



## MODERN PLANES FOR SALE

By Darren Medlin

If you made your way over to the workshops at Oshkosh this year you may have seen the “Build and Fly” display with a group of colorful Van’s Aircraft RV-12s arrayed in a semicircle on the grass. There was another one a little further west by the Cleveland Aircraft

These groups represent schools all over the country. One of the challenges of a student build program is what to do with the plane once it is finished.

In the ideal situation the school or builder support group has found someone that wants a modern E-LSA built and painted to his or her specifications. That



Tool store/trailer. What made these 10 Experimental Light Sport Aircraft (E-LSA) different from other RV-12s at the show is that they were put together by student builders. In many cases these planes were for sale.

The rudders had the names of various builder support group painted on them - Eagle’s Nest, Teen Flight, Aviation Nation and Tango Flight are examples.

person will pay for the kit and takes physical ownership when the plane is finished. In many cases the planes are loaned back to the building group for a defined period to give flights or flight training to the students who built it. The build itself can take one or

*(Continued on page 4)*

**September 2018**

Volume 60 Issue 9

**Inside this Issue**

Presidents Cockpit	2
Bulletin Board	3
Chapter Business	7
Builder Page	8
Scrapbook	10
Builders Corner	12
Country Store	13
Name the Plane	14
Upcoming Events	16
Classifieds	18
Contacts	19
<i>Please see our sponsors!</i>	
E-Version Extras	21

**Next Event**

**Sept 8, 2018**

Lunch 1130hrs

Meeting 1230hrs

Chapter 35

Clubhouse

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.  
 Publisher: Chuck Fisher  
 Editor: Richard Poenisch  
 aa35news@gmail.com



**Lunch Meeting**

**Southern Fried Chicken w/ fixin’s**

Lunch at 1130hrs

Meeting at 1230hrs

Speaker: Paul Wurster

Subject: Flying the U-2

## PRESIDENTS COCKPIT

STEVE JONES



**Making a Difference.** Vice President Darren Medlin is looking for mentors! Southwest High School is getting ready to kick off an RV-12 build project and they could use your help. The staff is looking for volunteer mentors to assist with build classes Monday through Thursday, 10:15 A.M. – 11:45 A.M. Mentors will schedule their own availability online so the time commitment is whatever you choose to support. School begins at the end of the month but students won't be pulling rivets until later in September. If this sounds interesting please email Darren at [dmedlin@aol.com](mailto:dmedlin@aol.com) or call or text him at (210) 875-9971 and he'll get you more details.

**Reno Air Racing.** A special thank you to Richard Beardsley for his outstanding presentation detailing his experiences building and flying a fiercely competitive Reno Air Racer. Richard says those days are behind him now, but I could see a spark in his eye as he led us on video journey around a six-lap seven-pylon race in his amazing biplane. Richard has offered to come back in January to tell us about piloting C-130s on some very special missions. We're looking forward to it.

**AirVenture 2018.** If you were at last month's meeting, you got a sneak peek into the experiences of your fellow members at the world's largest fly-in, as we passed the microphone around the room. Read on as we lay it out for you in photo essays and articles. And if your article isn't in this issue, don't be shy – send your photos and articles today!

**September Meal.** One of the fun things about being President and Secretary to the Facility Manager is I get the inside track on meal planning. Freda often puts me to work as master logistician and purchasing agent (box kicker). I'm not letting the cat out of the bag, but if you make it through this song to the end, you'll get a clue: <https://www.youtube.com/watch?v=-OGd4gplxQM> (fast forward to 5:58 is this isn't your style of music)

**Awesome Brisket!** There's no other way to put it – your Facility Team rocked this meal! With fuel support from Brian Cheney, John Kuhfahl and Kyle Jester, Freda and her team of volunteers smoked

four briskets to perfection. The brisket was unbelievably succulent and full of flavor. Hats off to Franklin's BBQ, Austin Texas for putting everything on the line in blog posts and YouTube videos for us to follow. By the way, your Facility Manager is watching expenses like a hawk. The meal did not exceed our budget. We might just pull this off again next year for five bucks. Make sure you let our fantastic team of kitchen volunteers know you appreciate what they do back there month after month. In addition, so many members stepped up to help. I can't list them all here, but Freda does, elsewhere in this issue.

**Master Pilot!** We had the honor of hosting Past President Dave Baker as Ryan Newman, FAASTeam Program Manager, San Antonio Flight Standards District Office presented his Master Pilot award. Dave joined twelve other 'Master Pilot' alumni from Chapter 35. Do you know a pilot with fifty years of experience since the date of his or her first solo? Let us know. It's a truly great accomplishment for which we hold them in the highest esteem. It's time for us to recognize them.

**Movie Night.** Did you feel the need? The need for speed? Twenty members and guests braved near-100-degree temperatures to gather Friday evening, August 17th for a showing of "Top Gun". The F-14 Tomcat is retired now. The dreams of naval aviators rest on the wings of F-18E/F Super Hornets. But in 1986, things would soon get real in the Gulf of Sidra. Operation Eldorado Canyon demonstrated our resolve, and Maverick and Goose captured the imagination of an inspired nation. Welcome to the Danger Zone.

**What Would We Be Without You?** Your chapter, over 120-strong, needs you. Do you have a skill or experience you want to share? Do you see something that needs just a little of your time to make it right? Have you ever noticed Don Woodham poking around behind the scenes, getting stuff done? Of course not, that's his style but boy does he get things done! It's hard work and it's rewarding, knowing that you contribute to the well-being and success of your fellow members.

Until we meet again, fly safe and have fun doing it.



To post a classified—contact the editor at [ea35news@gmail.com](mailto: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

## Advertisement Prices for EAA 35 Newsletter

Size (percent page)	Monthly	Per YEAR	Savings
10% (business card size)		\$ 35.00	
25%	\$ 8	\$ 86.40	10%
50%	\$ 15	\$ 153.00	10%
100%	\$ 30	\$ 324.00	15%
Classified ads	(Members Only)		Free

# CHAPTER BULLETIN BOARD

**RAF 100**

## AIR SHOW AND FLY IN

### FLIGHTS OF OUR FATHERS

SATURDAY - SEPTEMBER 22, 2018  
8:15AM - 5:00PM  
TERRELL MUNICIPAL AIRPORT

FEATURING AEROBATICS + FLYOVERS  
RANDY BALLY/CHECK SIX P-51 T-28S  
RANDY HENDERSON + HIS TEXAS T-CART, V-TAILS + MORE!

Hosted by the NO. 1 BRITISH FLYING TRAINING SCHOOL MUSEUM

STATIC DISPLAYS • WARbirds • PANCAKE BREAKFAST  
VINTAGE + NEW AIRCRAFT • MUSEUM TOURS  
CLASSIC CAR + MOTORCYCLE SHOW • GUEST SPEAKERS + BOOK SIGNING  
FOOD + DRINK VENDORS • KIDS ZONE

ADULTS \$10 EACH  
\$30 PER CARLOAD  
CASH + CREDIT  
CARDS ACCEPTED

400 EAST BRITISH FLYING SCHOOL BOULEVARD  
TERRELL, TX 75799  
(972) 551-1122

terrellairport.com/airshow



Marijuana Infused Fried Chicken Recipe - Higher Mentality ...  
1000 x 600

<- Whoa, that chicken really IS fried.  
We're going to use a different recipe

[Visit Page](#) [Visit Page Anonymously](#)

The webpage won't show this image anonymously. [View anyway](#)

**Main Course:** Southern Fried Chicken with *legal* herbs and spices

**Side Dish:**

- Black-Eyed Peas
- Mashed Potatoes and Gravy
- Bacon-kissed Green Beans (you had me at bacon)

If you have a favorite black-eyed pea, mashed potato or BACON-kissed anything recipe, we would very much appreciate your contribution. Please contact Freda Jones at [ea35facility@gmail.com](mailto:ea35facility@gmail.com), or call (210) 570-9435.

**To Drink:** Unsweet Iced Tea, Lemonade, Coffee, Soft Drinks and Water

**Desserts:** requesting pies, cakes, cookies, brownies or anything you like.

**Shout Out:** Thank you to all our volunteers and preparers who supported the August Brisket Lunch. That was indescribable!

**Preparers/Servers**

- Roxanne Beavers
- Peggy Fisher
- (Steve Jones sliced the brisket - electric safety knife, adult supervision, etc.)

**Contributors**

- Roxanne Beavers - BBQ Ranch Salad
- Peggy Fisher - Dreamsicle Cake
- B.J. O'Dea - Not-Boston Baked Beans
- Lynne Morgan - Brownies and something else awesome (we're checking with counsel before we make the big reveal)
- Georgia McCarley - Yellow Cake with homemade icing (Homeland Security, yellow cake means the cake was yellow - not that it was unenriched uranium)
- Dee Brame - Apple Pie
- Nina Carr - Cole Slaw and Lemon Bars

RANGER AIRFIELD FOUNDATION  
CESSNA RAFFLE

Enter for your chance to win a 1962 CESSNA 150!  
www.RANGERAIRFIELD.ORG/WIN

## Great American LANCAIR RALLY 2018

TEXAS • ARIZONA • CALIFORNIA • OREGON • UTAH • NEW MEXICO

FOURTH LEG  
REDMOND, OR (KRDW)  
Sept 20 - 30

FIFTH LEG  
SPANISH FORK, UT (KSPK)  
Oct 1-2

SIXTH LEG  
TACO, NM (KSKO)  
Oct 3-4

FINAL  
SAN MARCO, TX (BHTX)  
Oct 5

THIRD LEG  
PACO  
DOBLES, CA (KPOB)  
Sept 27 - 29

SECOND LEG  
SEDONA, AZ (KSEZ)  
Sept 25 - 26

DAY 1  
GATHER - UVALDE, TX (RUV)  
Sept 24

The Great American Lancair Rally is open to all Lancair owners, potential owners and interested aviators.

Fly the entire tour or join just for a leg or two. This brand-new event will be a multi-stage "grand tour" of the Western US.

**SEPTEMBER 24 - OCTOBER 5, 2018**

For details, schedule, registration information and more:  
[RALLY.LANCAIR.COM](http://RALLY.LANCAIR.COM)

CONTINUED

(Continued from page 1)



two academic years. The school who built the plane must now find someone else who wants a plane built, or raise new funds to purchase a kit for the next group of students to build. Often, at some point, the school needs to sell the completed RV-12 to help pay for another kit. The push for more STEM classes in school, the decrease in hands-on shop opportunities for students and

the popularity of the well-designed RV-12 kit from Van's has combined to create an emerging market of similar student-built light sport planes for sale.

A quick scan of Barnstormers.com in June showed, in addition to individual sales, two school builds for sale with asking prices ranging from \$75-85K. One plane had only 20hrs total time and the other was the 5<sup>th</sup> built by that build group. If you price out the new airframe, engine, autopilot, glass panel, ADSB etc... you are essentially paying for the parts and getting the labor for free. Student builds go slower and I've seen figures of 1,800 hours put into a 2 year build. A good pre-buy inspection is always recommended and the fit and finish can range from just ok, to award winning.



The commercial aviation world is belatedly pushing (and paying) to increase the number of high school and college graduates who will come work in the industry, consequently, more aviation related companies are looking at student builds. I expect to see even more of these projects come on the market. The newest RV-12iS is the latest design with a quadrant throttle vs firewall, redesigned fuel tank, increased baggage area weight allowance and an optional fuel injected engine among other enhancements. If all goes well one will roll off the floor of our own Southwest High School in 2 years, stay tuned!



**PART 107 UPDATE****OSCAR ZUNIGA EAA CHAPTER 35 ALUMNUS**

I was browsing the EAA35 website and noticed that there is growing interest in drone operations over there in San Antonio. Here in Oregon, too! We (the engineering company I work for and am president of) are preparing to start sUAS operations in connection with our business. We are often involved in projects that require entry into hazardous, inhospitable, dangerous, and inaccessible locations and we need to look at unsafe structures, damaged structures, pipelines, bridges, roofs, towers, and all sorts of other things that are difficult or dangerous to get to and get a good look at. We also occasionally need to enter restricted or limited-access sites such as fire scenes, building collapse sites, earthquake-damaged sites, and perhaps also locations that are in TFRs due to wildland firefighting efforts and the like. It's an absolute must to have a commercial credential to get



access to those places to inspect property for our clients, including a large power utility company in the Pacific Northwest. Besides the usual power lines and utility substations, this utility owns and operates numerous hydro power generating stations and has large numbers of bridges and structures throughout their service area.

Although it would not be difficult for me to get my Part 107 credential and I plan to do so, I have no experience piloting sUAS. That

said, I sure know people who do! A young man who works for us is a drone hobbyist, even building his own experimental quadcopters and controllers, so he's a natural and is preparing to take the exam soon. We will be deploying a DJI Mavic Pro Platinum sUAS with both video and LiDAR imaging capability. We will deploy to the field as a team of two or maybe three, engineer and pilot/technician along with a surveyor on some occasions. The engineer will direct the mission to obtain the desired information, while the pilot/tech will operate the system platform and assist in converting the gathered data to working images and point clouds for translation and interpretation back in the office.

We also plan to put together a mini-team that will prepare and train for disasters and catastrophic events. The idea is for each of the team members to have a 'ready kit' with everything they need to go into the field independently. Rough-terrain and rough-weather gear, a day's worth of MREs and water, 2-way radios that are not dependent on the cellular network or shore power, basic data gathering tools. All deployable by each member autonomously, probably using mountain bikes and backpacks to enable traversing impassable roadways. The sUAS will be a special-duty asset and we might also have a quad ATV and an inflatable raft for crossing flooded waterways. The disaster mini-team is still in the concept stage though ;o) We plan to conduct field exercises twice a year, summer and winter, to keep everybody up to speed, equipment fresh and tested, and keep the team together. You know how yucky even simple things like alkaline batteries in a flashlight can turn after leaving them untouched and in the garage for 6 months or a year!

Hope you guys are doing well! Regards to all the EAA35 group as well as the 8T8 airport bums!

**AUGUST TREASURER'S REPORT****DEE BRAME****General/Operating Account\*****Beginning Balance**

\$23,580.40

**Total Receipts**

\$1250.00

**Total Expenditures**

\$562.45

**Ending Balance 31 July 18**

\$24,267.95

**Building Maintenance Savings**

\$6,292.85

**Total Account Balances**

\$30,560.80

\*-General/Operating Account includes funds dedicated to Youth Education and Tool Crib

**"BAD ANGEL"****CHUCK FISHER**

We were in Hangar #4 to view the beautifully restored B-29, when I happened to take notice of a P-51 Mustang near the big bomber. Its name? "Bad Angel". I was admiring its aerodynamic lines and recalled enough history to know that until the Mustangs came into service, the skies over the Pacific Ocean were dominated by Japanese Zeros.



"Bad Angel" in Hangar #4 at Pima Air & Space Museum

Then something very strange caught my eye. Proudly displayed on the fuselage of 'Bad Angel' were the markings of the pilot's kills: seven Nazis; one Italian; one Japanese

AND ONE AMERICAN. Huh? "Bad Angel" shot down an American airplane? Was it a terrible mistake? Couldn't be. If it had been an unfortunate misjudgment, certainly the pilot would not have displayed the American flag.

I knew there had to be a good story here. Fortunately for us, one of the Museum's many fine docents was on hand to tell it.

\*\*\*\*\*

In 1942, the United States needed pilots for its war planes lots of war planes; lots of pilots. Lt. Louis Curdes was one. When he was 22 years old, he graduated flight training school and was shipped off to the Mediterranean to fight Nazis in the air over Southern Europe.

He arrived at his 82nd Fighter Group, 95th Fighter Squadron in April 1943 and was assigned a P-38 Lightning. Ten days later he shot down



0.50 cal. Ammo for Mustangs

three German Messerschmitt Bf-109 fighters. A few weeks later, he downed two more German Bf-109's. In less than a month of combat, Louis was an Ace. During the next three months, Louis shot down an Italian Mc.202 fighter and two more Messerschmitt's before his luck ran out. A German fighter shot down his plane on August 27, 1943 over Salerno, Italy.

Captured by the Italians, he was sent to a POW camp near Rome. No doubt this is where he thought he would spend the remaining years of the war. It wasn't to be. A few days later, the Italians surren-

dered. Louis and a few other pilots escaped before the Nazis could take control of the camp. One might think that such harrowing experiences would have taken the fight out of Louis, yet he volunteered for another combat tour. This time, Uncle Sam sent him to the Philippines where he flew P-51 Mustangs.

Soon after arriving in the Pacific Theater, Louis downed a Mitsubishi reconnaissance plane near Formosa. Now he was one of only three Americans to have kills against all three Axis Powers: Germany, Italy, and Japan. Up until this point, young Lt. Curdes combat career had been stellar. His story was about to take a twist so bizarre that it seems like the fictional creation of a Hollywood screenwriter.

While attacking the Japanese-held island of Bataan, one of Louis' wingmen was shot down. The pilot ditched in the ocean. Circling overhead, Louis could see that his wingman had survived, so he stayed in the area to guide a rescue plane and protect the downed pilot.

It wasn't long before he noticed another, larger airplane, wheels down, pre-

paring to land at the Japanese-held airfield on Bataan. He moved in to investigate. Much to his surprise the approaching plane was a Douglas C-47 transport with American markings. He tried to make radio contact, but without success. He maneuvered his Mustang in front of the big transport several times trying to wave it off. The C-47 kept ahead to its landing target. Apparently the C-47 crew didn't realize they were about to land on a Japanese held island, and soon would be captives. Lt. Curdes read the daily newspaper accounts of the war, including the viciousness of the Japanese

(Continued on page 8)



Lt. Louis Curdes



Lt. Curdes in "Bad Angel"

## CHAPTER NEWS & FROM MEMBERS

### YOUNG EAGLES

PHIL VANEAU

Fellow Young Eagles Volunteers,

We will be teaming with Women in Aviation and several local STEM schools for a Young Eagles Rally at San Geronimo on Saturday, 20 Oct, 0930-1300.

We need your help as we are planning on having A LOT of Young Eagles for this event. We need Pilots, Static displays, Ground instructors, Escorts, Ramp Safety. Admin help (Registration, Certificates, Photographer, Runners). Please sign up early by sending me an email at [pvaneau@gmail.com](mailto:pvaneau@gmail.com). Any help/amount of help would be appreciated. If you know of any other area Pilots or Ground Volunteers, let them know about this worthwhile event.

Please feel free to advertise this event with your family, friends, coworkers, etc.

As a friendly reminder....All Young Eagle PILOTS need to complete Youth Protection Training and submit a Background Check. It only takes about 20 minutes. Just sign into your EAA account, select "My Account," then "Go to Training." This needs to be accomplished about 2 weeks prior to flying a Young Eagle.

Thank you all for your continued support for these events. Feel free to send me an email, [pvaneau@gmail.com](mailto:pvaneau@gmail.com), or call at (210) 887-3135 with questions.



### NEW MEMBERS

RON O'DEA

**Welcome to our new members:**

#### Bill Sargent

Bill, a private pilot, lives in San Antonio and flies a Cessna C-170B. Bill says he will be moving his airplane to 8T8!

You may contact Bill at 205-365-5738 or [sargentcin@yahoo.com](mailto:sargentcin@yahoo.com)

#### Tracy Nolte and Melissa Magee

Tracy, a private, instrument rated pilot, is a returning EAA 35 member who is building a JDT Mini Max. He and Melissa live in Helotes and may be reached at 210-718-1969 or [tmnolte@outlook.com](mailto:tmnolte@outlook.com). Tracy has volunteered as a YE Ground Helper.

#### Steve Law

Steve, a private pilot, is another returning EAA35 member. Steve is building a Sonex Onex. It is ready for controls and instrument panel. Steve lives in Devine and may be reached at 210-875-4630 or [SLawFlies@aol.com](mailto:SLawFlies@aol.com).

#### Allan and Kathy Gratia

Allan, a private, instrument rated pilot, is also a past member of EAA35. He has just started building a Zenith 750 Cruiser. Allan and Kathy live in Bandera and may be reached at 830-796-0426 or [dragnet12@me.com](mailto:dragnet12@me.com). Allan has volunteered as a YE Ground Helper.

#### Ron and Kat Machisen

Ron, a private pilot, has built a Pitts Model 12. He is now reviewing the plans for an RV-7A or 14A. Ron and Kat live in San Antonio and may be reached at 815-713-8136 or [ronmachisen@gmail.com](mailto:ronmachisen@gmail.com).

**"The Roch" is back!**

#### Roch LaRocca

Roch, a past president of EAA Chapter 35, had moved to Fayetteville, GA and was inactive with the chapter for a while. He has now re-joined. He has a company called ERacer and makes an airplane that looks a lot like a Velocity. His web site is [www.eraceraircraft.com](http://www.eraceraircraft.com). You may contact Roch at 770-298-5001 or [rochbar@live.com](mailto:rochbar@live.com).

#### Jonathann Ashford

Jonathann, is a Private Pilot, Glider Pilot, A&P and also a Flight Engineer Instructor on the C-5M. Additionally he has a Pilatus B4. Jonathann may be reached at 302-359-9101 or [whistlemotor@icloud.com](mailto:whistlemotor@icloud.com)

#### J.R. Sawyer and Larissa O'Brien

J.R, a student pilot, flies a Piper PA-28-160. JR and Larissa live in San Antonio and may be reached at [jrsawyer@gmail.com](mailto:jrsawyer@gmail.com) or 210-264-3645.

#### Steve and Kathy Cerwin

Steve, a Commercial Instrument rated pilot, flies a Cessna C-175 and is building an RV-12 which is 85% complete! Steve and Kathy live in Mico and may be reached at 210-861-8060 or [steve91949@aol.com](mailto:steve91949@aol.com).

#### Brian Moline

Brian is an ATP rated pilot and an A&P. He built and flies a beautiful Vans RV-7. He lives in Spring Branch and may be contacted at 830-832-7205 or [molineb@yahoo.com](mailto:molineb@yahoo.com). Brian has volunteered to be a YE Ground Helper.



“BAD ANGEL” CONTINUED

soldiers toward their captives. He knew that whoever was in that American C-47 would be, upon landing, either dead or wish they were. But what could he do?

Audaciously, he lined up his P-51 directly behind the transport, carefully sighted one of his 50 caliber machine guns and knocked out one of its two engines. Still the C-47 continued on toward the Bataan airfield. Curdes shifted his aim slightly and knocked out the remaining engine, leaving the baffled pilot no choice but to ditch in the ocean. The big plane came down in one piece about 50



0.50 cal. Wing guns in “Bad Angel”

yards from his bobbing wingman. At this point, nightfall and low fuel forced Louis to return to base.

The next morning, Louis flew cover for a rescuing PBV that picked up the downed Mustang pilot and 12 passengers and crew,

in-



Kill Marks on “Bad Angel”

cluding two female nurses, from the C-47 All survived, and later, Lt. Curdes would end up marrying one of these nurses. For shooting down an unarmed American transport plane, Lt. Louis Curdes was awarded the Distinguished Flying Cross. Thereafter, on the fuselage of his P-51 "Bad Angel", he proudly displayed the symbols of his kills: seven German, one Italian, one Japanese and one American flag.



*the*  
**Big Bib**<sup>™</sup>  
**BBQ**  
*Get your rub on!*

**WE CATER!**

**210-654-8400**  
**THEBIGBIB.COM**

**104 LANARK DR.**

**8535 MISSION RD.**  
**(STINSON AIRPORT)**  
**210-272-0525**

Paid Through Dec 2018

# Anderson Aviation

## Flight Instruction & Aircraft Rental



||| 16 Located at Bulverde Airport in Downtown Bulverde, TX 34 |||



Private Pilot Instrument Commercial Multi-Engine Ratings

**(830)438-IFLY (4359)**

**<http://andersonaviationtx.com>**

Paid Advertising Through May 2019

MAY MEETING- SEE MORE AT <https://www.facebook.com/ea35/>

RICHARD POENISCH

August's meeting was a total bust for me as I had family commitments taking priority so I could not attend. My loss! As I cannot personally attest to quality of the meal or the speaker. But, if past experience is any indication of what what served, it was bound to be excellent. As I have followed Mr. Beardsley at Reno, know his racing style, and am enamored of loud, big-bore piston engines, I can say in all truthfulness that his talk is one I truly did miss hearing. Nothing beats hearing from the one who is behind the throttle.

I am sorely disappointed that I could not get in all the articles and pictures of our members' Airventure time, but I have added extra pics in the e-mail extras. I am working on fitting as many of the leftover articles in next month's newsletter as I can. I realize that some of you will have to return to work to recover from your "vacation" so please send in any pics and articles of your finds, adventures, etc. as soon as you can.

Ron has listed a nice group of new members, some returning, and we need to let them know we appreciate their adding to our chapter. At the rate we are growing, we may top 150 members by the end of the year.

Darren Medlin is working with Southwest High School with their aircraft build project, but he can't do it alone. Phil Vaneau is working on the Young Eagles rally next month and he can't do that alone either.

There is an old African proverb that says: "It takes a village to raise a child." Without our time and encouragement to these young people, aviation as we know it will disappear. Already, it is getting harder to find kids hanging out at the airport. We are that village that will raise that next child, so please, dedicate some time to mentoring these young people because someone did it for you.



Later.



MAY MEETING- SEE MORE AT <https://www.facebook.com/ea35/>

PHOTOS BY CHUCK FISHER & DAVID BAKER



# THE BUILDER'S CORNER

Mark Julicher

## Boarding Steps

For reasons that are totally unknowable, malfunctions seem to happen in bunches. Lately we have had a bunch of boarding step problems, so that makes a good lead topic for this article. Within the last six weeks we have encountered two Bonanzas, one Cherokee and one Arrow with boarding step issues.

The Cherokee was the simplest and at the same time the most severe. It seems that the owner was debarking with his hands full of stuff. Because

his hands were full he did not use the grab bar and consequently his foot missed the step altogether. The stuff he was carrying prevented a full face-plant, but caused severe injury to sternum and ribs. Ouch. The result was several weeks on medical recovery.

On two Bonanza annuals in a row and we found cracked boarding steps. The Bonanza boarding step is actually a rather robust piece of equipment, but think about the abuse of 40+ years of being stepped on, and think about how the design point *might* have been the illusory 170-pound pilot, and think about how aircraft structures need to be lightweight. Now you have a formula for breakage. In each case the manifestation was a hair-fine rust line on the weld between the step and its strut.

If you see something like this don't take it lightly, investigate!

Finally, here is look at the step removed from the Arrow. The front of the strut has rusty, hairline cracks. It looks like only the paint has failed – maybe not big deal. It is somewhat of a pain to remove

a Piper step, so you may be tempted to let it slide. After all, it worked last time, I never step on it hard, I hold the hand grip, I will be OK. Maybe.

Photo 1 is the Piper Arrow step after being removed.



Photo 1

Photo 2: Close-up of Piper Step



Photo 3: Back of Piper Step



Photo 4: Citabria Master Cylinder

But turn the step over and you should notice that that a subtle, rusty, hairline appears on the backside of the mounting plate. Yup! It is a crack.

How much longer this part holds together is anybody's guess, but guess wrong and you do a face-plant. Go get it welded! If you can't do it, there are professionals here in town that will be happy to do business with you.

So much for boarding steps. Now here is a look at some of the interesting stuff that cropped up since last newsletter...

How about a failed Citabria brake master cylinder. You don't often see something that fails in compression, but have a look. Corrosion in the screw threads had eaten away 2/3 of the shaft.

Sooner or later engine mount rubber gets tired. It won't be long before this engine is banging on the bottom of the cowling

Finally, I had two old exhaust studs that just would not budge.

Tried Mouse Milk, PB Blaster, propane torch, Nothing was working, the doubled nut technique would not grip tight enough to dislodge these studs. Last resort before breaking the studs off was an over night soak in penetrating oil and welding a nut directly to the stud.

That did it.

Photo 6: Exhaust Studs



Photo 5: Engine Mount on O-200





# Country Store

BRIAN GOODE

The Country Store went to EAA AirVenture 2018 looking for additional items which we could apply our logo to and offer to the membership. The vendors attending the show were not the type we needed to find. The only thing that looked interesting was located by Steve Jones. That is a "Remove Before Flight" red tagged key ring, on which we could add our Chapter 35 logo.

We are trying to establish suitable communications with the manufacturer in order to get acceptable pricing. Stay tuned for further developments.

### INVENTORY REDUCTION SALE

At the last Chapter meeting, we announced an Inventory Reduction Sale. Thanks to those who stopped by and helped the cause. However, there are still some items that need to be hanging in someone else's closet, or sitting on your kitchen table, so we are extending the sale on the items in the following table.

We have received additional Texas shirt orders at the July and August meetings which will be held until we get enough logo'd merchandise orders to send to our supplier. We need to order 12 logo items at a time as that is the way their embroidering machines are set up.

**If you are interested in having one of these unique shirts, please get your order in to the Country Store by sending an email to [Lady-bgoode@msn.com](mailto:Lady-bgoode@msn.com) with your size. You can pay for it when it is received.**

August 18, 2018, will go down in my history book as the day my oldest Grandson, Kenny Maroney passed his Commercial check ride in Scottsdale, Arizona. Happy day in our house.

Kenny started his flying career right here at San Geronimo Airpark in our old Cessna Cutlass RG. His next aviation learning experience will be his CFI training at American Flyers in Addison, Tx.

## SALE MERCHANDISE

FISHING SHIRTS	Color	Size	Regular Price	SALE PRICE
Men's Short sleeve	Yellow	Large	\$39.00	<b>\$35.00</b>
	Khaki	Extra Large	\$39.00	<b>\$35.00</b>
Lady's short sleeve	Khaki	Small	\$39.00	<b>\$35.00</b>
	Yellow	Extra Large	\$39.00	<b>\$35.00</b>
POLO SHIRTS	Yellow	Small	\$30.00	<b>\$27.00</b>
	Yellow	Medium	\$30.00	<b>\$27.00</b>
	Yellow	Large	\$30.00	<b>\$27.00</b>
DUFFLE BAGS	Red	4 to go	\$30.00	<b>\$27.00</b>
BASEBALL CAPS	Blue	Only 2 left	\$10.00	<b>\$9.00</b>
COFFEE MUGS	Logo	3 dozen	\$7.00	<b>\$6.00</b>
KOOZIES	Blue	Lots	\$5.00	<b>\$4.00</b>
LOGO PATCHES	Blue	200	\$3.00	<b>\$2.00</b>
DECALS	Logo	50	\$1.00	<b>\$0.50</b>
BUMPER STICKERS		Plenty	\$1.00	<b>\$0.50</b>

## AUGUST MYSTERY PLANE REVEALED

DOUG APSEY

Congratulations once again to Charlie Brame and Ira Wagner for correctly identifying the August Mystery airplane as the Consolidate P-30/PB-2A. The heritage of the P-30 can be traced back to our July mystery airplane, the Lockheed Altair. Detroit Aircraft Corporation who manufactured the last of the Altairs developed a two seat prototype fighter aircraft for the Army Air Corps designated the YP-24 that was based on the Altair. The Army Air Corps ordered several of these aircraft but Detroit Aircraft went bankrupt before they could deliver on the order. One of the designers who worked for Detroit Aircraft on the YP-24 project went on to work for Consolidated Aircraft where he continued to refine the design resulting in the Consolidated YP-25.



PB-2A (Fiddlersgreen.net)

The Army Air Corps initially ordered two prototypes of the YP-25. One was designed as a high altitude fighter aircraft and designated the Y1P-25. It was powered by

a 600 hp Curtiss V-1579-27 turbo-supercharged engine. Armament was two 0.30-cal machine guns in the nose, plus one flexible 0.30-cal machine gun operated by the gunner in the rear cockpit. The second was designed as a ground attack aircraft and was designated the Y1A-11. This version did not have the turbo-supercharged engine since it was intended for low altitude operations. It was armed with 4 forward facing machine guns and one rear facing operated by the gunner in the rear cockpit plus bomb racks under the wings capable of holding 400 lbs of bombs. Both of these aircraft crashed within a week each other. Despite the crashes of both prototypes, in March of 1933 the Army Air Corps placed an order for four of the fighter version and four of the attack version of the aircraft. These were modified versions of the earlier prototypes with a larger tail and all aluminum wing and were these were designated the P-30 and A-11.

The first P-30's and A-11's were delivered to the Army Air Corps in January of 1934. After initial testing, the Air Corps placed an order for an additional 50 P-30As. These were all aluminum construction and had a larger 700 hp Curtiss V-1570-61 turbo-supercharged engine with a constant speed three bladed propeller giving it a top speed of 247 mph and a cruise speed of 215 mph. Intended as a high altitude fighter, the airplane carried oxygen for the pilot and the rear facing gunner. The P-30A's were re-designated as the PB-2A (PB stood for Pursuit, Biplance). Delivery to the Air Corps of the PB-2A's began in December of 1935 and ended in April of 1936. A total of 60 P-30/PB-2A/A-11's (including the prototypes) were delivered to the Air Corps. The Army Air Corp did not purchase any additional A-11 attack aircraft beyond the initial four.



Cockpit of A-11 (fiddlersgreen.net)

Despite being nearly obsolete by the time it was delivered to the Army Air Corps, the P-30/PB-2A is credited with being the first US fighter to have retractable landing gear, an enclosed and heated cockpit for the pilot (but not the gunner) and a turbo-supercharged engine. The P-30/PB-2A's were quickly replaced by the more advanced Seversky P-35 and the Curtiss P36.

Sources for the article include:

[https://en.wikipedia.org/wiki/Consolidated\\_P-30](https://en.wikipedia.org/wiki/Consolidated_P-30)

<http://www.fiddlersgreen.net/models/Aircraft/Consolidated-P30.html>

[http://www.joebaugher.com/usaf\\_fighters/p30.html](http://www.joebaugher.com/usaf_fighters/p30.html)



PB-2A (fiddlersgreen.net)



## NAME THE PLANE

DOUG APSEY

## September Mystery Airplane

Here is your Mystery Airplane for September. Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about this unique airplane?

1. Which company built it?
2. What is its name and designation?
3. What year did it first fly?
4. What is the purpose of the design?
5. How many have been built?





# Country Store

Continued

## NEW ITEMS IN THE STORE

We have found a Duffle Bag that will do double duty. You can use it as an airline carry-on bag that will fit in the overhead compartment, or as a carry-on bag that will fit in your aircraft's luggage compartment..

It also has a feature that will let you



Folded for transportation



Stuffed, ready to fly home

stow the bag within itself. This will let you take it along on a trip folded up inside another piece of luggage and then put it to use when you have more souvenirs than will fit into the big bag. We have some in inventory so get yours. They are priced way below the mail order bags at \$30.00, which includes tax, title and delivery to 8T8.

### SHIRT NEWS

We presented a new item at the March meeting, it is the white Fishing Shirt with the **Texas State Flag** on the back. They are only available in men's sizes, so the ladies can order a size smaller than a regular lady's size that fits them now. If you normally buy a lady's medium, the you should order a small size.

BTW, they are also available with long sleeves, with a little button-down strap to hold them rolled up, if you choose to roll 'em.



The new TEXAS shirt appears to be just another white shirt from the front.

BUT,

**TURN IT AROUND AND SMILE LIKE A TEXAN!**



<b>COFFEE MUGS</b>	<b>CH. 35 logo</b>	<b>\$7.00</b>
<b>Fishing Shirts</b>	<b>Men's &amp; Lady's</b>	<b>\$39.00</b>
Short sleeves		
Long Sleeves		<b>\$43.00</b>
<b>TEXAS shirts are the same prices as above</b>		
<b>POLO shirts with Ch. 35 Logo</b>	<b>SM – XL</b>	<b>\$30.00</b>
<b>DUFFLE BAGS</b>	<b>Red with Logo</b>	<b>\$30.00</b>
<b>Log Book Bags</b>	<b>To order</b>	<b>\$31.00</b>
<b>Baseball Caps</b>	<b>Ch 35 Logo</b>	<b>\$10.00</b>
<b>60<sup>th</sup> Anniversary decals</b>		<b>FREE</b>
<b>Beverage Koozies</b>	<b>With Ch 35Logo</b>	<b>\$5.00</b>
<b>Chapter 35 Sew-On Logo Patches</b>		<b>\$3.00</b>
<b>Chapter 35 Bumper Stickers</b>		<b>\$1.00</b>
<b>Wheel Chocks – Aluminum</b>	<b>Two sets</b>	<b>\$40.00</b>
<b>"Wash Wax All" Products</b>	<b>Under retail</b>	

All prices include State Sales Tax

For merchandise please call Brian @ 727-709-1159, or email: [ladybgoode@msn.com](mailto:ladybgoode@msn.com)

*All of the proceeds from the sale of EAA Chapter 35 Country Store merchandise goes towards supporting the activities of the Chapter, so buy some stuff. Today.*



CHAPTER CALENDAR — CONTACT [EAA35VP@GMAIL.COM](mailto:EAA35VP@GMAIL.COM) - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

SEPTEMBER	8	LUNCH MEETING Guest Speaker Paul Wurster on Flying the U-2	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER 	13	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
OCTOBER 	20	EAA YOUNG EAGLES RALLY Sponsored by EAA Chapt 35, Women in Aviation, and San Antonio STEM schools	EAA Chapter 35 Clubhouse 0930hrs to 1300hrs local
NOVEMBER 	10	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER 	8	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

## Upcoming Local/Texas Events and Airshows

## Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>  
 EAA <http://www.eaa.org/calendar>  
 Fly-ins <http://www.flyins.com>  
 Fun Places <http://funplacestofly.com>  
 Social Flight <http://socialflight.com>  
 Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>  
 Milavia <http://milavia.net>

Sept 22 Flights of Our Fathers Airshow and Fly-in  
Terrell Municipal Airport  
Terrell, Tx

Sept 28-30 Texas STOL Roundup  
Hondo Airport (KHDO)  
Hondo, TX

Sept 29 Eastland Pancake Breakfast and Fly-in  
Eastland Municipal Airport (KETN)  
Eastland, TX

Oct 5-7 Ranger Old School Fly-n and Airshow  
Ranger Municipal Airport (F23)  
Ranger, TX

Oct 06 Angelina Airfest 2018  
Angelina County Airport  
Lufkin, TX

Oct 12-13 Texas Antique Airport Fall Festival of Flight  
Gainesville Municipal Airport (KGLE)  
Gainesville, TX

Oct 20 Hidden Valley Airpark Fly-in Lunch  
Hidden Valley Airpark (5TXo)  
Shady Shores, TX

Oct 20-21 Wings Over Houston  
Ellington Field  
Houston, TX

PA32R-300



Flight training and airplane rental.

Located @ San Marcos, TX (KHYI)



Black Hound Aviation

C172SP



Mike Hathaway (951) 675-5380

Martin Fass (830) 237-6797




**BARIO AVIATION INC**  
*COME LEARN TO FLY WITH US*



- ▶ FLIGHT SCHOOL
- ▶ AIRCRAFT RENTAL
- ▶ AIRCRAFT MAINT.
- ▶ DRONEVIEW



**HWY 90**



AIRPORT RD

FM 471



**BARIO AVIATION INC**  
CASTROVILLE MUNICIPAL AIRPORT

**BARIO AVIATION INC.**  
10600 AIRPORT RD. STE 2  
CASTROVILLE, TX 78009

**TEL: 210.390.6444**  
**MOB: 830.776.1831**

[WWW.BARIOAVIATION.COM](http://WWW.BARIOAVIATION.COM)

[INFO@BARIOAVIATION.COM](mailto:INFO@BARIOAVIATION.COM)

Expires NOV 2018

Paid Advertising Through July 2018

# The Pilot Shoppe

JANET SHIRES  
President

(210) 524-9525  
(210) 524-9526 (Fax)  
(210) 367-3477 (Cell)

600 Sandau Rd., Suite 100  
San Antonio, TX 78216  
Mon-Fri 10am-6pm  
pilotshop@aol.com



## DAVID BAKER Artist

275 Thorain Blvd.  
San Antonio, Texas 78212  
(210) 410-2323  
bakerdf@texas.net

[www.davidbakerart.com](http://www.davidbakerart.com)

Paid Advertising Through Apr 2019

Richard B. Hecker, D.O.  
Senior Aviation Medical Examiner



Assend Dragon  
AVIATION

CP: (210) 391-1072  
Fax: (830) 980-8866  
Email: tcfllyingdoc@yahoo.com

29890 Bulverde Lane  
P.O. Box 279, Hangar 38  
Bulverde, TX 78163



2376 Bulverde Road, Suite 112  
Bulverde, TX 78163-4593  
(830) 386-4236  
(210) 745-1750  
Fax (830) 515-5941

**GERALD SABOE DO MPH COL USAF RET**  
**CHARLES R. FISHER JR. MD MPH COL USAF RET**  
*Specialists in Aerospace Medicine*  
FAA Senior AME  
Make appointment at [www.saboeavmed.com](http://www.saboeavmed.com)

**Aircraft Rental**

**Flight Instruction**



**Bill Kendrick**  
Owner

Mobile - (210) 363-5693

Work - (210) 994-6049  
Paid Advertising Through July 2018

**BLEND SUPPLY**  
DISTRIBUTOR OF COATINGS, TOOLS & REFINISH SUPPLIES  
[WWW.BLENDSUPPLY.COM](http://WWW.BLENDSUPPLY.COM)

**Clint Cook**  
Branch Manager

[ccook@blendsupply.com](mailto:ccook@blendsupply.com)

Toll-free 800-647-9279

Main 817-529-7710 EXT. 1700

Fax 817-789-4162

135 Braniff Drive  
San Antonio, Texas 78218

[WWW.BLENDSUPPLY.COM](http://WWW.BLENDSUPPLY.COM)  
Paid Advertising Through July 2018

## CLASSIFIED ADVERTISEMENTS

### T-HANGARS FOR RENT

R. B. "Doc" Hecker has 2 T-Hangars for rent, **30A** and **30B**. Interested parties may contact him via phone or email.

**Ph:** 210-391-1072 **Email:** faexamdoc@yahoo.com

**Web:** [assenddragonaviation.com](http://assenddragonaviation.com)

**Jeanette Hunt** has 1 T-Hangar for rent, **30G**. Interested parties can reach her by **phone:** 210-688-9264.

**FOR SALE: 1967 Mooney M20F**, 3555 TT airframe, 465 SMOH by Penn Yan (200 hp IO-360A1A), 187 TT on new Hartzell Top Prop conversion (no recurring AD). Tanks resealed. New interior. Mags OH'ed and engine mounts replaced at last annual (4/18). Asking \$49,900.00 **Doug Apsey (210) 913-2539 or email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com)** for spec sheet.



### Hangar Home for Rent—Lot #61 @ 8T8

Contact Marshall Henson, Ally Realty

Phone: 210-863-4683, email: [marshall@allyproperty.com](mailto:marshall@allyproperty.com)

**FOR SALE: 1961 Piper Colt**, N5050Z, restored by John Kuhfahl. Excellent condition, great time builder. Hangared at Spirit Field, SC (3SC2) \$12,500. Contact Bernard Groceman (314) 258-1917

**FOR SALE:** "as delivered from factory" and untouched **Velocity SE kit** for sale to be sold for pennies on the dollar. It was bought complete, even with the seats factory upholstered! It is a fixed gear model with many, many accessories. Interested parties should contact Robin Ream, Shertz, TX

**Phone:** 210379-3885, **email:** [robinream@gmail.com](mailto:robinream@gmail.com)

# EAA Chapter 35 Leadership



## Officers

<b>President:</b> 210-570-9435	Steve Jones <a href="mailto:ea35pres@gmail.com">ea35pres@gmail.com</a>	<b>Vice President:</b> (210) 875-9971	Darren Medlin <a href="mailto:ea35vp@gmail.com">ea35vp@gmail.com</a>
<b>Secretary:</b> 210-289-7445	Mike Landis <a href="mailto:mlandis7210@sbcglobal.net">mlandis7210@sbcglobal.net</a>	<b>Treasurer:</b> 210-493-5512	Dee Brame <a href="mailto:DeeB@satx.rr.com">DeeB@satx.rr.com</a>

## Board of Directors

Past Presidents	At Large
Ulf Balldin (2014-15) 210-663-7391 <a href="mailto:uballdin@gmail.com">uballdin@gmail.com</a>	Chuck Fisher 210-878-5561 <a href="mailto:ea35news@gmail.com">ea35news@gmail.com</a>
Nelson Amen (2012-2014) 210-834-1991 <a href="mailto:nelson.p.amen@gmail.com">nelson.p.amen@gmail.com</a>	Brian Goode 727-709-1159 <a href="mailto:ladygoode@msn.com">ladygoode@msn.com</a>
Dave Baker (2010-2012) 210-410-9235 <a href="mailto:iflyaerosport@sbcglobal.net">iflyaerosport@sbcglobal.net</a>	Ron O'Dea 210-488-5088 <a href="mailto:r2av8r@gmail.com">r2av8r@gmail.com</a>

## Chairpersons

<b>Facilities:</b> (210) 570-9435	Freda Jones <a href="mailto:ea35facility@gmail.com">ea35facility@gmail.com</a>	<b>Newsletter Publisher:</b> 210-878-5561	<b>Chuck Fisher</b> <a href="mailto:ea35news@gmail.com">ea35news@gmail.com</a>
<b>Air Academy:</b> 210-256-8972	Maarten Versteeg <a href="mailto:maarten.Versteeg@sbcglobal.net">maarten.Versteeg@sbcglobal.net</a>	<b>Newsletter Editor:</b> 210-823-0474	<b>Richard Poenisch</b> <a href="mailto:ea35news@gmail.com">ea35news@gmail.com</a>
<b>Board Advisor:</b> 830-438-9799	John Killian <a href="mailto:jmkillian1@gmail.com">jmkillian1@gmail.com</a>	<b>Builders Academy:</b> 210-688-9072	Lew Mason <a href="mailto:lewnan@sbcglobal.net">lewnan@sbcglobal.net</a>
<b>Young Eagles:</b> 210-887-3135	Philip Vaneau <a href="mailto:pvaneau@gmail.com">pvaneau@gmail.com</a>	<b>Aircraft Builders:</b> 210-372-1217	Craig Geron <a href="mailto:rv8@satx.rr.com">rv8@satx.rr.com</a>
<b>Tool Crib:</b> 210-688-9072	Lew Mason <a href="mailto:lewnan@sbcglobal.net">lewnan@sbcglobal.net</a>	<b>EAA Hangar:</b> 210-688-9072	Lew Mason <a href="mailto:lewnan@sbcglobal.net">lewnan@sbcglobal.net</a>
<b>Public Affairs:</b>	Jose Garcia <a href="mailto:ea35pr@gmail.com">ea35pr@gmail.com</a>	<b>Membership:</b> 210-488-5088	Ron O'Dea <a href="mailto:r2av8r@gmail.com">r2av8r@gmail.com</a>
<b>Website:</b> 210-410-9235	Dave Baker <a href="mailto:iflyaerosport@sbcglobal.net">iflyaerosport@sbcglobal.net</a>	<b>Country Store:</b> 727-709-1159	Brian Goode <a href="mailto:ladygoode@msn.com">ladygoode@msn.com</a>
<b>Safety Officer:</b> 210-488-5088	Ron O'Dea <a href="mailto:r2av8r@gmail.com">r2av8r@gmail.com</a>	727-439-1159	June Goode <a href="mailto:junegoode@msn.com">junegoode@msn.com</a>

## Flight Advisors

RB 'Doc' Hecker 210-391-1072 <a href="mailto:teflyingdoc@yahoo.com">teflyingdoc@yahoo.com</a>	Mark Julicher 210-382-0840 <a href="mailto:mjulicher@earthlink.net">mjulicher@earthlink.net</a>
Ron O'Dea 210-488-5088 <a href="mailto:r2av8r@gmail.com">r2av8r@gmail.com</a>	

## Technical Counselors

RB 'Doc' Hecker 210-391-1072 <a href="mailto:teflyingdoc@yahoo.com">teflyingdoc@yahoo.com</a>	Mark Julicher 210-382-0840 <a href="mailto:mjulicher@earthlink.net">mjulicher@earthlink.net</a>
Nick Leonard 830-765-7481 <a href="mailto:ohlson38@gmail.com">ohlson38@gmail.com</a>	Lew Mason 210-688-9072 <a href="mailto:lewnan@sbcglobal.net">lewnan@sbcglobal.net</a>

**The FINE PRINT:** Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but is not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.

*Chapter 35 meets*

*Each Second Saturday of the Month*

***September 8th***

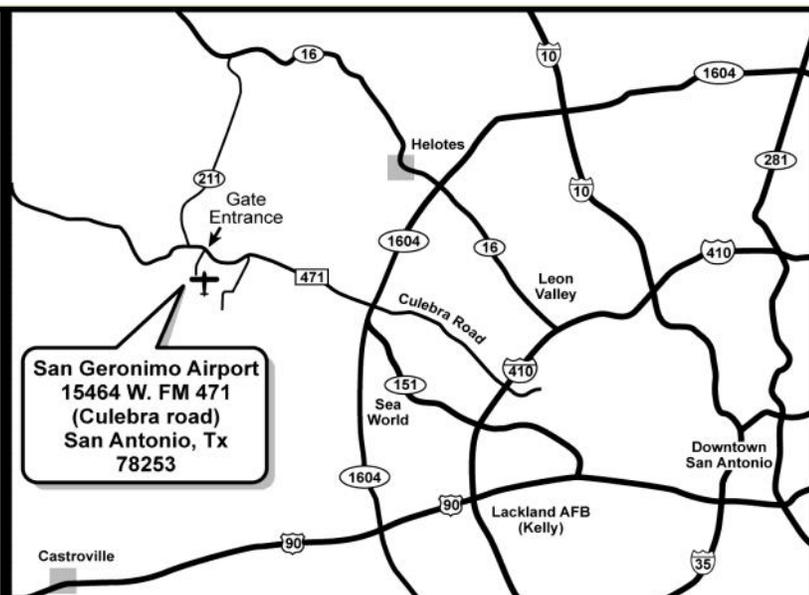
*Lunch at 1130hrs*

*Southern Fried Chicken*

*Chapter 35 Clubhouse*

*Meeting to Follow*

*Paul Wurster on Flying the U-2*



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 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  
San Antonio, TX 78253

Paste Address Label Here

***Runway 35—The Official Newsletter of EAA Chapter 35, San Antonio, Texas***

***www.35.eaachapter.org***

# ALL You Need to Keep it Looking New!

Water-Based, Non-Corrosive, Alcohol & Ammonia Free. Meets Boeing Aircraft Spec. D6-17487P & D6-7127M



**Wash Wax ALL**  
All purpose cleaner/wax that you can safely use on everything you clean. Leaves an anti-static protective coating on aircraft, cars, boats, motorcycles, and RVs. Lifts dirt without scratching.  
**Spray On - Wipe Dry**



**Wash Wax ALL Degreaser**  
All purpose Degreaser/wax that you can safely use for those tough, greasy, oily cleaning jobs such as, aircraft engine and exhaust areas, landing gear, car wheels and tires, boat transom and water line. Removes dirt and black streaks without scratching.  
**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.  
**Spray On - Wipe Dry**



**PlexALL**  
leaves an anti-static protective coating on all aircraft windows, both plastic and heated glass. Plex ALL is also safe to use on cockpit instruments and displays.  
**Spray On - Wipe Dry**

**NEW**

**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

constantly climbing and moving a ladder. Our customers report time savings of up to 50% over waterless hand application.



**Aero Scrubber**  
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.



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



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



**NEW**

**Waterless Wash Wax Mop Starter Kit**

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



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



**Leather/Vinyl Kit**

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



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



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



**Leather Soap**  
Safely and gently cleans leather and vinyl. Removes dirt, grime, body oils, and lotions.



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



**Rubber Care**  
Easy to use water-based rubber and de-ice boot care product. Restores and protects rubber, giving that new semi-gloss look, without leaving an oily residue. Excellent on weather stripping, tires or any rubber or plastic item.



**Water Spot Remover**  
Quick, easy, safe way to remove hard water spots from paint, plastic, vinyl, clear coat, gel-coat, bare metal, and other hard surfaces. Use Wash Wax ALL to prevent hard water spots.



**PolishALL**  
Easy-on, easy-off liquid polish. Removes oxidation and fine scratches from paint, plastic, aluminum, silver, and other metals. Can be used by hand or with power polisher.



**Wash Wax Clay**  
Safely removes surface contaminants allowing wax to bond better. Removes overspray, tree sap, acid rain, & rail dust. Safe to use on paint, plastic, glass, chrome, gelcoat, and other hard surfaces.



**Sold By:**

**THE EAA CHAPTER 35 COUNTRY STORE**



### Master of Ceremonies

Ryan Newman  
 FAATeam Program Manager

- Chief Warrant Officer – 5
- Retired Army
- Blackhawk Pilot
- Desert Storm – '90/'91
- Afghanistan – '02
- Iraq – '03



**EAA AIRVENTURE PICTURES**

