



June 2023

Volume 66 Issue 6

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International Young Eagles Day

Dean Doolittle

Chapter 35 is participating in the EAA's International Young Eagles Day this year by hosting an event at Stinson Municipal Airport on June 10th. This event is our BIG Young Eagles rally for the year as we are planning on flying 100 young potential aviation enthusiasts.

These rallies can only happen with the help and support of the local community and our chapter members. As this event will be about twice as big as our events at San Geronimo Airpark, we will need additional volunteers to pull this off in a safe and efficient manner. Please save the date, June 10th, and make plans to join us at Stinson Municipal Airport for this event. We need your help as pilots as well as on the ground.

On the ground we need help with the following tasks:

- ◆ registration/welcome desk
- ◆ security
- ◆ escorts (walk Young Eagles to and from the aircraft)
- ◆ aircraft parking/movement
- ◆ preflight briefing for Young Eagles

◆ safety

If you have volunteered for one of our Young Eagles events you should have received an invitation to help at this event. If you didn't receive an invitation, please check your spam folder.

If you haven't been receiving invitations to our events read and follow the instructions below and we will add you to the list of volunteers.



If you haven't volunteered for one of Young Eagles rallies in the recent past and would like to volunteer for this rally or future rallies, send an email YoungEagles@eaa35.org. In the email let us know if you would like to help as a pilot or on the ground and we will send you an invitation to join the YoungEaglesDay site.

The invitation will come from YoungEaglesDay.org which is a site set up by EAA National to help chapters organize Young Eagles rallies. Once you have an account we can send you an invite which will confirm your wish to volunteer. We will also send you a reminder a few days before the rally and updates if the event is post-

Next Event

Jun 10
Stinson Airport
Young Eagles
Starts 0900



Next Event

Young Eagles Day **Jun 10**
Stinson Airfield in San Antonio (KSSF) **Time: 0900**

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
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FROM THE PRESIDENTS COCKPIT

CHUCK FISHER



In San Antonio we never complain about rain...But! It would have been nice if the rain had chosen a weekday to come. So, we did NOT get our maintenance done and we did NOT get our adult Eagles flown. However, even despite the gloom and soft soil we enjoyed a tremendous chapter members BBQ, thanks as always to the kitchen staff and to the expert grillsmanship of your **VP Ian Herritch**.

Flying Start: Despite gloomy weather and an overnight 2 inch down-pour we had a great turn out for the *Flying Start* event. Paul Wurster led the discussion and I want to thank Texas Skies for flying down and providing excellent guidance and materials for the prospective pilots as well. Paul had put together an excellent assortment of pilots and planes who were all ready to go, but the ground was too saturated to safely taxi the aircraft...or in my case to even get it out of the hangar. So we will catch up on our attendees flights individually as the weather moderates.

I had the pleasure of presenting our Chapter's third "gold" level banner at the May meeting. As I wrote last month, this is reflective of the great work everyone in this chapter has done to keep the chapter vibrant and relevant to the San Antonio aviation community. **Paul Poberezny**, when he created EAA and the chapter's structure described the need for three essential functions of a chapter: A Social Function, an Educational function and an Aviation function. I think you all do fantastic in all spheres and we will continue to seek opportunities for enjoyable aviation related activities, continue educational endeavors like our VMC club and safety-related sessions, build projects and hope to expand emphasis on building and restoring skills; and we are blessed to have at our disposal a wonderful venue for social gatherings year-round.

Speaking of our facility. Your Board of Directors built into the 2023 budget sufficient funds to replace the Heating and Air Conditioning unit. As most of you know, ours was still working, but not well and we had some uncomfortably hot gatherings as a result. Maintenance was becoming a problem with the older unit as well. So, given that nothing seems to be getting cheaper, we made the hard decision to replace and upgrade the unit. Chapter member **Widener Weems** got it in quickly and efficiently and it works like a charm. You'll see a hit to our bank accounts, but being able to keep the facility more efficiently climate controlled and humidity controlled using modern equipment will, hopefully, help us to keep down electricity and maintenance costs in the long-term.

The bad news is that we still have a long list of projects that need to be done. We are going to ask for small groups to volunteer for a project to do as their schedule permits. These will be things like painting benches, scraping and painting the trim on the building, painting light poles, planting greenery, disposing of non-functional tools and cleaning, sorting and labelling tools and supplies in the hangar, and so forth. Watch for a sign up on eaa35.org.

Scholars: Our two newest scholars have received the "green light" to start training....and they have jumped right in. 2023 Kellogg Scholar **Raegan Rait** will be training at Texas Skyways at Stinson and 2023 Ray Scholar **Nolan Haecker** will be training at Texas Skies at Boerne Stage along with 2022 scholar **Henry Wurster**. We formally award the "big check" at the chapter gathering. 2021 Ray Scholar **Gabriella Pfang**, now a private pilot, joined us as well. We'd hoped to get 2020 Ray Scholar and pilot **Thomas Reyna** and 2021 Scholar **Jeffrey Davilla** in the photo too...but photoshop will have to do!

I want to take this opportunity to thank **Allan Inks** for managing a growing and complex scholarship program. There are few chapters anywhere that have this many Ray Scholars all flying at once, and even fewer that also have chapter funded scholarships. In addition to the administrative workload, Allan has also been a mentor and coach for each scholar.

Young Eagles – June: Our June gathering happens to fall on International Young Eagles Day, and EAA has given chapters a challenge to fly more kids than ever. So our gathering will be conjoined with our biggest Young Eagles rally we've conducted in a very long time. We will do this one at Stinson Airport where we will have ramp and admin space for a big crowd. We are a month out and we already have over a hundred Young Eagles signed up in the first couple days of sign-ups. Wow! So, we will need every ground volunteer, pilot and plane we can muster to make this a fun day for everyone. We will be looking to several of you to come up with educational activities to keep the children and parents engaged and busy as they wait, and we will also do a little fund-raising while there, so if you have ideas for souvenirs, trinkets, or non-cooked refreshments, or activities please speak up and take it on.

Restoration Project: We now have Bruce King's BK Flyer in the Builder's Hangar and at the last gathering we already had anxious hands assessing and disassembling the plane. By the way, Bill Fahey has restocked our toolbox with a complete set of brand new tools using funds generously donated to the chapter so the toolbox is actually full! We hope to have a great team of restorers of all ages working on this. We'll track this project on the website and the EAA builders log.

I am particularly enthused about this because there seem to be so few folks building from scratch anymore and being creative. This is a plane that was designed from a blank sheet of paper, then used to template and test what would become the plans-built BK aircraft. So, in this case, there are no real plans, and the restorers will have a chance to learn from Bruce's creativity. If you are good with your hands, please watch for announcements for build sessions from Bill.

In case I didn't say so at the beginning of this missive, I am pretty darned proud of what this chapter does, and I hope you are too! OK, enough words from me.

Go Fly!



OSHKOSH FOR NON-PILOTS**MARILYN DOOLITTLE**

Full disclosure: I'm not a pilot. My only connection to aviation is being married to a pilot who has a Grumman Cheetah (flying) and a partially built RV-9. However, we have been going to Oshkosh ever since 1990, missing only a couple of years. So you are going to Oshkosh with your pilot, but are not sure what to do there for seven days.

I have found tons of interesting things to do and see, and want to share them, along with some bits of advice.

First, you have to decide where you are going to stay. You'll see fields full of camping, some with planes, others not. If you want a more cushy experience, you can book a hotel, but need to do so at least a year in advance. Our first few years we stayed in Green Bay, Door County, and other spots, which makes for a long morning and afternoon commute to the airfield. Luckily, we fell into a relationship with a local family who rented us their house, while they went on Disney cruises with their kids. We are probably on our 15th or 20th year of this arrangement. We always have an extra bedroom and are happy to share the house with friends. It's a short drive to the airfield.

For the event itself, my first bit of advice is get there early. The gates open at 7:00 and parking stacks up quickly. If you get a closer space, your walk back to the car at the end of day is shorter. Parking for the last few years has been at the EAA Museum. Busses take you to the main airfield, and Pioneer Airport, where there is a lot of historical stuff to see. I highly recommend paying for a weekly parking pass ahead of time, for speedy access to the parking lot.

The Museum itself is not to be missed. There are many airplanes and displays to see, along with movies and presentations in three small theaters. Here is where I saw Tuskegee Airmen and Doolittle Raiders in person. There are always a few new planes and exhibits every year.

There is a food vendor out back (think brats), and a nice little cafe with vending machines inside. And, the absolute best bathrooms at the event. Advice: avoid the Museum on a rainy day. It will be jam packed. If you walk across the grass runway to Pioneer Airport, there is a bunch of stuff for kiddos, and helicopter rides. I have taken the helicopters a couple of times and it's thrilling. These are Bell helicopters (think Vietnam era), so you are in a bubble with no doors. When they turn, there is nothing between you and the ground...or Lake Winnebago. Fun.

First thing in the morning, we always get donuts. There used to be a youth organization selling them, but the A&W vendor booth does a good job. Coffee and donuts while we plan our days. I say "days," because we often split up until lunchtime because our interests vary so much. Speaking of planning, do get the EAA Events app on your phone. It will be posted there a couple of weeks before the event, and is frequently updated. It has the whole schedule, literally thousands of forums, workshops, and events, and you can click on what you plan to see for a personalized agenda. It also has maps and other helpful information.

While Dean wanders around looking at thousands of airplanes, I like to go to forums. I especially like the safety ones put on by the NTSB. Learn what went wrong, so you and your pilot don't make the same mistakes. Also Customs and Border Protection. They bring the sniffer dogs who do an amazing demonstration sniffing out fruit, meat, currency and drugs. I also like the ATC forums. The ATC people are actually very nice and helpful, but they just can't seem to speak slowly even at events like this. They also have donuts and coffee for free.

There are four big hangars, A, B, C, and D, full of vendors. A good place to get out of the sun, but don't expect them to be air conditioned. Two of these have nice bathrooms, with entrances on the outside. (After many initial years of just porta potties, I am really focused on nice bathrooms.)

If you like to see WWII planes, the Warbirds area is great. There is a tram that can take you around if you don't want to hoof it. And there are special areas for Vintage planes, Ultralights, Homebuilts and more recently, drones. Also not to be missed is the Sea Base. You need to take a bus there from the bus park, and it costs a couple of dollars. But wow, how the Sea Base manages to have temperatures 10 to 15 degrees less than the main airfield is a mystery. Sit in the shade under trees and watch planes coming and going on Lake Winnebago. Amazing! There is also a little boat tour you can take there, and plenty of food vendors.

For lunch, we always bring a picnic. We leave it in the car and go out to sit under a tree and enjoy lunch. If the Goodyear blimp is there, you'll get a first row view from the parking lot at the Museum, where we eat lunch. Of course we set aside one day as "brat day." The best brats are sold right next to the bus park outside of the main entrance. It's sponsored by St. Jude the Apostle Parish of Oshkosh, so we always refer to them as the "church ladies' brats."

Cheaper than the other vendors and darn yummy. There are also a lot of excellent food vendors if that's your choice.

The events for women are also excellent. There is an ice cream social, which I have not attended, and also a Power Lunch. \$5 for a box lunch. It's at the Theater in the Woods (shade), and the speakers are always excellent. I especially liked the presentation on NASA's Mars explorations, Eileen Collins, the female space shuttle commander, and Col. Kim Campbell, the female pilot of an A-10 Warthog. There is also a big focus on young girls getting into aviation, and mentoring. And, there is a free WomenVenture T-shirt that you can order online and pick up at the event. All the women in T-shirts get a gigantic group photo every year that is a ton of fun. Advice: Get your tickets for the Power Lunch and T-shirt now.

Two years ago I delayed and the lunch was a sell out so I missed it.

Also fun to see is the "One Week Wonder." Throughout the week, visitors can take part in building an airplane, from parts out of the box to flying. You don't need any skills to participate. You



CHAPTER BULLETIN BOARD

WE NEED YOU!

Need Volunteers for:

- ◆ **Historian:** Capture and keep the legacy of Chapter 35 for generations to come

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

After a weather delay the rain did not leave us alone for our rescheduled member's picnic. In spite of the weather the inside picnic was well attended and not much food was left. Helping with set up and receiving a great big Thank You is Pam Paduh and BJ O'Dea. Also helping was Pam's sister Pat. We even got some of the kitchen organized the evening before.

On Saturday again the weather caused rearrangement of events for the day, but all worked out. Flying Start was the Start but no flying. Delicious hamburgers and hot dogs were grilled by what they called themselves (Two men and a grill). The two men who cooked up the delicious food were Ian Heritch assisted by Dean Doolittle. Thank you, gentlemen, especially Ian for the great fare. Also helping in the kitchen was Pam Paduh, BJ O'Dea, and Robin Apsy. I believe a good time was had by all. Thanks to all who helped take out trash, empty coolers, vacuum and all the clean-up duties after the meeting to help make the clubhouse ready for the POA meeting that was held at 3:00.

We will be at Stinson for our June meeting, for the International Young Eagles Day event, so we will not be having a meal at our clubhouse. If you can volunteer as a pilot or ground crew, please do. I know it will be greatly appreciated as we have a bunch of kids already signed up.

July will bring our second pancake breakfast. Come see the awesome griddle. We will need help cooking, serving, and cleaning up. This event is scheduled on our usual second Saturday July 8, 2023.

Looking forward we are looking at having our spaghetti sauce contest for August, pancakes being rescheduled from October to September and finally our eclipse viewing event on October 14 (start looking to get your cool glasses and filters for phone/cameras).

Again, thanks for all the help and that is it for this month.

NEW SECTION — MEMBER BUILDS

Paul Wurster— Van’s RV-14

Last month, I had finished up riveting the sides. This month, I have tackled some odds and ends to finish up the “tub” portion of the fuselage.

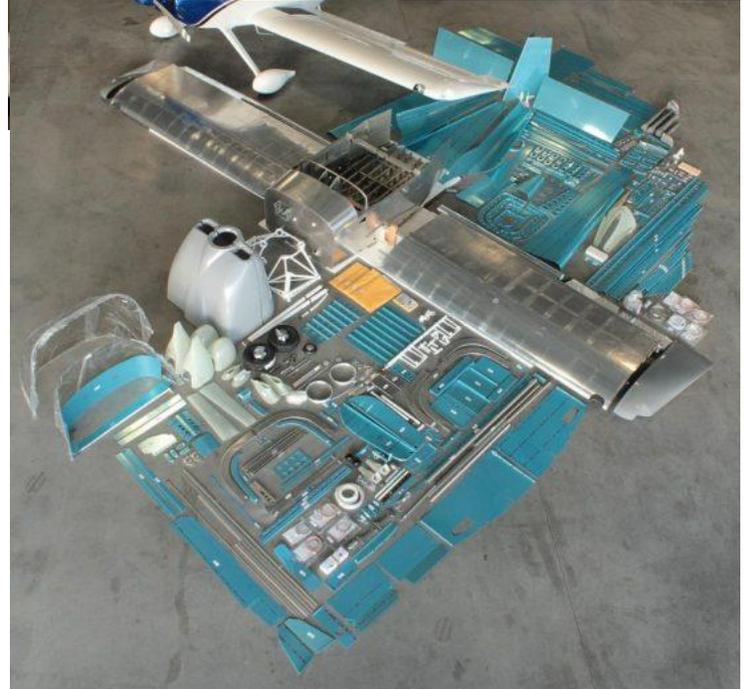
First, I made the parts that constitute the wing root attach fairings. This allows the wing root panel to be screwed on and off to access the fuel plumbing, wing wiring, pitot static lines, and control pushrods. These parts took a lot of shaping and fluting to get fitted correctly.



Next, I started building up the brace that also makes up the seat back adjustment rail. Bits of plastic were shaped to make guides for the adjustment arms.



Finally, some gussets were fitted to both sides of the brace to build up the structure for the base of their roll bar. There were plenty of difficult rivets to buck in these tight spaces. Once it was done, I had a nice looking piece which is tying up this section of the plans.



BK-1 Flyer Rebuild

We received the BK-1 flyer and began the process of accessing the needed repairs. Damage to the plane occurred when it was trailered to Las Vegas and in the dead of the night, it was towed between buildings where the rudder impacted a fire pipe that was not seen. The aircraft was trailered back to Texas for repairs where it sat for many years waiting for repairs. Unfortunately, the builder, Bruce King passed away before the repairs could be made and the aircraft continued to sit. Considering how long the aircraft was subjected to the Texas weather, it is not in that bad of shape. Well, the airframe is not in too bad of shape. The 4 cylinder Volkswagon engine is 50/50. Half is in good shape, and the other half is in bad shape.

The aircraft as it sits is very nose heavy. So we decided to remove the engine first. This proved to be a bit more of a hassle than we were expecting. Come to find out, the motor mount washers weren't washers, they were a second set of nuts!



(Continued on Page 7)

(Continued from Page 6)

Success! With the engine off, the aircraft is no longer nose heavy and sits just fine on the tail. This also adds to the number sub-assemblies so we can spread the work out over multiple teams without fear of everyone tripping over each other.



Once the engine was off of the plane, it was mounted to an engine stand for teardown. Being a VW 4-cylinder, it isn't that heavy so manhandling it onto the stand wasn't too difficult.



With the engine on the stand, teardown could begin. More on that next month.

With the engine off of the plane, we turned our attention to the airframe. The canopy has a large crack from where a forklift hit it in Las Vegas. What happens in Vegas, stays in Vegas? Not so much. One of our first tasks was to remove the canopy. One bolt that was out of the way and safely put aside.



Next up. When the plane was picked up, the brakes were rusted solid. The plane did not roll on the wheels, it had to be dragged. This made moving the plane a real challenge so the next order of



business was to remove the entire wheel assembly's, disassemble them and clean them up.

(Continued on Page 8)

(Continued from Page 7)

Unleash the youth! Raegan, Zane, and Ethan get to work.



There's a lot going on in the photo above. Rusty brake cables are being disconnected, bolts that haven't seen a wrench in years are being persuaded to come loose, and there is a young man inside the plane trying to remove a broken antenna mount with the help of his dad, Chris.

The wings of the plane were stored in the rafters of a carport for years. There was so much crud on them it was difficult to assess their condition. So they were sent to the wash rack!



After a good scrub the wings were shiny in some places and not so shiny in others. Houston, we have a problem! Any airplane's nemesis, corrosion.



We also have a healthy dent in one of the wings that will need to be addressed.



Next month we will take a look at the engine teardown, creative use of sawdust, the damaged rudder, a sawed off vertical fin, rivet drilling, and media blasting. Stay tuned.

A build log for this plane under with the title BK1-Refresh on the EAA Builders page. <https://eaabuilderslog.org/?blproject&proj=85TJukfB&cat=research&listcat=&sid=>

If you are interested in being a part of this project, please get in touch with me at eaanewsletter@gmail.com and I will add you to the list to be notified of when we will be at the hangar.



CLASSIFIEDS

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Contact Tim Carter at 210-289-1780



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



I have two very nice LightSpeed Headsets for sale and one Yaesu FTA-450L handheld transceiver. The one Headset is a Zulu 3 with very minimal use. The other is a few years older. I sent it back to Lightspeed to be factory refurbished; it has a new controller and cables,

and works perfectly. I'd like the price of one new Lightspeed Zulu 3 for the whole package. That's showing as \$899 on both Amazon and Sporty's. I don't know your policy for listing items for sale, so I'm sending it to you instead of the entire group. I live in Blanco.

Bill Schleifer georgew2052@gmail.com

Hangar for Rent
Available 1 June 2023. 30 X 40 Hangar
Contact Ron O'Dea for details
r2av8r@gmail.com

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MAY CHAPTER GATHERING





Painting Aluminum

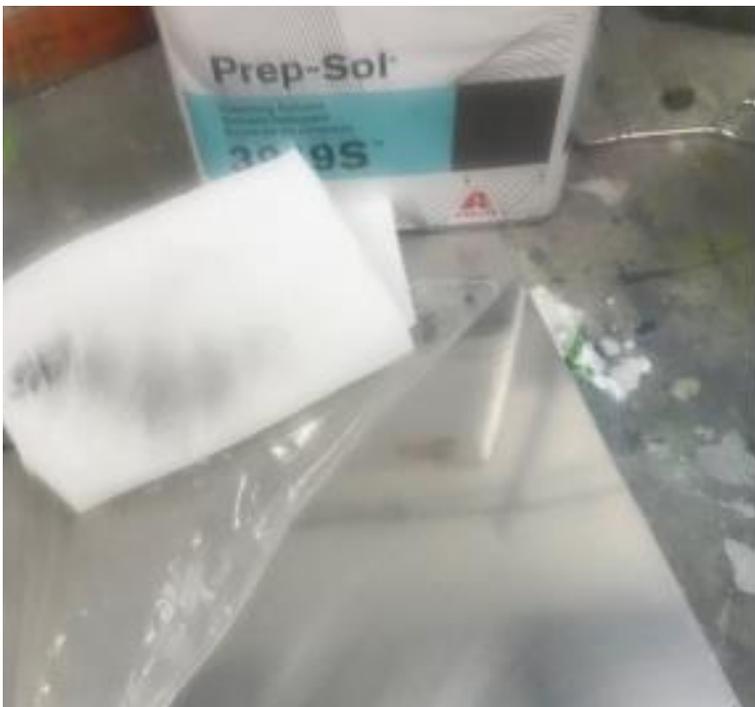
Mark Julicher

Much has been written about painting aluminum and there are a lot of opinions about the best way to do the task. It is often a touchy subject amongst plane builders. Ultimately, successful aluminum painting involves four steps: Clean the metal, roughen the surface, etch/prime the metal, apply paint.

Where all these steps differ is in the how.

Start with cleaning the metal. Aluminum right out of the store is dirty. It may not look dirty, but it is. It can be cleaned in several ways. Many home builders use Dawn dishwashing liquid and lots of water. Dawn is an excellent degreaser and inexpensive too, so washing with Dawn is a good method. It is also possible to use various chemical cleaners such as acetone, Prep-Sol, Brake-Kleen and many more. Chemical cleaners work well but come at a cost, although for small parts it is often very handy to do a quick wipe-down with a cleaning chemical. Use paper towels and clean that aluminum until the paper towel comes off clean. There is nearly always shop oil and contaminants on the aluminum and it must be removed. Wear gloves! Skin oil will just re-contaminate the metal and make a bad spot in your finish.

Photo 1: It may have looked shiny, but the black residue on the paper towel says otherwise...



Once the aluminum is clean it needs to be roughened. Not crazy rough, but a sanding with 400 grit or a good scuff with purple Scotch Brite will provide enough “tooth” for the paint to adhere.

If you don't clean before roughening, you are just grinding contaminants into the metal so don't skip the cleaning step! Sanding/roughening removes aluminum oxide from the surface. Paint does not stick well to aluminum oxide, but paint will stick to clean, roughened aluminum. Unfortunately, in mere moments after sanding,

aluminum oxide begins forming on the surface – hence the next step is needed -- etching.

Photo 2: Commercial etching chemical.



Aluminum can be etched with a variety of chemicals – usually, acid based but not always.

Various processes use mild solutions of phosphoric acid, acetic acid, and even hydrochloric acid.

These processes all require complete rinsing with clear water and drying before painting. It is perfectly OK to etch the metal and then apply a primer, but it is much easier and faster to use an etching primer. The top coating that you plan to use will often have a compatible etching primer as a companion product. Use the compatible, tested product. Paint is too expensive to ruin by getting creative with Brand X etching primer and Brand Y topcoat.

Photo 3: Self etching primer



Once you are doing the actual painting, pay attention to the time between coats and what the product data recommends. Usually there is a specified time to wait between coats. That time is required to let the solvents flash off. There is also a maximum time to wait before applying a second coat. This maximum time allows for a small amount of solvent to still be in the first coat and thus the second coat will bond to it. Wait too long between coats and you must usually roughen the surface again.

A word of caution, paint does not hide imperfections, it just makes them a different color. So, if you were to sand with something coarse like 150 grit paper, you may see sanding marks in your finish.

Somewhere along the way you may have heard about Alodine. So, a quick word here. Alodine is a conversion coating that stops aluminum from corroding. Once the etching process is complete (see above) the part is dipped in an Alodine solution for a few minutes. The aluminum comes out a nice golden color and has a thin skin that won't corrode. It is not a robust surface – it can easily scratch, but it does prevent corrosion without further painting. Many builders Alodine the interior surfaces of their kit planes. But consider that 60-year-old Pipers and Cessnas don't have such treatment and they are still flying. If you must Alodine, then understand the downside is that Alodine is chromic acid containing hexavalent chromium a strong carcinogen. Keep off skin and do not breathe fumes.

I hope that takes some of the mystery out of painting aluminum.



SCHOLARSHIP UPDATE

ALLEN INKS, SCHOLARSHIP COORDINATOR

First recipient of the Jane Kellogg Scholarship - Raegan Rait



Ray scholar recipient—Nolan Haecker



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

2023		
June	10	0900 Young Eagle Rally—at KSSF (Stinson) Note: This is in place of the monthly gathering
	17	Young Eagle Rain Date
July	8	0900 Fly-In Pancake Breakfast and Speaker Dave Tillema—48 state Journey
August	12	1000 VMC Club 1130 Chapter Gathering—Air Academy Scholar Presentation David Hook—Drone Presentation
September	9	0900 Chapter gathering Fly-In & Pancake Breakfast 1000 VMC Club
October	14	1000 VMC Club 1130 Chapter Gathering—Solar Eclipse Program
	21	0900 Young Eagles Rally—(San Geronimo)
	28	Young Eagles Rain Date
November	11	1000 VMC Club 1130 Chapter Gathering—Chili cookoff & Annual member meeting

Upcoming Area Events:

<https://socialflight.com>

<https://eaa.org>

<https://funplacestofly.com>

Facebook Group: Texas Aviation Event Calendar



Country Store

Nancy Duepner

Hello Everyone!! I've been a bit busy with updates, changes, and new merchandise ideas. A special thank you to Ian (aka: Tech Guru) for setting up the QR codes and links!! There are now convenient options for purchasing your favorite items. You'll find these options located on our Chapter website and in the newsletter.

In case you haven't heard, Chapter 35 is now a Lightspeed Affiliate. This means that our Chapter is able to receive funds from the purchase of headsets. Our assigned URL must be used when logging in to the Lightspeed website to make a purchase. Please share the URL (link) with friends, family, coworkers, or anyone who may want to purchase a headset.

<https://www.lightspeedaviation.com/?campaign=EAA35&ref=96>

COFFEE MUGS ARE HERE !!!!!

We have two styles, clear glass or white ceramic.... Both have Chapter 35 logo laser engraved.... Stop by the store to have a look!!

POLO/GOLF SHIRTS ARE COMING SOON !!!!!

Shirts are in the process of being embroidered and should be available for purchase soon. There will be a choice of colors in both ladies and men's styles.

Countrystore@eaa35.org



Item	Inventory	Member Price
Fishing Shirt—Tiger Hill w/ embroidered logo (short sleeve)	1-S (khaki)	\$40.00
Texas Flag Fishing Shirt w/ embroidered logo—Lake Fork/Magellan (short sleeve)	5-S 3-M 4-L 3-XL 3-XXL	\$46.00 XXL+\$2.00
Port Authority L100 Polo Shirt w/embroidered logo (Ladies')	Coming Soon	\$ TBD XXL+\$2.00
Ladies' Polo Shirt w/ embroidered logo	1-L (gray) 1-XL (blue)	\$31.00
Port Authority K100 Polo Shirt w/embroidered logo (Men's)	Coming Soon	\$ TBD XXL+\$2.00
Men's Polo Shirt w/embroidered logo	1-XL (white) 1-S (yellow)	\$31.00
Texas Flag Apron	2	\$26.00
Baseball Cap w/ embroidered Ch35 logo	12-regular 6-TX Flag	\$19.00 \$21.00
Lapel/Hat/Tie Pin	134	\$3.75
Bumper Sticker	Multiple/3 designs	\$1.00
Coffee Mug Clear Glass or White Ceramic with Laser engraved Ch 35 logo	12	\$5.00
Decals – stick on	Multiple	\$0.50
Duffle Bag	1	\$31.00
Koozies	Multiple	\$4.00
Remove Before Flight Key Tag	34	\$5.00
Sew-On Logo Patch	13	\$3.00
Wash Wax Products	Limited Supply	\$8.00 & up
Wheel Chocks - Aluminum	3 sets	\$40.00
Metal Art Propeller-Ch 35 Customized—request order form	6 Per order	\$35.00 \$40.00
Stainless Steel Tumblers w/ laser engraved logo	10-20 OZ 6-12 OZ	\$12.00 \$10.00

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
Groundskeeping	Dean Doolittle		
Event Coordinators	Darren Medlin/Peggy Fisher		events@eaa35.org
History and Archives	Vacant—This could be YOU!		
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
Newsletter Editor	Bill Fahey	210-632-4708	eaa35news@gmail.com
Newsletter Publisher	Chuck Fisher	210-878-5561	eaa35newspublisher@gmail.com
Website	Ian Heritch		webmaster@eaa35.org
VMC	Matt Van DeWalle		eaa35vmclub@gmail.com
Safety Officer	Ron O'Dea	210-488-5088	r2av8r@gmail.com
Scholarship Coordinator	Allen Inks		eaa35scholarship@gmail.com
Young Eagles	Rebecca Southard/Dean Doolittle	507-210-0504	youngeagles@eaa35.org
Air Academy	Maarten Versteeg	210-256-8972	maarten.Versteeg@sbcglobal.net
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	tcflyingdoc@yahoo.com
Flight Advisors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
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Technical Counselors

Technical Counselors	RB 'Doc' Hecker	210-391-1072	tcflyingdoc@yahoo.com
Technical Counselors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
Technical Counselors	Steve Formhalls	210-289-3984	sf3543@sbcglobal.net
Technical Counselors	Nick Leonard	830-765-7481	ohlson38@gmail.com
Technical Counselors	Lew Mason	210-688-9072	lewnan@sbcglobal.net

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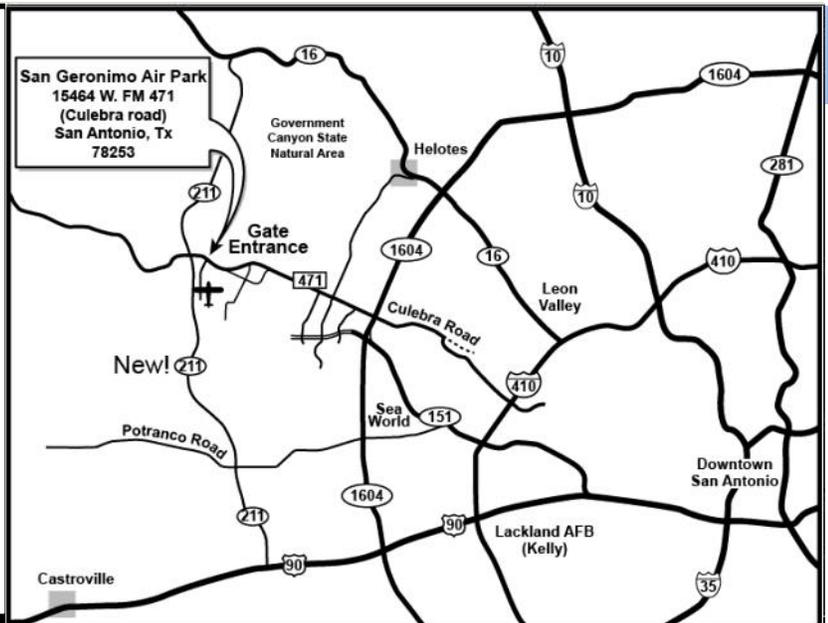
NEXT EVENT

June 10

Young Eagles 9:00

Stinson Airport

KSSF



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.

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June 10, 2023
9:00 a.m. - 12:00 p.m. (weather permitting)

Contact

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YoungEagles@eaa35.org
<https://youngeaglesday.org/>



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Saturday 15th of July 2023

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with the number attending.

