



## + MEDEVAC PILOT +

January 2024

Volume 67 Issue 1

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

January 13

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@eaa35.org

Paul Wurster

There are plenty of careers in and around aviation. In the fixed-wing world, people often think about airline and corporate pilots, but there is another chunk of the industry that is often out of sight and out of mind until you need it. Air Ambulance or Medevac pilots fly a variety of aircraft in order to move patients, move medical personnel, and even transport organs for transplant.

Medevac companies use a variety of aircraft. Personally, I flew a King Air C90, and these make a good amount of the fixed-wing fleet that I saw when I was out on calls. There are also larger King Airs being used in higher elevations or when it makes sense to have the space and power increased. The King is a good balance of cost vs payload; however, the smaller B and C90's are no longer produced so their future is uncertain. It would seem that a Pilatus PC-12 would be a great substitute, and I am sure it is except for the purchase price. Also, some customer's request a two engine aircraft. If a customer is primarily supporting transplant teams, they might utilize corporate jets like Lear's and Citations. The company that I worked

for had Beechjets for domestic and regional transports and Hawker 800's for international transports.

What about helicopters, you ask? Yes, they are a big part of the industry. They are more locally used.

They possess two advantages over a airplane. First, they can make a "scene call" and land right at major vehicle accident sight which is not possible with the fixed-wing fleet. Second, they can land and deliver a patient right at the hospital saving one or two transfers via ambulance. Most helicopters and their crews are not IFR capable. So poor weather turns them into static displays. San Antonio does have an IFR capable



operation full of great people who do some amazing things. Range is another issue with rotary-wing operations. The farther they go, the longer it takes and they sometimes need to refuel mid-trip which adds substantial time to the transport. If you need to be scraped off the side of the highway in middle of the night by a team wearing NVGs and delivered to a trauma center as quickly as possible, a helicopter is likely the best tool for the job.

(Continued on page 5)



### This Month's Featured Speaker

Kris "Ike" Kelly

From GA to Major Airline Pilot in less than Two Years !

## FROM THE PRESIDENTS COCKPIT

IAN HERITCH



**H**ello to my Chapter 35 brothers and sisters, Whether we are ready or not, 2024, is here and your Leadership is planning a calendar full of compelling events. Our new Vice President, Paul Wurster, is working on a year of events that will have a healthy mix of topics, both traditional and new to us.

One of our more popular series of events, the VMC Club, will return this year, and when his work schedule allows, they will again be ably led by Matt Van DeWalle. You will enjoy this year's programming.

Accompanying our great programs, Peggy Fisher and her kitchen crew are returning and they plan to continue their tradition of feeding us well. They will be joined by the maestro, Danny Beavers, our craftsman of the grill and the griddle. The cost of most meals will still be \$7.00.

For much of our history, our chapter's finances have been well managed, and we continue to have sufficient funds to operate the many buildings, programs, scholarships, and amenities that makeup EAA Chapter 35. How nice it has been to have \$24 membership dues. As part of our budgeting process for 2024, we calculated the absolute minimum expenses it takes to operate the chapter; then we divided that by the number of dues-paying members we have. This calculation showed that annual dues of \$24 only covered 48% of our absolute minimum expenses. The Leadership felt that membership dues should cover about 70% of minimum expenses, 48% being much too low.

By the way, some of our minimum expenses include \$1,600 for the two insurance policies we have and \$660 for the annual assessment on our hanger from the San Geronimo Airpark Property Owners Association. With this scenario in mind, it was decided to raise our annual membership dues to \$36 for a regular membership and \$48 for a family membership.

Hopefully, this will cover around 70% of our minimum expenses for several years.

By the way, one reason for our Chapter's successful financial stewardship is the wise counsel of our Treasurer of fifteen years, Dee Brame. I can assure you that she keeps a sharp eye on every dollar that comes in and goes out. As you are paying for lunch at our next Chapter Gathering on the 13th, give Dee a fist bump in recognition of her service to us.

I am looking forward to what Chapter 35 has in store for 2024: monthly Chapter Gatherings, VMC Club by Matt, three Young Ea-

gles Rallies, Pancake Breakfasts, and some interesting presentations. It all begins on Saturday, January 13, at 10 am with a VMC Club followed by our first Chapter Gathering at 11:30 am. I look forward to seeing you on the 13th.

One final thing; I am learning at a ferocious rate the enormity of the width and breadth of the duties and responsibilities of the Chapter 35 president. I admire how adeptly Chuck Fisher handled these duties over the past two years. Folks, for a smallish EAA chapter there is so much stuff to do and Chuck got it done. Chuck's term as our President is complete and on all our behalf I want to thank him for the tireless effort and personal funds he gave to Chapter 35. Thank you, Chuck!

I also want to take a moment and recognize our fellow member, Ulf Balldin, who is retiring from his second tour on our Board of Directors. Ulf is a past President (actually he is the past president of several aviation-related organizations, some international in scope) and previously served a tour on our Board of Directors. So, on all our behalf I want to thank Ulf for his many years of service to Chapter 35. Thank you, Ulf!

See y'all on the 13th.

Ian Heritch

P.S. Can't end this without a tip of the hat to the San Geronimo Airpark POA Board of Directors for the fantastic job they did resealing the Airpark's runway. It looks great and more importantly, this work will ensure the runway's continued good health for some time. Good job folks!



## New Members

**It is TIME TO RENEW. Please renew your membership online at [www.eaa35.org](http://www.eaa35.org) or click [Join-Renew \(eaa.org\)](http://Join-Renew(eaa.org)) . And, of course you can always renew in person!**

**Right now It'll cost you a whopping \$3 a month. Can you afford that?**

# CHAPTER BULLETIN BOARD

## WE NEED YOU!

### Need Volunteers for:

- ◆ **Historian:** Capture and keep the legacy of Chapter 35 for generations to come
- ◆ **Newsletter Editor:** Let your creative juices flow! EAA Chapter 35 is in search of newsletter editor beginning with the Jan 2024 issue.
- ◆ **Air Academy Chairperson:** Here is your chance to really make a difference in a young life!

Contact [president@eaa35.org](mailto:president@eaa35.org)

### *From the Kitchen*

**Peggy Fisher**

I am hoping that all have survived the Christmas madness and have made some awesome memories to keep forever and ever. As we look forward to a prosperous and happy 2024 some are making plans for a great year for Chapter 35. Before I impart information about our next event, I hope all had a great time at our Holiday Gathering. I know that I sure did. Again, a great big shout out to Jonny for providing such a delicious meal. All was fantastic. A big thank you for those who stayed to help with the final clean up.

Our next event will take place on Saturday January 13. It promises to be an exciting meeting. At the current time the plans are that the meal will be a baked potato feast (baked potatoes and a variety of fixings to please any palette). We will welcome side dishes like salads and desserts.

That is it for this month. Hope to see you on January 13.



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.

### YOUR Articles Needed

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: [eaa35news@gmail.com](mailto:eaa35news@gmail.com)

## IT'S A WRAP!

The 2023 Holiday Luncheon and Gift exchange was another great annual success. We enjoyed a catered meal of steak and shrimp butter knife tender and Turkey to die for. We want to thank Jonny for once again providing a superb meal for everyone and for ensuring we had plenty to take to home-bound and friends as well. I'd be remiss if I did not



put in a little reminder that although he does a lot of catering work, Jonny still has his "Munch on This" food truck down at Area 51 on Potranco road.

And, he makes the best pastrami you've ever had!

The gift exchange was fun and competitive as always. This year the quality of gifts...well most of them...was quite nice and folks when home with several nice treasures. Nancy Mason was the lucky pack-



age opener...and opener....and opener...and opener as her gifts kept getting stolen...err "exchanged".

Ulf earned accolades as the "Sharp Dressed Man", and we enjoyed meeting several new folks, guests, and family members this year; and we hope all will return for our next and future events.



## FROM THE CRUISE DIRECTOR (VICE PRESIDENT)

Paul Wurster

Welcome to 2024! I am excited to move into the Vice President position, but one of the responsibilities is certainly intimidating. Programming the meetings is a truly daunting task, but I am ready to take on this challenge. I would like to make take our meetings up a notch this year. My goal is to make you feel like you are missing out if you cannot make it to a chapter gathering.

While the people that make up our chapter are the main draw, I will do my part to make sure the speaker, presentation, and activities are something that you are hungry for month after month. To do this, I'm arranging speakers in the following categories: Aircraft Building and Maintenance, Aviation Careers, and Aviation Adjacent Topics. I want to get the chapter fired up and excited about our shared avocation.

Don't worry, we are not throwing out everything that you love about EAA Chapter 35, but we are dedicated to enhancing the experience. In the coming months, you will hear from people who have made the jump from being GA pilots right into the Airline as a second career.



You will hear from the lead avionics installer of a local aircraft manufacturer who is still working on his A&P. A builder who has completed a Van's RV-14 and is currently zipping through a Zenith Super Cruiser will tell us about his experience and give us some first-hand reporting on strengths of each design and kit. That is just for starters.

We will continue to have VMC Club and plenty of Young Eagles events too. We continue to be a large part of our local aviation community. But with all that said, the most important part is YOU! Come to the gatherings, be active, sit with new friends every once in a while, and introduce yourself to any unfamiliar faces. Also, if you have any

ideas for future meetings, please let me know in person or at [vicepresident@ea35.org](mailto:vicepresident@ea35.org).

See you at the meeting, Paul Wurster

Vice President, EAA 35



## + MEDEVAC CONTINUED +

*(Continued from page 1)*

If you need a facility or doctor that is somewhere else, a Medevac plane and crew might just be ticket for you. In San Antonio, we have some of the best medical facilities and personnel in the country. If you head in any direction except directly to Dallas or Houston, you drastically change your range of potential medical outcomes should you fall ill or have a critical injury. Lots of smaller town just do not have the same facilities and can rarely attract the quality of doctors and nurses that we enjoy in San Antonio. Often, I would facilitate the transfer of a patient from one hospital to another so they could get the proper level of care. We were not limited to Texas but we rarely got trips in the King Air outside of the state. Remember, the distance from San Antonio to Dalhart, in the top of the panhandle is half the distance that it takes to get to Oshkosh. At just over 200 knots, that still takes a while. Flying to El Paso in the winter can take up to two and a half hours when the jet stream dips down into Texas.



New trends in air medical interiors - Vertical Mag

A typical day is anything but. My shifts were 12 hours long either starting at 7am or 7pm. Our hangar had a kitchen and tv room as well as bedrooms if you were there overnight. Once I checked in and looked at the airplane status and weather, I could do what I wanted. I was just waiting for a call from our dispatchers. Some days and nights I did not get a single call and some days I got more than one. After getting a call, I just had to answer whether or not I could operate to the airports they asked about or not. If I said yes, they would pass the information to the medical team to make sure the transport was feasible. I was responsible for moving the plane in and out of the hangar and getting the flight plan filed. Weight and balance was computed for all the legs and help load the plane. I usually flew with a company nurse and medic, but sometimes some associated hospital would send a crew especially when we were transporting children. Once we got to our destination, the medical crew would get picked up by a local ambulance and go and pickup the patient. I would get the plane refueled and double check my flight pan back to where ever we were taking them. When they got back to the plane, I would help load them. I would be in the plane

and the crew would push the stretcher up a fold out ramp. I would maneuver them on to a platform that would hold down the stretcher and contained oxygen and medical pumps. I was the PIC so I had to verify everything was secure and close the door. Flying point to point was fairly standard, but sometimes I would change what I was doing to accommodate the patient. Turbulence is a reality in Texas so I did my best, but safety is always first. Most of the patients were fairly stable, but I did have to compartmentalize what was happening behind me if things took a turn for the worse for the patient.

Sometimes, the mission was just to move medical personnel to a place that they were needed. Flying a passenger flight was fun. Most of the people just wanted to sleep before going to work, but sometimes they were as excited as our Young Eagles. I could let them sit in the right seat since I flew single pilot. Other times, I transported organs. This was really easy. I would go as fast as I could to pick up the organs, usually livers and kidneys. Then I brought it back. Flying boxes was fun and pretty easy. It was nice to know that there was someone waiting for me to deliver the cargo so that they could receive a life saving operation.

The bigger and faster jets would be used to transport transplant teams and travel longer distances. They had a little more room and could accommodate ECMO machines which were used to breathe for a person with damaged lungs. Our company also serviced contracts that would pick up people anywhere in the world and bring them back to the United States or anywhere they wanted. There is a lot of variety, and I really got to use my flying skills to benefit the community. Ultimately, it does not pay as well as a major airline, but I also never spent any days away from home.

If you are interested in an aviation career Air Ambulance/Medevac was enjoyable and rewarding. Besides pilots, the company had a full maintenance department with several A&P's. Nurses and Medics also worked there. At our headquarters there were dispatchers and account managers. If you enjoy working on a small team accomplishing different tasks each day, Medevac might be for you.



# Homebuilders Week – Online Event Starts January 22

*An online opportunity to learn about building your own aircraft*

**Charlie Becker, EAA Homebuilt Community Manager**

Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. We start on Monday, January 22nd, 2024, and end on Friday, January 26th, 2024. Each day, we offer six live webinars back-to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central. The sessions are live and allow time for questions. To sign up for the sessions, visit [www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)

The topics cover a wide variety of areas of interest to anyone curious about building their own aircraft. We try to make sure there is something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on our anniversary date, January 26th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week coincides with the anniversary of the founding of the Experimental Aircraft Association in 1953. We have come so far since that first EAA meeting. Back then, information on homebuilding was sparse and hard to come by. I know that if our founder, Paul Poberezny, was still with us, he would give us a big thumbs up for this effort to support the homebuilder.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, and Scheme Designers, Inc.

Visit [www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek) to sign up.



## Homebuilders Week Schedule

### January 22 - 26, 2024

To sign up: [EAA.org/HomebuildersWeek](http://EAA.org/HomebuildersWeek)

Time CST	Monday 1/22/24	Tuesday 1/23/24	Wednesday 1/24/24	Thursday 1/25/24	Friday 1/26/24
11:30-12:45	Building an Aircraft: What You Need to Know Charlie Becker	Composite Construction Basics Mark Forss	Amateur-Built Certification Process Joe Norris	Lies, Darned Lies, and Homebuilt Accident Statistics Ron Wanttaja	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC Jack J. Pelton, Sean Elliott & Rob Hackman
1:00-2:15	Wiring Basics Dick Koehler	The Nuts and Bolts of Nuts and Bolts Kerry Fores	Building on the Cheap Ron Wanttaja	Lycoming Engine Installation Dave Prizio	Working With Wood 101 John Egan
2:30-3:45	Welding Basics: Gas & TIG Charlie Becker & Tracy Buttles	Fabric Covering Basics Nate Hammond	Buying a Used RV Aircraft Vic Syracuse	Sonex Aircraft and AeroConversions Products Mark Schaible	Zenith Aircraft Kits & Plans Sebastien Heintz & Roger Dubbert
4:00-5:15	Sheet Metal Basics Jim Scott	Factory-Built to Homebuilt: What's the Difference? Tom Charpentier	Advanced Flight Systems Rob Hickman	Garmin Experimental Avionics Solutions Brad Brensing	Scratchbuilding From Plans: 90% Done and 90% to Go! Marty Feehan
5:30-6:45	Panel Planning and Wiring Marc Ausman	Dynon Avionics Michael Schofield	Flight Testing 101 Paul Dye	Propeller Selection for Homebuilts Steve Boser	Latex Paint: A Low-Cost Alternative Malcolm Morrison
7:00-8:15	Rotax 9 Series Installation & Operation Phil Lockwood	Painting Your Plane: DIY or Use an Expert? Craig Barnett & Ken Reese	Engine Break-In Mike Busch	Van's RV Aircraft Kits Greg Hughes	Common Builder & Maintenance Errors Vic Syracuse

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## Chapter History—the first days as recounted by Harlan O Tibbitts



Reprinted below are the text of two e-mails sent to then President Norris Warner by long-time founding member of Chapter 35 Harlan O. Tibbitts on the occasion of the dedication of the Chapter hangar in 2006. Born in 1914 he was a WWII veteran who loved aviation...and had seen it first-hand from the earliest days. Mr. Tibbitts was one of the founding members of a nascent EAA chapter 35, saw it falter, then reform and flourish. Harlan Tibbitts passed away in 2012 at the age of 97. But, he has left us this legacy of the first days of Chapter 35 and its founder Bert Wilcut.

Dear Joanne:

I had planned on giving a long speech at the ribbon cutting ceremony. There were so many long speeches prior to mine, that when it came my turn, I said enough had been said already. I had planned on telling how Chapter 35 came into being. It would have been a partial biography of Bert's life.

During the war, Bert was a civilian flight instructor at Ballinger TX. (The funny part was that I was aircraft maintenance office stationed there but never met Bert at that time. Several of the flight instructors bought a Ford Trimotor. to get their Multi engine rating to work for the airline after the war. When the war was over the market was flooded with pilots looking for airline work. Bert then decided to start a flight school. The GI bill was letting a whole new crop of people wanting to learn to fly.

During the war, the army decided to start a glider school as glider would be a good way to get supplies to the troops. There were no gliders available for training. Piper convinced them that the J-3 (minus an engine) would make a good training glider and sold them a bunch of them. The idea never did pan out and Piper didn't want the planes back. Bert was able to pick them up as surplus for a song. He purchase used Con't 65's and mounted them on the gliders. Piper wouldn't permit him to sell them as Piper J-3's. Bert was able to get the gov't to issue him a special ATC and he sold them as the manufacture. (Recently, Sports Aviation mag wrote up an article about finding a J-3 at Oshkosh that was manufactured by Bert Wilcutt).

Since the GI bill was playing out, Bert saw an opportunity to go big time in the homebuilt market. He was able to purchase the plans and mfg. rights to a Long Miget. He made some changes and called it a Miget Mustang. All parts would be formed to shape and all the builder had to do was rivet it together. He started 5 of them. The FAA came down hard on him and wouldn't license them as homebuilts. (They said they wanted homebuilts, not home assembled).

He thought if he formed a local EAA chapter, it would help him to get his Miget Mustangs licensed as homebuilts. It didn't pan out and he sold them out of the country -- except one. I bought one of them and stored it at home in my garage. I would haul it out for Bert's sheet metal men to rivet it together. The FAA knew what was going on but let it pass. This took 7 years to get it done. It was slightly different from Berts models. I was able, with Bert's help to get an experimental 100 horse Con't for it and had to do some modification to convert it to fuel injection. To help further isolate it from Bert's model, I registered it as Tibbitts Miti Mouz. It still located out in AZ. That's the full story on how Chapter 35 got started.

HAPPY FLYING, HARLAN

Dear Norris:

Any information about the forming of Chapter 35 will have to be from memory, and at my age that's not too reliable.

About 1958 Bert Wilcut decided that he would like to form a local chapter of EAA. He contacted Paul and Paul gave him the necessary information on the forming of a chapter. He needed a number of members to form a chapter. He put the bite on his two mechanics, (Charles Wingate and Hardy Cannon). Florence, who was a pilot instructor and Bert's secretary was also brought into the fold. He got seven of his pilot instructors to join also. At that time, there was a small building on the ramp side of hanger 10. Bert used it as an office as well as a meeting place for Chapter 35. I forgot that since I hangered with Bert, he put the bite on me to join his new Chapter.

One other item is that at that time, there was a storage building across the road from hanger 10. Bert used it to store aircraft parts. Also, during that era, Kelly Field was auctioning of lots of surplus aircraft parts. If you spotted something you wanted, you bid on that item and if you got the entire lot. I had bid on a lot that had a metal propeller for my Bonanza. I got the bid but was saddled with hauling the rest of that lot. One item was a new set of blades for a B-25. It was a real struggle to load then in a trailer to store in Bert's warehouse. I had also bought a wrecked PQ-14, that I wanted the gear and engine out of. The rest of the plane I stored in Bert's warehouse. (I still have the engine and gear).

Anyway, When Chapter 35 was formed; Paul flew the FAA's DC-3 down to Stinson to welcome us all in. Bert was so happy, he loaded the DC-3 up with aircraft parts for the EAA museum. (Half of the stuff Bert gave him was mine but I really didn't mind). (I saw an ad the other day and those B-25 blades are now worth a fortune).

The EAA magazine in those days was called "The Experimenter". Bert used to pick a topic out of the magazine for a topic at the monthly meetings. The city tore down Bert's office and the warehouse. At that point, Bert gave up on trying to hold the chapter together.

HAPPY FLYING, HARLAN

1955 San Antonio, Texas

# 2023 Holiday Luncheon and Gift Exchange





2023 Holiday Luncheon and Gift Exchange—[More on page 21](#)



**CLASSIFIEDS**

**NOTE FROM THE EDITOR**

**Y**ou might have noticed that this issue is a little more sparse than usual. That is because, with a few notable exceptions, I have not received YOUR article, joke, photo or tip to publish.

Really...I enjoy writing and can speak endlessly on lots of topics. BUT what our members and guests want to hear is YOU. Come on folks, we are aviators and aviation enthusiasts...so I KNOW you have tales to tell and experiences to share. Sure, they may seem old hat or routine to you...but to someone who was not with you, your experiences are new to them.

So, this New Year—please make a resolution to write down some of your favorite stories, tips and tools, memories or maybe share some of those favorite places you’ve gone to, whether still open or distant memories.

We want to hear YOUR experiences. Simply e-mail your submission to newsletter@eaa35.org. I’ll fix your spelling if needed, but really, we’d love to hear your voice telling your story.

Chuck Fisher



**To post a classified—contact the editor at [aaa35news@gmail.com](mailto:aaa35news@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**

**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](mailto:president@eaa35.org) for more information.



**Uh Oh—Everything on the Classifieds has apparently been sold!**

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Paid Thru May 2024

# You Can Skydive!



## *Skydive Castroville*

*Skydive only 15 minutes from San Antonio*

# THE WORKSHOP

## EAA Builders Log

The EAA Builder's log is totally FREE and helps builders document their progress in a logical fashion, keeps time, and keeps all those photos in order for when it comes time to certify it.

And, it allows you to share your work with fellow builders...or those who might want to become fellow builders.

Despite Paul's holiday workload delay (see below), building is moving right along on several area projects.

Here are some Chapter 35 Member and area builder's current project photos borrowed from the EAA builders log (<https://eaabuilderslog.org/?blhome>).

Welcome to the EAA's free online builders log for members.

We have selected the 8 closest airplane projects for your location of **San Antonio, Texas**  
 If this is not your location, please enter your 5 digit ZIP or 6 digit postal (Canada) code:  Zip/Postal

Please click on the pictures below to view detailed aircraft project information.

<b>Glasair - Glasair II</b> Stinson Municipal AP (8 m.)  Builder: James Reyna Last Updated: Dec 26, 2023	<b>Vans - RV-14</b> SAN ANTONIO, TX (15 miles)  Builder: Zac Morton Last Updated: Dec 28, 2023	<b>Vans - RV-12IS</b> (11 miles)  Builder: Bryant Hamstra Last Updated: Dec 4, 2023	<b>Kitfox - Model IV</b> SAN ANTONIO, TX (18 miles)  Builder: Greg Thomas Last Updated: Dec 28, 2023
<b>York - Laser</b> CIBOLO, TX (18 miles)  Builder: Todd Nelson Last Updated: Dec 9, 2023	<b>Vans - RV-14A</b> SAN ANTONIO, TX (16 miles)  Builder: Chris Mayer Last Updated: Nov 24, 2023	<b>Zenair - CH 750SD</b> BULVERDE, TX (23 miles)  Builder: Benjamin Bott Last Updated: Dec 27, 2023	<b>Zenair - CH 750 Cruiser</b> CASTROVILLE, TX (23 miles)  Builder: Kevin Schnitzer Last Updated: Dec 28, 2023

NOTE: This information is strictly used for the EAA Builders Log project within the EAA organization - Policy - © Copyright 2023 Brevard Web Pro, Inc.



James Reyna closing in an elevator



Zac Morton working worked on aileron push-rods and discovered a manufacturing error in one of his torque tubes

### RV Build Progress

Paul Wurster



Build Progress: None. Too much life happening. More next month. Here is the only RV-14 that I worked on lately. It is available from [www.clevelandtool.com](http://www.clevelandtool.com).

*Editor's Note: Projects go much faster with help—especially riveted ones. Here are a couple photos that deserve sharing !*



## Scholarships Update

by Allen Inks, Scholarship Coordinator

**S**chool is messing up our Aviation Scholar's training! Okay, relax, I did not mean it that way. What I meant is that many of our scholars are busy with school activities and are finding it is difficult to schedule flight training around those activities. Particularly considering some of the weather conditions over the last many weeks, which have not always been conducive for primary flight training.

Last year, our scholarship applications had a deadline submission of March 31, 2022. But then it took several weeks in April to comb through the applications, interview some applicants, and make a final choice of whom to nominate for the Ray Aviation Scholarship. In the end last year's scholars had only a little over 2 months for flight training in summer until school started in early August.

We expect to have 2 new scholars in 2024, assuming we find suitable candidates: One receiving a scholarship which has already been generously funded by EAA Chapter 35 member Jane Kellogg; and hopefully another receiving a Ray Aviation scholarship funded by the Ray Foundation (via EAA national). And we would like to have these scholars get their scholarships earlier than last year, so the Board of Directors has changed the application filing deadline for the end of February 2024.

So what does moving the deadline to apply to a month earlier mean for those thinking about applying for one of our scholarships? Clearly, it means that they will have to obtain, fill out, and submit an application by the end of February 2024. As there are some prerequisites which cannot be accomplished at the last minute, interested parties should be acting IMMEDIATELY to take care of these.

### Raegan Rait—2023 Kellogg Scholar

For most people, December is a time of joy, laughter, and holiday bliss. Ask any high schooler, college student, or combination of the two, however, and they will very quickly tell you that December might be those things, but only after an intense two weeks of preparation and finals.

For me, as the latter of the three, December was even more hectic than most. Not only that, but I've been working on getting my solo cross-countries done, which is another level of stress, albeit very different from the stress of trying to remember how to find the determinant of an imaginary number.

Luckily enough for me though, the weather managed to be on my side to get my last cross-country done, the one in which I had to fly more than 150 nautical miles with landings at 2 airports that weren't

Additionally, the members of the selection committee are agreed that we would like to ENCOURAGE candidates to have completed the ground school portion of their training and would be delighted to have applications from candidates who have already passed the FAA Written Exam. As I write this, I know of one interested party who has done the first, and is preparing to do the second....so yay!

Interested parties who have not already read the announcement on the Chapter website, or in the email sent out by Ron O'Dea on Thu, Dec 14, 11:46AM should review the announcement here: <https://chapters.eaa.org/ea35/news> and follow the instructions to obtain an application.

Finally, in closing: I'm writing this article in December, and am moved to express my great appreciation for the help I have received over the last year from so many members: Dee Brame, our Treasurer who has spent scores of hours helping me keep a good accounting of the scholarship money entrusted to our care, Jane Kellogg who has helped keep track of the scholars, as well as the above-mentioned funding of now TWO scholarships, Calvin Allen who has volunteered to help keep me sane as Scholarship Coordinator by helping me in so many ways, Chuck Fisher in his capacity as President and sounding board (though he IS the guy who roped me into this job...), and Paul Wurster and Ron O'Dea who volunteered to put on a Check Ride prep course to help our scholars prepare for their check rides. I also want to thank Jane, Dee, Chuck, and Paul again along with Charlie Brame and Darren Medlin who served on the selection committee reviewing scholarship applicants. And finally, everyone who offered words of encouragement, helped the scholars, or made a charitable contribution to fund scholarships.



Stinson. I ended up going to Uvalde and Cotulla with a relatively smooth flight, aside from a minor hiccup with my GPS which reminded me the importance of not exclusively relying on one method of navigation, and ensuring that I am cross checking to make sure that I'm 100% going the right way. It was a very educational flight for me, and one that I won't be forgetting.

So, after finishing all of my needed solo cross-countries, finishing all of my finals and midterms, and finishing out my semester with the highest GPA I've had yet, I'd say there's plenty for me to be joyful about. All that's left for me now is to get through my checkride and to finish out high school and college strong, and I'm so ready to see what the next chapter brings.



## Chapter 35 Youth Scholars

### Nolan Haecker—2023 Ray Scholar

Hello Chapter 35! I am sure you are wondering whether I have made any progress in my flight training lately, and while I would love to say yes, I would not be saying this with enthusiasm. Sadly, these last few months my progress has been slower than I would like. However, I am scheduling my written exam for the end of December 2023. Passing the FAA Written Exam may seem a small step for many, but to me it has been particularly challenging. The written exam is one step that has held me back twice so far but will not again. I am confident that I will pass my written exam this third time. I say this with passion because, although I have not yet passed, with the dedicated study time that I will have over Christmas break I will be able to prepare myself very well; by the time you read this I should have already passed the exam.



Although completing my written is in my near future, there are also other, more exciting things that I would like to share. My high school has recently been granted a \$10,000 flight simulator, which is completely free for students to use. I plan to take full advantage of this simulator when going back to school next semester. By training on this simulator, I hope to inexpensively hone some of the flight skills that I have lost recently as my flying was curtailed due to school and family obligations, as well as the financial constraints of my scholarship (I need to pass the FAA written exam to release the final block of funding of my scholarship).

I can still remember my first chapter meeting. My dad, brother and I all came to the meeting on the recommendation of my teacher, Peggy Fisher. During the meeting, we sat down with Jim Humphries and Paul Wurster. I remember Mr. Wurster asked me a

question and my response still haunts my mind... he asked me "so what type of planes do you want to fly?" It was a seemingly easy and simple question, but for me, it was almost impossible to answer. My mind was racing considering how to respond, "Do I say a fighter jet? Should I say I don't know yet?" It turns out that to me, none of these options seemed intelligent enough. In the end, I chose to respond with, "Really big ones." Gosh, even just writing that is embarrassing.

After passing the FAA written exam, essentially all I will have left to do is prepare to take and pass my check ride. I HAVE to do that, hopefully well before the deadline of May 30, 2024 set by the terms of my scholarship, because when I go to college, life will change drastically, and my time flying will be split up by long periods of time in which I will not easily be able to fly.

I hope that all the members of Chapter 35 know how grateful I am to see your smiling faces when I walk into the room. Without your support I would never have gotten the chance to fly, but I have, and I am forever grateful.

Sincerely, Nolan Haecker





# Country Store

Nancy Duepner

## Happy New Year!!

Just a Reminder: hi-lighted items on the inventory are listed at greatly discounted prices....be on the lookout for specials!!

The Country Store is offering fleece hoodies in limited colors and sizes. They are embroidered with our Chapter 35 logo and will make a nice addition to your cold weather wardrobe.

For those members who have asked about merchandise with a little “bling”.....stop by the store and check out the new jewelry items.....necklaces, bracelets and earrings in a variety of finishes and styles.

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](mailto:countrystore@eaa35.org)

(954) 675-8462



	Inventory	Member Price
Glass Christmas Ornaments—choice of colors w/laser engraved logo	19	\$3.00
<b>Texas Flag</b> 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)
<b>Ladies' Polo Shirt w/embroidered logo</b>	1-L (grey) 1-XL (blue)	\$25.00
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)
<b>Men's Polo Shirt w/embroidered logo</b>	1-XL (white) 1-S (yellow)	\$25.00
<b>Texas Flag Apron</b>	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	\$19.00
Lapel/Hat/Tie Pin	135	\$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	6	\$4.00
Clear glass mug w/ laser engraved Ch 35 logo	5	\$5.00
Decals – stick on	Multiple	\$0.50
<b>Duffel Bag</b>	1	\$25.00
Koozies	Multiple	\$4.00
Remove Before Flight Key Tag	27	\$5.00
Sew-On Logo Patch	9	\$3.00
Iron-on Logo Patch	15	\$3.00
Wash Wax Products	Very Limited	\$8.00 & up
Wheel Chocks – Aluminum	3 sets	\$40.00
Stainless Steel Tumblers w/ laser engraved logo	10-20 OZ 3-12 OZ	\$12.00 \$10.00



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

2024 Chapter Calendar—DRAFT					
January	9	19:00	BOD+L		
	13	10:00	VMC Club		Matt Van DeWalle
		11:30	Chapter Gathering	Lunch	Ike Kelly - His Airline Experience
February	6	19:00	BOD+L		
	10	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	
March	5	19:00	BOD+L		
	9	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	
April	6-7		<i>Great Texas Air Show</i>		
	9	19:00	BOD+L		
	13	8:30	Chapter Gathering	Pancakes	A breakfast Chapter Gathering
		10:00	VMC Club		
	20	10:00	Young Eagles Rally		San Geronimo
May	7	19:00	BOD+L		
	11	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	
June	4	19:00	BOD+L		
	8	9:00	Young Eagles Rally		Int'l Young Eagles Day—Stinson
July	9	19:00	BOD+L		
	13	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	
	22—28		<i>AirVenture - Oshkosh, WI</i>		
August	6	19:00	BOD+L		
	10	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	
September	10	19:00	BOD+L		
	14	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	
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		
	9	10:00	VMC Club		General Membership Meeting
		11:30	Chapter Gathering	Lunch	
December	10	19:00	BOD+L		
	14	11:30	Chapter Gathering	Lunch	Holiday/End of Year Finale

# EAA Chapter 35 Leadership



Officers		
President	Ian Heritch	president@eaa35.org
Vice President	Paul Wurster	vicepresident@eaa35.org
Treasurer	Dee Brame	treasurer@eaa35.org
Secretary	Ron O'Dea	secretary@eaa35.org
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## ***NEXT EVENT***

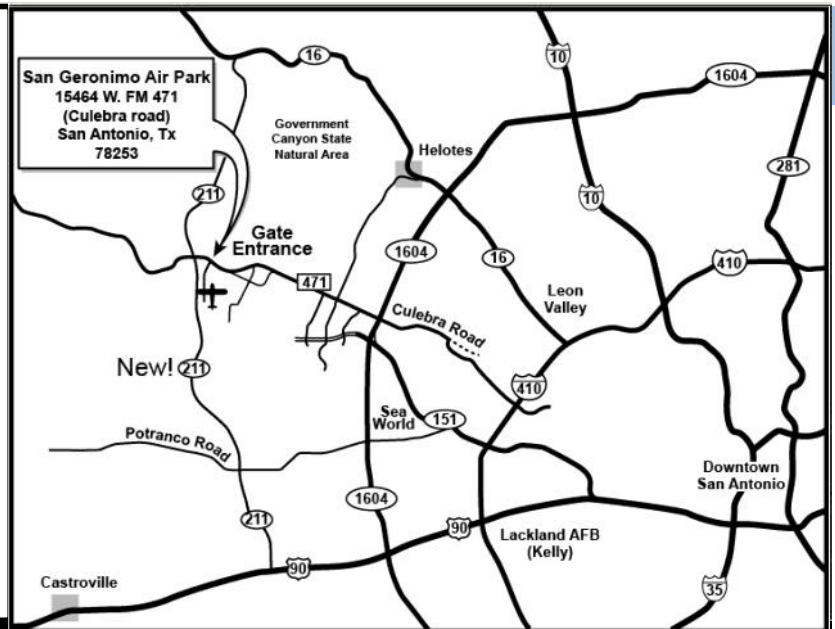
***January 13***

***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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