



## 2024 Aviation Scholars Selected

**MAY 2024**

Volume 67 Issue 5

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*Please see our sponsors!*

### Next Event

**MAY 11**

**Chapter Work-Day**

**1000**

**Followed by**

**Chapter Picnic 1200**

**Chapter Clubhouse**

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35. Edited and Published by Chuck Fisher

newsletter@eaa35.org

Introducing your 2024 Chapter 35 Youth Scholarship Recipients!

Chapter 35 is fortunate enough to have a parent organization and to have members profoundly dedicated to bringing a new generation of aviators into the sport and profession. As a result, this year we selected THREE recipients for ten- or eleven-thousand-dollar scholarships that should set them well on their way to becoming private pilots.

**2024 RAY SCHOLAR – Ethan Palumbo**

*My name is Ethan Palumbo, and it's an incredible honor to be selected as the 2024 EAA Chapter 35 Ray Scholarship Recipient. I'm a 16-year-old Junior and attend William J. Brennan High School. I'm enrolled in the Air Force JROTC program and maintain a 4.0 GPA. I've been a member of our local EAA Chapter 35 for a little over two years now and truly enjoy taking part in our aircraft projects, monthly activities and Young Eagles events. I knew I wanted to be involved in aviation from the first time my Dad took me*



*flying in our Cessna 172. He let me take the controls up in the air and I could feel nothing but pure freedom. After this event, I fell in love with flying and just being around airplanes. I am extremely grateful for being chosen as our Chapter's Ray Scholar and appreciate this incredible opportunity to obtain my private pilot's license and launch my flying future.* [Editors note: If you haven't met Ethan as he's helped out the gatherings...you may

run into him in the company of Dad and a gorgeous Scottish Aviation Bulldog]



**2024 KELLOGG SCHOLAR – Rory Sorola**

*My name is Rory Sorola. I'm a sophomore at Incarnate Word High School, and this year's Kellogg Youth Scholarship recipient. I'm scheduled to attend the Aim High Flight Academy in May and earn up to 15 flight hours [which will be a great start to earning my private pilot certificate], just over a month from now! I already have my Commercial Drone Pilot License (Part 107 License), although I'm still practicing my handling of a*

*(Continued on page 5)*

### This Month: Chapter Work-Day

*Projects / activities may range from gardening and landscaping, to cleaning, waxing, sorting and straightening, to maybe even a painting project. Come prepared to work a little.*

*Chapter Picnic—when your chores are done!*



## FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



**O**ur year barrels on and here we are in May, maybe not the best flying season for us, but chock full of exciting EAA35 news.

**Scholarships** Last month the Chapter awarded three substantial youth flight training scholarships: Rory Sorola was awarded the Jane Kellogg Youth Flight Training Scholarship; Ethan Palumbo was awarded the EAA Ray Aviation Scholarship; and Lillian Cavanaugh

was awarded the inaugural Brame Youth Flight Training Scholarship. These three scholarship recipients are impressive young aviators and their scholarships will fund much of their Private Pilot flight training. I look forward to watching their progress over the next several months. With these three new scholarship awards, we have five scholarship recipients working toward their PPL. Our ability to make the scholarship awards and then manage each recipient's progress would not be possible without the substantial commitment of our Scholarship Co Chairpersons, Allen Inks and Calvin Allen. We do not simply hand a check to our scholarship recipients and wish them good luck, we expect a lot from them and that requires constant oversight from Calvin and Allen. I thank them both.

**Gold** If you haven't heard: the EAA has, for 2023, recognized Chapter 35 with Gold status. We thank the EAA for this recognition and you will see our gold medallion on our newsletter and website (and eventually hanging up in the clubhouse).



**May 11 Event** We are fortunate to have our own clubhouse and hangar and even though we have recently invested in a new climate control system and painted the clubhouse exterior, from time to

time we need to pause and spruce up our home. On Saturday, May 11, we will have a workday to refresh our clubhouse, grounds, and hangar. It has been a couple of years since we last gave our home a good scrub and it needs some TLC. Afterward, as a Thank You for your time and labor, everyone will be invited to a burgers and dogs picnic. We will start work at 10 AM and the picnic will begin at noon. Please come out and help refresh our Chapter's wonderful clubhouse and hangar.

**May 18 Flying Start Event** If you know someone who has expressed an interest in learning how to fly, EAA and Chapter 35 can help get them started. May 13-18, 2024, is Learn to Fly Week. Folks can start by visiting: [eaa.org/eaa/learn-to-fly](http://eaa.org/eaa/learn-to-fly) where there is a wealth of free resources to help someone Learn To Fly. Our part in Learn to Fly Week will be a Flying Start Event on Saturday, May 18, 2024, from 9 AM to Noon, at San Geronimo Airpark. Similar to a Young Eagles Rally, but for adults, these aspiring aviators will experience a free introductory airplane flight. To register for the May 18 Flying Start Event, visit the Flying Start Event page at [eaa35.org](http://eaa35.org). For more information about this event, or if you would like to volunteer as a pilot or ground team, please contact Paul Wurster at: [vicepresident@eaa.org](mailto:vicepresident@eaa.org).

**June 8 Young Eagles Rally** For our youth, have no fear, we did not forget you. On Saturday, June 8 we will have our second Young Eagles Rally of the year at San Geronimo Airpark. This Rally was originally to be held at Stinson Municipal Airport, but a serious maintenance issue necessitated the move to San Geronimo Airpark. This Rally is being held in conjunction with the EAA's International Young Eagles Day. We expect a sellout crowd, so parents should monitor [eaa35.org/young\\_eagles](http://eaa35.org/young_eagles) to see when registration opens. We will have lots of kids to fly; pilots and ground volunteers are needed. Want to help, email Dean Doolittle at [dean.doolittle@eaa35.org](mailto:dean.doolittle@eaa35.org).

That's a lot going on over six weeks, I look forward to seeing you there.



## Flying Start MAY 18

**M**ay 18 at 0900 Eagle Flights Lead Paul Wurster will again conduct a Flying Start event for prospective ADULT learners. The purpose of these events is to introduce adult aviator prospects to local flight schools and instructors, and to give them a leg up on realistically beginning the journey



to becoming a pilot.

Though not as big as a Young Eagles event, volunteers are still needed to provide the one on one mentorship adults prefer and we will appreciate Eagle Flight Pilots who are willing to take an adult learner up for an orientation ride.

Contact Paul at [vicepresident@eaa35.org](mailto:vicepresident@eaa35.org) to volunteer.



# CHAPTER BULLETIN BOARD

## WE NEED YOU!

### Need Volunteers for:

- ◆ **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!
- ◆ **Young Eagles Coordinator:** This is the CORE youth activity for Chapter 35 and you will make a huge difference in a lot of young lives!

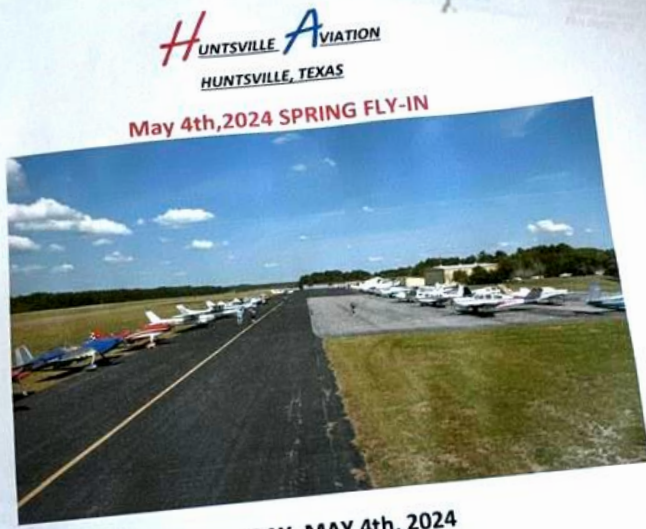
Contact [president@ea35.org](mailto:president@ea35.org)

### From the Kitchen

From my point of view, despite some difficulties due to electrical issues I would say our first pancake breakfast of the year was a success. There was little left over and everyone seemed to have a good time eating, conversing, sharing stories. Danny Beavers again outdid himself on the pancake griddle. Roxie Beavers and BJ O'Dea helped immensely with cooking bacon, sausage, and eggs. Mary Ann Schlattman arrived just in time to be put to work and pitched in and did what was needed. After the meal and the program was complete Nancy Mason pitched in and helped with the dishes. Again, a heartfelt thanks to Danny, BJ, Roxie, Mary Ann, and Nancy.

Thanks to those who stayed and assisted after the meeting by taking out the trash, vacuuming and just general cleaning up. It is really nice to have those members chip in.

Up for next month will be our Chapter clean-up and member's picnic. Arrive, help clean and get your meal free. The next month will be our Young Eagles event at Stinson. That is it From the Kitchen



**HUNTSVILLE AVIATION**  
HUNTSVILLE, TEXAS  
May 4th, 2024 SPRING FLY-IN

**SATURDAY, MAY 4th, 2024**  
Early Fly-IN Arrivals: 9:00 AM  
HAMBURGER LUNCH: 12:00 PM

### **BRUCE BROTHERS HUNTSVILLE REGIONAL (KUTS)**

Runway: 18-36 / 5,000' X 100' Asphalt / Elev. 363'  
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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 YOUR ARTICLES!

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: [newsletter@ea35.org](mailto:newsletter@ea35.org)

## FROM THE VICE PRESIDENT

Paul Wurster

I wish I could remember my first flight. I was too young. I cannot even remember my first GA airplane flight. I remember flying with my dad and grandfather, but I struggle to remember a single individual experience.

On the other hand, I remember giving people their first flights. Sometimes it is their first flight in an airplane and sometimes it is just a first in a new airplane type. I wonder if this is a common phenomenon amongst pilots.

I do remember taking Henry on his first flight. He was my only kid who liked airplanes and displayed any interest. I got checked out at the local aeroclub in California where we lived at the time. His fourth birthday came up and I took him to the local airport in Marysville, CA and we walked out to the waiting T-41. He was so little at the time, that he could barely see out the window and surely not over the dash. We took off and flew over my house where my wife and other kids were waving from the driveway. After a quick loop over the neighborhood, we flew out over the valley to fly around. I probably should have kept this first flight a little shorter like our Young Eagles Flights.



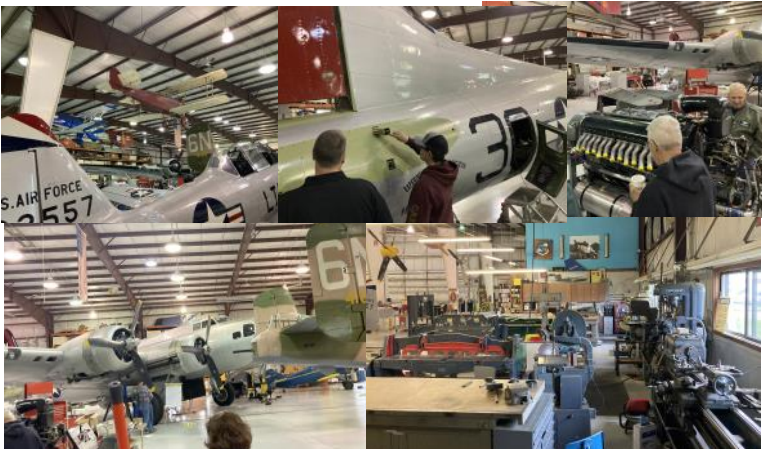
I let little Henry control the plane for a bit. He mostly put it into spiraling right turns because he could only really see out of the side window. This had the side benefit of unsettling his stomach. Up to this point, he was running at about a 9 or 10 on the childlike elation scale. However, over the next few minutes, that number fell faster than Boeing's reputation. One immutable law of aviation is that you cannot land faster than someone can get sick. I tried. I rocketed back to the airport as quickly as possible. I got close. Real close.

Unfortunately I logged a single landing that day. I thought it was pretty good since I only had one hand available. My other hand was catching the eggs Henry had for breakfast. It was an overall positive. And now fourteen years later, I am happy to have had the opportunity to plant the seeds of aviation. This flight not only gave a kid an experience, but it also got me back into flying GA. But the single most important thing about that day, according to my wife, was that I got pictures.



### Trip Report—EAA HQ

Chuck Fisher just returned from a Chapter Advisory Council meeting this month. Much discussion about great new initiatives including a totally revamped Young Eagles software, new vendors for the RC build and fly, and refining guidance for new chapters and recognizing existing chapters. Over in the expansive hangar, the B-17 has its wings back on after a major repair, the B-25 is ready to head out and an Allison engine demo on a stand is about ready to roar.



### Membership Update

Zac Morton,

The chapter directory will be published and sent via email about the same time as this newsletter. I have reached out to try to get all the latest member info, but please let me know if you have any revisions. We will likely publish an update twice a year.

#### Please welcome our newest members

##### Chris and Michelle Mayer

Chris joined online and is building an RV-14A. He lives close to San Geronimo and is interested in working with a technical counselor, so if one of our technical counselors experienced in RV building is interested in helping him, please let me know, and I'll put you in touch.

(Continued from page 1)

drone. With this knowledge, I'm planning to begin a school club next year to teach my peers how to get a Part 107 License themselves alongside my mentor Ms. Veronica Velasquez (commercial aviator/instructor). [editor's note: The Aim High Flight Academy (AHFA) is a competitively selected USAF sponsored aviation scholarship for a three-week introductory flight program at various universities across the world. The mission of the AHFA is to inform, influence, and inspire the next generation of aviators and leaders as they learn one on one with Air Force officers and may earn up to 15 flight hours.]

**2024 CHARLIE AND DEE BRAME AVIATION SCHOLAR – Lillian Cavanaugh**

Howdy, my name is Lillian Cavanaugh I am a 17-year-old junior at O'Connor High School in Helotes TX. I am currently a 3rd year Cadet Major in my school's Air Force Junior ROTC. In this program, I currently serve as the Operations Squadron Commander on the Senior Staff for our Corps of 130 cadets. I am also the Physical Training team captain for a co-ed team of 20 cadets. Just a few days ago I was awarded the Brame Youth Flight Training Scholarship which Dee and Charlie Brame generously funded. I was extremely excited when I found out I was given this opportunity! I am working on my written exam using Sporty's Learn to Fly which has been great so far. I hope to continue progressing on Sporty's and soon pass the written exam. I want to give a huge thank you to the Chapter and EAA for supporting me. I regret I couldn't be at the last Chapter meeting as I was helping to run the JROTC State Competition hosted by O'Connor's AFJROTC, but I am very excited to be at the next meeting.



Chapter 35 members, with each of these scholars your chapter and each of you have take on a commitment—a commitment to keep an encouraging hand in the back and to be willing to step in and help wherever and however we can to make these young folks succeed.

None of our scholars have come in under budget and flight training costs have nearly doubled in the past few years. If you are in a position to help fund the extra, or if you are in a position to help reduce the cost of flying training in some manner, please consider doing so.

Be sure to find these young folks at our gatherings and events and tell them congratulations!



Welcome our Newest Advertiser—Check them out!!

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Paid through May 2025

## Lew Mason Installs New Legacy Oak

**A**s you enter the clubhouse this month, you will notice a new addition to our grounds—a new Live Oak Tree!

As many of you may recall, airport founder and chapter life member Lew Mason challenged the chapter to help he and Nancy replace the several hundred year-old oak that had provided shade for our chapter and airport guests until it was torn apart by a microburst.

Chapter members responded with donations and a 50-50 raffle yielded several hundred more. And thus, Lew's challenge has resulted in a new shade tree for our chapter!

Depicted to the right is a guesstimate of what that tree may look like in about 10 year increments. Chapter members will sit under this tree long after most of us have stopped flying. So thank you Lew and Nancy for championing this legacy project!



## The History of the Chapter Memorial Circle

**S**itting on the comfortable bench bearing a plaque honoring Al Almond, I found myself wondering about the wonderful memorial garden we have in front of our clubhouse. Our clubhouse is fronted by skillfully designed concrete work, lovely benches and an impressive flagpole, and as we enter our clubhouse, the brass plaque by the flagpole reminds us of some of those who have walked that sidewalk before us. But how many of us have stopped to read those plaques? What IS the history of the area? Why a memorial there—in front of our clubhouse? What was the dream of the chapter members who built it?

The story begins with Elmer and Irene Benson, long time chapter 35 life members. Elmer constructed a Vari Viggen in the early 1980s and his spouse Irene, along with many of the other ladies worked on her own PPL.

Irene Benson passed away in April 2000 and in May 2000, in her

honor Elmer Benson donated the

flagpole and the plaque that is in front

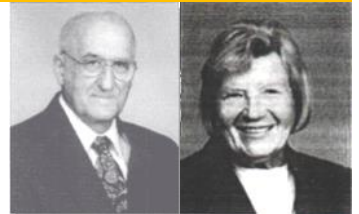
of it. A remembrance ceremony was held in July 2000 at which time Ms. Benson and Mr. Hoyt Smith's ashes were spread over their beloved airpark. Since then, many more passionate aviators and friends have chosen to be memorialized in this circle.

In February 2002 work began on framing in the concrete area around the

flagpole. Then president Norris Warner asked for donations for benches, and three members came forward with donations to build them.

By June 2002 the concrete was poured, and Dave and Miriam Talley cleared and installed landscaping cloth and mulch. Norris Warner

*(Continued on page 7)*



(Continued from page 6)

welded up light-posts. Elmer Benson passed away in 2003, but lived long enough to see his legacy mature.

In 2007 Nancy Mason selected and planted flowers donated by Cindy Konkle in memory of her mother Irene Benson and Nancy continued to lovingly tend the plot for years thereafter.



The western edge, behind the benches, are Texas Mountain Laurels that were pruned much to low. It'll take them a while to come back. Between them are sapling white crepe myrtles. Once they mature, the purple and white should make a nice backdrop. The area around the flagpole has typically been drought resistant plantings, originally purple lantana. Over the past few years many of the oak and mes-

quite around the clubhouse have been lost. New trees will grow in their place and the cycle will continue.



The flagpole and the area around it is a memorial garden. It was created out of love for a spouse and mother and now memorialized there are several others who have chosen to have their ashes spread

over San Geronimo. It remains an area for contemplation and camaraderie. It is a special place that right now could use some love and a passionate champion to ensure the plaques are kept up, cleaned and polished, and plantings are tended always beautiful. It's a small place, but it is a special place as well.

So, now you know the story of our Chapter's memorial circle.



## Gone West—Tom “Pappy” Rich

Chapter 35 and the San Geronimo Community bid farewell to two of our most distinguished members who have truly made San Geronimo a flying home for all of us

Tom “Pappy” Rich was a pilot, a salesman, a nationally renowned speaker/consultant/expert on taxes, Chapter 35 board of directors member and twice president of the San Geronimo Property Owners Association. But the logo on his embroidered shirt left now doubt that his heart was with his kids and grandkids. “Pappy”.

Tom was at every VMC club meeting and seldom failed to dig into any task. He was meticulous, and was 100% committed to every task. Look at his airplanes...and find a spot of dirt anywhere. But he was a

man of faith and tried always to be respectful and kind.

Tom left us quickly, unexpectedly, and way too soon. But, now he is free to fly.

He loved yellow as it reminded him of God. The family would be grateful if you choose to honor him by wearing yellow to the service.



SATURDAY, MAY 4, 2024 2:00 P.M. PORTER LORING WEST

## Gone West—Jeannette Hunt



Chapter 35 and the San Geronimo community bid farewell to our long-time member, support, and airport founder Jeanette Hunt.

A few decades ago Jeanette and her stone craftsman-pilot spouse “Bubba” Hunt had a dream. They dreamed of an airport they could call their own. And they, with a group of founders, did exactly that. Jeanette told of picking up truckloads of rocks by hand, smoothing the ground, then picking up more, until the dozens of acres had been cleared. The Hunts custom

designed and built their stone dream-home, now a centerpiece for the airpark, and Jeanette was shoulder to shoulder with chapter members as they built our chapter clubhouse on Bubba's plans one block at a time.

Jeanette served in several official roles with chapter, and she was the corporate memory for San Geronimo airpark. She'd been there since it was a dream. Their dream. Jeanette's beloved “Bubba” Hunt, an avid aviator, warbirds pilot, distinguished veteran and craftsman left us a few years ago. They are together again.

Farewell Jeanette. Thank you for giving so much of yourself to all of us and to this place, in your words...“so we may fly forever”.

## YOUNG EAGLES UPDATE

Dean Doolittle, Young Eagles Co-Coordinator

Our spring Young Eagles Rally was delayed a week because of the weather. In spite of this delay we had a very successful rally. The 36 Young Eagles were flown by six volunteer pilots with the support of numerous ground volunteers. Following the event we all enjoyed some pizza before heading home. Many thanks to all of our volunteers.

At this rally we introduced our new flow for both aircraft and participating kids at San Geronimo. We now load behind the Chapter clubhouse which keeps the aircraft and loading well away from the runway making a safer environment for everybody.

**\*Late Breaking News: Our next event is scheduled for June 8th, EAA's International Young Eagles Day, at SAN GERONIMO\***. Due to unexpected maintenance on the terminal building, our planned venue at KSSF is not available during that time. We usually fly a LOT of kids at Stinson and we want to fly a LOT of kids for Young Eagles day at SGA, so plan on a very fully rally.



Please mark your calendar and plan on coming out to help us either as a pilot or a ground volunteer. If you have any questions about volunteering for this event please contact me, dean.doolittle@eaa35.org or Rebecca at young eagles@eaa35.org.

We are also looking for a pilot to volunteer as one of our Young Eagles Coordinators. I have decided to let someone else have the pleasure of helping plan and execute these Young Eagles Rallies. I have enjoyed my 3 years as a Young Eagles Coordinator here at Chapter 35. However, this not the first chapter that I have had the privilege of serving as a Young Eagles Coordinator.

In total I have been a Young Eagles Coordinator for more than twenty years between two EAA chapters. If you would like more information about being a Young Eagles Coordinator please contact me, Rebecca, or Ian, president@eaa35.org.

Remember to plan a day at San Geronimo on June 8th to help us fly a bunch of kids. These events are always fun for everyone involved.



We did not have a photographer at the last Young Eagles Rally. But here are a few snapshots contributed by Allen Inks of YE pilot Fred McMahon and a couple of his Young Eagles. Only in Texas is the aircraft parking limited by the bluebonnet fields! If you'd like to be a Young Eagles pilot, contact YoungEagles@eaa35.org!

EAA Aviation Foundation is happy to announce the launch of the 2024 Aircraft Sweepstakes. One lucky winner will fly away in a fully restored 1946 Ecoupe 415-C.

This is one SWEET 'coupe!

Enter at <https://www.tapkat.org/eaa-aviation-foundation/R9KBlk>





### AIRVENTURE COUNTDOWN!

It is time to make plans for AirVenture 2024 if you have not already done so. There is not enough space here for an exhaustive primer for new attendees, but fortunately, EAA has oodles of information on the website, and more is added daily.

This year the Airshows will feature the Canadian Snowbirds demonstration group and at least, by my count, two dozen other fantastic performers. Don't miss the airshows at night on Wednesday night and Saturday night. And...as you can see on the right...there'll be a B29 reunion. See that anywhere else?

Flying in? Check out the videos, NOTAM and detailed instructions at <https://www.eaa.org/airventure/eea-fly-in-flying-to-oshkosh>. And, don't forget to order tie down sets for the turf if you don't already have them.

Where to stay? The best way to experience the entire dawn to dusk AirVenture experience is to stay on the grounds. There are oodles of evening activities, talks, movies, banquets, and the like that those staying off campus may

IF you are GOING—please let us know ([newsletter@eaa35.org](mailto:newsletter@eaa35.org)) We will put together a communications group. ALSO let us know if you are looking for a wingman, a seat or a travelling partner and we can start pairing folks up. And don't forget to reserve a camping spot by contacting Doug Dotson (he's in your directory) or an officer who will pass your info along



miss. Options on the airpatch include throwing a tent under your wing or beside your plane. There are markets, showers, etc. set up just for you...and 40000 others. Or, you can drive up with your camper. If you do, the chapter will have a campsite reserved for the first few that sign up. For the rest there are thousands of campsites in Camp Scholler and in private campgrounds nearby.

Or, if you have connections...you may still be able to rent a house or get a hotel room. Or, for the more frugal, check out the dorms at the university...though I am told the waiting line for them is pretty long.

If you are camping and would rather bring a spouse or friend instead of camping gear, you can UPS your stuff to yourself to a depot on the airpatch. EAA even has a premade mailing label at [https://www.eaa.org/-/media/files/airventure/planyourtrip/guest-](https://www.eaa.org/-/media/files/airventure/planyourtrip/guest-services/2024-ges-attendee-shipping-labels.ashx)

[services/2024-ges-attendee-shipping-labels.ashx](https://www.eaa.org/-/media/files/airventure/planyourtrip/guest-services/2024-ges-attendee-shipping-labels.ashx). Beware there is NOT as US POSTAL facility though.

Anyway, start your planning now at <https://www.eaa.org/airventure> !



### What Members are Doing

**Andrea McGilvray** -I went to Heli-Expo and received a scholarship from the Whirly Girls for a CRM course.

The man on this photo with me is Chuck Erin. He does Aerobatics in a Helicopter. And yes. We did talk shop!

And this past Friday I got to fly a real P51! What a blast. This particular P51 is Richard Bach owned. The famous author that wrote many books, but the one most know is Johnathan Livingston Seagull.

Darren Bond flies this p51 for the owner, tough job, and when I get a



few bugs worked out on mine we will do some formation flying etc. I am extremely grateful to have such a privilege to be around such amazing people.



### Volunteer Spotlight Allen Inks



**Allen Inks is the chapter scholarship coordinator.** He recruits new scholars, mentors prospects, guides and mentors scholars in training, and keeps track of finances, reports to EAA and ... yes keeps a firm hand in the back of our scholars.

Allen has, so far, mentored six scholars of whom 3 are now pilots!

Thank You Allen!

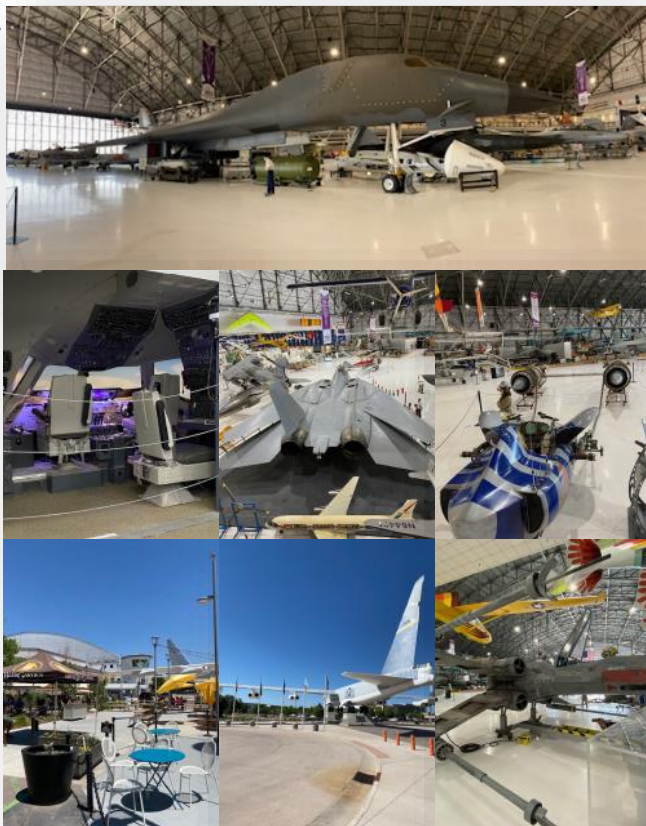
## Wings Over the Rockies

by Marilyn Doolittle

Last month I mentioned that the hubby and I like to stop along the way during long road trips in towns that have breweries and/or aviation museums. Well, a couple of years ago we hit the jackpot! We were in Denver visiting family for a couple of days on the way to Yellowstone National Park. My research turned up a nice aviation museum with a beer garden in the hangar right next door.

The Wings Over the Rockies Air and Space Museum has a nice collection of airplanes, along with space travel vehicles and information, and stuff for the kiddos and sci-fi nuts. Yep, they have a land speeder and an X-Wing fighter from Star Wars, along with an animated R2-D2 and other items actually used in the movies. I mention these items because this museum has something for everyone, and doesn't forget that you might bring the kids or grands with you on your visit.

In addition to the Hollywood stuff, the museum has quite an assortment of aircraft, including war birds and GA planes. The museum is located at the former Lowry Air Force Base, and preserves the history of Lowry AFB's operations from 1938 to 1994 in its collections, archives, and research library. The collection includes about 20 military aircraft, including a B-52 Stratofortress, a B-1 Lancer, and F-104 Starfighter, and many more that I had not seen before. On the civilian side, you'll see a Christen Eagle, a Woody Pusher, a Learjet 24, an Aerospatiale Alouette 3 helicopter, and about a dozen more aircraft, from jets to homebuilts. As you can tell, it's quite a wide range of planes. Finally, there is a collection of space related items, including an Apollo



simulator and a Centaur Upper Stage rocket.

We took a guided tour during our visit, with a very enthusiastic docent. At one point he was talking about WWII and the Doolittle raid on Tokyo. We listened to him tell the whole story about the B-25s taking off from the USS Hornet without sufficient fuel to return to the carrier after they were spotted earlier in the mission, the bombing, the capture of the airmen, etc. After he was done, we disclosed that we were distantly related to General Doolittle and knew the story well. Our poor docent visibly blanched and asked if he got the facts right. Yes sir, you did. He was very pleased and said that for all his future tours he would be proud to say actual Doolittles have taken his tour.

And the beer? Well, in the hangar style building next door to the museum, a few easy steps away, is the Lowry Beer Garden. A German biergarten themed eatery that offers brats, hot dogs, burgers, sandwiches, etc. and both canned and draft beers. The draft beers are all from Colorado breweries so you can get a good sampling of local libations.

All in all, this is a great location to visit if you are in the Denver area. I think the museum is especially good for kids and youth in that it covers the whole universe of aviation. They also offer programs including EAA Young Eagles, STEM activities, the Ray Scholarship, and drone pilot training. The museum is located at 7711 East Academy Blvd Denver, CO 80230

### Aviation Haiku: Allen Inks

A HAIKU is a 3 line poem with a particular structure: The first line has words totaling 5 syllables, the second line has words totaling 7 syllables, and the final line has words totaling 5 syllables.

I asked an Artificial Intelligence program, appropriately named "CoPilot", to write one about making an approach in IMC. I personally like it's work:

*Wings slice through the mist,  
Instruments guide the descent,  
Runway emerges.*

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# April 2024 Chapter Gathering and Solar Eclipse Party



## April 2024 Chapter Gathering and Solar Eclipse Party

The April Program featured RV builders led by Zac Morton discussing the recent issues with Laser cut parts and improperly primed parts they had experienced. Zac brought several examples of laser cut parts for the members to see, and discussed the metallurgy and other issues those parts might present. Several of our builders discussed their decisions to build or abandon their projects, how they arrived at that decision and where they were in their build now. This was an EXCELLENT presentation!



Well the 2024 total solar eclipse was sort of a bust at San Geronimo. We had heavy cloud cover that obscured the view for most of the event. But we did experience darkness...under the clouds. Just north of us and west of us the view was better as the cloud layer seemed to only go about as far as the hill-country. The editor did not take many photos, (though he thought he did!) But here are a couple from Peggy and Allen Inks



Ever wonder what the AirVenture grounds look like when it is not AirVenture? The editor just returned from a Chapter Advisory Council meeting and provides this panoramic photo taken from Compass Hill next to the Air Academy (seen on the right)



## Scholarships Update

by Allen Inks, Scholarship Coordinator

It has been an eventful month, to say the least! The group of applicants who had applied for Chapter 35 scholarships by the end of February were some *great* candidates. The Scholarship Selection Committee (consisting of President Ian Heritch, past President Chuck Fisher, Jane Kellogg, Andrea McGilvray, Jim Gibson, and the two Scholarship Coordinators, Calvin Allen and myself) met to go through the applications and select people to interview. And that's where I left things in last month's update.

Next, the Scholarship committee met online with the 5 candidates who had been chosen to be interviewed and from those selected two candidates to receive scholarships:

**Ethan Palumbo** was chosen to receive EAA's **Ray Aviation Scholarship** in the aggregate amount of \$11,000. This scholarship is a matching scholarship, meaning that the Chapter will fund \$2,750 of the total amount, and the Ray Foundation will supply the rest. Our own Jane Kellogg said she would donate the \$2,750 chapter share!

**Rory Sorola** was chosen to receive the second ever \$10,000 **Kellogg Youth Aviation Scholarship**, donated by our own Jane Kellogg.

See the accompanying articles by Ethan and Rory, introducing themselves.

*BUT WAIT! There's more.*

Charlie and Dee Brame stepped up, and generously funded a third scholarship for \$10,000!

The Board of Directors met to accept this gift and voted to award this scholarship (based on the recommendation of the Scholarship

Committee) to **Lillian "Lily" Cavanaugh**. See the accompanying article by Lily introducing herself, the first ever **Brame Youth Aviation Scholar**.

And the good news keeps on coming down the pike: As he mentions in his article, Nolan Haecker passed his written exam and is now on final approach for his check ride.

And then... the Brames stepped up again with another \$10,000 donation! Exactly how that money will be used hasn't been determined yet, but there is a sense it may be used to fund several matching scholarships, either in 2025 or....?

If you were at the April Chapter meeting, you will know that the generosity of members like Dee, Charlie, and Jane literally caused me to choke up as I talked of how these scholarships will make an impact on these young adult's lives. And you will also have heard me proudly announcing that I had finished and filed my tax return before the deadline! And I talked about how my wife and I took the generous Standard Deduction, and thus could not deduct ordinary cash donations to charity. But, our donations to EAA Chapter 35, Inc., and some other charities, were made as Qualified Charitable Distributions from an IRA. And QCD's are not treated the same as ordinary cash donations to charity. They were deducted from our income before taxes were calculated. Sort of like having your cake and eating it too. So, what does this paragraph have to do with Scholarships?

*Well, it's something to think about, isn't it?*



## Nolan Haecker—Ray Scholar 2023

Hello to Chapter 35!

I am extremely excited to announce to you all that I am now into the final stages of my flight training towards my private pilot license! After completing my written exam and passing finally, I can now move onto the final stage moving towards my checkride. With cross countries to complete and checkride prep to complete, it will most likely take me a little over 2 months, so not by the deadline I was hoping for, but at least I'm closer.

I think the hardest part of this journey so far has been completing my written, and this challenge has set me back a lot further than I hoped. I have also had time to look back and realize that this challenge was a good opportunity. By giving myself something I felt was almost impossible, it forced me to push my limits and expand my abilities, and overall make me a better person. I am also very appreciative of the time I had to take in order to study because I feel like I grew a much greater understanding of flight in general. While I

might've felt like I knew how to fly a plane before taking the test, I now feel like I know what makes the plane fly. I think combined with the hard tests that I've taken this school year combined with the written I'm a much better learner and studier at this point.

I would like to thank everyone in the chapter for giving my kind supportive words along this last year and for the last 4 years of my chapter involvement. It is because of the warm welcoming nature of this chapter that I was able to pursue my dream of flying and I am so grateful for that.

Thank you for reading this article and for your help along my way!



## Totality in Texas: An Experience in Darkness Jeffrey Davila Ray Scholar 2022

**O**n the eighth of April, we got to experience one of the most unique and rare astronomical events in the known universe. Seven years of waiting, planning, gathering supplies, and anticipation came and went.

All for about four and a half minutes of glory.

Unlike other years, roughly 11 million people sat underneath the path of totality, making it one of the most-viewed eclipses in U.S. history. Of course, I'm sure each of those 11 million people was concerned about the one factor no one could control: the weather. Many of us, including myself, started looking at the most ideal spots to travel to. Obviously, traveling somewhere with better chances of clear weather was ideal, but where was that? Weather forecasts a month out gave Texas a pretty decent chance of being clear to partially cloudy. As time went on, that flipped dramatically to say that Texas would certainly be underneath a thick layer of clouds. Again, it changed to say that it was a 50/50 chance of being clear or being cloudy. For most people, it came down to flipping a quarter and calling heads or tails. Nowhere in the U.S., other than Maine, looked ideal for viewing totality. Some individuals were concerned enough that they paid \$8,000 for a spot on a research vessel that would set anchor just off the coast of Mexico. Talk about buying your way into something...

As April 8th drew closer, anticipation grew. Personally, I had never seen a total eclipse before, and my involvement as a NASA Eclipse Ambassador certainly made me extremely excited. I remembered when the total eclipse of 2017 came through the U.S., but I did not have a full grasp of the importance of it back then. It just seemed like it was one of the phases of the moon or something. Fast forward six and a half years and two NASA research opportunities later, and I can confidently say that I now understand how rare a total eclipse is. I felt prepared, or at least as prepared as I could be. Again, I knew that everything was centered around 4 minutes and 30 seconds of totality, which is not a whole lot of time to do anything. To maximize that opportunity, I convinced my family to drive to Garner State Park for the day. It was risky, given the weather forecasts for that day, but worth it. The park sat as close to the center of the path of totality as you could get, so we would experience the maximum amount of time totality offered along the entire path.

Finally, April 8th had arrived. The stress of everything was finally

starting to fade away and began being replaced with excitement. The drive over there was interesting and certainly much different than I had thought. Months of planning and research made me think that we would be stuck in traffic for a while, but that never



happened. The most traffic we saw was in the small towns along the path of totality, which was nothing compared to evening 1604 traffic on a weekday. So, we finally arrived at the park, and it was busy. To no one's surprise, most of the people in attendance were "eclipse chasers." Some were amateurs, and some were professionals. Various NASA representatives were present as well and gave insight into some of the experiments being conducted around the country.

Throughout all of this, I couldn't help but stare up and glance at the clouds, hoping that it would clear up enough to see the eclipse. Fortunately for us, it did—at least enough to see the eclipse leading up to totality. We were on top of a peak within the park with about 50 other people in the hope of getting the best view possible, but the clouds didn't let up enough to see the corona. Although we didn't get to see that, we did get to witness four and a half minutes of almost complete darkness at 1:30 in the afternoon, which was incredible. Not a single person there seemed disappointed by the weather. Everyone seemed to appreciate getting to share such a unique moment with complete strangers. In fact, it was exciting enough for people that the Lewis Air Legends C-121 Constellation and B-25 were flying overhead doing an air-to-air photoshoot.

Overall, the experience was amazing. It wasn't ideal, especially given the weather, but it was so unique. I heard somebody say that watching a clouded-out total eclipse is better than watching an eclipse with 99% coverage during a clear day, and that person was absolutely correct. Looking back at everything, the experience of it all was what made it worthwhile. Six years of planning, eclipse training classes, educational sessions for the public, etc. Without any of it, it probably would have seemed like a typical Monday afternoon.

I look forward to seeing how everyone was impacted by this event. I know it was a first for many of us, and hopefully it inspired a new generation of eclipse chasers. Besides, we only have to wait 20 years for the next one to cross the United States. That should be enough time to figure stuff out...



**CLASSIFIEDS**



**For Sale: 1946 Aeronca 7ACBC**

2969 TT, C85-12 engine, electric start with re-chargeable battery, 36 SMOH Annualed 12-23, complete set logs, manuals, VG's, instruments re-built, new set Tundra 8.5

tires never installed. Hangered at Ranchoero 78TA, permission needed to land there. \$30,000.00 Firm  
Tom Gould nazca78t@gmail.com

**For Sale: Mahogany model of Stearman**

beautiful very detailed with stand, 27 inch wingspan. From collection of Peruvian Air Force.

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Tom



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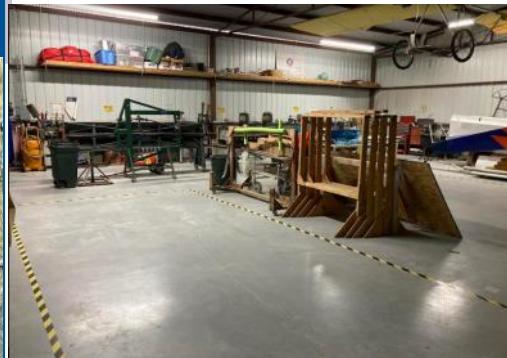
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**HANGAR FOR RENT**

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



**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.**



Contact [president@ea35.org](mailto:president@ea35.org) for more information.

Some of the Chapter patches in the EAA Museum. Ours is located in the lower row. See if you can find it when you are up at AirVenture!



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# THE WORKSHOP

## Your Annual

## Chuck Fisher MD, Senior AME

It is cold outside, and clouds are building. Much of the nation is already snowed or iced in and up there in Yankee-land the insulated hangar doors are tightly closed and heaters blasting. It is ANNUAL INSPECTION time. OK sure, I wrote this several months ago when it WAS cold, but read on.

Preparing for the annual inspection is old hat to most experienced owners who have an established relationship with their mechanic. But let's assume you are a new owner, or are using a new IA or A&P for the first time. The idea is to prepare everything up front and try to minimize time and expense. We all hate having things "discovered" that now have to be fixed before we can get our aircraft out of the mechanic's hangar. So how do you prepare?

1. Gather up all the logbooks and documents you know he will need to review and annotate
2. Make a list of list of known squawks that have happened since the last annual. If they were fixed, ensure the documents, yellow tags, etc. are all ready for review.
3. Depending on your relationship, you may even start pulling off panels and inspection plates to make it quick(er) and easy(er) for the mechanic.

When you begin your annual with everything prepared, laid out and organized...your mechanic should be able to expedite the inspection and sign things off pretty quickly. But, if you show up with an aircraft in disrepair and a bunch of undocumented repairs and problems...prepare for a long stay in the hangar and, since time is money, running up a large bill that could have been avoided.

Everything above is exactly the same for YOUR annual – your Aviation Medical Examination.

**Gotcha!** I know you thought you were reading another outstanding maintenance article by Mark Julicher—but read on anyway!

Your AME, or if you are doing BasicMed, your family physician wants to be able to expedite your exam and get you back in the air as efficiently as possible. And if you do the same steps to prepare for your aviation medical exam as you do to prepare your aircraft, he or she can usually do so even if there have been some issues through the year.

1. Gather up your logbooks and relevant documents.

You will be asked to list all of your recent (within the last three years) doctors visits for other than routine checkups and dental cleanings. I don't know about you, but I cannot remember where I was three weeks ago, so I keep a list. How? In your schedule, maybe on your phone, put the doctors' appointment and always use doctor in the title. Search on "doctor" and there is your list.



Make a list of your prescriptions, all of them.

Dig out last year's history, and make sure all of your surgical and medical history is still the same. If you are using MedExpress and nothing has changed, you can type in PRNC (previously reported, no change).

### 2. Squawks

Yup, stuff happens. If you've had a medical issue or a surgical procedure since your last exam, your AME needs to review the documents about it. So, go to your doctors office or hospital records department and get the "encounter notes", "procedure notes" or for hospitalization the "discharge summary". What you download from a patient portal will NOT be sufficient as most doctors don't upload the entire note to the portal (often including just the chief complaint, labs/studies and patient instructions).

For new medications or for things that are being followed every year or more often like a cancer or high blood pressure, obtain the most recent encounter note and labs.

3. Pulling the panels off

OK, you can leave your clothes on...until the exam. But you can prepare your body for inspection by seeing your doctors a few weeks before your flight physical for a check-up and ensure everything is good to go. Bring that encounter note to your exam.

Update your glasses – make sure your prescription still works well.

If you have any questions about what will be needed – ask your AME or check the FAA medical website. Most AME's appreciate pilots who are proactive and will answer an email with specific items or links to helpful documents so you can come prepared.

In my practice, pilots who prepare for their exams spend most of our visit talking about airplanes or general health topics and leave with a medical certificate in a few minutes. But, unfortunately, pretty much every week some pilots will arrive unprepared. And, without the documents, or without proper vision correction, or with unresolved or undocumented medical issues their exam is delayed or deferred to the FAA and the pilot leaves angry or frustrated.

AME's are required by law to submit an exam once it is started whether approved (issued) or not. So, an unprepared pilot risks having his or her exam "deferred" to the FAA for decision. That starts a months-long, often very costly, extraordinarily frustrating flail that is highly discouraged!

So, take the time to prepare for YOUR annual just like you would your aircraft. As you tuck your new medical certificate into your flight-bag or wallet, you will be happy you did!



## Chapter Builders!

Fred MacMahon, Builder Coordinator

| 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                   |

Is your project missing from this list? Please contact [airlanebuilder@ea35.org](mailto:airlanebuilder@ea35.org)

## The EAA Builders Log

The EAA Builders log is a free tracking application specifically designed to help builders document their build and to enable networking among builders. Builders can track time, tasks, costs and can post photos of the build as they go.

Prospective builders can watch the builds in progress and network with builders of an aircraft they are thinking of building.

And it is FREE. See <https://eaabuilderslog.org/?blmainmenu> for builds near you.

## RV Build Progress

Paul Wurster

This month I really wanted to see some progress. I went back and finished some saved projects from previous chapters of the plans. I decided to use the hinges on the cowl so I put those on the front. I also finally got to install the air vents to the fuselage now that the instrument panel frame is in place. Finally, I connected the elevators to the horizontal stab so that I can drill the control horns.

Besides the build, I also received the finishing kit. It takes several hours to inventory a kit, and I was thankful to have my dad's help.

Follow my build here: [https://eaabuilderslog.org/?s=Brother's\\_RV-14](https://eaabuilderslog.org/?s=Brother's_RV-14)



## Cylinders—Andrea McGilvray

I have been working on my 172 and here are some photos of the progress.

I cleaned, bead blasted and then painted items. Honed the inside of the cylinders, lapped the valves, replaced studs and put the cylinders back together. Now comes the install. I'll let ya know how that goes.

All sounds like a days work. Well it has been at least 1 week's work full time if I were to had added my trips back and forth. Perhaps more.

Pistons are also looking new and 2 new ones are in the batch





# Country Store

Nancy Duepner

Is everyone ready for Oshkosh???????

The Country Store has merchandise that may come in handy while on that summer adventure.....such as a bucket hat to keep your face shielded from the sun or wheel chocks to keep your airplane from rolling away.



Stop by the store or visit the chapter website to check out these items and other special deals.

Safe Flying,  
Nancy

[countrystore@eaa35.org](mailto:countrystore@eaa35.org)

[\(954\) 675-8462](tel:(954)675-8462)

*[Editors Note] Don't forget we can still order Hawaiian shirts with YOUR aircraft on them, but we need to order right away to get them in time.*

|  | Inventory                                   | Member Price            |
|--|---|-------------------------|
| Glass Ornaments—choice of colors w/laser engraved logo   | 16  | \$3.00                  |
| <b>Texas Flag</b> Fishing Shirt w/ embroidered logo—Lake Fork/Magellan (short sleeve)  | 3-S<br>2-M<br>2-L<br>2-XL<br>2-XXL          | \$46.00<br>(XXL+\$2.00) |
| Port Authority L100 Polo Shirt w/ embroidered logo (Ladies') / Color choices: Carolina Blue, Gusty Grey<br><i>**fits a bit smaller than size**</i> | 1-L(grey)<br>2-XL(blue/grey)                | \$31.00<br>(XXL+\$2.00) |
| Port Authority K100 Polo Shirt w/ embroidered logo (Men's) / Color choices: Carolina Blue, Gusty Grey  | 2-L(blue/grey)<br>1-XXL(blue)<br>1-L(Black) | \$31.00<br>(XXL+\$2.00) |
| Baseball Cap w/ embroidered Ch35 logo  | 5-regular<br>12-TX Flag                     | \$19.00<br>\$21.00      |
| Bucket Hats w/logo "patch"   | 2-gray                                      | \$15.00                 |
| Lapel/Hat/Tie Pin  | 132   | \$3.75                  |
| Airplane Key Ring/Bottle Opener  | 22  | \$2.00                  |
| Bumper Sticker   | Multiple designs                            | \$1.00                  |
| Coffee Mug Clear Glass or White Ceramic w/ laser engraved Ch 35 logo   | 6   | \$4.00                  |
| Clear glass "beer" mug w/ laser engraved Ch 35 logo  | 5   | \$5.00                  |
| Chapter 35 printed logo T-shirt  | 14  | \$20.00                 |
| Koozies  | Multiple                                    | \$4.00                  |
| Remove Before Flight Key Tag   | 23  | \$5.00                  |
| Embroidered Sew-On or Iron-on Logo Patch   | 22  | \$3.00                  |
| Fleece Hoodie w/ embroidered Ch 35 logo  | 3-grey<br>2-blue                            | \$38.00                 |
| Wheel Chocks - Aluminum  | 3 sets                                      | \$40.00                 |
| Metal Art Propeller-Ch 35  | 6   | \$35.00                 |
| Stainless Steel Tumblers w/ laser engraved logo  | 18-20 oz<br>1-12 oz (wine)                  | \$12.00<br>\$10.00      |
| Aviation jewelry—various styles and finishes   | Necklaces, bracelets, earrings              | \$11.00 to \$22.00      |
| San Geronimo Historical Photo Canvas Print   | 1   | \$35.00                 |

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

| 2024 Chapter Calendar |       |       |                          |          |  |
|-----------------------|-------|-------|--------------------------|----------|--|
| May                   | 7     | 19:00 | BOD+L                    |          | Via Google Meet (virtual) contact president for link |
|                       | 11    | 1000  | CHAPTER WORK-DAY         |          | Bring your Work Clothes and gloves                   |
|                       |       | 12:00 | Chapter Annual Picnic    | Lunch    |  |
|                       | 18    | 9:00  | Flying Start Event       |          | Volunteers Needed! San Geronimo                      |
| June                  | 4     | 19:00 | BOD+L                    |          |  |
|                       | 8     | 9:00  | Young Eagles Rally       |          | Intl Young Eagles Day—SAN GERONIMO                   |
| 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                           |

May 4

Pioneer Flight Museum Wings and Wheels  
Fly In. 85TE

Huntsville (KUTS) Fly In—KUTS 0900—  
burgers at 1200

May 11

Chapter 35 gathering!

'99s 3rd Annual Poker Run—KBAZ 0930.  
www.thesanantoniog99s.com

May 18



Houston Wing Hometown Rides Day (CAF) -  
Houston. [www.houstonwing.org/aircraft-rides](http://www.houstonwing.org/aircraft-rides)

May 25

EAA 1607 Pancake Breakfast—Lago Vista Rusty  
Allen airport. 0900-1100

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

AND MANY MORE!

# EAA Chapter 35 Leadership



| Officers                   |                      |                          |
|----------------------------|----------------------|--------------------------|
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| Vice President             | Paul Wurster         | vicepresident@eaa35.org  |
| Treasurer                  | Dee Brame            | treasurer@eaa35.org      |
| Secretary                  | Ron O'Dea            | secretary@eaa35.org      |
| Directors                  |                      |                          |
| Director - Past President  | Nelson Amen          | nelson.p.amen@gmail.com  |
| Director - Past President  | Chuck Fisher         | charles.fisher@eaa35.org |
| Director - Past President  | Darren Medlin        | darren.medlin@eaa35.org  |
| Director - Member at Large | Dean Doolittle       | dean.doolittle@eaa35.org |
| Director - Member at Large | Jim Gibson           | jwgibson10@hotmail.com   |
| Director - Member at Large | Andrea McGilvray     | cowgirlcapital@att.net   |
| Chairpersons               |                      |                          |
| Air Academy                |                      |                          |
| Builder's Coordinator      | Fred McMahon         | jumbo_flyer@yahoo.com    |
| Country Store              | Nancy Duepner        | countrystore@eaa35.org   |
| Development Officer        | Jane Kellogg         | jkkellogg5645@gmail.com  |
| Events Chairperson         | Peggy Fisher         | pfisher555@aol.com       |
| Facilities Chairperson     | Darren Medlin        | darren.medlin@eaa35.org  |
| Groundskeeping             | Dean Doolittle       | dean.doolittle@eaa35.org |
| Hanger & Tool Crib         |                      |                          |
| History & Archives         |                      |                          |
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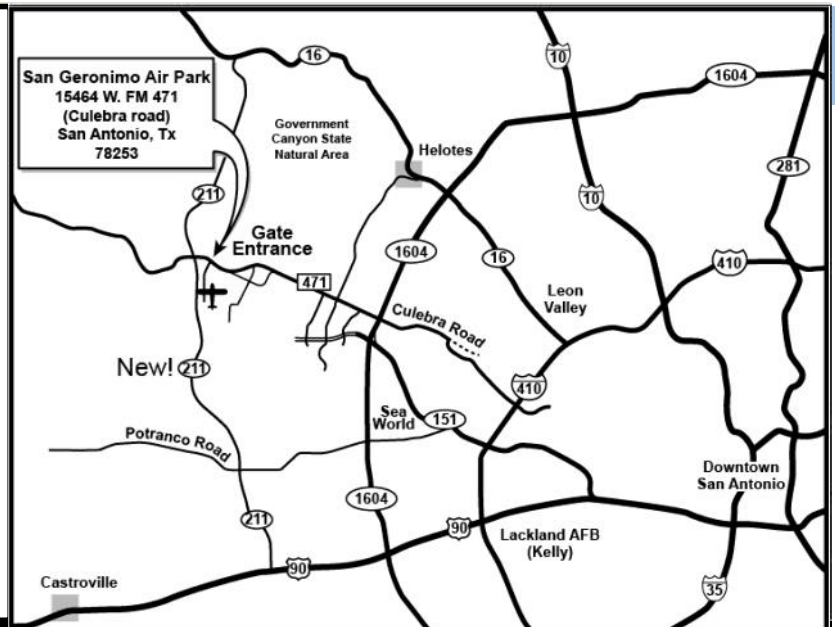
### ***MAY 11***

*Chapter Work-Day 1000*

*Followed by*

*Chapter Picnic 1200*

***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.

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