



June 2021

Volume 64 Issue 6

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Next Event

12 JUNE
0900 & 1200
Chapter Clubhouse

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
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INTERNATIONAL YOUNG EAGLES DAY RALLY JUNE 12TH!

It has been a LOOONG wait, but we are pleased to hold our first Young Eagles rally in over a year! Thanks to the volunteer pilots who have continued to take our youth flying over the past year!

June 12th is the 28th annual International Young Eagles Day. On that day dreams will take flight for young people between the ages of 8 and 17 during on Saturday, June 12.

Each year EAA sets aside one day to encourage all EAA members and chapters to participate in the Young Eagles program and share their passion for aviation with a new generation.

“Whether you fly Young Eagles as part of a chapter-sponsored flight rally, on your own as an individual member, or you volunteer on the ground to ensure the flight experience is positive and educational, we

urge all EAA members to make sure that young people in their areas have the opportunity to discover flying on this day.”

Chapter 35 will begin events at 0900 and will need volunteers to check students in, guide them safely to aircraft, maintain flightline safety, teach aerodynamic fundamentals on a static plane, and of course pilots and their support.

Every member can participate! To be a pilot you must be an EAA member and have completed training, but ground volunteers just need to show up.



Brian Smith, youngeagles@eaa35.org needs your help. Let him know you can help or fly.

Please pass out the flyer located in this newsletter and have your kids, friends kids, and students sign up for our event at <https://youngeaglesday.org/?yedetail&event=7moebBBPv> and be there ready to help on June 12th!



12 JUNE 2020
0900 YOUNG EAGLES RALLY
1200(ish) Fly-In Burger Burn!

PRESIDENTS COCKPIT

DARREN MEDLIN



Pancakes: Our return to in-person meetings was big success with our first fly-In pancake breakfast of the year in May. Big EAA 35 Thankyous to Peggy, BJ, Roxanne and June for inside food and prep service and



Danny, Lew and Don for keeping our rotating aircraft carrier (if aircraft carriers were round) size pancake griddle going outside. We had new members joining at the meeting with the youngest being 15 (welcome Thomas!)

VMC Club: The following Friday was VMC club with CFII Matt Van De Walle leading a guided discussion on good and bad preflight practices and grounding your aircraft for fueling (hint: a lot of us may be doing it wrong). For attendees registered with faasafety.gov continuing education credit in the WINGS program was awarded as well. If you hold any FAA certificate there are resources for you at the FAA Safety website, let me know if I can help you navigate the site to what will help you most.



Drones: If you were on the airfield the first two weeks of May, you might have observed lots of cars and more activity than normal at the clubhouse. See the article "Getting UAS Educated"



in this issue to for details and pictures. The overview is one of our members was hosting a training program that certified DoD civilians and contractors on three different UAV systems.

Young Eagles Rally: June is our first Young Eagle Rally for 2021 and coordinator Brian Smith has been collecting names all year long of interested youth waiting for a chance to go fly. Thank you to those YE pilots that have taken up young flyers on their own. The rally will be in the morning June 12, before our Burger Burn lunch. If you have not RSVP'd to help, please contact Brian at youngeagles@eaa35.org and let him know if you are available.



Flight Scholarship: Chapter 35 administers Ray Foundation flight scholarships for EAA and one of those recipients was featured in this month's edition of Texas Aviation STEM Magazine. Prepare to be inspired, her story starts on page 18. Check it out <https://www.stemmagazine.com/tMAY21/viewer/desktop/>

MaryJane is just one of the aviation students that volunteer mentors from your chapter support at Southwest High School in San Antonio. Speaking of SWHS the build mentors are wrapping up this year's work on the RV-12iS and planning for summer activities to organize the shop and receive the avionics subkit. All the mentors can help develop material for the middle school and elementary programs coming online next academic year.

Let's going on, thank you for being part of it. - Darren



From the Cruise Director Chuck Fisher, Vice President

June 12th will be an ALL HANDS ON DECK day. We will begin with a **Young Eagles Rally**—expect to start check-in and pilot briefings at 0900, but set up before that and have planes ready. LOTS of volunteers needed and we will need to locate and post the signs/banners etc. early morning.

A **FLYER** is attached to this newsletter for you to PRINT and HAND OUT to your friends.

THEN we will transition to a **FLY-IN and BURGER BURN**. We will begin grilling in time for 1200 food line—earlier if need be. We'll need grill masters, servers, etc.

Texas has re-opened, and if we have great San Antonio weather we should have a great turnout. We sure hope so! Oh it feels good to be together again!



MEMBERSHIP

Ron O'Dea

It's Up to YOU

We are fortunate to have a vibrant, active group to call our aviation home! BUT, organizations like ours can only function and remain viable with a continuous influx of new members who bring with them fresh experiences, skills and ideas.

We need YOU to invite your friends and aviation-minded folks into our organization!

An application to YOUR chapter is in [the back of this newsletter](#). Print it out for your friends...maybe even consider giving them a membership to bring them in to our group.

EAA also offers a six month free trial membership that we can sign them up for if they are not already EAA members.



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VMC Gatherings

Third Friday of the Month
Meeting: 6:00 p.m.

Location

San Geronimo (8T8) 15464 Culebra Rd
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EAA Chapter 35

ea35vmclub@gmail.com
ea35.org



Are you Safety Minded?
Watch your e-mail for VMC Club
Topic for JUNE

6 PM 14 MAY at the Clubhouse
Register via your FAA WINGS account for Wings Credit

JUNE

BBQ—Burger Burn

This will be following the Young Eagles Rally and funds raised will benefit your scholarship programs. Bring your friends, kids, and fellow aviation enthusiasts.

And, it will be great to see even more of our members re-emerge into the sunlight!

Serving Line and Grill master volunteers will be needed!



BUILDERS CORNER

Building a Zenith CH 750 on Amphibious Floats

Frank A Pisz

Background

My interest in airplanes and flying began during my teenage years, where I got involved in flying U-control planes with a local model airplane club. My hometown, Union, New Jersey, had a wonderful recreation program for the township of which the club was part. My friends and I became serious competitors on a local, state, and national level. As we got older, the modeling took second place to college, marriage, raising kids, Vietnam, and other endeavors, but “airplanes” were always in my blood. After graduating college, getting married, having four children, settling in a house and having the security of a good job as a mechanical design engineer, I got my wife’s blessings, enrolled in ground school, earned SEL, SES, and Comm. Glider certificates, and later a Comm. UAV certificate. Being situated in Florida, I enrolled in Embry Riddle for fun and earned an Airframe Mechanic Certificate. As the years went by, it became my dream to build a plane of my own as a retirement project both for the enjoyment and challenge of building it as well as flying for fun. In approximately 1986, while attending Sun & Fun, I saw a Zenith CH701 performing in the Ultralight field and I was hooked. I chose to build a Zenith CH 750 which evolved from the CH 701 with the event of the Light Sport Rule.

Why a CH 750?

Good safety and performance history. Evolved from the CH 701 which has been flying for 35+ years. One of safest home built planes with respect to fatality record.

- * Good STOL and off-airport short field capability. Fun and easy to fly.
- * Light Sport Qualified.
- * Easy and fun to build - I’m a first-time builder.
- * Good factory support, good quality control. Lots of support blogs on internet. Good rapport between builders.
- * Good flexibility in engine choice, 100 – 140 HP range, up to 280 lbs. installed weight. (ULPower, Jabiru, Continental, Rotax, Lycoming, Corvair conversion, Viking Honda Conversion)
- * Modest cost:



It looks like this (Not my plane.....it’s still under construction....but a typical example)

Airframe	\$19480
Engine (Viking 110 HP)	11995
Firewall Forward (Viking)	5920
Instruments (varies)	10000
Floats (basic kit)	9340
Total	\$56735

Getting Started

The factory offers each month, for the \$375. price of the rudder kit, a free two-day introductory workshop at their Mexico, Missouri factory. Here you get to tour the factory and observe how the different parts of the planes are manufactured, stored, inventoried, and packed for shipping. You get to meet

the factory employees who will assist you in building a complete rudder assembly (takes about 6 hours to build). An evening dinner out the first night provides for some informal socialization between fellow builders and factory employees. A free demo flight in one of the planes is available on request. This introductory workshop provides a good opportunity to become familiar with the Zenith products and to obtain hands-on experience in building a sheet metal airplane and determine if that sort of construction is for you. The factory also hosts an informal fly-in each spring and fall where builders have the opportunity to “show and tell” their airplanes and socialize with fellow builders.



Workbench Frame



Finished Workbench

I started building the plane in my three car garage, which has proven to provide more than enough space, even for the floats. First order of business was to construct two very sturdy and flat four foot by twelve foot workbenches to build the airplane components on. (Each wing is 13 feet in span)

Then I built a couple of jigs to build the floats on. The floats are constructed, for most part, upside-down within a framework supported on sawhorses. I later mounted the frames on furniture dollies so that

(Continued from page 4)

they could be moved around in the shop. Later, additional jigs were constructed to support the keel of the floats in a clamshell manner on top of the jigs shown so that the entire float-jig assembly could be rotated and the clamshell opened with the floats right-side-up or upside down, depending upon the side work was being performed on.

The build

I built the rudder at a Zenith factory workshop in Mexico, Missouri. It was a very educational experience and helped me in my decision to commit to building a Zenith CH 750. Typical of Zenith construction, most components consist of a skeleton framework wrapped in sheet aluminum and pop-riveted together. The CH 750 rudder is "all flying", supported by a pair of hinges.

The usual order of component build for a beginner is to start with the simplest component and work up to the most complex component. For this plane, the component order would be: Rudder, Slats, Flaperons, Stabilizer, Elevator, Wings, Fuselage, and then when the



plane is finished, Floats. For reasons fitting for another story at another time, I built the floats after the wings were about 80% completed and then continued with the wings and fuselage.

I built the slats and flaperons at a facility in Missouri near the Zenith factory in order to get away from the awful cedar pollen plague that we have in this area in January-February of each year. These components are very simple and consist essentially of rib forms wrapped in sheet aluminum and riveted. All rivet holes are deburred and all contact surfaces are primed for corrosion resistance with a Zenith provided primer called "Cortec" before riveting. Cortec is a non-toxic environment-friendly substitute for zinc chromate. I found it easy to apply using a brush along contact surfaces, with the only drawback being it is self-etching and tends to "glue" the parts together, even when the parts are riveted after the cortec is dry, making them difficult to separate should the need arise. MEK dissolves the cortec and aids in the separating of parts. Slats and flaperons are built in half-lengths, so there are four slats and four flaperons to construct. Wing wash-out is provided by a slight offset in flaperon orientation

The inclusion of fixed slats on the wing leading edges of the CH750 are one of the distinguishing features of the design that set it aside from its peers. The shape of the passage between the concave side of the slat and the convex leading edge of the wing is such as to



accelerate the air flowing through it, creating a low pressure area at the exit of the passage which keeps the airstream around the leading edge of the wing from separating. This configuration increases the coefficient of lift appreciably, and combined with flaperons, can double the coefficient of lift at double the angle of incidence of the wing as compared to a simple airfoil. The result is a considerably reduced stall speed and an ability to "up and away" at a very steep angle of climb during takeoff.

The stabilizer and the elevator are built in a manner similar to the flaperons and are each about eight and one-half feet in span. The elevator contains a small servo which activates the elevator trim tab. The Zenith CH 750 is novel in that the stabilizer and elevator are mounted on the plane "upside down". The top of the stabilizer and elevator form a flat plane while the bottom of the stabilizer and elevator take a conventional



Fabrication of the Slats



Fabrication of the Flaperons

(Continued on page 6)

(Continued from page 5)

airfoil shape, only inverted. This is to pull the tail downward immediately at the beginning of take-off roll to increase the angle of attack in order to take advantage of a high lift wing equipped with



Stabilizer

Elevator



Elevator-Stabilizer

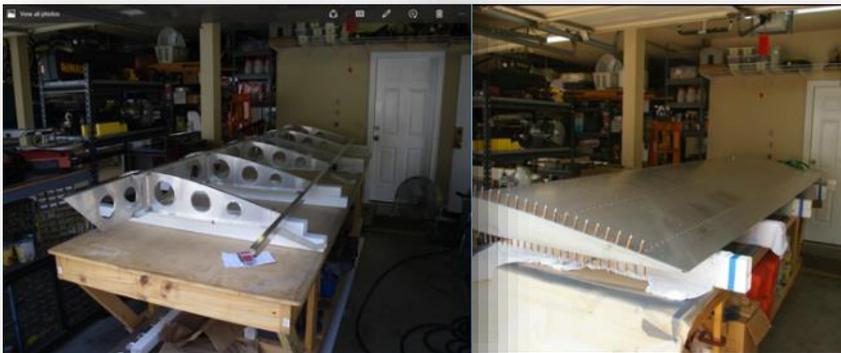
slats and flaps for good STOL performance. Vortex generators are mounted on the elevator near its junction with the stabilizer to enhance

low speed-high angle of attack controllability.

Next, the wings were fabricated. Each being about thirteen feet in span and four feet in chord, they took up all the space on both of the workbenches shown previously.

The wings are constructed in a manner similar to the rudder, flaperons, elevator and stabilizer. One 15 gallon aluminum fuel tank is mounted within the root section of each wing. Two pitot tubes are mounted to the underside of the wings, one for the airspeed indicator, the other for an angle-of-attack (AOA) indicator. The wings are wired for navigation lights, strobe lights, and for wig-wag landing lights which are enclosed in the slats. The wing tips are molded fiberglass.

I interrupted the construction of the wings to begin construction of the floats. The floats were fabricated from the Zenith



Wing Construction

“basic” (cheapest) kit which is essentially a raw material stockpile. The builder is required to cut, shape, and form all of the hinges, brackets, stiffeners, sheet coverings, etc. from raw stock. In short, it is very nearly a plans-built operation. While not difficult, it is a fun project and quite time consuming, taking me a year to build two floats, what with life’s usual interruptions involving job, family, home, cars, etc. It is a messy project also, as almost every part of the floats are “glued” using 3M 5200 series sealant/adhesive at each joint. The adhesive oozes out when the parts are riveted and is then cleaned off using an acetone-soaked rag. No matter how careful you are, the adhesive gets all over everything...workbench, floats, tools, clothing, and even inside the house. The floats are approximately 15 feet long and weigh about 100 Lbs. each.

At this writing, the last component of the build, the fuselage is still under construction. I built a first fuselage up to the point of installing the instruments and then decided I was not happy with the way it came out (another story for another time) so purchased another fuselage kit and re-initiated the build. The second fuselage is approximately 85% completed. The fuselage consists of three components: the rear fuselage, the forward fuselage, and the firewall. The forward fuselage, with the controls and instrumentation is the most detail-oriented component of the entire build.

The engine is a Viking 110 which is a Honda Fit engine converted for aviation use. It is 110 HP and weights about 178 Lbs. (about 220 Lbs.



Fabricating and Fitting Bulkheads



Nearly finished Floats in Cradles

installed) A 70 inch ground adjustable pitch Whirlwind propeller supplies the thrust. It was very easy to install with an engine crane and a few simple wiring tools. Being fuel injected, a header tank is employed and situated behind the baggage area. Two fuel pumps (for redundancy) are mounted on the header tank producing a compact and easy-to-install unit. The electrical system has dual batteries and dual ECU’s for redundancy. All the electrical wiring, instrumentation, and fuel system associated with the engine side of the instrument panel was “roughed-in” (using zip ties) into the first fuselage and the engine was run. It appeared to run in a satisfactory manner. A “Viking View” EIS provides most of the necessary engine operating parameters. The electrical systems associated with the engine are separate from those associated with the avionics and lighting; each system stands alone.

(Continued on page 7)

(Continued from page 6)



First Fuselage Build

Current Status

The second rear fuselage, forward fuselage, and firewall are approximately 85% completed. The construction is progressing nicely and much more quickly than the first fuselage, due to the experience factor. All non-engine related instrumentation has been installed, wired in, and is ready for testing. These instruments include a Vertical Power Electronic Circuit Breaker System, MGL IEFIS Explorer 8.5" Touchscreen with associated iBOX, MGL SP-6 Magnetometer, MGL SP-7 AHRS, MGL SP-12 GPS receiver (to allow ADSB-OUT from the transponder), MGL Avionics V6 Transceiver, Trig TT22 Remote Mode-S Transponder, MGL RDAC (to enable fuel quantity sender interface with the IEFIS), an ARTEX ELT 345, a Bendix AOL, and a few other goodies. Planning, wiring, and installing the instrumentation proved to be the most challenging and time-consuming aspect of the build as I am a "Mechanical" guy, not an "Electrical" one.

In the dashboard, the IEFIS is supported by hinges with removable pins for easy access to the two Earth-X batteries. The adjacent in-



Viking Engine Install to Firewall

Whirlwind Propeller Install



Header Tank and Fuel Pumps

Engine Wiring and Instrumentation "Roughed-In"

strumentation is mounted on removable panel plates for access to the electronic modules and wiring system. The MGL avionics modules can be mounted remotely within the plane, shown are the transponder, ADSB-Out, and AHRS modules mounted beneath the pilot's seat. There are no electronics (avionics or engine related which are not attached to the engine) forward of the firewall for protection from the engine heat. Cabin heat is provided by



Dashboard



Wiring

an automotive heater core which utilizes coolant flow from the liquid-cooled engine.

I am hoping to complete construction of the plane this summer, fly off the 40 hours test period on wheels, then switch to the floats, fly off the 10 hours test period

on floats, and then enjoy the STOL and amphibious features of the plane. I would enjoy taking some Young Eagles for flights, and as ambitious goal, fly it to a Zenith fly-in, to Sun & Fun, and to Oshkosh. Having met those goals, it is intended to donate the plane to a missionary or medical group.

An ideal reference as to the design features of the plane from an engineering perspective is, "Flying on Your Own Wings", by Chris Heintz, Trafford Publishing, 2010.



Under-Seat Modules

Frank A Pisz
Lakeway, TX
fpisz@austin.rr.com



Craftsmen's Technique

by Mark Julicher

An Expensive Mistake

It takes five minutes to destroy \$1700.

Photo 1 is a check valve. Actually, it is a large, size 8 check valve, and it belongs to the oil return line on a turbocharger. One end of the check valve has pipe threads and the other end has a flare fitting.



Photo 1: Check valve

Now onto a male fitting goes a B-nut. The B-nut must be lined up just about perfectly or it will not thread onto the flare fitting. Sometimes getting a B-nut lined up is very frustrating, but perseverance eventually pays off the nut can be finger tightened several turns before using a wrench for final snugness.



Photo 3: Bungee tool in action.

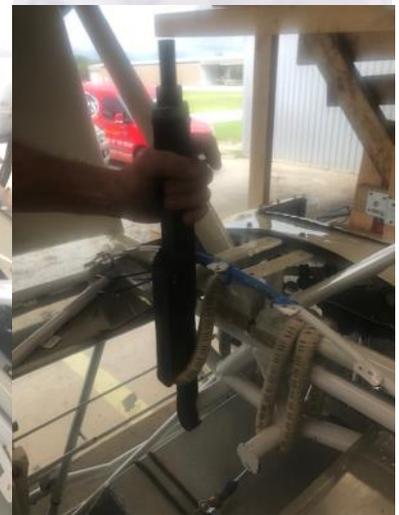


Photo 4: Slightly different view of bungee tool.



Photo 2: Bungees on a Skybolt.

However, the check valve in this photo shows that someone got impatient. The B-nut was cross threaded and forced on. And of course, it leaked. This check valve costs \$1700 from Yingling plus the effort to clean oil off the airplane.

This week we finally put the bungees on our Skybolt. This process always grabs my attention because there are hundreds of pounds of force in a stretched bungee. One slip up and you can lose a finger or break a wrist but getting them on this time turned out to be easy enough. Primarily because we have the correct tool, but

also importantly, we waxed the bungees!

That's right. Wax. Where the bungee makes a 180-degree bend over the aircraft structure there is a lot of friction. Sometimes the bungee grabs the structure so much that only one side of the bungee gets stretched but not the other side. I figure that this shortens the life of the bungee. So, in order to get the bungee to stretch evenly we applied wax to the covering threads on the bungee and it went on ever so nicely!

In the photos you can see two of six bungees installed. The safety cable is not yet installed but it will be done next before any more bungees go on.



Did You Notice?

Did you notice the really nice trash cans at our chapter clubhouse? We want to thank John Aaman for generously donating two of the heavy "park" style trash receptacles for the chapter. They will help us keep the grounds looking nice during big events! Be sure to tell him thanks when you see him.



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MAY—Re-Emergence BBQ and Fly-In

more photos on eaa35.org and on [page 21 \(e-newsletter\)](#)



May 2021 may be remembered by many of us as the first ray of sunshine after a loooooong winter. Although we were initially pinned down by low overcast, then by howling winds later in the afternoon, we still had a respectable turn out for our first pancake breakfast in well over a year. Peggy, BJ, Roxanne, June, flapjack chef Danny Beavers and a host of other volunteers up on a safe delicious breakfast for everyone. CDC guidelines had recently been expanded to allow more flexibility with outdoor events, and the outdoor tables and chairs served us well in our own EAA 35 park. Yes it was good to be together again, and many of us ended up lingering for most of the day...just because we



MAY—Re-emergence BBQ and Fly-In



SGA 's NEW FOOD (TRUCK) COURT

[\(click here for menu\)](#)

It was one of those days that either the plane or the pilot was just not ready for the trip. Nav system issues, maybe a burble in the engine, pilot tired, weather moving in ...just not going to do the long cross-country trip this afternoon. Well, what to do....

Lunch!

I met our new neighbor, across from the San Geronimo Gate, Johnny Hale and his bright yellow food truck "Munch on This". Johnny is a former police officer, who was doing sales at big conventions before COVID. Finding himself suddenly with no where to sell, he dramatically altered course again setting up a self-styled food truck.

That is great news for US! He fashions all fresh foods, none of it necessarily heart healthy, but all of it sumptuous and delicious. His food is so fresh that he makes his own pastrami from scratch. Then fashions that into enormous sandwiches and even a mongo burrito called a "Smacker". He makes ginormous burgers, tacos, quesadillas and even shrimp tacos, with those big meaty shrimp; not the little frozen ones.

Best of all, he is expanding already. He is building a whole food

enterprise that'll have trucks serving Asian Fusion,



old fashioned sodas, deserts, and more set up for San Antonio style outdoor dining or to take back to the air patch for a post-flight dinner. When you see Johnny, tell him you are with our chapter, and if you are a Vet, responder or teacher let him know. But mostly, be sure to stop by and welcome him to the neighborhood!

I gotta tell you, his Pastrami is to die for....but go hungry because you will leave full! Finish with piping hot fluffy crème filled Churros.... Maybe I didn't really want to fly anyway!

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Ray Scholars:



Chapter 35 Ray Scholar Featured in Texas Aviation STEM Magazine

Maryjane Marroquin EAA Student Member and Chapter 35 Ray Scholar was featured in a multipage article entitled *The Transformative Scholarship – EAA Ray Scholar-*

ship in the May 2021 *Texas Aviation STEM Magazine* <https://www.stemmagazine.com/tMAY21/viewer/desktop/#page/18>

Maryjane is active with EAA chapter 35 and a participant in her high school's aviation STEM program in which students are constructing an RV-12, engage in a four-year curriculum including pilot ground-school, simulator training and aerospace careers introduction all under the watchful eye of EAA Chapter 35 volunteer mentors. She was a 2020 Selectee for a Ray Scholarship and is the second chapter 35 selectee to learn to fly in a Motorglider, a less expensive alternative for pilot training.

In her words, she describes how important her aviation experience has been breaking down gender barriers, from being advised to become a cosmetologist by a well-meaning counsellor to discovering her skills and abilities at the hands of aviation mentors. She is now on her way to college on a Navy ROTC scholarship with eyes on becoming a professional pilot.

She describes the journey of a young woman transformed. "In Areas that are male dominated like this, it is quite easy to feel as though you are not as strong or as smart as the men, but as time went on, I realized that I was. The aviation class is an amazing experience and I love it, but sometimes I and the other few young women enrolled in the course were talked over or underestimated.

Maybe not on purpose, but it happened. So, I really had to come out of my comfort zone and be more outspoken. As I became more outspoken, I started to feel the respect of my peers and it was not an issue anymore..."

"Without the support of all the administrators, instructors and mentors that guided me to this exciting point in my life I could never have risen this far without their support."

"After this, my life will never be the same!!"



Evan Carrell

Evan Carrell Update From WAAAY up North

Since my article in the previous newsletter, I have been incredibly busy. I believe that most of the people that will be reading this will have read my previous entry, but for those of you who haven't, I'll try and get you caught up.

Since my move to Texarkana and the subsequent opportunity of maybe building my own grass strip, I have been very excited about getting into an ultralight or light sport that has good STOL capabilities.

I found a good looking project in Vidalia, GA and bought it for a really good price in an online auction. My Dad and I drove there and back for a total of around 30 hours, and when we got it to our property we spent the next few weeks getting it in flying condition. We took it to the local airport for taxi testing, and when I got in it I knew something wasn't right. Because of my height, I just couldn't sit comfortably or get full rudder deflection, it wasn't going to work.

In my last newsletter update, I was still looking at trying to sell it, and since then I have managed to get it sold. It actually went to a guy that has a private strip north of Austin, TX.

Since then I have been hanging on to my money and looking for something else. At the moment nothing has my undivided attention, but I am looking at a few projects, and I will let you know when I do end up getting something. As far as my glider training goes, I have around 15 hours in the Stemme and I have stopped flying as frequently to save money for when I am closer to my check-ride. Thank you all for reading my incoherent rambling, and I hope to see all of you at the June 12th Young Eagles Rally. Evan Carrell



BREAKING NEWS! 2021 Scholar Selected

The EAA Chapter 35 Board of Directors completed interviews and has selected our 2021 Ray Scholar from a dozen applicants. We still have some administrative tasks to do, **so we will introduce her in the next issue.**

This group of candidates was—AMAZING! If you ever want to renew your faith in the next generation, join us in interviewing candidates for this scholarship.

We hope to expand our scholar programs in the future so we can help even more youth—there are some awesome kids out there!



CLASSIFIED ADVERTISEMENTS

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For Sale: Experimental taildragger. Water-cooled Ford V-6 engine, more power than the Maul M5 200hp engine. Firewall configured for 180hp Lycoming if you don't like water. 4-place, seaplane doors; fishing rod tube; nice interior; skylight; and Scott 3200 tailwheel. Take-off distance 450ft on sod. Always hangered. Price: Firm at \$10,000, Serious inquires only please. Norris Warner (830) 510-4334



For Sale: Experimental Avionics: GARMIN GXM 42 SIRIUS XM RECEIVER, GDL® 39 3D ads-b, GARMIN AERA 660 TOUCHSCREEN PORTABLE GPS, uAvionix skyBeacon ADS-B Out Transmitter, Bendix / King KY 97A Radio, Bendix / King KT 76A Transponder & Encoder, PM3000 High-fidelity Stereo Intercom System, VSI, Airspeed knots, Airspeed mph, Altimeter, Artificial Horizon. Prices and details: Contact Steve Moliterno (210) 287-4074 steve.moliterno@gmail.com

LOOKING FOR A FLYING CLUB? EAA Chapter 35 members are looking for individuals interested in joining a LSA Partnership Flying Club. Please call or text Mark Holden at (210) 488-4219 or email USAFGear@gmail.com.

FOR SALE - BENDIX/KING KLX135A; GPS/COM, installed - OCT. 1999, removed - OCT. 2020. COMM works well. GPS works well but internal batt is inop. Takes about 15 minutes to acquire satellites. Installation Manual. \$400.00 BOB CABE 210-289-5375



To post a classified—contact the editor at eaa35news@gmail.com

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
- PLEASE Notify me when your item sells!!
- You must contact the editor by e-mail or phone to extend your ad beyond the expiration date

For Sale: Zenith Zodiac CH 650 B Plane Project designed by Chris Heintz available. Complete set, partially assembled. Full list of specs included. For sale \$25,000 OBO. Please call Jeanette for details at 210-688-9264. Be the first to fly this beauty!

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Call to make your appointment!



Ad valid until August 2021



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MAY MYSTERY PLANE REVEALED!

DOUG APSEY

I really thought the May mystery plane might be a real challenge due to its limited production but not for David Baker, Charlie Brame and Robert Moehle. They all quickly figured out that it was the Piper L-14 Army Cruiser.

In 1943, the Army requested that Piper Aircraft develop a light STOL aircraft that could be used as an air ambulance. The initial prototype was a modified J-5C that first flew on 16 June, 1943. After some modifications, Piper followed with a production run of five test aircraft that were delivered to the Army for evaluation. These were designated the YL-14 and carried the serial numbers 5-3001 through 5-3005. The first YL-14, s/n 5-3001, made its initial flight on 9 September, 1944. The Army had signed a contract with Piper to produce 850 L-14's but only nine were under construction before production was stopped due to the end of WWII. The nine



rcgroups.com

the L-14 were later registered as civilian aircraft and sold to civilian customers.

The L-14 was Pipers first airplane to have flaps and full span wing slats. The massive plexiglass turtle deck could be folded forward to allow for loading a patient on a stretcher. Intended for use on rough, unimproved landing strips the L-14 had a heavy duty landing gear with massive shock absorbers along with a tail skid in place of a tail wheel. Rather than the typical tandem seating of other "L" birds of that era, the L-14 carried a crew of two sitting side-



arrobo.com

by-side leaving the rear area open for a stretcher. The production version of the L-14 was powered by a Lycoming o-290 horizontally opposed four cylinder engine producing 130 hp. The flaps could be

lowered to 400 and by employing both full flaps and the wing slats while carrying some power, the L-14 had a landing speed of just 20 mph. Top speed was 115 mph and maximum take-off weight was 1800 lbs. The L-14 was equipped with a 28 volt electrical system, lighted instruments and a landing light in the left wing allowing for night operations.

Piper sold all fourteen L-14's to civilians in the US. With one exception, all of the L-14's ended up eventually being exported all over the world including Japan, the Philippines, Cuba, Venezuela, Argentina, Uruguay and Mexico. It appears that only three of the fourteen L-14's are still airworthy. The only US registered L-14 (N14YL) is serial number 5-3005 which is one of the initial five YL-14 test aircraft and currently resides in Minnesota. Serial number 5-3007 was initially sold to Cuba but is now located in Spain and registered as EE-AAP. The third airworthy L-14, serial number 5-3012, is in Argentina and is currently listed for sale on Barnstormers if you happen to be in the market for a very unique "warbird."

Sources for this article include:

- <https://www.piperclubfrance.com/piper-l-14-army-cruiser-ec-aap/>
- <http://all-aero.com/index.php/54-planes-p-q-e-r-s/17409-piper-l-14-army-cruiser>



NAME THE PLANE

DOUG APSEY

Here is your mystery airplane for this month. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery airplane?



- ◆ What is its designation/name?
- ◆ What aircraft manufacturer built it?
- ◆ What year did it first fly?
- ◆ How many were built?
- ◆ What was the intended purpose of the design?

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

2021		EAA Chapter 35 Activities Calendar	
JUNE 	12	YOUNG EAGLES RALLY	
	18	11:30 FLY-IN BBQ LUNCH 6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 pm Movie Night (indoors) to follow VMC	
JULY	10	11:30 Social/12:00 Program—Garry Mitchum FFAST Team Topics	
	16	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 pm Movie Night (indoors) to follow VMC	
	26-01	AirVenture	2021
AUGUST	14	11:30 Social / 12:00 Program:	
	20	6:00 pm VMC Club (see FAA Wings page and e-mail)	
SEPTEMBER	11	1130 Social/1200 Program: Summer wrap-up	
	17	6:00 pm VMC Club (see FAA Wings page and e-mail)	
	17	7:30 Movies on the lawn (weather permitting)	
OCTOBER 	9	0900 FLY-IN BREAKFAST	
	15	6:00 pm VMC Club (see FAA Wings page and e-mail)	
	15	7:30 Movies on the lawn (weather permitting)	
NOVEMBER	13	11:30 <u>Annual Membership Meeting</u> and Chili Cookoff	
	19	6:00 pm VMC Club (see FAA Wings page and e-mail)	
DECEMBER	11	CHRISTMAS PARTY - PLANS TOTALLY PENDING 11:00 Social Hour; 12:00 Lunch Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details)	
	17	6:00 pm VMC Club (see FAA Wings page and e-mail)	

Upcoming Events:

May 27 Greater Houston Aviation Day (KDWH)

May 28-30 Go Wheels Up! Texas San Marcos, TX

June 1 *SocialFlight Live*—Sebastian Heintz, Zenith Aircraft (Webinar 7-9 pm)June 1 AOPA Rusty Pilots Webinar 5:00-7:15 pm June 1 AirCam Kit Aircraft (webinar). 7pm [EAA Webinar](#)June 2 What Plane Should I Buy? Mike Busch (webinar) 7 PM [EAA Webinar](#)8 June Spirit of St Louis (webinar) 7 pm [EAA Webinar](#)9 June Evolution of Flexwing: Weight Shifting Trikes (webinar) 7 pm [EAA Webinar](#)15 June Decision Making and Loss of Control In Flight (webinar) 7 pm [EAA Webinar](#)16 June Aviation and Aircraft Taxes (webinar) 7 pm [EAA Webinar](#)23 June Tips for Flying to EAA AirVenture 2021 (webinar) 7 pm [EAA Webinar](#)30 June Ultralight/Homebuilt Rotorcraft arrival procedures AirVenture (webinar) 7 pm [EAA Webinar](#)

EAA Chapter 35 Leadership



Officers

President	Darren Medlin	210-875-9971	president@eaa35.org
Vice President	Chuck Fisher	210-878-5561	vicepresident@eaa35.org
Secretary	Paul Wurster	(530) 933-8264	secretary@eaa35.org
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Young Eagles	Brian Smith	210-693-9816	youngeagles@eaa35.org
Groundskeeping	VACANT—Need a volunteer!		
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By RICHARD VINAS

A great weekend of work, restored in-person meetings, and grilled burgers should have awakened your desire to get some more Chapter 35 merchandise! We still have a few shirts, plenty of coffee cups, koozies, stickers, and patches, and of course plenty of WashWaxAll products for the spring airplane cleaning. Now that the social restrictions have been relaxed, it will be easier than ever for us to get together for the delivery of those items that you need right now. If your AirVenture group wants a distinctive shirt to wear at Oshkosh, make sure and give me plenty of notice so we can order whatever you need. As always, let me know if you have any ideas for products you think we might put in the Country

Store that would be in demand by the members of the Chapter. See you all in May!

Rick Vinas



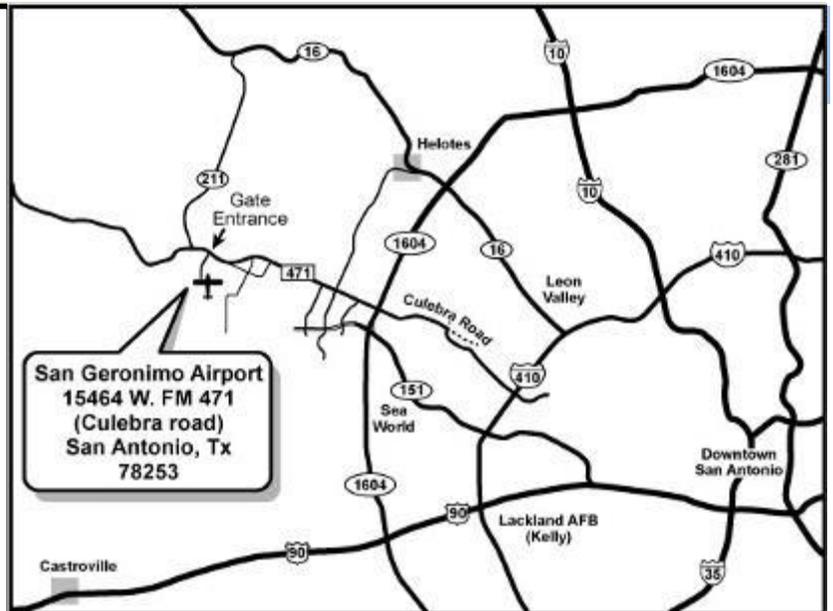
These "Scrubbers" are great for de-bugging the leading edges of your wings.



TEXAS FLAG POLO SHIRTS	Sold Out - If you want one, let me know!	\$39.00
TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
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TEXAS FLAG APRONS	3 left	\$26.00
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BUMBER 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

NEXT EVENT

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 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

EAA Chapter 35 Young Eagles Rally



Free airplane rides for kids ages 8 to 17

Parent/legal guardian approval and signature required

When

June 12th, 2021

9:00 a.m. - 12:00 p.m. (weather permitting)

Where

San Geronimo Airpark
15464 FM471

Contact

210.693.9816

YoungEagles@EAA35.org

<https://www.eaa35.org/>

Hosted by Chapter 35



EAA Chapter 35 Data Information Sheet

Date: _____ Check #: _____ (make check payable to EAA Chapter 35) Cash: \$ _____ Chap 35 Life Member?
(National EAA Membership Required – to join or renew call 1.800.564.6322, please mention Chapter 35)
*****PLEASE PRINT CLEARLY*****

Please complete all of the applicable blanks below. Dues for new members are pro-rated the first year you join based on the number of months left in the current year. Annual dues for regular members are \$24.00 and must be paid NLT the February meeting of the current year. (Hand to/or mail to: Ron O'Dea, Membership Chairman EAA Chapter 35, 15464 FM 471 W #14, San Antonio, TX 78253 - Phone: 210.488.5088, e-mail: r2av8r@gmail.com)

NAME _____ SPOUSE NAME _____

ADDRESS _____ CITY _____ STATE _____ ZIP+4 _____

HOME PHONE _____ BUSINESS PHONE _____ CELL _____

FAX _____ E-MAIL _____ NATIONAL EAA # _____

Do you have a particular area of interest or Hobby? (USE BACK IF NECESSARY) _____

Type of employment (optional) i.e. Retired, Student, etc. _____

Previous employment aviation related: _____

Military experience: _____

We are a volunteer organization! Please review the following and check areas you would be willing to help with:

How did you learn about Chapter 35? _____

Aircraft currently building: _____ Status: _____

Aircraft currently restoring: _____ Status: _____

Aircraft you have built or restored in the past: _____

Aircraft you own: _____ Aircraft you fly: _____

Pilot certificates (please check): A – Private ; B – commercial ; C – Instruments ; D – Multi-engine ; E – ATP ;

F – Seaplane ; G – Helicopter ; H – CFI ; I – CFII ; J – Ultralight ; K – Student ; L – Ready to start ; M – Glider ;

N – Ground School Instructor ; O – Light Sport ;

Aircraft Maintenance Skills (please check): 1 – A&P ; 2 – IA ; 3 – Sheet metal ; 4 – Dope & fabric ; 5 – Composites ;

6 – Welding ; 7 – Wood ; 8 – Electrical ; 9 – Engine maintenance ; 10 – Avionics ; 11 – Auto Engines ; 12- FAA Certified

Light Sport Repairman with Maintenance Rating for Aircraft

Other talents: _____

Most interesting/unusual aircraft you've been associated with (use back if necessary): _____

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Spray On - Wipe Dry



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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.

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.

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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.



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.



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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.



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



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1/4 pound pastrami, provolone cheese and special sauce grilled on fresh sourdough
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American, cheddar and jack cheese on grilled sour dough
- ALL SANDWICHES COME WITH SEASONED FRIES

- SPECIALTIES**
- #10 **PASTRAMI AND CHILLI BURRITO** \$10
Pastrami, chilli, onions, cheese and mustard in a 1/2 lb flour tortilla served with cheese fries
 - #11 **JUMBO SHRIMP TACOS** \$14
Jumbo grilled shrimp topped with blanched salsa and creamy sriracha served with nacho cheese fries
 - #12 **LOADED FRIES** \$10
NACHO FRIES
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 - #14 **HOT CHEETO'S FRIES** \$8
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1/2 LB ANGUS BUNGER WITH PROVOLONE CHEESE, NACHO CHEESE, PASTRAMI, MUSTARD AND MUSTARD
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1/2 LB ANGUS BUNGER WITH CHEESE, LETTUCE, TOMATOES, PICKLES, JALAPENOS, SPECIAL SAUCE AND MUSTARD
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1/2 LB ANGUS BUNGER WITH LETTUCE, TOMATOES, PICKLES, SPECIAL SAUCE AND MUSTARD
 - #8 **GRILLED CHEESE-CHEESE BURGER** \$10
2 1/2 LB ANGUS BUNGER ON GRILLED BREAD DOUGH WITH 4 SAUCES OF AMERICAN AND JACK CHEESE
 - #9 **BASIC B/T/H** \$8
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- ALL BURGERS COME WITH SEASONED FRIES

- TACOS AND QUESADILLAS**
- ASADA TACOS** 1-\$3 4-\$10
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With cheese fry
 - KIDS MEALS** \$7
CHEESE BURGER, GRILLED CHEESE or 2 CHEESE CORN QUESADILLAS
Served with Fries, chauxro and juice box

- DRINKS AND SIDES**
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(tots inside the burritos)

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