the Ray Aviation Scholarship. Like the Ray Aviation Scholarship, BOTH young WOMEN and MEN are eligible for this scholarship.

We are currently accepting applications for the scholarship. If you know of any suitable young aspiring pilot, please have them contact me at scholarships@eaa3.org to request an application form. (it is also available on the chapter website). We will use the same form to consider applicants for one of the Kellogg Youth Aviation Scholarships and the Ray Aviation Scholarship.

The deadline for applying for these first two types of scholarships has not been firmly established but is tentatively scheduled for the end of March 2023.

Note that prerequisites for applying include:

- ◆ Having a student pilot license (can apply for online—FAA is running behind in processing these applications, attaching a copy of the temporary student pilot certificate is acceptable in lieu of a certificate number on the application)
- ◆ Having at least a 3rd class medical certificate. Which means that if the prospective applicant doesn't have one, they will need to sched-

ule an appointment with an Aviation Medical Examiner, and take the exam, so prospective applicants should NOT delay, or they may miss the deadline for applying for the scholarship.

3. **Kellogg ADULT Aviation Scholarship(s):** Jane Kellogg also wants to encourage not just youth but all people to interested in aviation to pursue this passion. She became a pilot later in life, and wants to encourage adults, ages 18 and above, to follow her path, and get their **Private Pilot License**. To this end, she has donated ANOTHER \$10,000 to assist in paying for flight lessons and flying time for these endeavors!

The exact details of this scholarship is still being worked out, but current concept is that these funds would be used to fund a first few introductory/transitional flight lessons for adults who have taken an Eagle Flight and want to continue on to get their private pilot license. We expect that the recipient(s) of these scholarships will remain active

members of EAA Chapter 35, updating the membership on their progress, and my personal expectation is that they will be required to execute a training agreement and liability release.

This scholarship as currently conceived doesn't exactly lend itself to a deadline for application, but rather on a first come, first served basis until funds run out.

Speaking of funds running out, I want to thank Jane for her generosity in funding two of these scholarships, for her leadership, and her vision. I find it inspiring, and I hope you do to. I note that EAA Chapter 35 has over 150 members, and REALLY low membership dues. I recently wrote an article in the chapter's RUNWAY 35 newsletter (November 2022, page 5) about "Year-end Giving". In it I mentioned many ways of donating to EAA 35. Not everyone can afford to be as generous as Jane, but together, even with relative small contributions the membership CAN make significant changes in people's lives... transforming them from ordinary pedestrians into AVIATORS!

Henry Wurster—Howdy y'all, it was fun meeting up with everybody last meeting. Over the last month, I have been studying as much as possible for taking my FAA written test, scheduled for the last week of February. Although sports and school have taken up much of my time, I still am able to consistently test high to where I am confident I will pass. After my written, I am going to start flying every other week or so until April where I will go as often as possible. Before all that though I need to take a glider checkride. Something I've been prepared to do for almost 6 months now, but have not been able to due to the test. I am looking forward to my next accomplishments, and keeping you guys up to date on my latest achievements.

Evan Carell—Since the last time I contacted the chapter, I haven't made much progress yet again. I got stuck in the cycle of work and bills and not having a flight school within 130 miles of me. I spoke to a CFI at a flight school in Longview and he said they would be willing to help me finish up with the last few hours of check-ride prep required before my check ride. They also referred me to a DPE in Longview who I spoke with that would also be willing to proctor the exam. I am truly sorry for the length of time it has taken me to get this done, but I promise I have not given up and I am working towards finding a solution for the many problems that have come up.



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

2023		
March	11	VMC/Chapter Gathering—Garry Mitchum—FAA Maintenance
	25	Young Eagles
April	1	Young Eagles Rain Date
	15	VMC/Chapter Gathering—Dave Tillema—48 State Challenge
May	13	VMC/Chapter Gathering—Spring Cleaning
June	10	Young Eagles
	17	Young Eagles Rain Date
July	8	VMC/Chapter Gathering- Fly-In—Pancake Breakfast
August	12	VMC/Chapter Gathering- David Hook—Drone Presentation

Upcoming Area Events:

<https://socialflight.com>

<https://eaa.org>

<https://funplacestofly.com>

Facebook Group: Texas Aviation Event Calendar



Nancy Duepner

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

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

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



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
BUMPER STICKERS, DECALS AND PATCHES	Lots of them	\$1.00 - \$3.00
ALUMINUM WHEEL CHOCKS	3 Double sets	\$40.00
WASH WAX PRODUCTS	Limited supply	\$8.00 & up



EAA Chapter 35 Leadership

Officers

President	Chuck Fisher	210-878-5561	president@eaa35.org
Vice President	Ian Heritch		vicepresident@eaa35.org
Secretary	Paul Wurster		secretary@eaa35.org
Treasurer	Dee Brame	210-493-5512	treasurer@eaa35.org

Board of Directors

Past Presidents	Nelson Amen (2012-2014)	210-834-1991	nelson.p.amen@gmail.com
Past Presidents	Darren Medlin (2020-2021)	(210) 875-9971	darren.medlin@eaa35.org
Past Presidents	Ulf Balldin	(210) 663 7391	uballdin@yahoo.com
Member At Large	Ron O'Dea	210-488-5088	r2av8r@gmail.com
Member At Large	Tom Rich		tmriws@gmail.com
Member At Large	Andrea McGilvray, Director	210-413-7392	cowgirlcapital@att.net

Chairpersons

Facilities Maintenance	Widener Wiems/Darren Medlin	(210) 875-9971	facility@EAA35.org
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Membership	Ron O'Dea	210-488-5088	membership@eaa35.org
Country Store	Nancy Duepner		Nhadaway1028@aol.com
Public Affairs	Vacant—This could be YOU!		eaa35pr@gmail.com
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Website	Ian Heritch		webmaster@eaa35.org
VMC	Matt Van DeWalle		eaa35vmclub@gmail.com
Safety Officer	Ron O'Dea	210-488-5088	r2av8r@gmail.com
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Tool Crib/Hangar	Bill Fahey/Lew Mason	210-632-4708	lewnan@sbcglobal.net
Builders Coordinator	Fred McMahon		Aircraftbuilder@eaa35.org

Flight Advisors

Flight Advisors	RB 'Doc' Hecker	210-391-1072	teflyingdoc@yahoo.com
Flight Advisors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
Flight Advisors	Vacant—this could be YOU!		

Technical Counselors

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Pd Thru Dec 2023



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Senior Aviation Medical Examiner
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NEXT EVENT

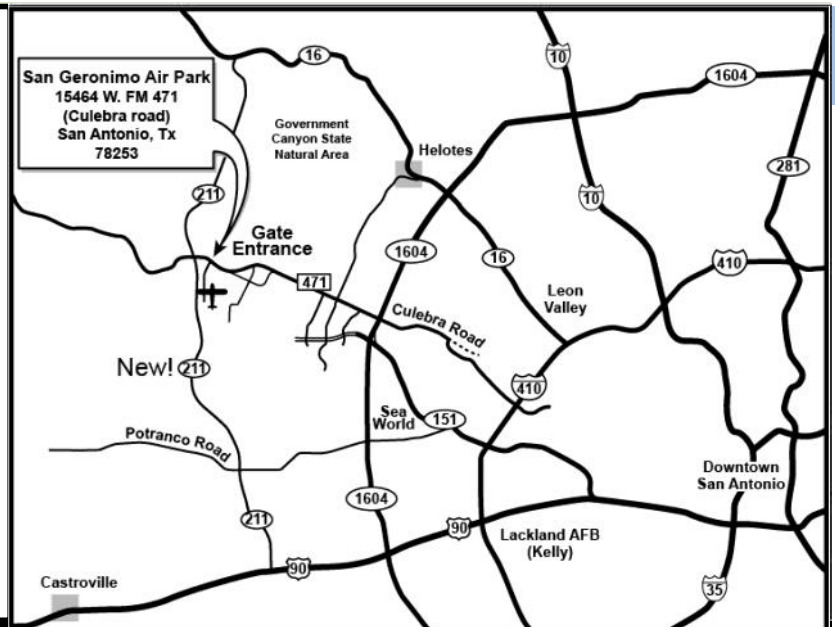
March 11

VMC 10:00

Gathering 11:30

Chapter 35 Clubhouse

8T8 (San Geronimo Airpark)



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

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

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

Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
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Runway 35—The Official Newsletter of EAA Chapter 35, San Antonio, Texas

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Spray On - Wipe Dry



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Spray On - Wipe Dry



Belly Wash
The quickest and easiest way to clean the dirtiest aircraft bellies, engine areas, and landing gear. Safely removes grease, oil, hydraulic fluid, and exhaust soot without scratching the surface.
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Waterless Wash Wax Mop - Faster, Easier, Safer.

NEW

The only mop with two sides, one wet and one dry. Now you can waterless wash and wax with the reach and leverage of an extension pole. This allows you to clean a much larger area faster and with less effort, while also eliminating the safety hazards associated with

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Soft, non-scratching, long-lasting, reusable scrubber pad. Use with Wash Wax ALL for removing bugs from leading edges and for tough cleaning jobs such as aircraft bellies and engine areas.



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All purpose microfiber towel. Super soft, absorbent, long-lasting, and lint-free. The best towel for all of your cleaning needs.



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



Starter Kit

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



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



SafeSolv
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Safely and gently cleans leather and vinyl. Removes dirt, grime, body oils, and lotions.



Leather Care
Restores, moisturizes, conditions, and protects leather and vinyl. Repels dust and dirt without leaving oily residue. Provides long lasting protection.



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FLY IN 5K AND 10K

Saturday, May 6

Hamilton Municipal Airport



Breakfast - 7 a.m.
 Check In/Registration for 5K & 10K - 7:30 a.m.
 10K Start - 8 a.m.
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Our **community fly-in** event is designed to expose the youth, families and local enthusiasts to various careers in **Aviation, Aerospace** and **STEM**.



FOR MORE INFORMATION:
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