



RUNWAY 35

The Official Newsletter of EAA Chapter 35
Founded in 1957



HENRY WURSTER—PILOT

April 2024

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Howdy chapter 35! As some of you may have heard I have recently passed my checkride early in March after flying out to Lamesa TX. Before I start talking about how it went I would like to thank everyone in chapter 35 for giving me this opportunity, and supporting me throughout all of this. I would especially like to thank Allen Inks for putting up with me no matter how late I was on my forms. I'd also like to thank Dean Howard for letting us use his plane when the plane I was using was taken out for maintenance less than a month before the checkride.



I chose to do my check ride with Rosemary Stidham all the way out in Lamesa because she had the shortest wait time, and was fairly cheap compared to the other DPE's. Starting the oral It was clear I studied some areas more than I had to, and some not enough. Thankfully my only problems were how I worded my responses, and not me actually getting

them wrong. After the oral we headed off to go fly before the weather got bad. The clouds were substantially higher than the TAF predicted, and the wind was only around 14 knots which considering west Texas is pretty good. The flying portion ended up being really easy, as I had planned everything out really well, and blew through the maneuvers. After the maneuvers I had what I can only describe as the 3 best landings I have ever had or ever will have in my entire life to end it.

What to do next? Well recently I have committed to Texas A&M and joined their Corps of Cadets and Air Force ROTC. With my time filling up, I might have to ditch the original plan of getting back into gliders, and just jump right into my IFR lessons.

Once again thanks for all the support you guys have given me through this last year, and I will see you at the next chapter meeting.

APRIL 2024 DOUBLE HEADER



April 6-7th. The Great Texas Airshow will be held at JBSA Randolph (AFB). This one will be HUGE and features the Thunderbirds, Tora Tora. This event is FREE.

April 8th rare total solar eclipse. *SUNGLASSES WILL NOT PROTECT YOUR EYES, use eclipse glasses!*



12:14—14:55. Totality 13:33 Next Eclipse will be in 2044

This Month's Featured Speaker Desiree Curtis

Desiree is the Assistant Director, Airport Operations for Port San Antonio supporting the oversight of Kelly Field's civil operations. She has previously held positions at Stinson and San Antonio International. She and her team will be discussing the business and airport development of the Port of San Antonio (Kelly Field).



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FROM THE PRESIDENT'S COCKPIT

IAN HERITCH

Not long after dawn on Saturday, September 25, 2021, the wheels of Red Venom, my little red RV-12, lifted off from San Geronimo Airpark's runway 35 and headed for New York City's Verrazano Narrows Bridge, which is the first reporting point on the Hudson River VFR corridor. Little did I know that before reaching that landmark, I would have to get myself out of jail.

First, let's finish off with Saturday, September 25, 2021, where I flew three legs to an overnight at the Moultrie Municipal Airport in Moultrie, Georgia. In the aviation world, Moultrie is famous for being the home of Maule Air, manufacturers of the Maule line of tube and fabric STOL aircraft. In both flying into and flying out of Moultrie, I never saw a Maule aircraft and sadly did not see the famous takeoff from inside their hanger and be airborne before the hanger door stunt. Bummer, and I flew all the way from San Geronimo Airpark.

The next day, Sunday is a day that lives in infamy, well, at least for me. I was a little late getting in the air, see above about the hanger takeoff stunt, and flew due west until I met the Atlantic Ocean just south of Savannah, Georgie, where I hung a left and followed the beach about a mile offshore all the way to the Mount Pleasant Airport which is northeast of Charleston, South Carolina. What an awesome flight, flying just off the beach, at 2,000 feet, for over two hours. Wow!

After a longer-than-anticipated stop for fuel and lunch, it was back in the air and more beach flying as I made my way to Washington, North Carolina, a gorgeous harbor town just to the east of Greenville. As it was a Sunday, I knew I was going to arrive after the FBO closed for the day so I called from Mount Pleasant and arranged for after-hours entry and the use of a courtesy car. Nice people.

So a little before 6:00 PM, I make a fantastic sweeping turn over the harbor and touchdown on runway 23. I showed all those day sailors coming back into port how much cooler airplanes are. First stop after exiting the runway is the self-service fuel pump, and as I am beginning to pump fuel I notice on the other side of the terminal building a Cessna 206, a van, and some men. As I am finishing up with the fueling a friendly-looking fellow walks up to me and introduces himself as Doug, the pilot of the 206, quickly followed by an admiring statement about my RV-12. As we chit-chat Doug helps me pull the airplane across the taxiway to a tiedown spot where I commence to close up the airplane for the night. All of a sudden our conversation is interrupted by deafening sirens and many police vehicles pouring through the vehicle gate near where the 206 is parked. In what seemed like seconds, at least two cars, lights flashing, and sirens blasting, head straight for me, screeching to a halt followed by many guns pointing at me. Nothing says Welcome to North Carolina better than being handcuffed and sitting in the back

of a police car. Turns out my new buddy Doug and his friends were unloading drugs from the 206 into the van and I was in the wrong place at the wrong time.

So the DEA and the local Po-Po don't know the difference between a two-seat RV-12 and a station wagon like Cessna 206 and since I was with pilot Doug (shocker - turns out that was not his real name) I was charged with transporting and distributing narcotics and given a ride to the local jail. Oh, I forgot to tell you that when I told the gun pointers that I had just flown in from Texas, that sealed my fate, clearly I had just transported illegal drugs from the Mexican border to their beloved North Carolina. Nice move Ian. I will say that when they searched Red Venom they were surprised that all that was aboard was underwear, socks, GoPro cameras, portable navigation electronics, and peanut butter sandwiches made with Ezekiel 4.9 bread (a.k.a. cardboard).

After freaking out and having all those Law and Order episodes flash in front of me I caught a break, one of the local police had recently taken a Discovery Flight and knew some folks at the FBO, so he called the after-hours number and told the FBO manager my story. This manager had the presence of mind to call the regional AOPA rep who lived in the area and hangered his Cirrus SR22 in one of the FBO's hangers, to ask if he would help convince the DEA that I was not involved. For whatever reason, this AOPA rep, Stanley Koss, did some research, made some calls, looked at my YouTube videos, and was able to get through to the DEA agent in charge and convince him that I was indeed a wayward Texan flying his small homebuilt airplane from central Texas to the Verrazano Narrows Bridge, and not distributing illegal narcotics up the eastern seaboard.

So after three hours in the hoosegow, I was placed in the back of another police car and driven back to the airport so I could go on with my life with the uneasy knowledge that the DEA did not consider me a drug runner.

The following day I visited First Flight airport and walked along the path where two brothers from Ohio and their homebuilt airplane started it all. Three days later, on a brilliant and cloudless morning, I flew over the Verrazano Narrows Bridge and began my flight up the Hudson River VFR corridor. You can experience that entire flight, much as I did, by watching my YouTube video. Let me tell you, flying your own airplane into AirVenture is an amazing experience, but flying past the Freedom Tower, over the Concord next to Intrepid, and all along the western edge of Manhattan is as good as it gets. Wow!

Last Saturday, March 23rd, Chapter 35 successfully held its spring Young Eagles Rally at the San Geronimo Airpark. It was a fantastic event, it was safe, and we flew 36 kids. There were lots of smiling

(Continued on page 4)



HERITCH IAN

CHAPTER BULLETIN BOARD

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- ◆ **Historian:** Capture and keep the legacy of Chapter 35 for generations to come
- ◆ **Air Academy Chairperson:** Here is your chance to really make a difference in a young life!

Contact president@eaa35.org

Service in Action
THE GREAT TEXAS AIRSHOW
 THE GREAT TEXAS AIRSHOW 2024
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 APRIL 6-7, 2024
 JOINT BASE SAN ANTONIO-RANDOLPH
 AIRCRAFT FIGHTER DEMOS
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 T-6 ★ T-38 ★ T-1 ★ C-5 ★ F-16
 Great fun and entertainment for the whole family.
 Please come celebrate with us!
 SATURDAY - FAMILY DAY
 SUNDAY - VETERAN RECOGNITION DAY
FREE ADMISSION
 Scan QR Code for more info

From the Kitchen

March is whizzing past, and we are almost to Easter and then time for our first pancake breakfast fly-in of the year. Before we arrive at that point, I am going to say that our first Burger/Dog burn was a great success. A great big shout-out to Danny Beavers (yes folks just because you didn't see him doesn't mean he wasn't there) for manning the grill and cooking those wonderful burgers and hot dogs. Truly the Chapter 35 grill master. Also, many thanks to Roxie Beavers and BJ O'Dea for all their help in the kitchen. From making coffee to chopping and getting food on the table everything was done, not to mention doing the dishes and everything that goes with buttoning up the clubhouse. A great big Thank you to Robin Apsey for all her assistance during the meal and helping with dishes etc. I so appreciate these wonderful helpers. Thank you to all who brought deserts and side dishes—the fruit salad was wonderful as were all the deserts.

April 13 we will be making up pancakes, sausage and bacon. There will be plenty of coffee and orange juice to go around. We will start cooking early to be ready to serve. We will need people to help so come out around 7:30-8:00 to help get ready for hopefully a big crowd. All the pancakes you can eat. Go see the fantastic grill in the chapter hangar. If you want to bring something to go along with the breakfast of pancakes and the trimmings feel free to do so. Price will be the \$7.00 for all the pancakes you can eat. Hope to see everyone there. That is, it from the kitchen.

Photo of the Month
 Mark Julicher and Steve Zurcher caught working! Andrea McGilvray



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

WE NEED YOU!

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions of wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. If you are a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: newsletter@eaa35.org

President's Cockpit (continued)

(Continued from page 2)

faces, both parents and Young Eagles. A huge Thank You to our leaders: Rebecca Southard and Dean Doolittle, our pilots, and our ground volunteers; this Rally would not have happened without these folks.

International Young Eagles Day is Saturday, June 8, 2024, and we will be doing our part with a large Rally at the Stinson Municipal Airport. This is a fantastic opportunity to introduce aviation to a bunch of eight to seventeen-year-olds. Please join us for a fun morning putting a smile on a Young Eagle's face; all you have to do

is send Dean an email at dean.doolittle@eaa35.org and let him know you want to help.

Our next event will be on Saturday, April 13, we will be having a pancake breakfast Chapter Gathering including another very interesting presentation. Doors will open at 8:30, pancakes and coffee start at 9:00 with the presentation at about 9:45, all for a donation of \$7.53 (\$7.00 if cash or check). VMC Club will be on a short hiatus until Matt's schedule again aligns with ours.

And finally, this pretend Irishman simply states:

April Fools! See you on the 13th.



FROM THE VICE PRESIDENT

Paul Wurster

2024 will be a quarter over by the time this column comes out. It seems like we have done so much already this year. We have multiple scholarship recipients with fresh private pilot certificates in hand; weather permitting, Young Eagles should have begun for the year; and our chapter meetings and VMC club have been packed. Our next batch of scholars will be announced this month and their aviation journeys will get a serious boost. Our membership is strong, and I believe this year will continue to be great for EAA chapter 35.

We have had some wonderful speakers so far this year. New careers, new qualifications, and new building accomplishments have all been pretty inspiring to learn about. The common threads through all of our speakers' experiences have been their willingness to expand their education and embrace being uncomfortable.

Just look at Kris Kelly. He was at the top of his professional game as an intelligence officer in the Air Force. He could have taken several career paths both in and out of uniform, but he took a chance to follow his personal passion for aviation. Following the market cues available in 2021, he stepped out of his comfort zone and took the risk on a new career. He has now finished his type rating and training at Southwest Airlines so obviously it seems like he made some great decisions in the last few years. However, a few years ago, his career change was far from the obvious choice. Many of us in this chapter are parents. Would we have made the same career recommendations for our own children that we would have for someone like Kris? Would we have supported their decision appropriately?

Stepping blindly into the unknown is generally unwise, and when it involves an airplane, it can be more dangerous than an open



second story window in Russia. However, in a group such as our chapter, we have plenty of experience and expertise to tap into if you are thinking about moving into an area you are not comfortable with. I routinely tap into resources to help with my RV build. Everything from EAA videos online to simply asking what other members have done at certain points in their builds. Sharing tools and techniques has been very helpful and rewarding. Aircraft builds are such big undertakings that you should not do it alone. I am forever thankful for a flight I took with Ben Bott in his newly completed RV-14A. That reenergized my motivation to finish the build. I hope everyone else can find not only camaraderie in the chapter but also inspiration and support on your projects. Together we will all continue to learn and be better members of this great aviation community that we have.



NEW MEMBERS

Please welcome the three new members who joined us at our March gathering:

Paul Zeigler—Paul flies a Cessna 172 and he owns a WagAero J-3 "Cubby" that he'll be flying soon... it just needs an annual.

Rick Purser—Rick served our country in the US Marine Corps where he was an air traffic controller.

Tom Szabo—Tom is a private pilot and is building a Zenith 650 which he started last October. It'll be done on ... Thursday...

The Hot Rod - Mustang Salley Forth flies again!

by Andrea McGilvray

Jerry and I had talked often about flying, or shall we say that is what we talked about all the time. His Salley Forth no one ever had flown it except him, I did get to sit in it and make engine sounds from time to time with the hangar door closed! There are a few things he told me about my gift that I had no idea I was going to get and as all things happen, I would rather have him back than this gift, but we all have an expiry date. Never know when mine will be! I had been given his beloved Replica P51D SAL Mustang with a Chevy 350 ZZ4 with a 4-barrel Holly carburetor, and 3-bladed variable pitch prop. The gear is also fully retractable. This is one true Hot Rod in the sky. I am glad there are no speed limits that I will break off the ground. It has a wonderful growl. I had planned to fly Sunday but the winds were stupid and I did not need to have any extra hindrances from the winds. Late on February 12, 2024, getting ready to celebrate Valentine's early, Jerry and I had a big Valentine's party every year. I was hoping to find a window of opportunity to thank him for this gift. It has taken quite a bit of planning and trying to understand and work on my end to get the courage to fly this Hot Rod. Here is what I did know before I flew it.

- 1) It lands easier than the Pitts – Confirmed but not totally true
- 2) One cannot have enough right rudder –like the Pitts so Check!
- 3) You need to keep power in on landing - ya ok.
- 4) Keep the airspeed at 100 over the fence. – still an unknown.

Here is what I did not know. The airspeed indicator was not working so I replaced it with another one (an unknown) and it also was not accurate. I did a test on it and did a calibration. When it read 80mph the test said it was going 112 mph. So if I got it over 80 I should be good! RIGHT! Gear/flap speed is max 125mph. The aircraft is nose heavy with me in it, so I added 70 lbs. of lead to the back seat, as per the math, I was in CG. After the flight, I can see where I need more aft weight in the back! Yes, I have a back seat, and NO, I won't be taking anyone for a ride any time soon. So I called friends, one set to be in a truck with emergency items, and another in a newly built RV10 airplane and his wife taking aerial photos. Since I still was not sure about the airspeeds, I wanted some real #'s and a "inflight gear check" and keep an eye out for me. Also a well-known photographer, Joe Fernandez loves airplanes (ok there



are a few that follow me) but I did not want toooo many people at this event. I had contemplated not allowing my mom to come watch but I changed my mind and invited her. I was pretty confident nothing bad was going to happen. Then the time came! The shotgun blasted, and we all went to our stations. I had a written plan that everyone had (including me) and I was not going to fly longer than 30 min. Andrew and his wife Marcy in their newly built RV10, Chris and Jimmy in a truck with my mom, Joe somewhere on the airfield to get some photos, and I got fully dressed in appropriate clothing and helmet and parachute. I had 2 cameras, one each wing, one to see the main

gear and one looking forward. BOTH, I forgot to turn on! BUT the one towards the main gear did allow me to turn it on in-flight via my phone and do a "Preview" and I watched my gear go up and come down! YAAA. BUT I did not get many recordings done on it and nothing on the other one. Andrew took off 1st and as he started downwind, I took off since were going to join up (not too close) and do some "airspeed tests" at pattern altitude with gear down. That checked out well, so we both climbed to 5000 feet, I slowed down, Gear and flaps full down for my simulated approach tested the way it felt, and again with an airspeed test. Now my airspeed test was off again, and Andrew said I was going too slow for him and his stall horn was going off. The aircraft felt a bit squishy but totally controllable. I did not intend to, nor would I do a stall or anything else on this flight except straight and level and slow flight. I was told that my Tailwheel did NOT retract. That had me concerned since I did not know what its status was, but it would get rectified upon landing. Nothing I could do. So I focused on what I needed to do. So I confirmed that my landing configuration showing 85 mph was stable and that is what I would use on my 1st approach. So I pulled the gear back up, pulled the power, and started my Pitts approach. Ok, Not a typical 172 approach type for sure. I did go further downwind than normally and got slowed up, gear down, Check – one green – Ground confirmed my gear was down. From base to final, I was going to see what the look/feel was. I came to about 50 feet and did a planned go-around. It was super stable, so unless something was off, I was going to land on my second pass. I again pulled up my gear and did a longer than my normal downwind and got back setup. Gear down on downwind, and then on base to final full flaps. I used

(Continued on page 6)

Mustang Salley Forth (continued)

(Continued from page 5)

power to keep my attitude where I wanted and kept it coming down. Unexpectedly Chris gave me some guidance on heights. He called 20 ft, 10', and 3'. All looked good on my end and his, so I reduced more power and vola, the touchdown and initial rollout was a tail low, vs a wheel landing. I prefer a 3 point but in this case, I was doing ½ how I wanted to do it and ½ what Jerry would have done. On the last bit of the roll out, it tested my tailwheel foot dance. My feet are not long enough to have them both on the rudder and the brakes so I had my feet up off the floor board and high up with my heels on the rudder and my toes on the breaks. YA.. not the best solution. As we wiggled and wagged and threatened to ground loop, Salley and I had a short discussion on



how this was going to end up, She decided my way was better and stopped being so fussy. I exited the runway, stopped and took a very long breath with a great feeling that I had accomplished something that had made me super nervous. Thank you, Jerry, for this wonderful, growling/purring bundle of airplane. In the next few days we will do a post-inspection and see what we can do about her light tail and other items of concern! I look forward to flying it again very soon.

Here is a YouTube video https://youtu.be/GMK_zz812UA for those who would like to see the event.

Some of the amazing photos Joe did are also part of this. I want to thank all those who believe in me and help me in this journey of aviation. It is truly my passion.



WomenVenture 2024

Peggy Fisher

Can you believe it, AirVenture 2024 is less than four months away?

Along with AirVenture comes many opportunities to see new things, hear new things and experience new things. One of my favorite things is the activities that climax on the Wednesday of AirVenture which is known as WomenVenture.

The event begins with a group picture at Boeing Plaza in front of a featured plane. As you see in the picture above from 2023 there were a lot of blue shirts.

The shirts this year are a light purple and do need to be pre-ordered. The best thing about the shirt is that it is **FREE!** The shirts do tend to run small so order a size up.

After the picture we venture over to Theater in the Woods where you can pre-order a boxed lunch and hear the words from a wonderful speaker. The speaker this year is Nicole Battjes, owner of Rainbow Helicopters in Hawaii. This is in keeping with the theme for this year's WomenVenture is focusing on women in vertical lift and rotorcraft aviation missions. You must pre-order the boxed lunch.



WomenVenture picture 2023

Also taking place on EAA WomenVenture day (Wed. July 24) is a Panel discussion also at Theater in the Woods feature accomplished women from across the vertical lift industry that will begin at 6:00 pm. I was also going to mention the ice cream social that takes place on Monday but it is already sold out.

The last thing that is listed as a WomenVenture 2024 event is the Author's Corner which will be taking place on Thursday July 25 at the EAA Women-

Venture Center. There are no authors listed as of yet but stay tuned. I am going to include a link that will get you hopefully to the WomenVenture events page.

If you are attending and want to have a great time, I strongly recommend attending the events on Wednesday July 24. The link that will take you to the registration page is: https://www.eaa.org/airventure/features-and-attractions/ea-womenventure?utm_source=av_wv_tshirtdesign_231206&utm_medium=email&utm_campaign=womenventure_2024&utm_content=cta&mkt_tok=OTEwLVNFVSowNzMAAAGRv3ePKfUCpHaQrK3etIDa001w26tGiLXSY6PldAisXpsx4FooNqRPPZZxyP3gud71sobR5-i9xv_loveci-KYideKQYTg_tRZ8R9Ueqi_TL5mg.

Hope to see you in Wisconsin!



Totally in Texas: The Total Eclipse of 2024

Jeffrey Davila, 2022 Ray Scholar

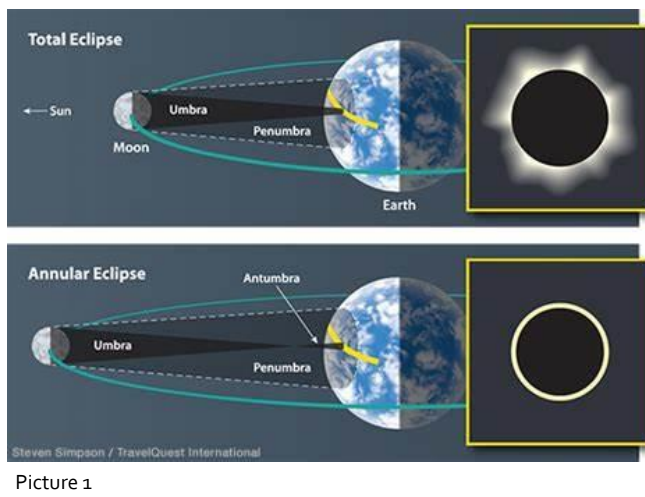
As all of you have likely heard, on April 8th, we will have the opportunity to view one of the rarest celestial events known to occur in the universe: a total solar eclipse. Portions of Mexico, as well as a large area of the United States, will sit underneath the path of totality, a slim line in which viewers will be able to see the moon completely obscure the sun. Now, some of you may ask, "What's the big deal?" Well, I will explain that in greater detail. For some background, I am a NASA-partner Eclipse Ambassador, so I was selected to receive formalized training regarding eclipses, as well as some other knowledge of astronomy, on top of what I already knew. This will likely be one of my longer articles, as this event is a REALLY BIG DEAL. I want to provide you all with as much knowledge as possible, as it will make the experience that much more enjoyable. I will also cover some topics regarding safely viewing the eclipse. Again, we are being told to stare at the sun for a few hours, so there is a lot that can go wrong. So, let's dive right in.

As far as we know, there are no other planets within the known universe that experience a total eclipse, at least not like Earth does. The likelihood that the Earth, Moon, and Sun are the correct size, the correct distance away from each other, and the perfect shape is nearly impossible. Just think of it. The moon is just big enough to cover the sun. It's not too big, not too close, and perfectly round, or at least round enough to completely obscure the sun. Not to mention, the likelihood of the orbits all being on the same plane is extremely unlikely, but here we are.

Here on Earth, eclipses in general are not necessarily rare. Some areas of Earth experience an eclipse almost every year, but not a total eclipse. The annular eclipse, which some of y'all saw in October, is far more common than the eclipse in April. The last total eclipse the U.S. saw was back in 2017, with the next being predicted to take place in 2044.

Speaking of annular vs. total eclipses, I often get asked what makes each one different, and I will explain that in greater detail. To start off, we must understand that the Moon's orbit around the Earth is not perfectly round, nor is it perfectly centered around Earth. It is shaped more like an elliptical orbit, which is common in our solar system. There are certain durations of time when the Moon is closer to the Earth during some times of the year and then farther away during others. At times, the distance between the Moon and Earth can vary by about 26,600 miles. That's why you hear astronauts or astrophysicists talking about an ideal window of time to launch a

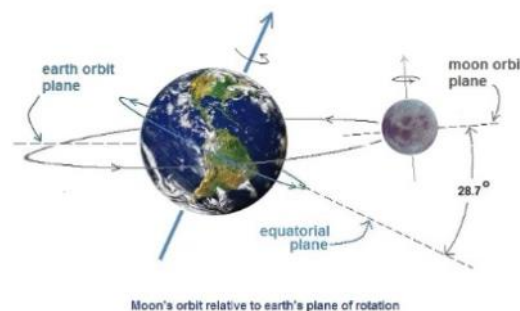
rocket to the moon. It's simply to take advantage of the close distance between the two celestial bodies. Anyway, back to the eclipses. As I mentioned earlier, a total eclipse relies on a few factors, one of which is the distance between the Earth, Moon, and Sun. When the moon is too far away, similar to how it was in October, we experience an annular, or "Ring of Fire" eclipse. That is when the moon is lined up correctly, but the distance between the earth and moon is too great to allow for totality. These rules also apply to lunar eclipses, too. There are some nights when we see maybe half of the moon turn a bright orange, and other (more rare) nights when we see the moon begin to dim substantially. Again, this is about alignment, distance, and timing.



Picture 1

(Picture 1)

Another topic to consider is the duration of the eclipse itself. Now, to gain a better understanding of this concept, we must not look at the orbits of the celestial bodies in our solar system as two-dimensional. The best comparison I can use is that of an atom. When we see pictures of electrons orbiting an atom, they are usually all on different planes. This is exactly how orbits appear in space. Granted, they are often not as extreme, but they certainly aren't flat. The moon orbits the earth at about a 5° angle of tilt. So, if you were to look at the angle of tilt in reference to the equator, you would see that they occasionally align. Now, what does that have to do with the eclipse? Well, if you look at historical data and prediction models, the longest possible total eclipse will be 7 minutes and 32 seconds long, which would have to take place along the equator. The further you move away from the equator, the less time totality will last. The southern-most point in the U.S. in the line of totality will experience it for 4 minutes and 27 seconds vs. the northern-most point, which will experience it for 3 minutes and 22 seconds. A differ-



Picture 2

ence of 1 minute and 5 seconds. To put it simply, the closer you are to the equator, the longer totality will last because the tilt of the moon's orbit will occasionally match that of the tilt of the earth's

(Continued on page 8)

Totality in Texas (Continued)

(Continued from page 7)

equator. (Picture 2)

One factor to consider that is likely to affect everyone in this area is the economic impact of the eclipse. As it stands, the state of Texas is expected to see at least one million visitors for the total eclipse. One of the main reasons for this sudden increase in visitors is the weather in our region. Historically speaking, the weather in this part of the U.S. has been better than that of the central and northern areas of the United States during April. Better weather usually equates to more travelers. Expect traffic, lack of certain supplies, decreases in response time from emergency services, school closures, and more. Also, for the pilots out there, if you can, avoid flying on that day. There is no specific data showing increases in air traffic during these types of events, but chances

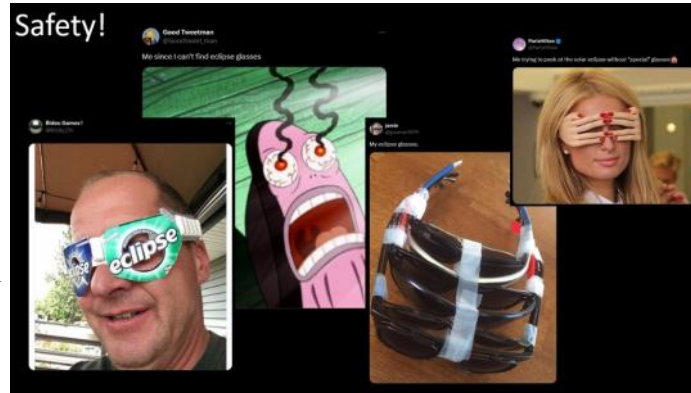
are, if you're thinking of flying to somewhere like Kerrville, Gillespie County, Uvalde, Hondo, or Castroville, just assume that a few hundred people have also thought of it. For those of you looking to stay in San Antonio, avoid large crowds, and get away without having to pay for anything, look into the different colleges, universities, libraries, and theme parks around the city for events catered specifically towards the Total Eclipse. The northwest part of San Antonio will be inside the zone of totality, so your best bet will be places

like UTSA, Six Flags, and other locations in that area. (Picture 3)

To close out this article, I want to cover some safety aspects that should be considered. First, and probably most importantly, remember that this event is centered around the sun, which we have been told never to stare at. Ever. So, what are some precautions that you can take? Well, first off, get yourself a pair of CERTIFIED eclipse glasses. I emphasize certified because there have been instances of fake glasses being handed out to people. Unsafe eclipse glasses can result in significant vision damage if used. The quickest way to see if

your glasses are certified is to look for the "ISO 12312-2" or "ISO 12312-2:2015" logo on the inside of the glasses. Unfortunately, even scammers have been known to print those logos on their glasses, so to be very certain, there are a few websites online that you can look for. One of which is: eclipse.aas.org/eye-safety/viewers-filters

UNDER NO CIRCUMSTANCES SHOULD YOU LOOK AT THE SUN WITHOUT SOLAR GLASSES Unless you already have an approved solar-viewing device, do not look directly at the sun.



(Picture 4)

-The only time it is safe to look at the sun without the use of some kind of approved filter is during totality. Sunglasses of any kind, and even welding masks, do not provide the necessary protection for this kind of viewing.

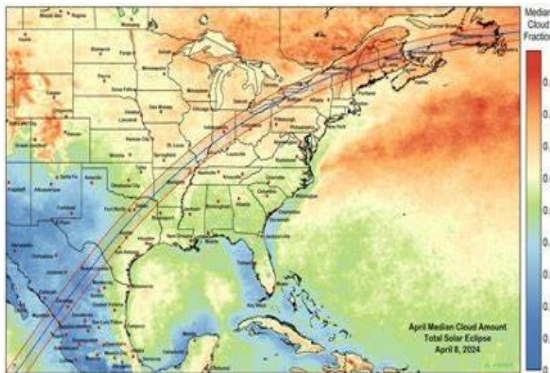
-It is safe to wear eclipse glasses over your prescription lenses.

-Do not mix binoculars and eclipse glasses. Neither tool is designed to be used with the other. (Picture 4)

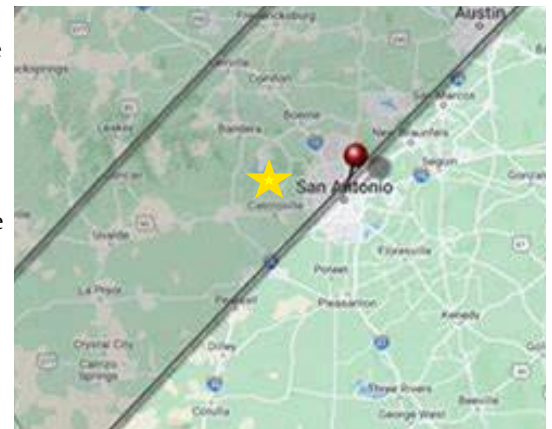
Of course, there are other common-sense things to consider, like wearing sunscreen, bringing plenty of water to drink, and most of the other stuff you think of when being outdoors for extended periods of time. For those of you with cameras, buy yourself a filter for your camera lenses. Long-term and focused exposure to the sun can damage your camera sensors. Every other safety item is common sense.

I know I threw a lot at y'all, but the last thing I want to mention is to have fun. We are so fortunate to live so close to the zone of totality and in a region of the U.S. that will hopefully have decent weather for viewing this

rare celestial event. To those of you who are on the fence about doing anything, I ask this: Why not? We live in the most ideal spot in the United States to view this event, and it's only a short drive away for many of us. Take advantage of the fact that we live so close by. Besides, you'll only have to wait 20 years to see the next one...



(Picture 3)



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Update from Nolan Haecker 2023 Ray Scholar

While I am waiting to take my Written after some complications that I experienced last week, I have thought that it would be interesting to write about something I myself have done for my local community. I would like to write this month about something I am very happy to have done for my High School. With my personal interest in aviation I always wanted to share this with other students at my school. Last year I was able to finally fulfill this idea of mine by starting an Aviation club.

While in my U.S. History Course, I met another young aviator named Patrick Thornton. I was very excited to meet someone with a common interest in my passion for flight. He and I would talk every class period about different topics in flying. He was a very big fan of military planes, a field of aviation that I had never really learned about. In contrast, I was more interested in the action of flying a plane. As the year progressed, we both started our journey into flying with both of us pursuing our Private Pilot's License. Both of us would discuss the flights we had and share pictures and videos with each other. While sharing a common interest with a friend was fun for me, I realized that starting a school organization to share aviation with more people would be something I would be very interested in. So, I founded "*The Chargers in Aviation*" named after my school mascot, the charger horse.

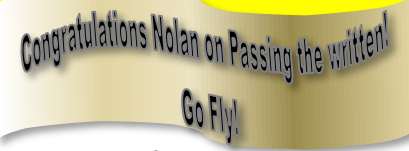


Through monthly meetings Patrick and I would give

presentations over various areas of flight, whether that be new developments in military technology or even showing pictures that we found interesting in our flight training, such as my first night flights. At the beginning of our club only about twenty students participated in the meetings. As we approach the end of this current school year, over one hundred students came to our monthly meetings. I am extremely happy with what I have been able to do for my local school community and am now looking for some younger classmates to take my spot in leading the club.

I hope that my article was entertaining and I was very happy to share about something I started. My flying has been on hold for a bit as I concentrate on passing the written exam. I ran into a temporary obstacle attempting my Written last week (I had renewed my license, and they would not take my paper temporary permit). I will be able to take the exam next week because my plastic license has finally arrived! After finally passing this exam, I plan to continue flying and complete my track towards my private pilot's license.

Thank you all for your continued support!



Scholarships Update

As I write this in mid-March, things on the scholarship are really hopping.

Henry Wurster, son of our Vice President, passed his check ride and became our newest private pilot a week ago. Woo Hoo!

Nolan Haecker is ready to retake his Written exam. But his driver's license is not. He had to get a new one. He's gotten a temporary paper license... but the testing center won't take it. So he is waiting for a new plastic license in the mail....

Last month, I talked about problems with getting DPEs. Evan Carrell and two other people needing check rides up in his area of Texas (south of Texarkana) are planning to hire a DPE to fly in to give them the check rides they need, and split the cost but of course, they are struggling to trying to the right time on FOUR peoples' schedules and a weather window long enough for three check rides. Evan told me tonight that he's flown about 20 hours in the last month so he will be ready to go at a moment's notice. I REALLY hope that by the time you read this he will have finished his check ride... or at least have a definite date.

But what has really been consuming my time is working with the

by Allen Inks, Scholarship Coordinator

EAA Chapter 35 Scholarship Committee and evaluating the 8 people who have applied for one of our 2024 youth flight training scholarships. Collecting the applications, providing an initial review for completeness, and trying to resolve simple discrepancies. Collecting

letters of recommendation. Distributing all this information to the Scholarship Committee. Then, last Tuesday, the Scholarship Committee met to review the paperwork, and select some of applicants to continue in the process with an online interview process next Tuesday.

And...writing the letters to those who were not selected to continue. I struggled with those letters last year; I struggled with them again this year. But then I got to write happy letters to let those who are going on to interviews. And explain the process to them. And schedule them.

Folks, I gotta tell you... this group of kids who applied for scholarships have way, WAY more outstanding resumes than I did at their ages. All of them... including those who have already been selected NOT to continue in the application process. But of course, there is only so much money for scholarships. I hope to have some news on that front sometime soon. Will you help?



MARCH Gathering and VMC Club



Calling Chapter Builders!

Fred MacMahon, Builder Coordinator

Here are some of the Chapter 35 EAA Projects that we are following. If yours is not on the list, please e-mail me with your details.

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

If you don't mind providing a quick 10-30 second update during the monthly meeting, let us know. We are setting up special gifts (TBD) for those who share their updates of meeting major milestones (e.g. engine hung, first taxi, first flight)

Send e-mail to airplanebuilder@eaa35.org to let us know any of the following:

1. What new tools you would like to have in tool crib (something all builders can use)
2. What build class **you** would like to see. For example propeller balance, fiberglass, basic sheetmetal, etc
3. If you have a project (new or completed) you would like to share

CLASSIFIEDS

BUILDER'S SPACE: Need more space? The chapter has a now vacant 10x20 builders space in the chapter hangar, access to



chapter tools, equipment and room to temporarily expand (e.g. to mount wings, etc.). This is about the size of a garage with lots of extra room and for building up till you need a full sized hangar and costs less.

HANGAR FOR RENT

San Geronimo Airpark. Contact Lew Mason at 210 688-9072



WannaBe ATC? For anyone interested in applying to be an Air Traffic Controller the next open application period is April 19-21.

[https://www.faa.gov/be-atc?](https://www.faa.gov/be-atc?fbclid=IwAR2o_ljIMUjwK6zD94Vx07Qo-2HjJs40g4vSoMookIj7cBC4_CotxmVxg1A)
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THE WORKSHOP

Battery Charger, Maintainer, Desulfator

Mark Julicher

Once upon a time the only battery available for your plane would have been a flooded-cell, lead-acid battery. This battery would have been composed of several lead-acid cells connected in series. The cells consist of lead plates which are the electrodes suspended in dilute sulfuric acid which is the electrolyte. As the cells discharge a chemical reaction occurs between the lead and acid producing lead sulfate and water.



Photo 1: Flooded lead-acid battery.

When the cells are being charged, the chemical reaction is reversed, and the lead sulfate and water become lead and acid once again. But of course nothing is perfect. Some of the lead sulfate sinks to the bottom of the cell and will eventually short out the cell or make it weak. If the cell is charged with too high a current, electrolysis occurs and some of the water decomposes into hydrogen and oxygen. These two gasses generally escape and therefore water must be added to the battery from time to time.

Obviously, the old-style battery must be vented. The vented gasses escape into the battery box which in turn is vented to atmosphere lest explosive gasses build up in the battery compartment. These old-style batteries are still available and indeed your plane may have one installed. In addition to the caustic gas problem, the sulfuric acid in these batteries can easily spill. The battery must be placed upright in the plane although aerobatic style batteries have check valves in the fill caps to (mostly) eliminate spilling.

Maintenance on an old-style battery is fairly simple. It can be charged with a good old automobile battery charger. Water must be added to cover the lead plates from time to time, and the terminal posts must be kept free of corrosion. A trickle charger left on these batteries does a decent job of maintaining the charge over long periods of inactivity.

Most aircraft owners have now switched to Valve Regulated Lead Acid (VRLA) battery. This is still a lead-acid battery, but the construction is different and there are two types. There is the gel cell, where the sulfuric acid is mixed with silica dust making the inside of the cell sort of like gelatin; and there is the Starved Electrolyte Absorbent Glass Mat (AGM) style wherein a fine mesh of fiberglass is located between the plates and sulfuric acid is held in that fiberglass like a sponge.

VRLA batteries are “sealed.” Well sort of. During charging, gasses are still produced in the cells, but the gasses are retained inside the cells. Since gasses do not escape, there is less corrosion and less

chance for explosion. During charging the gasses return to liquid. However, if the VRLA is charged too quickly, then some gas is allowed to escape – hence the “valve regulated” terminology. Better to let some gas escape than to blow out the battery case but keep losing gasses and this battery dies..

Maintenance on VRLA batteries is a little bit different. They are sealed so you can't add water.



Photo 1: Smart charger good enough for a computer battery and will work OK for a VRLA on your plane. However, it is not optimum.

sense.

The best aviation smart chargers consider that aircraft batteries use a higher specific gravity electrolyte – a weight saving trick – and this different chemistry prefers a different charging style. The charger shown in photo 1 will help maintain a VRLA battery but it is not set up for the aircraft battery, so it is not the best choice. An automobile charger will put out too high a charging voltage and left on too long it will damage the VRLA battery, so that is a poor choice also.

The best aviation chargers vary their voltage to match the needs of the VRLA battery and they adjust charge rate for temperature. Some of the better chargers also can desulfate the battery. So there are three useful functions: Charger, maintainer, desulfator.

How do you select a good aviation charger, maintainer, desulfator? Since we are talking aviation here – the answer is, “It depends.” It



Photo 2: Concorde VRLA battery

The terminals may still corrode but not as frequently as a flooded battery. Properly charging the VRLA battery requires a voltage regulated charger; a so-called “smart charger.” The smart charger measures the state of charge of the battery and provides a variable voltage tailored to the chemistry of the battery.

Many of us have gone down to Auto Zone or Wal Mart and purchased the new trickle chargers to keep our batteries happy between flights. After all, even a new battery will lose three percent of its charge just sitting for a month, and if the surface of a battery is dirty that discharge rate can be much higher. A trickle charger makes

(Continued on page 15)

THE WORKSHOP CONTINUED

(Continued from page 14)



Photo 2: New style Gill VRLA battery. The handle is a nice touch.

depends on what battery you own!

Battery MINDER makes two different styles of Maintenance Charger Desulfator. Look at photo 3. This device clearly states that is for Hawker, Odyssey, and Gill 7000 batteries. Now look at photo 4. The label indicates it is NOT for a Gill battery. If you own either of these maintainers, better stick with the brand of battery they are for.

More about sulfate:

If you put a digital voltmeter on your battery and it reads less than 12.9 volts or so, that battery is probably sulfated. The smart charger can inject a high frequency current that dissolves the sulfate. This feature should improve the battery but probably not return it to "good as new."



Photo 3: For Hawker, Odyssey, and Gill 7000 VRLA batteries.



Photo 4: For General VRLA Batteries but NOT for Gill or Odyssey.

Every time you discharge a battery some lead sulfate precipitated out and collects in the bottom of the battery. The best way to make a battery last a long time is to never let it deeply discharge.

One last word: These two Battery Minder devices are not cheap. But compared to the cost of a new battery at 2024 prices the investment may make sense.

RV Build Progress

Slow progress this last month as I have been busy with work, flight training, and house projects. I'm working on the canopy jettison linkage. The RV-14 has the ability to pull a handle and release the connection points at the front of the canopy thereby allowing the wind to pull the canopy away from the airplane.

This handle is designed to be in the top center of the panel. Of course, this is prime real estate for avionics. With this feedback, Van's designed a remote location kit that allows you to put it down on the center console. So now I am working through two sets of instructions to fabricate the linkages for this new location. I made one side pretty well but I bugged up the rod on the other so I will have to reorder the aluminum rod and try again. No worries.

I also prepared the front top fuselage decking. More to come.



Paul Wurster

You know you are a builder when you . . .

- ◇ find clecos in your pockets when you get home from hangar
- ◇ miss dinner to go see someone else's build progress
- ◇ use duct tape as a bandage
- ◇ pause on the jetway to look at the rivets before boarding the airplane
- ◇ repair or modify things around the house using newly learned build techniques or tools
- ◇ are introduced as *that guy with a plane in his garage*
- ◇ have a can of ProSeal in the refrigerator
- ◇ try to convince your significant other that the airplane parts are an *investment*, not an expense

Fred McMahon airplanebuilder@ea35.org





Country Store

Nancy Duepner

T-Shirts are here.....Just in time for Sun n' Fun!!!!



	Inventory	Mbr Price
Glass Ornaments—choice of colors w/ laser engraved logo	16	\$3.00
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Safe Flying,

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

2024 Chapter Calendar					
April	6-7		Great Texas Air Show		
	8		Total Eclipse		12:14—14:55. Peak at 13:33
	9	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	13	8:30	Chapter Gathering	Pancakes!	A breakfast Chapter Gathering
		10:00	Guest Speaker		Desiree Curtis - Kelly/Port San Antonio Dev
May	7	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	11		Chapter Cleanup & Picnic		details to follow
		11:30	Chapter Gathering	Lunch	Travis Ulhorn - San Antonio ATC
June	4	19:00	BOD+L		
	8	9:00	Young Eagles Rally		Intl Young Eagles Day—Stinson
July	9	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	13	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Speaker TBA
	22—28		AirVenture - Oshkosh, WI		
August	6	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	10	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Speaker TBA
September	10	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	14	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Speaker TBA
October	8	19:00	BOD+L		
	12	8:30	Chapter Gathering	Pancakes	Fly-in Pancake Breakfast
		10:00	VMC Club		
	19	9:00	Young Eagles Rally		San Geronimo
November	6	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	9	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	General Membership Meeting & Chili
December	10	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	14	11:30	Chapter Gathering	Lunch	Holiday/End of Year Finale

April 6-7 Great Texas Airshow
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May 4—Pioneer Flight Museum Wings and Wheels Fly In. 85TE



EAA Webinars: <https://www.eaa.org/ea/news-and-publications/ea-webinars>

April 2, 7 p.m. CDT The RV w Chris Henry & Dick VanGrunsven

April 3, 7 p.m. CDT Ending the War on Jugs |with Mike Busch Qualifies for FAA WINGS and AMT Credit

AND MANY MORE!

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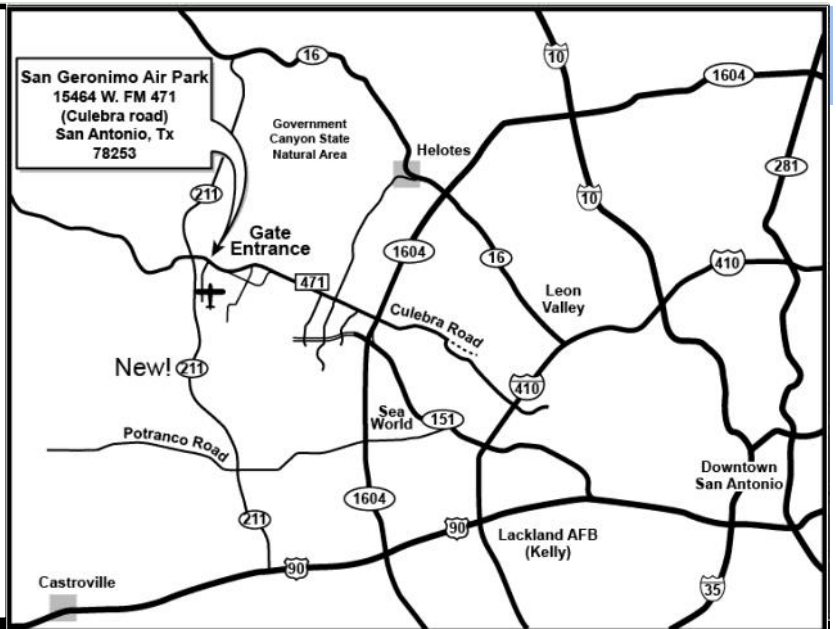
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NEXT EVENT
APRIL 13th
Pancake Breakfast
08:30 Doors Open
10:00 Speaker
Chapter Clubhouse



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

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

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

Ron O'Dea, Secretary
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