



January 2022

Volume 65 Issue 1

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Please see our sponsors!

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## Next Event

Jan 8  
11:00 AM

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  
Editor: Andrea McGilvray

ea35news@gmail.com

## Reno Air Races, by Kris "IKE" Kelly and Blaire Hamilton

In my recent article about my Reno Air Races experience I ended with a teaser on Blaire Hamilton, one of the female pilots racing at Reno that I had the privilege of meeting. She has graciously written us an article on her experience and thoughts on women in aviation. I hope this article is of interest to our entire membership, but especially to our women aviators. – Kris "IKE" Kelly.

This September I had the privilege of competing at the Reno Air Races for the second time. My race plane is a Cassutt and we compete in the Formula One class. In 2019, my husband and I flew our rookie year, sharing our plane 'The Atomic Pumpkin', and loved the experience. We left the races that year each having only half the time on the course as other rookies due to sharing the flight time for our team, so I returned this year still feeling new and anxious to add more experience to my arsenal.

My interest in air racing began with the World War II books I started reading several years ago. The women ferrying warbirds often and soon I started of their stories. Some Cochran, also participated in its early years. these aviators' participation in the first years of air racing, war, setting records in 40's is honestly riveting-women in their 20's-50's, were handed a was deemed sufficient safe flight, and flew with a mere 200 flight



around came up ed pursuing more of them, like Jackie Reading about participation in the first ferrying during the the 20's, 30's and ing. These young ties climbed into P checklist which information for a across the country hours in their log-

(Continued on page 4)



Soup anyone?  
OR Bring your  
crockpot and  
Dessert!

## PRESIDENTS COCKPIT

## CHUCK FISHER



Welcome to 2022!

This is my first president's column, and I am thrilled to have the chance to continue to help our chapter grow.

The first item of business I must address is our recent elections and officers. You elected Kris Kelley to be Vice President and he was excited to accept. However, the job market for pilots is red hot and he has been offered a dream job that will require him to relocate...soon, and

thus he has resigned that position. The way our bylaws require us to handle this situation is that the Board of Directors must appoint an interim officer, until the next general election in November.

December 13<sup>th</sup>, the 2021 Board of Directors considered a motion to appoint Rick Vinas as Vice President and to fill his vacated Secretary position with Ian Heritch. This motion passed without dissent. So, our officers will be me as president; Rick Vinas as Vice President; Ian Heritch Secretary and Dee Brame treasurer. The Chapter will have to formally elect the Vice President and Secretary for 2023 this November.

Additionally, we have appointed some new members to our board of directors. As you may know, our board of directors consists of 3 seats for past presidents (who provide continuity from term to term) and for three members at large. After years of tremendous service, Brian Goode has vacated his seat, and I have appointed Tom Rich, who is also the POA president, to that seat. The other members at large remain Ron O'Dea and Andrea McGilvray. Our three past presidents are Ulf Balldin, Nelson Amen and Darren Medlin.

The new officers and board of directors met for a lengthy strategy session to begin work on next year's initiatives and priorities. Although our chapter is highly successful and very stable, there are always areas we can grow within. Here are a few of the items the directors and officers discussed as priorities for this year.

We need to return our hangar to a safe, efficient work-space for our builders and restorers and a place we can hold training classes and demonstrations with pride. It has fallen into disrepair and clutter. Moreover, we must ensure the equipment is safe to use, works as it should and that members are trained to use it correctly. I have asked Rebecca Southard, who has considerable training and experience in shop management, to take this on. At this point we hope to do a major hanger cleaning and re-configuration for our chapter workday this spring and to purchase and repair necessary equip-

ment to make this a useful builder's facility.

We all value youth education and hope to expand opportunities for scholarships and training and to expand our offerings for youth in the form of day activities and expanded scholarships. We were thrilled to award a \$6000 (post-solo) Ray Scholarship to Thomas Reyna at the meeting, and we will apply for another 2022 award. Through generous donations our chapter is also well-positioned to expand our programs even further. I've asked Jane Kellogg to take on a much expanded chapter role in scholarships. She will seek out opportunities from several venues, not just ours, and help mentor students and candidates to match them to funding and scholarships for flying training, maintenance training and more.

Along those lines, we have an opportunity to send at least one youth to the Air Academy in 2022 after a two-year hiatus. At the Air Academy, which overlaps AirVenture, the students stay in a hotel like lodge right on the AirVenture grounds and participate in flights, learn to basic building skills and are exposed to lots of cool aspects of aircraft design, building and aviation in general. If you know of a high school aged candidate who would benefit from this, contact Maarten Versteeg now.

Speaking of youth and scholarships; we were very honored that our member Damian Ketcham again made a substantial donation on behalf of the Stuart Foundation that will help us achieve the goals above. Their generosity will make a difference for someone!

And, in case you missed it, one of those folks will be our own member young Thomas Reyna. Thomas soloed on his birthday! And, using partial Ray Scholarship funds supplemented by Chapter 35 money we were able to present him a full \$6000 post-solo scholarship to fund the remainder of his training. We hope Thomas and Gabriella, our scholars for 2021 will send more brilliant, successful youth our way!

And finally, I hope everyone had a wonderful time at the holiday luncheon and want to extend a special thanks to Jonny Hale, his wife Ginger and helper Luke. They started the morning with bags of fresh produce and prepared a magnificent meal fresh on-site. Delicious and totally fresh! If you haven't had a chance to do so, stop by the food court across Culebra road from the airport and taste the other amazing things they make.

I could write much more, but I am out of space so you'll just have to wait till next month. See you at the January Gathering!



# CHAPTER BULLETIN BOARD

## Soup anyone?



We will be having Soup at our gathering and if you are interested in brining a crockpot of your favorite soup, PLEASE do so!

We are also looking for anyone that wishes to bring your favorite dessert!

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.

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 San Antonio TX 78253

**EAA Chapter 35**  
 eaa35vmclub@gmail.com  
 eaa35.org

**VMC CLUB**

*(Continued from page 1)*

book; a striking contrast to what would be required to fly one of these planes today.

Air racing's history is rooted in the golden age of aviation and the stories are not boring. The first years of air racing were held during the conception of aviation with the purpose of encouraging advancements in airplane design and the aircraft were considered cutting edge of their time. In 1929 300,000 spectators showed up in Cleveland for the National Air Races which was a ten day event that hosted numerous races. When you consider what was happening in America at this time in the middle of the 1930's this statistic is mind-boggling. Poverty and unemployment were at an all-time high causing traumatic social issues, wealth was scarce, people were hungry; and yet hundreds of thousands of people flocked to Cleveland to see these flying machines. The attraction is understandable though – in a situation that seemed grim, with a future that looked hopeless, along came airplanes - and they were racing! It was the stuff dreams were made of.

I love the nostalgia of the sport; standing in the crowd at Reno and having a pack of T6's roar by is an experience any aviation enthusiast will never forget.

#### Female Representation

Although female competitors were not always welcomed with open arms, they did surprisingly well representing at the races. In 1936 there were three women that placed in the top five in the Bendix Race; in 2019 there were three women that competed in total at the Reno Air Races. Women were better represented in the 1930's air races than they are current-day. Although I can't comment on the reason for the lack of progression over the decades I do notice a trend among my female aviators; an overwhelming majority of us had childhood experiences flying. Usually a parent that flew, or a family friend who took us on rides, or even just a pilot in our life that spoke of their experiences. Exposure of aviation to young girls is key to getting women into the game, currently only 7% of pilots are female. Aviation is just not an industry that is naturally being presented as a viable career option to young girls; it seems we need to be making a more intentional effort to make this happen. There are aviation-related programs available for young ones, but honestly they aren't available everywhere and are just not common enough. The more young ones we have going for rides and hanging out at the airport, the larger our future generation of pilots will be.

#### Getting to the 2021 Races

Covid brought us some interesting challenges this year; mainly the inability to trailer and drive the plane to Reno as the Canada/US border was closed to non-essential travel. The Border Agent's criteria

of essential is very different from ours! This meant I was flying the race plane down from Calgary. Although having only 2.5hrs of fuel on board is normally not ideal for a long international cross country, the discomfort of the cockpit makes you appreciate the need for frequent fuel stops! The high wing-loading of the Cassutt paired with the turbulent air through the mountains makes for a bumpy ride seated on a seat that is just a piece of fibreglass. Need a fuel stop? "Yes please!" My husband followed me down a few days later in his PA-20 with all the tools we would need for the week and most importantly my race prop. We both had a relatively uneventful flight there and back which we were extremely thankful for, and I'll admit making that journey in the Cassutt has inspired a whole list of sport-flying ideas for my 2022 list of adventures!

Getting to Reno to compete at the races is a decent amount of work, but not unattainable for anyone with the will to get there. The plane and the flying skill being the two most significant requirements. The plane itself of course needs to meet the 'formula' requirements and should be running like a top before its arrival at the races. Being proficient in spot landings, basic aerobatics, flying formation and the necessary stick and rudder skills are all a must and essential to your success during race week. To get your race license you must attend Pylon Racing School (PRS) in the June prior to your first race where these skills will be tested. There is no substitute for time in your plane!

#### Race week action

At Reno, race week action starts on the Saturday before the first race. All race planes are required to be in the hangar by the previous Saturday at noon with the remaining day and Sunday for assembly and inspection. There are two main components to the inspection: 1) ensuring you in fact meet the Formula 1 technical requirements ie. running a stock engine (volume test, cam profile, etc) and 2) aircraft safety (flight controls, control surfaces, safety equipment, weight and balance, etc). Most Formula 1 aircraft are trailered to the race event and assembled on site making this inspection an important one. Each day is started early with the morning brief at 7am. Monday morning kicks off the week with pilot checkouts, course practice and qualifying times. The qualifying times determine the racer's class; gold, silver or bronze. The fastest eight will comprise gold class, the next eight into silver, then followed by bronze. Hence a 'full field' being 24 planes. As races play out after this assignment, there will be dramatic shifting between classes caused by a multitude of factors: eg. A disqualification in gold class will move them to bottom of silver, after one race of lapping everyone they will then be moved back into Gold, etc. These movements between classes always make for great entertainment and remove all possibility of dull moments.

*(Continued on page 5)*

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Come join us!

With the prospect of a couple races in 2022 in addition to Reno, we are always looking for more racers as not every team can make the time commitment to attend each one. If you are interested in joining the madness, now is the time. Put your feelers out for a plane, plan on attending Pylon Racing School in Reno in June and most importantly: Get flying!



If I can leave some advice for anyone aspiring to get into air racing, or any facet of aviation for that matter, it would be this: Find mentors. Find experienced mentors whose judgement you can trust. People who are not only knowledgeable but are willing to provide constructive criticism, practical advice, and have a passion for what they do. Maybe if you're just starting out working on your Private license you only need one mentor, but I use 'mentors' in the plural sense because you may need several. I have a separate mentor for my questions about aerobatics, mechanical questions about my plane, air racing, or formation flight. If you are female and need a mentor, looking to your local Women in Aviation International or 99 Chapter is a great place to start. If you are looking to get involved in Formula One, reach out to any one of us through social media to answer any questions you may have, we would love to hear from you!

I look forward to meeting you in the pits at Reno 2022!

Additional media on Blaire Hamilton:

Blaire Hamilton youtube recording of Dec 8 2021 Super Aero Live interview: [https://www.youtube.com/watch?v=vly2aM\\_ivnc](https://www.youtube.com/watch?v=vly2aM_ivnc)

Instagram - ifairracing

Instagram - blairet.hamilton

### From the Cruise Director Rick Vinas, Vice President

I am Rick Vinas, known as the Country Store guy and now the Club Vice President. Shortly after being elected as VP, Chris "Ike" Kelly got job offers in the DC area and will be moving there in early January. We all hope to see him again and will stay in touch. Having been approved by the board to take his place, I hope to steal all the great ideas of Club President Chuck Fisher (and the other former Presidents and VPs) to help keep the club on the success track.

In a great return after such a long time without, our Chapter 35 Christmas Luncheon was a rousing success. The food, prepared and served by Johnny Hale and his teammates Ginger and Luke, was exceptional. We need to keep them in mind for any future food events.

A discussion topic raised at the Board of Director's meeting was the possibility of moving the VMC Club gathering to the day of our monthly meeting, to allow members to participate without a long drive to the club on the regularly scheduled Friday night. We can even entertain Zoom attendance. Stay flexible!

I intend to publish the (firm-ish) schedule for next year very soon. Don't expect any major changes, but we hope to add some interesting events to keep club members interested and involved.



## THANK YOU DARREN!

By Andrea McGilvray, Editor of News Letter

Being a leader is never easy but Darren Medlin, our now past president for the past 2 years made a difference. The differences are normally not seen by many but are noticed nevertheless. On the photos on page 9, there was one common denominator. Darren has made a difference in many lives and the work he does with the South West High School and in the shadows of many other areas is noticed.

Our leadership since I have been in this organization has been excellent and I can foresee that won't change. I am grateful to be part of this group!

I wish EVERYONE a Happy New year.



# Craftsmen's Technique

by Mark Julicher

## Final Finish

No matter what you spray, the topcoats of your finish will have orange peel. Maybe a little and maybe a lot, but it will be there – a textured surface that resembles an orange peel. If the texture is just minor, most of us will be happy and leave it alone, but some desire a show-car finish and that requires a bit more effort.

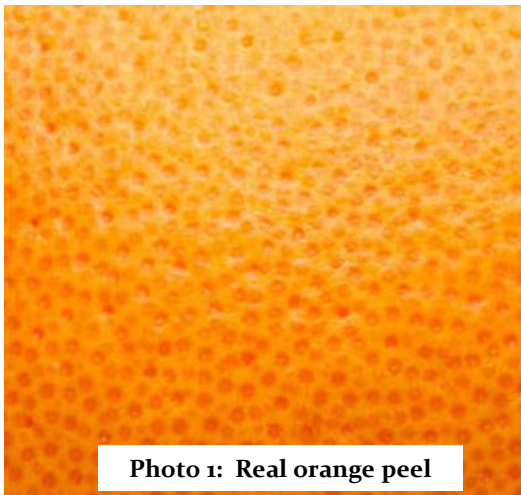


Photo 1: Real orange peel

What caused the orange peel in the first place? The surface tension of wet paint causes all paint to orange peel. The variables involved in spraying cause this texture to be greater or lesser. Air pressure too low, not enough reducer, spray angle other than perpendicular to the surface, surface temperature too hot for the chosen reducer. The list goes on, but the number one reason for orange peel is laying paint too heavy with insufficient reducer. Some coatings are more forgiving, some are very difficult to use.

The physics of getting orange peel is not too difficult to understand. If paint droplets are as small as possible and reduced so that they flow together, the result is a smooth(er) finish. Fast drying produces a sandpaper-like finish. Large droplets look like moonscape. You may think that adding lots of reducer and spraying in cool temperatures is the solution, but cool temperatures and too much reducer makes runs and drips.

No matter what or how you spray, there will be orange peel to a greater or lesser extent. Look closely at the finish on a brand-new car and you will see slight orange peel. The trick is how to make orange peel go away.

The answer is not how much paint you put on; it is how much you take off. Once



Photo 2: The little dimples in the paint = Orange peel.

again there are many variables to consider, but essentially the process is to wet sand, buff and polish.

Wet Sand:

Wet sanding does an excellent job of taking down orange peel. Heavy orange peel can require rather rough sandpaper – say, 320 grit. Lots of water washes away the sanded-off particles and leaves a smooth finish.

When I do a nice dope finish, 320 grit or perhaps 400 grit wet sanding leaves a very satisfactory finish, but not so for a urethane-on-metal super fine finish. For that show car finish we are talking about 2000 grit sanding followed by 3000 grit. Place the sandpaper on a foam sanding block to provide even pressure on the work surface. Go lightly and evenly. Don't be aggressive and make deeper scratches that are already there.

Use plenty of water. Wipe down the surface and look closely under bright light. Sand some more; however, if you don't have thick enough paint, you could sand right through to the base coats. No less than two cross coats of paint applied liberally will be sufficient for this kind of sanding. Alternatively, and probably a better solution, is to put clear coats on top of your color coats and sand the clear as much as required. If you sand through the clear coats, apply more clear coats and continue with the task.

Buff:

Once the 3000 grit has the finish to a shine as good as it can do, it is time to buff. Buffing is done with a random orbit buffer and buffing compound. This

is no job for the wool bonnet that came with your quarter inch drill.

That will leave swirl

marks and can't be held steady enough for this work. Good buffing machines are available online or at auto stores that offer painting supplies. You can do a good job with a \$35 buffer or you can spend over \$100 for a machine that will last two lifetimes.

Along with the buffer you will need pads of a size to fit your buffer and you will need buffing compound. Let's talk about pads first.



Photo 3: One of dozens of good random orbital buffers available online.

(Continued on page 7)

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Pads are either wool or foam. Wool cuts the finish aggressively compared to foam, it does not get as hot as foam so there is less chance of burning the finish, and wool works smoothly with less tendency to hop. Wool uses a greater quantity of buffing compound, and the wool must be cleaned (with a “spur”) whenever it mats up with congealed compound.

Foam buffing pads come in different textures, obviously finer texture is used for the very last buffing steps and coarser pads for more aggressive buffing.



**Photo 4: Wool pad cleaning spur**



**Photo 5: Buffing pads both foam and wool come in diameters to match your buffer.**

differ-  
com-  
the  
every painter has a favorite. Meguiar’s and 3M are very good choices and do a decent job reducing swirl marks. The opposite extreme would be to use Gojo hand cleaner as a buffing compound. Maybe not such a good choice.

Foam pads get hotter than wool and tend to hop on the work until you develop the correct touch. Foam pads use less compound. About a four inch squirt will do nicely to begin buffing with a foam pad.

As you buff, the object is to eliminate all scratches and swirl marks in the paint. There are many different buffing compounds on the market and

Polish:

Unless you are the world’s best buffer, you will still have a few swirl marks after buffing. Swirl marks are light scratches in the paint. Typically, they are about .001 inch deep and they show as halos of slightly lighter in color as they refract. Dark colors show swirls worse than light colors.

Swirl marks are removed by polishing with the finest grades of polish available. Use the buffer, the finest textured pads, polishing compound and a light touch. Like buffing compounds, there are many excellent polishing compounds on the market and most painters develop favorites.

With polishing complete your finish will be like a mirror or chrome. Very shiny, very smooth and the result of many hours of work. Is there any doubt why people put, “Do not touch” signs on show planes?

In conclusion let me say that you can stop improving the finish on your project whenever you are happy with it. At one end of the spectrum might be a roller finish using house paint and the other extreme is a shine that looks a mile deep. The choice is up to you.



**Photo 7: Two good polishing compounds: Meguiar’s Ultimate and 3M Finesse It**



**Photo 6: Buffing compounds**

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**NOVEMBER MYSTERY PLANE REVEALED!****DOUG APSEY**

Congratulations to Charlie Brame for correctly identifying the December mystery airplane as the Short Sturgeon TT.2 built by Short Brothers of Belfast, Northern Ireland. The TT.2 was a variant of the Short Sturgeon S.1. The S.1 was one example of many WWII aircraft that were too late to the game to ever see action. It was designed to be a carrier based bomber/torpedo bomber that could carry up to six 500 lb bombs or an aerial torpedo in its bomb bay. The first flight of the prototype was in June of 1946.



Model AA powered by the ten cylinder Anzani engine  
(thisdayinaviation.com)



At about the same time, the Royal Navy cancelled the production of the two classes of aircraft carriers that would be capable of launching the S.1 so there was no longer a use for it as a carrier based bomber. The original order for thirty S.1's was reduced to twenty-three along with a request to modify the airframe to serve as a naval liaison and target-tug aircraft. The redesigned S.1 became the Short Sturgeon TT.2.

The TT.2 was a twin engine, mid-wing design powered by two 2,080 hp Rolls-Royce Merlin V-12 engines driving six-bladed (two three-bladed) contra-rotating propellers. Top speed was 366 mph with a cruise speed of 312 mph. Since it was originally designed for carrier duty, the wings could be folded rearward just outboard of the engines. The most obvious modification to the airframe from the original S.1 design was the addition of the extended glazed nose that was needed to accommodate the camera and a winch system for the aerial target. The crew of the TT.2 consisted of one pilot and an "all purpose" observer who served as the camera operator, target winch operator, navigator and radio operator. The observer was able to move to the different stations he needed to man via a tunnel that went from the nose, under the pilot and to the rear of the aircraft.

During its primary operational years between 1950 and 1954, the TT.2 was used for both ground-to-air and air-to-air target hauling as well as photographic marking of ground-to-air target firing. A total of twenty-five TT.2's were built which included two prototypes and the twenty-three production models. The Royal Navy retired the

all the TT.2's by 1959 and it appears that no examples of the design remain today.

Sources for this article include:

[https://en.wikipedia.org/wiki/Short\\_Sturgeon](https://en.wikipedia.org/wiki/Short_Sturgeon)  
<https://www.tangmere-museum.org.uk/aircraft-month/short-sturgeon>

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

Here is your first mystery airplane for 2022! Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about our January mystery airplane?

- What is its designation/name?
- Who built it?
- What year did it first fly?



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

JANUARY	8	11:30 Social/12:00 Program: ATC Area Brief, Travis
	14	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30pm Movie Night
FEBRUARY	12	11:30 Social/12:00 Program: GA Flying to Alaska
	18	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30pm Movie Night
MARCH	12	09:00 SPRING CLEANING / CLUBHOUSE MAINTENANCE FOLLOWED BY ANNUAL CHAPTER 35 MEMBERS PICNIC
	18	6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail) 7:30pm Movie Night
	15	<b>YOUNG EAGLES RALLY (RAIN DATE ____)</b>
APRIL	9	11:30 Social/12:00 Program: <b>TBA</b>
	15	6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail) 7:30 Movies on the lawn (weather permitting)
	15	<b>YOUNG EAGLES RALLY (RAIN DATE ____)</b>
MAY	14	11:30 Social/12:00 Program: <b>TBA</b>
	20	6:00 pm VMC Club (see FAA Wings page and e-mail) 8:30 Movies on the lawn (weather permitting)
JUNE	11	<i>0900 FLY-IN BREAKFAST (if permitted)</i>
	17	6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail) 7:30pm Movie Night
JULY	9	11:30 Social/12:00 Program: Oshkosh planning
	15	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30pm Movie Night
	26-01	<b>AirVenture</b>
AUGUST	13	11:30 Social / 12:00 Program: <b>TBA</b>
	19	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30pm Movie Night
SEPTEMBER	10	11:30 Social / 12:00 Program: <b>TBA</b>
	16	6:00 pm VMC Club (see FAA Wings page and e-mail)
		REMAINDER OF CALENDAR TO FOLLOW IN OTHER ADDITIONS

# EAA Chapter 35 Leadership



## Officers

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<b>Past Presidents</b>	Nelson Amen (2012-2014)	210-834-1991	nelson.p.amen@gmail.com
<b>Past Presidents</b>	Darren Medlin	210-875-9971	darren.medlin@eaa35.org
<b>Past Presidents</b>			
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<b>Member At Large</b>	Andrea McGilvray	210-413-7392	cowgirlcapital@att.net
<b>Member At Large (en lieu of PP)</b>	Kris Kelly	210-621-5405	krisikekelly@att.net
<b>Member At Large (en lieu of PP)</b>	Jane Kellogg	580-421-5998	jkellogg@kelloggllc.com

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<b>Scholarship Coordinator</b>	Frank Covington	254-707-1429	eaa35scholarship@gmail.com
<b>Young Eagles</b>	Rebecca Southard	507-210-0504	youngeagles@eaa35.org
<b>Groundskeeping</b>	<b>VACANT—Need a volunteer!</b>		
<b>Tool Crib/Hangar</b>	Lew Mason	210-688-9072	lewnan@sbcglobal.net
<b>History and Archives</b>	Jeanette Hunt	210-688-9264	janet3679@aol.com
<b>Public Affairs</b>	Jose Garcia	915-203-1361	eaa35pr@gmail.com
<b>Membership</b>	Ron O'Dea	210-488-5088	members@eaa35.org
<b>Webmaster</b>	Ian Heritch	210-421-1295	webmaster@gmail.com
<b>Safety Officer</b>	Ron O'Dea	210-488-5088	r2av8r@gmail.com
<b>Country Store</b>	Richard Vinas	210-912-1699	vinas@sbcglobal.net
<b>Builder's Coordinator</b>	Kris "IKE" Kelly	210-621-5405	krisikekelly@att.net

## Flight Advisors

<b>Flight Advisors</b>	RB 'Doc' Hecker	210-391-1072	tcflyingdoc@yahoo.com
<b>Flight Advisors</b>	Mark Julicher	210-382-0840	mjulicher@earthlink.net
<b>Flight Advisors</b>	Ron O'Dea	210-488-5088	r2av8r@gmail.com

## Technical Counselors

<b>Technical Counselors</b>	RB 'Doc' Hecker	210-391-1072	tcflyingdoc@yahoo.com
<b>Technical Counselors</b>	Mark Julicher	210-382-0840	mjulicher@earthlink.net
<b>Technical Counselors</b>	Nick Leonard	830-765-7481	ohlson38@gmail.com
<b>Technical Counselors</b>	Lew Mason	210-688-9072	lewnan@sbcglobal.net
<b>Technical Counsellor</b>	Steve Formhalls	210-289-3984	sf3543@sbcglobal.net

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Richard B. Hecker, D.O.  
Senior Aviation Medical Examiner  
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# Country Store

By RICHARD VINAS

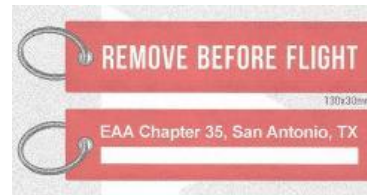
By now, you've been to the Chili Cookoff in November and the Christmas dinner in early December, we have had meetings with great speakers, we've flown Young Eagles, and the club has grown. Because of that, there are many out there who need new shirts, airplane cleaning products, and Chapter 35 merchandise to show their pride in the dynamic nature of our club. Fortunately, we have you covered! There are still plenty of products for wearing around, protecting and cleaning your airplane, and impressing your non-flying friends. The next time we meet, I will be ready to help outfit you with the Chapter 35 product you have had your eye on. And once again, if there is something you would like to see the store carry or if you have any ideas for prod-

ucts you think we might put in the Country Store that would be in demand by the members of the Chapter, let me know. See you all soon!

Rick Vinas



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



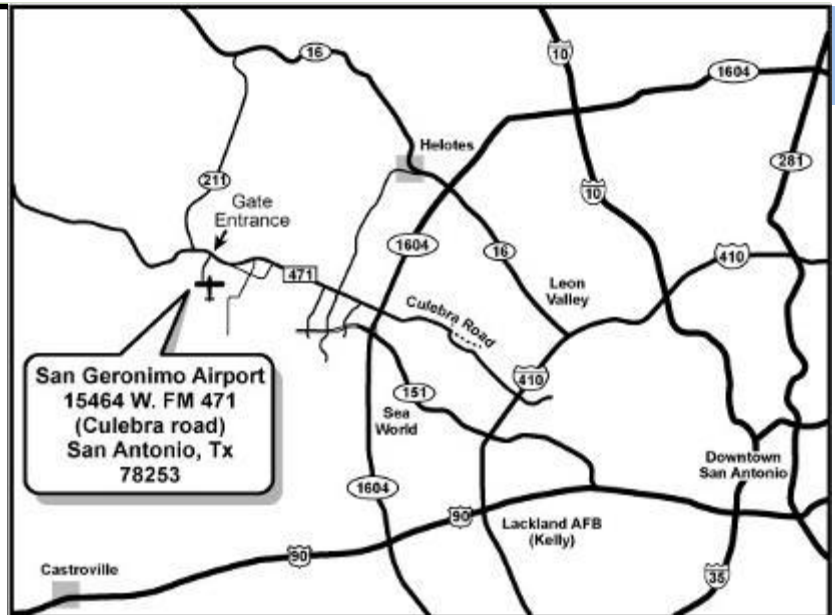
TEXAS FLAG POLO SHIRTS	<b>Sold Out -</b> If you want one, let me know!	\$39.00
TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
YELLOW POLO SHIRTS	One Small	\$31.00
	One Medium	
YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
KHAKI FISHING SHIRTS	ONE MEDIUM	
	ONE LARGE	
TEXAS FLAG APRONS	3 left	\$26.00
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

## ***NEXT EVENT***

***January 14***

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

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

Ron O'Dea, 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: \$ \_\_\_\_\_

Mail or hand to:

Ronald O'Dea, Membership Chairman EAA Chapter 35,  
15464 Culebra Rd #14, San Antonio, TX 78253-4607  
Phone: 210.488.5088, Email: membership@eaa35.org

\*\*\*\*\*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 membership dues for:

- Regular: \$24.00 per year.  - Family: \$36.00 per year  - Student Membership (under 18 years of age) *free*

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NATIONAL EAA # \_\_\_\_\_ Please Do Not Publish my:  - email  - phone  - address

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

**We are a volunteer organization! Please check AT LEAST ONE area where you would be willing to help :**

- Chapter Leadership  - Grounds/Facilities  - Chapter Communications, publications & Outreach  - Legal/Finance  
 - Gatherings & Events coord/execution  - Youth Ed /Day Camp volunteer  - Young Eagles Pilot  - YE Ground volunteer  
 - High School/Classroom Mentor  - Flight Training (e.g. CFI, CFII)  - Eagle Flight Pilot  - Builder Support (e.g. tech Counsellor, mechanic, etc.)  - Pilot Support/Training/Safety Pgrm  - Other talents? \_\_\_\_\_

How did you learn about Chapter 35? \_\_\_\_\_

Aircraft currently building: \_\_\_\_\_ Status: \_\_\_\_\_

Aircraft currently restoring: \_\_\_\_\_ Status: \_\_\_\_\_

Aircraft you own: \_\_\_\_\_ Aircraft you fly: \_\_\_\_\_

Pilot certificates: \_\_\_\_\_  - CFI  - CFII  - Other \_\_\_\_\_

Aircraft Maintenance Skills: \_\_\_\_\_  - Light Sport Repairman  - A&P  - IA  - DER

Other talents: \_\_\_\_\_

\*\*\*\*\*

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### Parental Consent

EAA Chapter 35 is authorized to communicate with my student via email

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

# ALL You Need to Keep it Looking New!

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



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**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.  
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**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.  
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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.



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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.



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



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



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



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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.



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**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.



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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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