



RUNWAY 35



The Official Newsletter of EAA Chapter 35, San Antonio TX

Founded in 1957



Thirty Plus Years

February 2024

Volume 67 Issue 2

Inside this Issue

Presidents Cockpit	2
Bulletin Board	3
Cruise Director	4
Features	1, 6, 7
Photos	8-9, 21
Classifieds	10
The Workshop	13
Scholars	14-15
Country Store	16
Calendar	17
Contacts	18
Please see our sponsors!	11, 12, 19

Next Event

February 10

10:00 VMC Club

11:30 Social/Lunch Gathering

13:00 Speaker

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@ea35.org

The editor was scanning prior newsletters from February for ideas for this Runway 35 when I ran across a president's article from February 1993.

In it then President Don Staats wrote:

One of the things we've tried to do during the past year is to focus on activities that bind us all together as a Chapter regardless of our individual interests in different aspects of aviation. We are now a strong and vigorous Chapter with a bright future ahead.

We need to think, then, of ways we can participate with others outside the Chapter with the thought that we can let them share in our future. ...

EAA Headquarters has provided the mechanism, the Young Eagles Program. The Young Eagles Program focuses on giving a young person between the ages of 8-18, the opportunity to explore new horizons by experiencing a ride in an airplane. They have a goal of giving one million young persons this opportunity by 2003, the 100th anniversary of powered flight. Some of these young people would, when financially able in the future, take up flying as a hobby and perhaps become a part of the EAA movement.

And the next month he wrote that "Jackie Smith & Barbara Martin will organize the Young Eagles club for Chapter 35."

A few of our members will remember when EAA chapter 35 began to formally take Young Eagles flying 30 years ago, but most of us do not. So here is a

brief summary of our Young Eagles history taken from the archived newsletters (see www.EAA35.org).

In the March 1992 Sport Aviation Tom Poberezny announced a new program he and the EAA leadership had been working on.

A few months ago I shared with you some of the comments we received from over 2,000 long-time EAA members who were surveyed on a number of subjects. ... One of the primary issues that kept reoccurring centered on youth and the fact that there are not enough young people involved in aviation today.

The members expressed two concerns for the future:

1. To bring more young people into aviation.
2. Future generations will not appreciate aviation as we have. ...

As we talked about this over and over, one message kept resurfacing. Many of the people surveyed said their first airplane ride had a major impact on them and was an important factor in pursuing aviation as their career or hobby. It

(Continued on page 5)



This Month's Featured Speaker

JR Sawyer

on becoming the lead avionics installer at Texas Aircraft

JR is a pilot, aircraft builder, and aircraft owner. He will show us some of the innovations that can be used in experimental aircraft and not in certified aircraft. Hands-on examples will be available.



Texas Aircraft Colt Garmin Avionics, VFR Model, + eCott

FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



All of us have heard of an airport, or a particular operation at an airport, that has been threatened, and too often that threat has been acted upon resulting in a closed airport or a ceased operation. We all know the name Meigs and what it represents.

Like serious illness, you never think trouble will come your way.

Not long after its opening, the founders of San Geronimo Airpark invited EAA Chapter 35 to create a permanent home for itself at the airpark. Over the decades many of those airpark founders served as Chapter 35 officers and board members, often as Chapter president.

In 1992 the EAA created the Young Eagles program, you may remember that the movie star Cliff Robertson (PT-109) served as the program's Chairman. As you might expect, in less than a year, Chapter 35 was flying its first Young Eagles. Since 1993 we have flown over 5,000 Young Eagles and we will add to that tally with three Rallies scheduled for 2024.

Over the past few years, Chapter 35 has experienced ever-increasing criticism by the San Geronimo Airpark leadership, criticism often aimed at our Young Eagles Rallies. At one point, in an effort to promote good relations with our community, Chapter 35 agreed to stage our Young Eagles operations in an inferior location on the Airpark.

On January 13, 2024, the Airpark posted its Agenda for its January 20, 2024, Regular Board of Directors Meeting, and on that Agenda was a New Business item aimed squarely at Chapter 35's Young Eagles Rallies. It was clear to the Chapter's leadership that future Young Eagles events at the San Geronimo Airpark were in jeopardy. The Bat Signal was illuminated. Over the next thirty-six hours, your chapter leadership rallied our friends who are also property owners at San Geronimo urging them to attend the January 20th meeting and speak on behalf of Chapter 35 and our Young Eagles program.

And attend they did, and speak up they did; in the end, the Airpark Board of Directors voted to take no formal action and instead urged the Airpark president to address any concerns he may have directly to Chapter 35 leadership.

This was our hoped-for outcome, no matter how successful our Young Eagles Rallies are, and no matter how safe we operate the Rallies, there is room for improvement and we welcome constructive criticism. I am grateful to all the SGA property owners, including Airpark co-founder Lew Mason, who saw the Bat Signal and braved a

frigid day to stand up for Chapter 35. I am grateful to our Chapter Leaders, including Airpark co-founder and three-time Chapter president Dave Baker, who answered the call and took action. I am also

grateful to new friends Josh and Doug from Boerne Stage Airport who joined our video meeting and made it clear that we are not alone.

Illuminating the Bat Signal, and all that followed, was not the plan for the week; what was also not foreseen was the depth of admiration the San Antonio area aviation community holds for our EAA Chapter 35.

For sixty-seven years, our EAA-affiliated local pilots' group has been one of the few constants in the San Antonio area general aviation community. Every year we have eleven or twelve Chapter Gatherings where we share a meal and experience an interesting aviation-focused presentation. Every year we have ten VMC Club meetings where we are ably led through scenarios that help improve our aviation judgement. Each year we host three

Young Eagles Rallies where we introduce hundreds of kids to the joy and excitement of flight. And every year we step up and administer at least one and often two very generous youth scholarships for flight training. What's not to admire?

As our focus now moves to February's events, it is also important to recognize that, horrendous traffic or not, San Geronimo Airpark is our home, has been for forty years, and hopefully will be for forty more. Our histories are intertwined and to this day both organizations derive material benefit from each other. I look forward to working with the leadership of San Geronimo Airpark to ensure a return to a close relationship.

VMC Club at 10:00 AM on February 10, ably led by aviation raconteur Matt Van DeWalle. Chapter Gathering at 11:30 AM on February 10, beginning with lunch (I think tacos but don't hold me to it) followed by a fabulous presentation on by JR Sawyer on becoming an A&P and his experience as the lead avionics installer at Texas Aircraft. These fantastic San Antonio area aviation events can only be found at the EAA Chapter 35 Clubhouse adjacent to the beautifully sealed runway at the San Geronimo Airpark. Driving and flying direction, plus much more at eaa35.org.

Oh, one final thing: Rebecca and Dean say you should take action now to volunteer for the year's first Young Eagle Rally, scheduled for April 20 at San Geronimo Airpark. Ground and pilot volunteers are needed. That's you! See you on the 10th!



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!

Contact president@eaa35.org

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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.

From the Kitchen

What a great meeting we had in January. I believe our Baked Potato meal was a great success. Over 50 members and guests enjoyed our potatoes. A huge thank you is sent to BJ O’Dea and Roxie Beavers for helping bake potatoes early Saturday morning in their own kitchens. Thanks to Pam Paduh, BJ O’Dea, and Roxie Beavers for all their help with the setup, during the event and the clean-up. Thanks to everyone who contributed desserts for the desert table. Thank you to the members who assisted with the clean-up of the clubhouse by vacuuming, removing tablecloths, centerpieces and whatever else was needed. Elves have put away all the Christmas decorations—Thank you elves.

Congratulations to Jim for the Master Pilot award.

As we enjoy the Texas winter weather, February will be here before we know it. Our February 10th gathering promises to be another exciting meeting. On the menu is probably going to be tacos and all the fixings. Plan to come eat some Tex-Mex. As always you may contribute side dishes or desserts to the meal. Come hungry and enjoy the meal, company, and the presentation.

Time to close. Talk to you soon!

WARNING: Video Recording in Progress
 Unauthorized dumping is a crime under Texas Penal Code §31.04 and Texas Health & Safety Code §365.012, punishable by up to a \$10,000 fine and/or 2 years in state jail.

San Geronimo Airpark property owners and their tenants are authorized to use these dumpsters if they comply with these rules:

- No trash brought in from outside the airpark.
- No bulky items which can't fit in a trash bag.
- Boxes are acceptable if they are broken down and flattened.
- No appliances, batteries, tires, hazardous waste or petroleum products.
- No construction or demolition materials, wood, concrete, bricks, or rocks.
- No brush or branches.
- Leave nothing on the ground outside the dumpsters.
- Dumping by anyone who is not an owner or tenant of an owner is illegal.

Dumping in violation of these rules is illegal and may be prosecuted as a crime.
 San Geronimo Airpark Property Owners Association 210-744-1187

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@eaa35.org

Membership Updates



Hi, Chapter 35! To those of you I haven't met yet, I'm a new member. (I joined the chapter late last year.) I'm also the new Membership Chairman, learning as I go from Ron, Ian, and Dee. I've been a private pilot and EAA member for almost 20 years, but I have not been flying much until recently. Life happens...busy with work, bringing up two kids, etc. In the past year and half, I've gotten current again and started building an RV-14. I joined the chapter to meet other builders and pilots. I'm looking forward to meeting those of you that I haven't met yet.

A reminder about dues: Chapter dues cover the calendar year. Dues were increased this year for the first time in a long time. They are now \$36 for an individual and \$48 for a family. Reminders were sent


Zac Morton, Membership Chairman

to all members who expired 12/31/2023.

We'll be publishing a member directory, probably in March. To make sure we have the most current information, I'll be checking with you via email for any updates. Our directory would be better with photos of each member, so if we don't have one on file, I'll be asking for those too! Feel free to email me with any questions at membership@eaa35.org.



New Member:

Please welcome **Herb Shaw**, who joined Chapter 35 at our January meeting. Herb is experienced in automotive maintenance and restoration. He has had an interest in aviation for some time and decided it's time to get involved. 

FROM THE CRUISE DIRECTOR (VICE PRESIDENT)

Paul Wurster

Thank you for coming out in force to our January gathering. We were blessed with good weather, a great FAA Master Pilot award, and an outstanding speaker. But even more importantly, there is a strong sense of community in our chapter. I will always welcome problems such as not having enough tables set up or enough chairs put out.

Once again, VMC club was on point. There was a lot of great wisdom and discussion shared with the scenarios. If you are hesitant to join in, please give it a try. This is not an FAA examination; it is just good old hangar flying with the other members of our community. Thank you, Matt Van DeWalle for hosting the event.

I would also like to thank everyone who helped with the meeting in any way. The kitchen staff pulled off a phenomenal baked potato bar. This was such a great idea, and I am glad that we are adding it to the rotation. I would also like to thank Zac Morton for picking up membership committee chair responsibilities, Dean Doolittle for taking care of the grounds, and Darren Medlin for coordinating to get the clubhouse painted.


If you are sensing a theme, it is that community is vitally important. Just like AirVenture and Sun N Fun, people come out for the airplanes, but they come back for the other people. I do not always manage to shake hands with new members or attendees. Sometimes it seems like the time runs out before I can say hello and catch up with all my friends, but I will keep trying. I want to challenge everyone to introduce yourself to someone new each meeting. Invite someone to sit at your table and keep the magic of chapter 35 going.

In another aviation related group that I was a part of, I watched it die a slow death. There was one active member who volunteered lots of

time and was a big part of the group. That was a great thing for the group. The problem was that he was the grumpiest person I have ever met. He wielded ridicule and humiliating feedback like the sword and shield of a Roman Legionnaire. I think he meant well, but it sucked the fun out of a voluntary activity. It was hopeless watching new people come up and try to learn how they could join only to see their excitement drained from their faces after a short conversation with Mr. Grump. In time participation dropped, and the remaining activity struggled to support itself. It just does not have to be that way.

In my experience, so many involved in the aviation community are just "better people" overall. The generosity given in time and treasure is immense. Just look at our efforts to give back to our community with programs like Young Eagles and youth scholarships. We can regularly get dozens and dozens of people to go stand in the sun all day and maybe even fly their own planes to provide rides to kids with the only compensation being a couple bottles of water.

I am not trying to alleviate my responsibility of scheduling a good program, but many of us come back each month to see what is going on with our friends and fellow aviation enthusiasts. Let us all make sure that we are helping to build the environment that brought us into the aviation fold. Be friendly and inviting at your home airport and at the chapter. Introduce people to each other, and let them see how awesome this community really is. If you have talents or time, please share them. The day that we say we have enough people involved is the day that we turn our backs on all the blessings that we received.

Thank you for making Chapter 35 great, and I will see you on the 10th of February. 



Thirty Plus (continued)

(Continued from page 1)

also provided an opportunity to meet a "Mentor" who helped foster their aviation interest....

*... With this in mind, the EAA and EAA Aviation Foundation Directors have approved a new program that has a clear focus on youth ... **the Young Eagles Program.***

The program will center on young people between the ages of 8 and 18. The goal is simple - to provide these young people with a meaningful flight experience....

... It's a chance for you to bring kids to the airport ... to see aviation first hand. This will be a first step toward tearing down some of the barriers that have grown up around airports.

"Young Eagles" provides an opportunity for EAAers to give back something to aviation, as payment for the many hours of enjoyment that we have received. I am sure we all remember one of our early airplane rides or the pilot who took us "under his wing" and cultivated our interest in airplanes. Hopefully, there will be hundreds of thousands of young people who will feel the same way after you have shared flying with them....

The new program was formally rolled out in seminars and publications during Oshkosh 1992 and the August 1992 Sport Aviation included a "flight kit" wrapped in the magazine wrapper for those first Eagles and Young Eagles pilots.

Chapter 35 had recently finally finished their new clubhouse on San Geronimo airpark in 1992 and was highly active in a number of fly-out activities and monthly programs. But in 1993, with that nudge, Chapter 35 moved from a hobbyist-only group to the community-facing organization we remain today.

By June 1993, the president wrote "...we are very much involved in the Young Eagles program. To date, more than 25 San Antonio youngsters are grateful for the opportunity to ride in an airplane...." Shortly thereafter a new young member named Ian Heritch became Young Eagles coordinator for the next year and later and Brad Dospel became the coordinator in 1999. By then the chapter had grown and held quite a few fly-in and fly-out activities and Brad

guided the chapter to an active relationship with the Boy Scouts as well.

Over the next couple of years, the "machine" was in motion with the chapter holding four Young Eagles Rallies/Pancake breakfasts a year and developing a clear event and safety plan. "Each rally requires about 40 people", wrote the coordinator back then. That is probably still a good estimate today!


Subsequent Young Eagles coordinators have included Phil Vaneau, Brian Smith, Rebecca Southard and Dean Doolittle. Chapter 35 has held Rallies at San Geronimo, Stinson, Kelly, Hondo, Castroville and contributed to rallies and events around Texas. It is estimated that Chapter 35 has introduced more than 5000 kids to aviation.

Although for the past few years we have used an online data system, those early days were not well documented and records probably have long been lost or discarded. Wouldn't it be great to know who all of them were? Those first 25 Young Eagles back in 1993 would now be 38-48 years old. How many of them went on to be aviation professionals or private pilots?

We should all be proud that Chapter 35 was one of the first chapters to embrace the Young Eagles program. As a result of strong leaders through the decades our chapters continues to enjoy a very strong program and great reputation in the San Antonio community for doing so.

But, despite the passage of time, the vision for the program has remained unaltered since its inception over 30 years ago.

In 2022 EAA chapter 35 signed a pledge during AirVenture with a goal to take at least 30 kids flying during the anniversary year. We exceeded that several-fold and some pilots flew more than 30 kids themselves!

We encourage every member who is able to become a young eagles pilot, or if you have a plane but prefer not to be a pilot, perhaps you can pair up with a pilot to use your plane. And ground volunteers from check in to flightline operations...to good old-fashioned PR, just talking with parents and kids is critical. Come join us in our Thirty-First year of Young Eagles! 

Chapter 35 Young Eagles Events Scheduled for 2024

Dean Doolittle

Hello fellow chapter members and chapter friends. In the next 12 months we are planning three Young Eagles rallies. The rally dates and locations are tentatively scheduled as:

- March 16 at San Geronimo Airpark
- June 8, International Young Eagles Day, at Stinson Municipal
- October 19 at Kelly Field

Please mark your calendars, save the date, or whatever you do to make sure that you won't miss volunteering for and participating in these events.

We need volunteers, both in the air and on the ground, to make these events safe and enjoyable for all those involved. Please contact me, deandoolittle@eaa35.org, or Rebecca Southard, youneagles@eaa35.org, if you would like to volunteer and have not previously registered on YoungEaglesDay.org. We need your email address to invite you to register on the site. Those of you that have volunteered in the past and have registered on YoungEaglesDay.org will receive an invitation to each rally approximately 30 days prior to the event.

(Continued on page 6)

(Continued from page 5)

In order to volunteer as a pilot you must complete the EAA's Youth Protection Program and background check. The Youth Protection and background check are not required for ground volunteers, however, it is highly recommended that all volunteers complete the training and background check. This is for your protection as well as the protection of the attending youth, our chapter, and of course the EAA. The whole process should take fifteen minutes or so to complete.

The Youth Protection training is done online under "My Account" in the "Training Information" section after signing in at eaa.org. This is also where you would request the background check. You can also check your Youth Protection and background check expira-



tion dates there if you have previously completed these items.

Our goal is to fly more Young Eagles this year than we did in 2023. Not that we were slouches last year, we flew 178 Young Eagles at our rallies in 2023 and did several individual flights. So let's see what we can achieve in 2024.

The Young Eagles team is looking forward to your help in making 2024 a year that everyone can be proud of by introducing young people to the joys of flying and quite possibly pointing youngsters to careers in aviation that may have seemed impossible before that magical Young Eagles flight.



Chili Cook-off Musings

EAA Chapter 35 held a chili cook-off lunch on November 11, 2023. I entered a beef chili that had no beans, tomatoes or onions which I have always heard is the "original" Texas version of chili (I got a respectable number of votes, but did not win). There was much discussion of beans vs. bean-less chili that day. All of this conversation led me to wonder how chili came to be the State dish of Texas, and how the great bean controversy began.

Well, after much research, I have to say that there are multiple theories of the origin of chili. One theory is that the government of New Spain (now Texas) recruited Canary Islanders to move to San Antonio in 1731 to help stop the French from spreading west from Louisiana. The Canary Islands are off the coast of Morocco, so seasoned meat stew was a common dish for the newcomers. Their recipe is reported to have been meat, cumin, garlic, chili peppers and wild onions, cooked in outdoor kettles at La Villita. Another theory is that Native American tribes in the area made a similar stew from local wild game.

And then there are the "lavanderas," washerwomen who traveled with the Mexican army in the 1830s and cooked goats with chili pepper in their wash tubs (when they were not doing laundry). Then there are the "Chili Queens." These ladies cooked up chili in the 1860s and served it from stands around San Antonio's Military Plaza. It was often used as a sauce atop other dishes like tamales. These theories support the notion that chili originated in Texas, and was not a Mexican import as is often thought.

But in 1857, the first known printed recipe for chili appeared during the Mexican-American War, and described dried beef, suet, dried



chili peppers and salt being made into dried bricks which can be stored in saddle bags and be reconstituted later in an army encampment in Monterrey, or in cowboy camps.

Another idea comes much earlier. In 1529, Franciscan friar Bernardino de Sahagun described chili pepper seasoned meat stews served in Tenochtitlan, the Aztec capital now known as Mexico City. And in 1568, Bernal Diaz del Castillo reported Aztecs serving up sacrificed conquistadors with chili peppers, tomatoes and spices. Yikes! In the 1600s, Sister Mary of Agreda of Spain had an out of body experience claiming to visit the Jumano people of West Texas, and came out of her trance in Spain with a tasty venison chili recipe.

Northerners got their first taste of chili in 1893 at the Columbian Exposition in Chicago, served at the "San Antonio Chili Stand." In the early 1900s, chili parlors started popping up all over the U.S. Thankfully, this resulted in the ever ethereal chili dog.

With respect to the great bean dispute, it is generally accepted, even by beanheads, that the original chilis did not include the legume. The Chili Appreciation Society International specifically forbids including beans in chili made for any official competition. Yes, this means Terlingua, folks. Tomatoes are also frowned upon.

I'm sure if I continued my research, I'd find more theories on the origin of chili. In the meantime, I'll keep making mine sans beans and tomatoes, and hopefully I will win a chili cook-off someday.



January Gathering and VMC Club

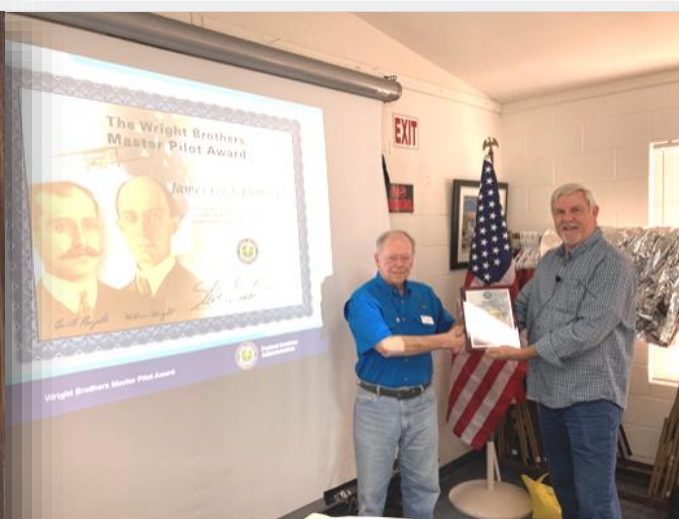


The January VMC club, adeptly guided by Matt VanDeWalle was attended by over 30 interested aviators or aviators to be. This was followed by a super Baked potato buffet luncheon, A Master Pilot award and A superb presentation by Kris Kelly, Chapter 35 member gone from GA pilot to Major Airline First Officer in lightning speed. We served nearly 60 meals and enjoyed superb camaraderie. Thank you to the Kitchen Crew, Matt, Kris, Ryan Newman and everyone who helped!



Jim Schlattman—Wright Brothers Master Pilot!

Fifty years is a long time...or a flash depending on which end you are looking from. AT the January gathering we had the honor of celebrating Jim Schlattman's Fifty Years as a safe pilot. Jim has always been a pilot for enjoyment. Unlike most of our members who have earned this award he has not flown airliners or military aircraft for a career. Instead he has plied the Texas air in aircraft from ultralights to certificated aircraft and was an early adopter of Light Sport aircraft and lovingly maintains and flies one now. Presented by FAAST team lead Ryan Newman, Jim was joined by Mary Ann Schlattman who has always been a huge supporter of his flying and of Chapter 35 and by his daughter who surprised them, flying in all the way from the east coast! Jim joins a distinguished group of EAA Chapter 35 members who have earned this honor and his accomplishment will be memorialized on the Chapter plaque.



President's Note: Congratulations to our fellow member, Jim Schlattman, on the presentation of his Master Pilot Award during January's Chapter Gathering. As you can see from the plaque, Jim makes the nineteenth Chapter 35 member to become a Master Pilot. That's quite a nice total. The award's fifty-year clock begins on the day you solo, so if you feel inclined, open your logbook and calculate how close you are to fifty years. To be considered for the award there is an application, plus a few additional requirements. If you would like guidance with applying for the Master Pilot Award, feel free to contact Ron O'Dea at secretary@eaa35.org. Links to the MPA page of the FAA's website and the Wright Brothers MPA Information Guide can be found on the, Our Master Pilots, page at eaa35.org.



Kris "Ike" Kelly was a busy chapter member, USAF officer, private pilot with lots of time and loving his gyrocopter. But he had a dream.

In a 9Gz turn he left a lucrative career to pursue that dream and now only two years later, after intensive training and proficiency training in the regionals, Kris has just signed on as a major airline first officer.

Kris is an excellent example of how someone who is dedicated and disciplined can achieve their dream. I'm sure he'd be happy to Mentor others who want to follow. Contact a chapter leader for an introduction.



CLASSIFIEDS

NOTE FROM THE EDITOR

TRASH!

I can't believe I am writing about trash! But this is relevant to all of our members, especially those who have hangars, homes or projects at San Geronimo Airpark. I personally did not know or understand why I should care...and thus I suspect some of you may not either.

The dumpsters by the clubhouse are....well...not dumpsters! No really, I think of a dumpster as a place to put pretty much anything that won't go in my trash can. It is a huge box, gaping open, awaiting my detritus.

In fact, the dumpsters at San Geronimo are not that. They are the residential trash service. The entire residential trash service. And just like the residential trash service in the city, it can only accept the same stuff that your "brown" trash cans can. Basically, what you can put, safely, in a big black trash bag.

What the company that dumps the dumpster cannot accept is bulky, hazardous, or landscaping trash. The company will simply not pick up the trash if the dumpster is full of other stuff...and yes that means someone has to go dumpster diving to pull our YOUR trash.

So, that oversized former airplane part or broken engine block – does not go in the dumpster.

Those cans of long since expired, mostly goopy covering dope and paints – don't go in the dumpster

Those 2 x 6 scraps you'll never use or those old sawhorses – don't go in the dumpster.

So, here is the recommendation.

- Throw all the boxes from Aircraft spruce and sporty's in your car/truck, take 'em home and recycle them.
- Gather up all the old cans and hazardous items and take them to the hazardous waste recycling center. If you are a CPS customer the nearest one is right down Culebra just inside 410.
- Metal items can either go a recycler (there are a few in town) or along with big stuff go to the bulky trash. The nearest to San Geronimo is on Frio just south of Highway 90.
- For those who live in the counties, Castroville or Hondo, check your local municipal policies.

The bottom line is this – **Put ONLY stuff that'll fit in a black trash-bag in the dumpster.** Don't make one of your neighbors or fellow pilots have to dumpster-dive to remove your stuff!



BUILDER's SPACE: 10x20 builders space in the chapter hangar, access to chapter tools, equipment and room to temporarily expand (e.g. to mount wings, etc.).

This is about the size of a garage with lots of extra room and for building up till you need a full sized hangar and costs less.

Contact president@eaa35.org for more information.



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

You must be an EAA Chapter 35 member. Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.

PLEASE Notify me when your item sells!!

You must contact the editor by e-mail or phone to extend your ad beyond the expiration date

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Installation of New(er) instruments

Mark Julicher

The latest instruments and glass panels are ever so nice to have, and they make certain flight operations much easier. That is not new information to any aviator, but unlike most steam gauges, many of these newer electronic instruments require special care – and that may come as a surprise.

I'm talking about "Keep Alive" batteries. You, the Owner need to know about which instruments have batteries installed, some internally/some externally, that maintain the memories and stored parameters.

Read the Pilot Operating Handbook, or the Instructions for Continued Airworthiness, or the Service Manual. The literature that comes with these instruments is important to say the least. Failure to know about these batteries can leave you stranded or cost you a lot of money. Some instruments (Garmin Avidyne) must go back to a service facility to have the batteries replaced. Are you going to buy a used plane? This could be a cost negotiating factor.

Here is a sad story about a guy that just bought a used airplane and brought it to my shop. He reported that the clock was not working. A very nice, expensive, electronic clock.

This clock was mounted high on the left side of the instrument panel. This clock has a keep alive battery. Apparently, the mechanics that worked on this plane did not know or maybe ignored the need to replace it.

The owner reported that the clock was not working, so the clock was removed to troubleshoot the problem. It did not take long to

diagnose.



Photo 1: Electronic Clock – What the pilot sees.



Photo 2: Back of Clock – Out of sight out of mind.

The battery is corroded. The connector is corroded. The battery clip is corroded. The clock is dead, and the replacement was over \$700.

A few things seem apparent. First and obviously the battery was not being replaced. Second, the clock being high up on the instrument panel meant it was not easy to either see or change the battery. Third, no one took responsibility for changing the battery. Even though the Instructions for Continued Airworthiness (ICA) talks about the battery requirement, somebody dropped the ball. Finally, the location of the clock made it hard to change the battery... so that task just got kicked down the road until the clock was damaged.

Are you planning an instrument panel? If you plan to install an indicator with a battery installed in it, perhaps you could make a sub-panel that opens outward and allows easy battery changes. That would be preferable to reaching up behind an instrument panel and doing a battery swap by braille. Murphy says you will get the polarity backwards of course. And unless you are double jointed, it is tough to get behind an instrument panel with the pilot's seat installed.

How about putting a placard on the panel that says, "battery due replacement 20XX". Your label maker could save a lot of dollars!

There are obviously too many permutations and possibilities to cover in a short article, but please be aware of the special care these new(er) instruments require.



RV Build Progress

After an incredibly busy holiday season, I finally got some time in the shop to work on the RV-14. I'm building up the top of the fuselage that goes from the instrument panel to the firewall. The parts kind of look like an expanded instrument panel, but there is a little more structure present to support the tip up canopy. The canopy hinges forward in the RV-14 and is supported by a couple of gas struts like the trunk of your car.

I did reorder my finishing kit last month so hopefully, I won't wait too much longer to get it. I really need the gear legs and wheels so I can push the project around.

You can follow my progress at the [EAA Builders Log Site](#)



SAFETY NOTES

RON O'DEA CHAPTER SAFETY OFFICER / FAAST TEAM REP

As I am no longer the EAA35 Membership Coordinator I am going to spend more time in the Safety role. This first installment is from our local FAASTeam Manager Ryan Newman. Here is some good advice.

The Safety Guy:

For most of us, once you become a "Pilot," we don't go back and practice many of the standard maneuvers that we needed to pass the Practical Evaluation. If you think back to the days when your instructor let you get down to 50-feet on an approach-to-land, and then you were given "Truck on the Runway!!!"

In the next couple of seconds, you went through the mental decision process and began the Go-Around. Remember the Pitch-Up that came with the application of full-power?the pitch-change that accompanied the flap-retraction?the yaw to the



left that accompanied the power-application?

That's a bunch of change, all at once, and if not corrected could lead to your airplane creating a smoking hole right on the airfield. None of us want to be that kind of example for others to learn from; especially if the example we set is a fatal accident.

How likely is it that you will need to perform a Go-Around?

Actually, it's fairly **common**. Any time you have not established a "Stable Approach." You're too fast, your sink rate is too high, your touchdown point is too far down the runway, you bounced the landing (pilot induced oscillations), etc. How about if the Tower tells you to Go-Around?

Maybe this is a good maneuver to practice once in a while!



Go-around Before a Bounce

While it is possible to recover and go-around from a bounced landing, the first choice should be to follow prevention instead of correction. Prior to touching down on the runway determine if you need to execute a go-around.

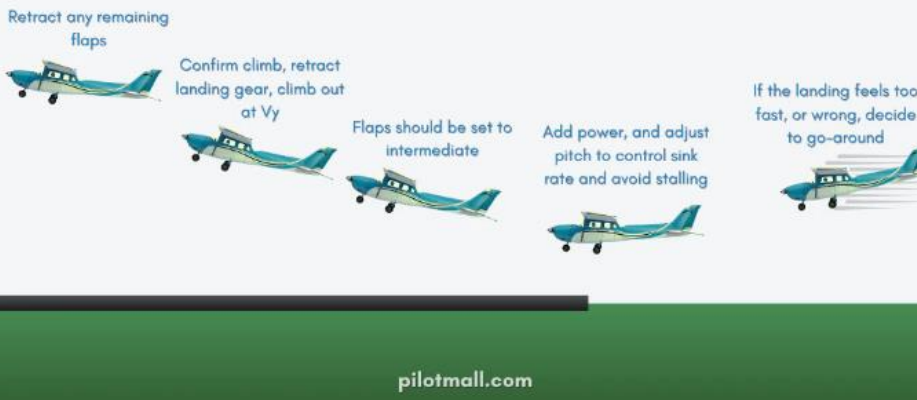
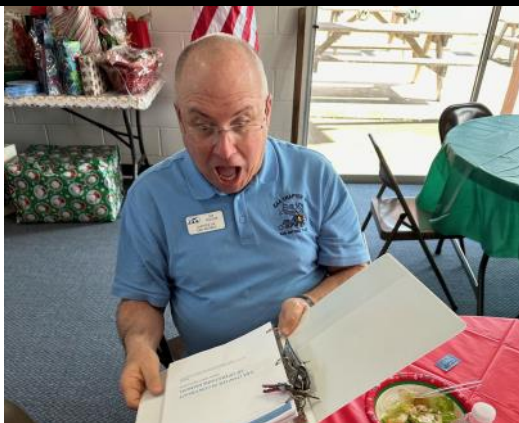


Photo of the Month—by Darren Medlin



The New President gets his first look at the "owners manual" for the chapter

Caught in Action—Ron O'Dea

December 2007 was *not* just yesterday...though to some it might feel that way. That is when Ron O'Dea took over the membership duties from Joanne Norris. For 16 years he has been the chapter greeter, membership chair, Safety lead and Oracle of News for Chapter 35. Now he is stepping into a new role as an officer.

From one of those guys you recruited—Thanks RON!



Scholarships Update

by Allen Inks, Scholarship Coordinator

Good news! Chapter 35 has been selected to administer a **2024 Ray Aviation Scholarship** to assist a youth between the ages of 16 and 19 to get. This scholarship is a 25:75 matching scholarship in the amount of \$11,000, meaning that Chapter 35 will put up 25 % of the \$11,000 (or \$2750), with the Ray Foundation putting up the balance of the \$11,000.

The Chapter is fortunate to also have the **\$10,000 Kellogg Youth Scholarship** to administer as well. This Scholarship, as we have discussed before, was donated in its entirety through the generosity of Chapter Member Jane Kellogg. Thank you, Jane!

There are a couple of technical reasons why we chose to pursue a Ray Scholarship with a matching requirement, rather than a scholarship which was 100 percent funded by the Ray Foundation. Principally it was so we would be awarded the scholarship much earlier and could move flight training earlier in the year and avoid the worst of winter at the tail end of the scholarship training. But, of course, this means the Chapter must put up a portion of the money for the scholarship, and for that, we need donations. We have re-



ceived some donations (thank you very much!), but ... we could always use more, to pursue future scholarship opportunities.

We are currently accepting applications for these scholarships. Applications are due not later than the last day of February 2024. See <https://chapters.eaa.org/ea35/ray-aviation-scholarship> for information about how to request an application... Only one application needs to be submitted to be considered for both the Ray Aviation and the Kellogg Youth scholarships. But, time is running out: There are some things which are prerequisites to qualify for the scholarship, and which may take time to get: Get a medical; and get a student pilot license.

Several of our current scholars have the next milestones in their training scheduled (for most it is their Check Rides) but obviously, weather during the windy/ freezing middle of January wasn't conducive for check rides, and two of the scholars have been sick: One with the flu, and another with COVID, and this resulted in some of the Check Rides which had been scheduled being rescheduled. Such is winter flight training. Even in Texas.



Nolan Haecker—2023 Ray Scholar

Hello to all Chapter 35 members! I am writing about my plans for the rest of my current school year. My School year ends at the end of May this year. I am planning to finish this year out strong. I have 5 college courses that I am taking this semester and this has been a very big part of why my progress has slowed in terms of flying. While slow, my journey to my private pilot's license is not over yet. You should all be reading this by the time my written is completed...and passed. I would say that the reason why my flight progress has slowed so much is because of my heavy school and work load.



On the topic of my schooling, I have gotten accepted into Texas State University and I will be going there next fall. I am extremely excited to go there. I know many of you will be shocked, but I will be pursuing a non-flight major. I am studying business management with a concentration in Entrepreneurial studies. I am choosing this major because I think that the business world is something that is very reliable. I could go from college and get a job as soon as I graduate. I do not intend to stop my journey into aviation. Flying planes is truly my passion in life and there isn't a thing in me that could stop me from my pursuit of it. I will get my degree and after I have a steady job, I will use the money to pay for flight lessons and work my way to my commercial pilot's license.

Although it might not be the traditional way of building hours, being a CFI is something I could not see myself doing. While I have considered being a CFI, I would rather commit some time to learn-

ing about the business world as well as pay for my own flight lessons. By learning about a career path other than aviation, I am giving myself a backup plan in a way.

Thank you for reading my article and I am excited to go to the next meeting. I have enjoyed these past years with the chapter. With each monthly meeting I take in the time with such knowledgeable professionals that have given me great insight into flight. I am very grateful for this group and want to continue attending for my whole life.

Henry Wurster—2022 Ray Scholar

In preparation of my upcoming check ride with Rosemary Stidham, I have begun lessons with my dad in Castroville. I think the change in instructors will help me fill in certain areas I was previously lacking in. I have also switched to a different plane that isn't constantly broken.

Some of the more recent stuff I have been working on is VOR's, which is nice because I wasn't able to do them on the old plane I used. On top of that my maneuvers have improved significantly with all the new changes, as I am now routinely going through them without issue.

To prepare my knowledge I have been using a fantastic resource that has played a significant role in my check ride preparation - Sporty's

(Continued on page 15)

Henry Wurster—2022 Ray Scholar continued

(Continued from page 14)

check ride prep. Their large database of flashcards and instructional videos have made me significantly more confident about the oral exam.

All this stuff has really gotten me thinking about what I'm gonna do after I get my license. I think I will probably go back to get my glider

add on ASAP, because I stopped flying gliders right before I was ready to get checked out in them, and I always regretted it. After that I will probably continue to get my rating at Brazos Valley while I attend Texas A&M in College Station.

Finally, I want to express my gratitude to each member of Chapter 35. Your support and encouragement has, and will continue to be a motivating factor for me.



Jeffrey Davila—2022 Ray Scholar

Photography: My Journey and What I've Learned

Photography is a concept that I recently became very interested in. It's something that many people seem to have a passion for, and certainly something that you can devote your time to becoming good at. However, my journey into photography wasn't the traditional route many people take.

The event that started it all for me was a formation clinic I had been invited to attend back in the summer of 2021, the year I graduated from high school. During some of the hops, sitting in the back seat of a T-6 or T-34, I quickly realized that I had a unique opportunity to capture the magic of flight in one of its most natural environments: the air. At the time, I did not have a digital camera, or any real camera, for that matter. Instead, I whipped out my phone, which had a 12-megapixel camera on it (decent for a phone at that time) and started snapping away. Of course, with a phone, you lack control over many of the settings you would typically find on an actual camera. Things like exposure, shutter speed, ISO, focal length, etc. At the time, I didn't know what any of that meant, so it didn't make much of a difference to me. During the debriefs, I would look over the pictures I had captured, and to my surprise, many of them came out better than I had thought. I was anticipating a blurry object in the middle of a blue sky, but it was clearly an airplane. This is when I started to take a deeper dive into the realm of photography.

Shortly after, I obtained a phone with an Android system, which is an important detail to remember, and started playing around with it. The first night I had it, I went outside and tried a very basic form of astrophotography. I set the camera to 30 seconds of exposure, turned the ISO up to 400, and snapped a few pictures. I was expecting to see a few stars here and there, but the camera was decent enough to pick up a good portion of the Milky Way galaxy. Again, not something I was expecting. The phone I used, and still use on occasion, is an LG G7 ThinQ. Yes, I know. Not a very well-known device. But, after some research, I found a very interesting fact about iOS vs. Android systems. iOS systems, found in Apple devices, do not allow the user to control many of the more advanced settings for



Formation by J Davila. See full resolution version on page 21

their phones. However, with an Android-based system, the user has access to things like the white balance of the photo, ISO, exposure, focal length, and shutter speed. So, next time Apple comes out with a new iPhone, which I think will be the iPhone 50 or something (just kidding), consider looking at other companies, especially if you're a frequent user of the camera on your phone. This happy accident allowed me the opportunity to teach myself the basic concepts of photography without having to go out and spend a few hundred dollars on an actual digital camera, which helped me in the long run. To further my knowledge of this interesting concept, I went ahead and acquired a digital camera, as well

as a couple of lenses to go with it. I'm hopeful that my experience will make for a smooth transition into the world of DSLR's, but I know that it'll take some time to get used to.

Overall, photography is something that can be a magical experience. An image should capture the essence of that specific moment in time. The joy, excitement, mystery, sadness, curiosity, and wonder that can be translated through a single frame is extraordinary, and any decent photographer should know that pictures can tell a story. I can certainly say that every time I look at a picture of an airplane, I can't help but hear it or feel the ground shaking underneath it. That is what a picture can do. It can transport you into that brief moment in time and tell you a story. Just like anything else worth doing, it is going to take practice to become better at it. I have yet to meet anybody who has a natural understanding of how to take a good picture. Even the most experienced photographers will tell you that they always learn something new when they go out and shoot. It's just part of the fun of photography.

So, if you are remotely interested in photography, I strongly encourage you to pursue it. It is such a fun way to spend time understanding the things around you, and I can certainly tell you that you'll learn to appreciate things that you may often overlook. Yeah, the moon looks cool at night, but it looks even cooler when you're able to examine specific craters, or the Sea of Tranquility. Just some food for thought.





Nancy Duepner

Check out the pictures below showing a sample of the amazing and unique (to our Chapter) merchandise available in the store. Product details on these and other items can be found on-line by visiting our Chapter website. Many of the items offered are in limited supply. If you find something that you didn't know you needed, support the Country Store's fund-raising efforts by making a purchase. This can be done on-line or in person at any Chapter 35 event.

As always, if you have suggestions for items that you would like or think other members would like to have in the store, please let me know.

Safe Flying,

Nancy – countrystore@eaa35.org
 (954) 675-8462

	Inventory	Member Price
Glass Ornaments—choice of colors w/ laser engraved logo	17	\$3.00
Texas Flag Fishing Shirt w/ embroidered logo—Lake Fork/Magellan (short sleeve)	4-S 2-M 3-L 2-XL 2-XXL	\$46.00 (XXL+\$2.00)
Port Authority L100 Polo Shirt w/ embroidered logo (Ladies') / Color choices: Carolina Blue, Gusty Grey **fits a bit smaller than size**	1-L(grey) 2-XL(blue/grey)	\$31.00 (XXL+\$2.00)
Ladies' Polo Shirt w/embroidered logo **fits a bit smaller than size**	1-L (grey) 1-XL (blue)	\$23.00
Port Authority K100 Polo Shirt w/ embroidered logo (Men's) / Color choices: Carolina Blue, Gusty Grey	2-L(blue/grey) 1-XXL(blue) 1-L(Black)	\$31.00 (XXL+\$2.00)
Men's Polo Shirt w/embroidered logo	1-XL (white) 1-S (yellow)	\$23.00
Texas Flag Apron	1	\$20.00
Baseball Cap w/ embroidered Ch35 logo	6-regular 3-TX Flag	\$19.00 \$21.00
Bucket Hats w/logo "patch"	2-gray	\$15.00
Lapel/Hat/Tie Pin	134	\$3.75
Airplane Key Ring/Bottle Opener	29	\$2.00
Bumper Sticker	Multiple designs	\$1.00
Coffee Mug Clear Glass or White Ceramic w/ laser engraved Ch 35 logo	7	\$4.00
Clear glass "beer" mug w/ laser engraved Ch 35 logo	5	\$5.00
Decals - stick on	Multiple	\$0.50
Duffle Bag	1	\$25.00
Koozies	Multiple	\$4.00
Remove Before Flight Key Tag	27	\$5.00
Embroidered Sew-On or Iron-on Logo Patch	22	\$3.00
Fleece Hoodie w/ embroidered Ch 35 logo	3-grey 2-blue	\$38.00
Wash Wax Products	Very Limited	\$6.00
Wheel Chocks - Aluminum	3 sets	\$40.00
Metal Art Propeller-Ch 35	6	\$35.00
Stainless Steel Tumblers w/ laser engraved logo	10-20 oz 3-12 oz (wine)	\$12.00 \$10.00
Aviation jewelry—various styles and finishes	Necklaces, bracelets, earrings	\$11.00 to \$22.00



2024 CHAPTER CALENDAR — CONTACT VICEPRESIDENT@EAA35.ORG - **PROGRAMS ARE TENTATIVE AND SUBJECT TO**

February	6	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	10	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	JR Sawyer—Avionics Installation
March	5	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	9	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Ben Bott
	16	09:00	Young Eagles Rally		San Geronimo (8TB)
April	6-7		<i>Great Texas Air Show</i>		
	8	13:34	<i>Total Solar Eclipse in San Antonio</i>		
	9	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	13	08:30	Pancake Breakfast		Possible Kelly Fly-Out
		10:00	Chapter Work-Day		Spring Cleanup and Chapter Member picnic
May	7	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	11	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Speaker TBA
June	4	19:00	BOD+L		
	8	9:00	Young Eagles Rally (no chapter gathering)		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		<i>AirVenture - Oshkosh, WI</i>		
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	Fly-in Pancake Breakfast		
		10:00	VMC Club		
	19	9:00	Young Eagles Rally		Location TBA (possible SKF)
November	6	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	9	10:00	VMC Club		
		11:30	General Membership Meeting & Chili Cook-off		
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

EAA Chapter 35 Leadership



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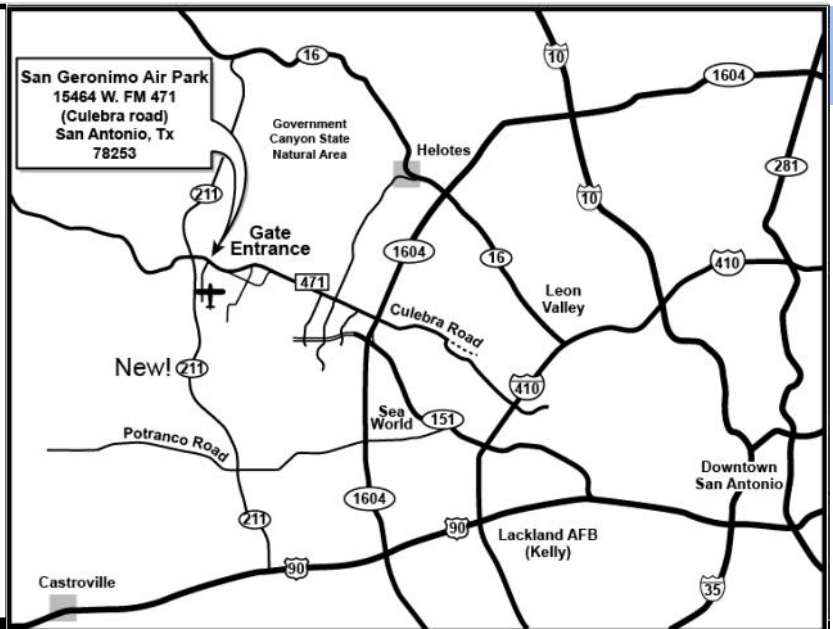
February 10

10:00 VMC Club

11:30 Social/Lunch Gathering

13:00 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](#)

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



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



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



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



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



Sold By: THE EAA CHAPTER 35 COUNTRY STORE

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