



September 2021

Volume 64 Issue 9

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Next Event

11 Sept
1130 Social/lunch
1300 Speaker
Chapter
Clubhouse

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
 Publisher: Chuck Fisher
 Editors: Andrea McGilvray
 Chuck Fisher
 eaa35news@gmail.com

We Remember

By Chuck Fisher

Stunned, silent. Breathless.

That's the memory millions of Americans have of 9/11/2001. It was twenty years ago... but the images are as fresh as if it was today.

In the period of a few hours, our world changed.

It is hard to believe that for many of our young adults the world has always been this way. We have always had security screening, ID cards everywhere, barriers and guards. We have always been at war somewhere.

But those who are a little older remember – courage, valor and sacrifice...against the blue September skies of a nation at peace.

My youngest, now a teacher turned lawyer, was learning to ride her new bike. Training wheels would come off soon. At the airport we would go to the gate with our relatives, hugs and kisses, and stand at the windows and watch the planes push

away from the gate. When we flew, my son like so many kids, would walk up to the cockpit and get a firsthand look at the magic up front with always welcoming pilots.



Everything changed in cloud of dust and ashes. September 11, 2001 was, for our generation, our Pearl Harbor, and like that terrible day the echoing repercussions would shape our nation and the world for decades to come.

(Continued on page 4)

Featured Speaker
RYAN NEWMAN, FAAS Team Representative
Airspace & Intercept Procedures
(or something like that!)



PRESIDENTS COCKPIT

DARREN MEDLIN



New Website: Past President Steve Jones secured our domain name “eaa35.org” at about the same time our EAA provided webhosting service was being discontinued. We could link that domain to whatever site we wanted. In stepped Kyle Jester who generously built and hosted, for free, our chapter website. The large and rotating cover photos, member project area and other professional touches were a lifesaver

and really made our online presence look professional. Kyle has now moved to another airpark. Thank you, Kyle, for your gracious hosting and technical support. EAA has secured the services of a new website host and Ian Heritch has stepped up as our new webmaster. He’s transferred material from our former site and added online payment and donation capability. If the new EAA 35 website does not come up when you type “eaa35.org” in your search bar, please clean the cache of your web browser or device and it should come up the next time you search. Give it a try now and check out all the features along the left side of the page! eaa35.org If you have a suggestion for our website, please email Ian at webmaster@eaa35.org

Nominating Committee: November is our annual chapter membership meeting where we will elect new officers. Part of that process is forming a nominating committee to build a slate of candidates. The officer positions are President, Vice President, Secretary, and Treasurer. We’ve got great incumbents in these positions, but new people, ideas and energy are critical to growing our chapter, so the officer positions come up for election every two years. In addition to being our webmaster, Ian Heritch said yes when I asked him

to lead our nominating committee. He’ll be recruiting other committee members and soliciting candidates. If you’ve been in the chapter for a while but have not served as an officer, please consider standing for an office. You will learn all kinds of things about how our chapter and EAA national work and it’s a chance to give back to your chapter.

VMC Club: For those that got to attend our August VMC Club meeting we dug into a scenario provided by an EAA member from the experience he had with an engine that started running very rough on a flight with his daughter and a new pilot friend as they flew between an alligator infested swamp and a highway. The details and discussion were valuable talking points for all of us attending. We will now have some extra material in our mental “hip pocket” should we have a rough running engine and have to make good aeronautical decisions. A big thank you to CFII Matt Van De Walle for the seminar. If you are getting your flight review using the FAA WINGS program and need a WINGS smart CFI to talk to or fly with, send Matt an email at mattvdw@hotmail.com

With school back in session and better flying weather coming keep your head on a swivel as you drive and fly. Look forward to seeing everyone at our September gathering!

Darren



From the Cruise Director

Chuck Fisher, Vice President

Cruise Directors’ notes:

Chuck Fisher

Thank everyone for their most excellent photos and experiences from AirVenture! It was an amazing experience.

For September we will remember 9/11 and in keeping with that theme Ryan Newman, our FAAS team representative will discuss those our local airspace and, yes it does happen, intercept procedures that we hope we never need to know about.

The weather should be moderating so we will plan to BBQ for lunch.

And don’t forget to plan to attend VMC club and Movie night the Friday following the gathering! My plan is to continue the 9/11 theme with a remarkable movie about that fateful day.




Thank you!

By Ian Heritch

After several years of enjoying the Chapter website created and hosted by fellow member Kyle Jester, our Board of Directors voted to move the Chapter’s website to a new chapter website platform created and maintained by the EAA national office. Our new website can be found at EAA35.org. This rich website is jam-packed with information and visuals about our Chapter. Highlights include: an up to date Events Calendar, current Chapter news, newsletters dating back to 1981, our sponsors, the ability to pay your annual membership renewal dues by credit/debit card directly from the website, our Tool Crib, photos and videos, and other valuable Chapter information. The website will work on both desktop computers and all mobile devices. Folks may enjoy browsing through the Members Aircraft and Videos section of the website, there are some fantastic aircraft photos and if you would like to add your photo or video, please email them to webmaster@eaa35.org. So go checkout our new website, and, at an upcoming Chapter Gathering, if you see Kyle Jester, tell him Thank You for his years long effort on our former website.



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

Location
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San Antonio TX 78253

EAA Chapter 35

eea35vmcclub@gmail.com
eea35.org



VMC_CHAP_PS_200

September 2021

BBQ Burgers

Shared Deserts/sides

Remember for health reasons we are not using shared serving utensils, so If you bring food, please plan put them in/on single serve containers for folks or we invite you to help serve!

Note: We are not sharing utensils for health/safety, so please prepare or serve your treats on single serve plates or bowls.



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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.

(Continued from page 1)

It has been twenty years.

For many of us the Air Traffic controller is a voice on the end of the radio when we are on flight-following or doing an instrument flight. Most of us can visualize the controllers in the tower watching with their binoculars and radar screens. But it is harder to visualize the Air Traffic Control centers. Rows of controllers watching radar screens with limited information little more than dots and an altitude, using paper "tapes" to keep track of who is in their zone. Liter-

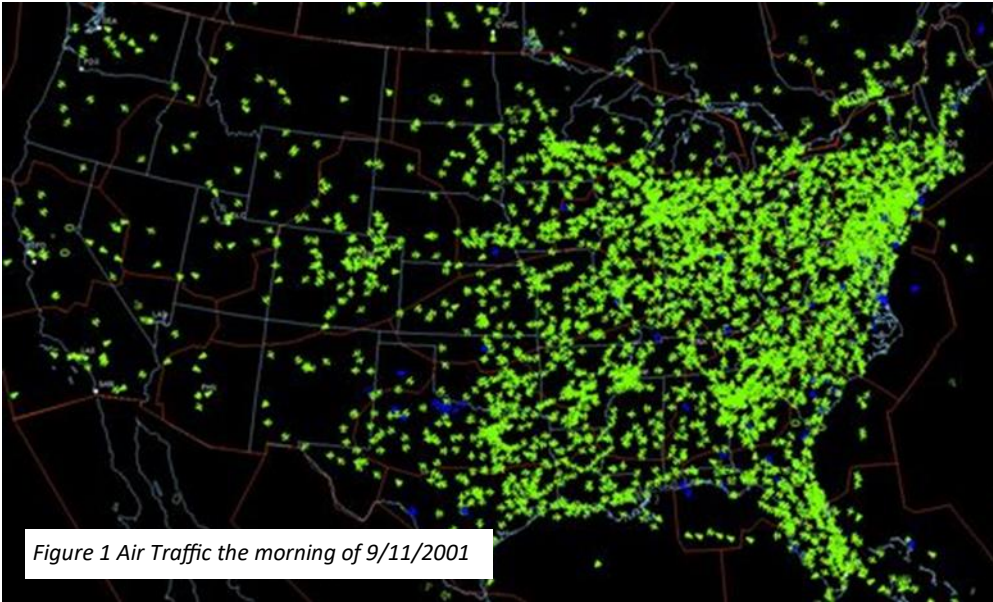


Figure 1 Air Traffic the morning of 9/11/2001

ally "passing" those paper tapes to the guy next to them as the plane leaves. Even today, the technique is the same even if technology is improving.

On that morning, air traffic controllers lost contact and suspected a hijacking of an aircraft out of Boston....then another. But the information they had was scant. Green dots, no radio communication. All the while they also had to keep hundreds of other aircraft on course. In hindsight what was happening is clear, but at the time...who could know, or even suspect what was about to unfold.

New York controllers lost the blip from the suspected hijacked plane, terminal controllers reported an ELT, and CNN started reporting a fire in the worlds tallest building. Meanwhile different controllers had lost contact with more airliners in their respective zones. What was happening?

Highly experienced Air Traffic Controller Ben Sliney, on his first day of work as the new National Operations Manager was introducing

himself and meeting his new team as the rumbles in the center grew louder and more urgent. Two hijackings, maybe three, maybe more, planes crashing..... Nothing like this had ever happened. There was no precedent. New York and Boston controllers knew they had to clear the airspace. They needed to stop everything. But did they have the authority? How do you do that? Is it even possible?

In a bold, unprecedented, truly historic moment of decisiveness Mr. Sliney, on his own authority, trusted his new team and ordered ALL aircraft to land. Now.

That included dozens of aircraft crossing the oceans who would have to find alternate landing sites. This was a decision that impacted over 4000 airliners, tens of thousands of passengers, billions of dollars. This could be a very short tenure as the new boss! But in a moment of heroic decisiveness, none of this mattered.

In a matter of hours more than 4200 aircraft were ordered to land immediately. Airliners crammed into small airports around the nation, transatlantic flights into the small communities in Nova Scotia and Maine, and military fighters were scrambled to intercept errant and VFR aircraft.

It was a bold, historic, heroic move by a team of controllers. Those voices on the end of the radio.

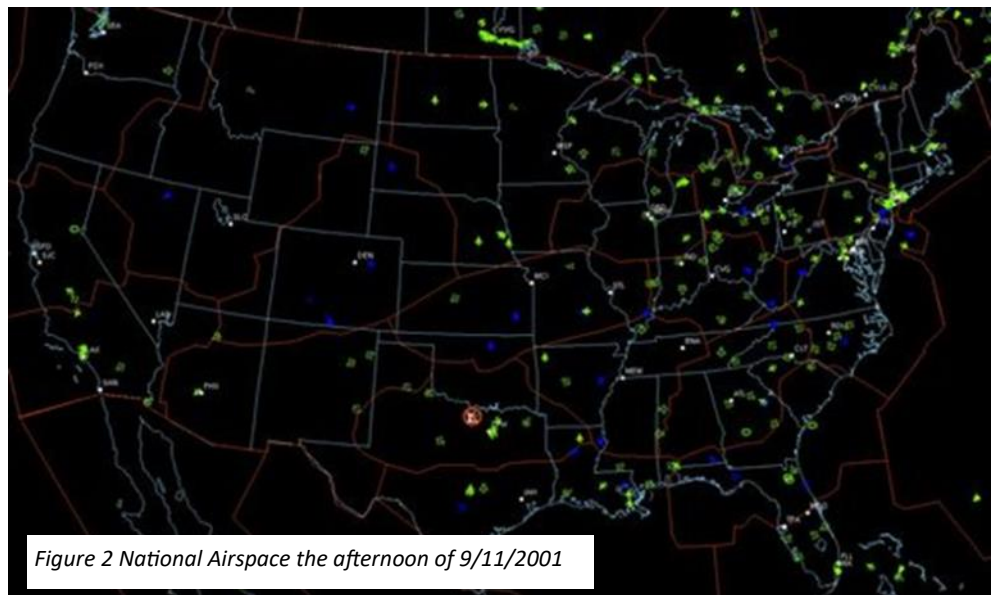


Figure 2 National Airspace the afternoon of 9/11/2001

For weeks thereafter, skies were unusually blue. There were no contrails, there was no sound from above. And, though it was much too

(Continued on page 8)

Craftsmen's Technique

by Mark Julicher

That Intricate Paint Job

Did you ever wonder how some of those show planes get their fabulous paint jobs? Me too. In this article I will share some of my techniques for laying paint. I have never won any concours awards, I can guarantee there are other techniques better than mine, and I am still learning.

That said, a friend asked me to help with doing some paint, so why not? So, I jumped into a project feet first and what follows here is where I am so far.

The project is a Steen Skybolt. The workmanship is first class in every detail. So all I have to do is a first class paint job. Here goes!

The project owner settled on Acry Glo by Sherwin Williams using a base coat/clear coat process. Acry Glo produces a high sheen even without clear coat and buffing, but for this plane we are going the extra mile and buffing it to a chrome-like finish. The overall paint scheme can be seen in figure one. Yes, it is ambitious, but ya gotta love it!

I started with the tail feathers. In fact, that is all I have worked with



Figure 2: Spraying white. Hood and paint suit are essential for urethane paints.



Figure 1: John "Beej" Nunn's Skybolt.



Figure 3: Acry Glo shines rather well even without buffing.

so far. I painted the base color, Matterhorn White, on all the pieces followed by the first trim color, Kawasaki Green.

Now for the details. I began by laying out a grid and doing some proportional math to get the full-scale dimensions from the drawing. With a little eyeball adjustment, the green border layout came out well.

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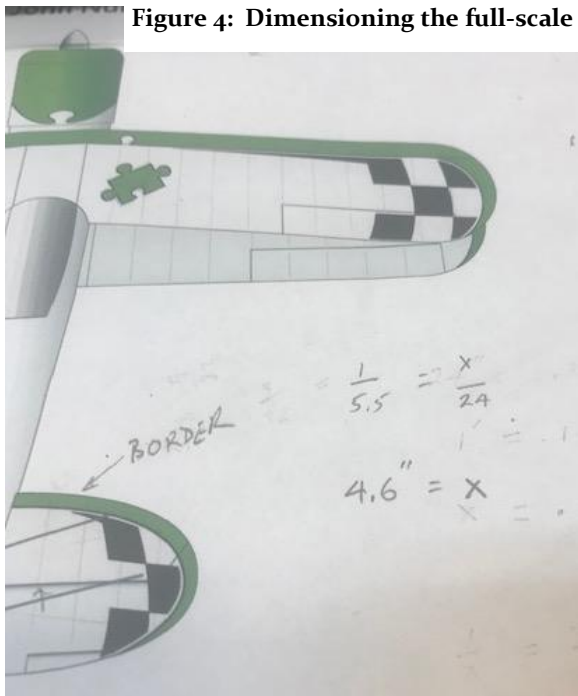


Figure 4: Dimensioning the full-scale

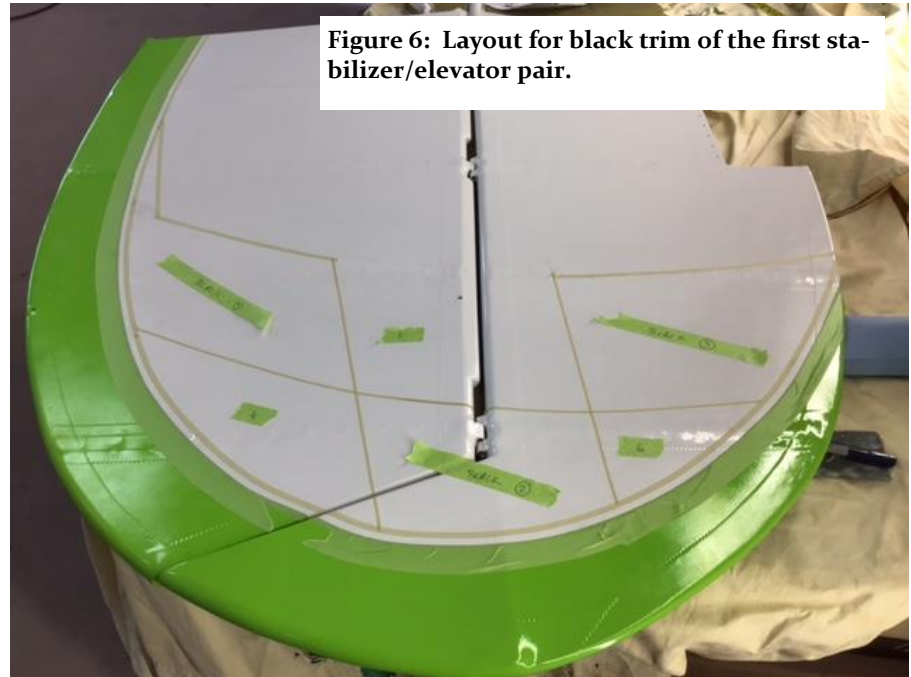


Figure 6: Layout for black trim of the first stabilizer/elevator pair.

And after much masking and a brief bit of spraying the result was rather nice.



Figure 5: Green trim on an elevator and horizontal stabilizer

The layout for the black trim was a little trickier. The radius of the curved checkers began about 24 inches off the parts and then it was hit and miss until the arcs matched the drawing. By measuring and marking to known points such as the trim tab well, I was able to more-or-less nail down the arcs for the checkers. A nail, a pencil, and a long piece of .020 safety wire made the job much easier. NO INK allowed here! Ink plus solvents = disaster.

Eventually the layout started looking right.

Figure 7: One horizontal stabilizer with black trim on.



At this point there are some good points to be made. First, the points of the checkers do not touch. This was intentional. Using 1/8 inch fine-line tape to layout the checkers left a small gap which is not offensive to the eye. If you decide there should be no gap at all, the masking is far more difficult. Second, I pull my masking tapes before the trim colors are completely dry. It takes a lot of care not to smear any paint, but it allows the paint edges to round-off and not leave a sharp step in the paint. Third, even though the best fine line tape was used, there was some bleed under the tapes in a few places. Bleed under is minimized by keeping the spray gun pressure low and by assuring that the tapes are pressed down just before shooting. Some painters shoot a light coat of clear and stick the tapes edges down on the clear before shooting trim color. As is, I can correct the bleed under before I shoot the final clear coats. More on this later...

(Continued on page 7)

(Continued from page 6)

I am certain that some painters out there are better at this than I and I would love to hear about better techniques than mine.

Now comes a tricky bit. How to make the second side match the first? If I were using vinyl decals this might be easy, but paint is another animal. The technique I use requires tracing paper, a pounce wheel, and a pounce pad. The pounce wheel is also known as a rotary perforator or a tracing wheel. An illustration will help.

Figure 8: Pounce wheel and pounce pad. The pounce pad is filled with colored chalk.



Begin by taping tracing paper to the painted stabilizer and tracing the design. Tracing paper is a bit stretchy so take your time and minimize stretching. Next, set the tracing paper on a surface such as plywood and run the pounce wheel firmly over the tracing. Finally, invert the tracing over the second stabilizer and tap the pounce pad on the tracing paper leaving a dotted line of chalk on the stabilizer.



Figures 9, 10, & 11: Perforated tracing paper on the second stabilizer, Pounce pad leaves a dotted line in chalk, tracing paper removed revealing pattern to be masked.



Now comes more masking and adjusting and fussing, and finally painting.

Figure 12: Symmetry.

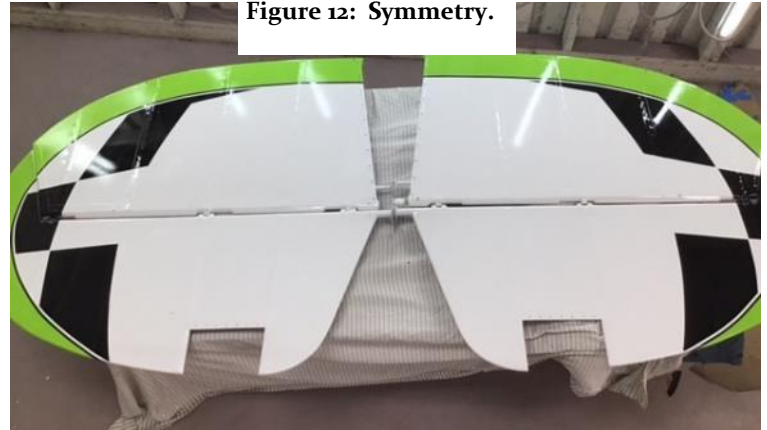


Figure 13: Paint bleed under.

Now a word about paint bleeding under tapes. It happens.

Perhaps I will save this topic until next month. This article is already getting too long.

So until next month...



(Continued from page 4)

late for four aircraft and their lost souls, there was no threat from the sky.

The US responded in a paroxysm of rage that continues today. Airports near Washington DC were closed, and airplanes chained to the ground, Airports became defensive embattlements with intense security screening, and pilots of even light aircraft learned of intercept procedures. The terrorists had just finished flight training...so every flight student was regarded with suspicion and would henceforth need TSA and FAA screening.

Today's normal would have been almost unimaginable on September 10th.

So here we are, twenty years later. We remember the thousands who perished, the firefighters and responders who ran toward the flames and to a tragic end; and the soldiers, sailors, marines, and airmen who voluntarily confronted evil face to face to end or control the terrorist threats...and their families left behind.

But, we should also remember and celebrate the courage and decisiveness of those who, on that day, may have saved untold other lives on 9/11.

Let us not forget those controllers who took the bold action to do what had never been done before – to ground every aircraft in the

United States. How many more planes could have been hijacked? How many more lives lost? We will never know.

Let us not forget the pilots and aircrews who received cryptic messages to “land now” and who, literally on the fly, found alternates, got their planes on the ground, and took care of their passengers safely and without a single mishap. Let us remember the cities, towns and villages around the nation who hosted tens of thousands of stranded passengers. Let us remember law enforcement and security personnel across the nation that snapped into action seeking out possible threats looking them direct in the eye. Let us be thankful for the security measures we endure begrudgingly, but that allow us a modicum of safety once we are past the gates.

And, though we are in the midst of a pandemic, social unrest, political discord, and many feel we are more divided than ever...let us not forget the moment our nation reunited in a single collective gasp, and the mandate for everyone was simple. Stand together...and whatever it is...Do the right thing.

They did. We are still a united nation...and,

We Remember!



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EAA Chapter 35
San Antonio, Texas - Since 1957

EAA Chapter 35
Welcome to our Chapter

Whether you fly, build, restore or simply enjoy airplanes and aviation, you are welcome to attend our events and join our Chapter. For over 60 years, we continue to be a group of aviation enthusiasts, aircraft builders, and pilots who get together with like minded people to share ideas, exchange information, encourage safety, serve the local aviation community and have a lot of fun doing so. Please come to our next meeting or event as our guest.

Directions to the Chapter Clubhouse
Chapter Clubhouse: San Geronimo Airpark - 816, 15464 Culebra Road, San Antonio, Texas 78263

From Loop 1604 and Culebra Road, head northwest, or outside the Loop, on Culebra Road, 7 miles to the entry gate of San Geronimo Airpark. Enter through the gate and continue on the main road until you see the Chapter's clubhouse on the left.



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To post a classified—contact the editor at ea35news@gmail.com

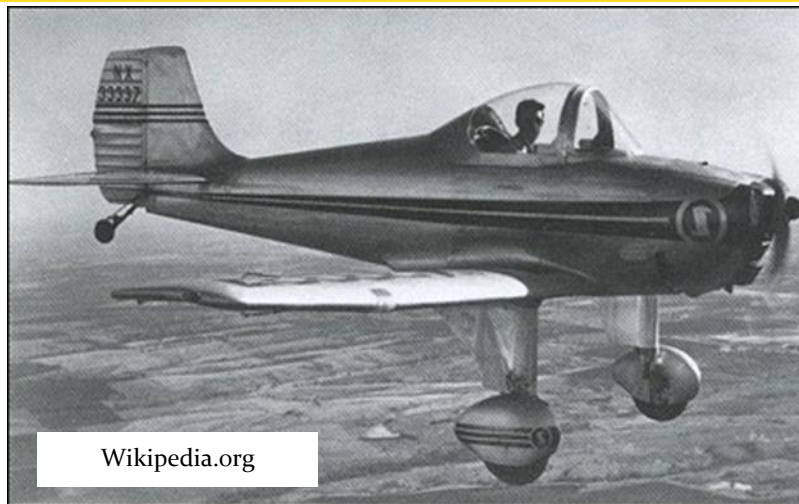
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AUGUST MYSTERY PLANE REVEALED!**DOUG APSEY**

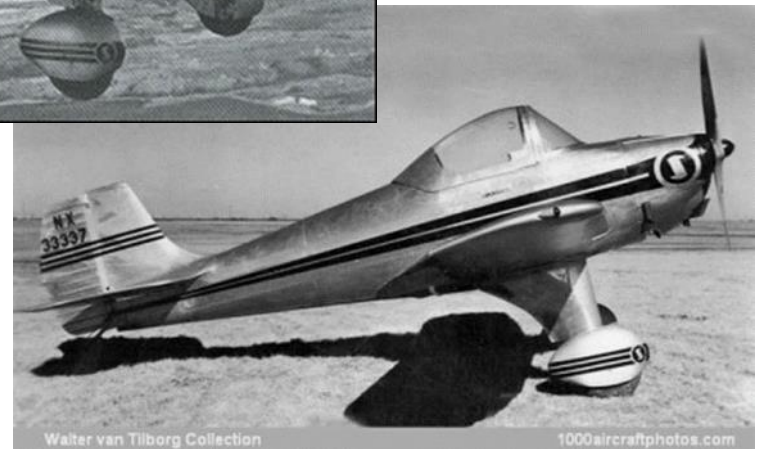
Thank you to Dean Howard for suggesting our August mystery airplane and congratulations to Charlie Brame for correctly identifying it as the Luscombe 10. I apologize for the short article this month but there is very little information written about this airplane.

The Luscombe 10 was designed by Mischa Cantor and built by Luscombe Aircraft. The first flight was in December of 1945. It was intended to be an aerobatic single seat sport airplane. The wings and tail section were derived from the Luscombe 8 while the fuselage was an entirely new design. The little 10 was seventeen feet long and had a wingspan of twenty-five feet. Gross weight was 845 lbs. It was powered by a four cylinder Continental A65 swinging a wood Sensenich propeller. Maximum speed was said to be 135 mph and cruise speed was 122 mph.

While flight testing showed promise, Luscombe decided that there was not a large enough market for the design and scrapped their plans to put the 10 into production. Only one copy was ever built and it was intentionally destroyed on 1948, supposedly for tax reasons. Bill Bradford completed a replica of the Luscombe 10, N34337, in 2015 and according to the FAA records he still owns it today. His hard work won him a Bronze Lindy at Oshkosh 2017 in the Replica Classic Category.



The source for the article is: https://en.wikipedia.org/wiki/Luscombe_10

**NAME THE PLANE****DOUG APSEY**

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

1. What is its designation/name?
2. What aircraft manufacturer built it?
3. What year did it first fly?
4. How many were built?



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

2021		EAA Chapter 35 Activities Calendar	
SEPTEMBER	11	1130 Social/1200 Program: TBA	
	17	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movie Night	
OCTOBER	9	0900 FLY-IN BREAKFAST	
	15	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movie Night	
NOVEMBER	13	11:30 <u>Annual Membership Meeting</u> and Chili Cookoff	
	19	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movie night	
DECEMBER	11	<u>CHRISTMAS PARTY -</u> 11:00 Social Hour; 12:00 Lunch (Catered—see newsletter for details) Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details)	
	17	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 pm Movie Night	



Upcoming Events:

Sep 3-5 Sport Air Race League Summit Mount Pleasant 150 Air Race -
Mount Pleasant Regional Airport (KOSA)

Sep 4-5 Warbird Weekend West Houston Airport

Sep 19-24th US National Aerobatic Championship Salina KS KSLN

Sept 25 Fly-in at 50R in Lockhart TX F"ifty to Fifty Romeo"

Oct 1-3 Ranger Antique Airfield Campout and Airshow

Oct 15-16 Hill Country Hammerfest (IAC) Llano KAQO

Oct 22-24 REKLAW—Flying M Ranch

November 13—Sweetwater WASP Memorial flyout. KSWW

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Richard B. Hecker, D.O.
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Country Store

By RICHARD VINAS

By the time the August meeting rolls around, a few more people will be wearing bona fide Chapter 35 shirts! The year is flying by (no pun intended) and there are still plenty of products for wearing around, protecting your clothes while you are cooking, protecting and cleaning your airplane, and impressing your non-flying friends. The July meeting was great fun and by now, many of you are at or have just returned from Airventure 2021. There are only a few days left before the August meeting, so come prepared for fun and fellowship. And as always, let me know if you have any ideas for products you think we might put in the Country Store that would be in demand by the members of the Chapter. See you all

soon!

Rick Vinas



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



TEXAS FLAG POLO SHIRTS	Sold Out - If you want one, let me know!	\$39.00
TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
YELLOW POLO SHIRTS	One Small	\$31.00
	One Medium	
YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
KHAKI FISHING SHIRTS	ONE MEDIUM	
	ONE LARGE	
TEXAS FLAG APRONS	3 left	\$26.00
Additional Items available		
BASEBALL CAPS (with logo)	SIX NEW ONES	\$12.00
CHAPTER 35 DUFFLE BAGS	Only 2 left	\$31.00
COFFEE MUGS	EIGHT	\$7.00
REMOVE BEFORE FLIGHT KEY TAGS	Plenty	\$5.00
KOOZIES	Plenty	\$4.00
BUMBER STICKERS, DECALS AND PATCHES	Lots of them	\$1.00 - \$3.00
ALUMINUM WHEEL CHOCKS	3 Double sets	\$40.00
WASH WAX PRODUCTS	Limited supply	\$8.00 & up

ALL You Need to Keep it Looking New!

Water-Based, Non-Corrosive, Alcohol & Ammonia Free. Meets Boeing Aircraft Spec. D6-17487P & D6-7127M



Wash Wax ALL
All purpose cleaner/wax that you can safely use on everything you clean. Leaves an anti-static protective coating on aircraft, cars, boats, motorcycles, and RVs. Lifts dirt without scratching.
Spray On - Wipe Dry



Wash Wax ALL Degreaser
All purpose Degreaser/wax that you can safely use for those tough, greasy, oily cleaning jobs such as, aircraft engine and exhaust areas, landing gear, car wheels and tires, boat transom and water line. Removes dirt and black streaks without scratching.
Spray On - Wipe Dry



Belly Wash
The quickest and easiest way to clean the dirtiest aircraft bellies, engine areas, and landing gear. Safely removes grease, oil, hydraulic fluid, and exhaust soot without scratching the surface.
Spray On - Wipe Dry



PlexALL
leaves an anti-static protective coating on all aircraft windows, both plastic and heated glass. Plex ALL is also safe to use on cockpit instruments and displays.
Spray On - Wipe Dry

NEW

Waterless Wash Wax Mop - Faster, Easier, Safer.

NEW

The only mop with two sides, one wet and one dry. Now you can waterless wash and wax with the reach and leverage of an extension pole. This allows you to clean a much larger area faster and with less effort, while also eliminating the safety hazards associated with constantly climbing and moving a ladder. Our customers report time savings of up to 50% over waterless hand application.



Our customers report time savings of up to 50% over waterless hand application.



Aero Scrubber

Soft, non-scratching, long-lasting, reusable scrubber pad. Use with Wash Wax ALL for removing bugs from leading edges and for tough cleaning jobs such as aircraft bellies and engine areas.



AeroTowel

All purpose microfiber towel. Super soft, absorbent, long-lasting, and lint-free. The best towel for all of your cleaning needs.



AeroDiaper

Soft, absorbent, lint-free, 100% cotton 1-ply diaper for all your cleaning and polishing needs.



NEW

Waterless Wash Wax Mop Starter Kit

All you need to get started with the new Wash Wax Mop.



Starter Kit

All you need to get started with Wash Wax ALL.



Leather/Vinyl Kit

All you need to clean, restore and protect leather and vinyl in one kit.



Cabin Cleaner
Cleans and removes beverage spills and stains from carpets, seats, tray tables, side panels, cockpit, and galleys.



SafeSolv
All purpose citrus solvent. Removes tar, oil, hydraulic fluid, adhesives, and gum. A safe, effective, alternative to toxic chemicals that is safe to use on paint, plastic, glass, bare metal, carpet, and seats.



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



Leather Care
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.



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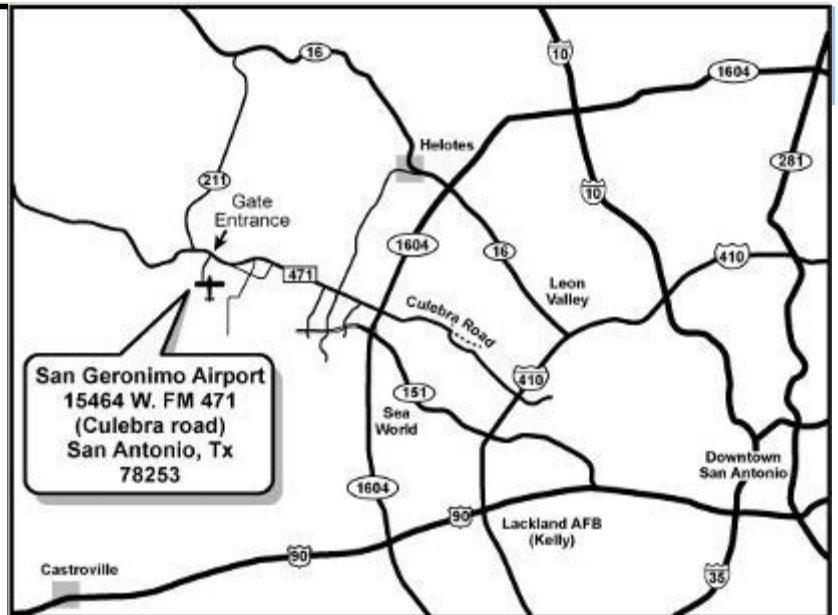
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NEXT EVENT

11 September

Chapter 35 Clubhouse

8T8 (San Geronimo Airpark)



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

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

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

Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
San Antonio, TX 78253

Paste Address Label Here

EAA Chapter 35 Data Information Sheet

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

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

NAME _____ SPOUSE NAME _____

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

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

Previous employment aviation related: _____

Military experience: _____

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

How did you learn about Chapter 35? _____

Aircraft currently building: _____ Status: _____

Aircraft currently restoring: _____ Status: _____

Aircraft you have built or restored in the past: _____

Aircraft you own: _____ Aircraft you fly: _____

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

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

N – Ground School Instructor ; O – Light Sport ;

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

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

Light Sport Repairman with Maintenance Rating for Aircraft

Other talents: _____

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

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