



That We May Fly Forever

JUNE 2024

Volume 67 Issue 6

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Please see our sponsors!

Next Event

JUNE 8

YOUNG EAGLES RALLY

(Intl Young Eagles Day)

0900 start

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

As told by Jeannette Hunt 8 August 2020.

In 2020, at the height of the pandemic, our chapter like so many others began to use a virtual format. For one of our gatherings, San Geronimo founder and chapter member Jeanette Hunt shared a pictorial history of the founding of San Geronimo. Each of the founders, no doubt, recalls the storied history of the place a little differently, but having just flown west, I thought it appropriate to try to recapture Jeanettes perspective. The video of that gathering is available at <https://chapters.eaa.org/eaa35/videos> (8 Aug, 2020) and the full transcript and photos is also available on the website. I've condensed the talk quite a bit, but really tried to capture and use her words as much as possible (crf).



"San Geronimo air park was established June 17 1981. The founders paid \$174,000 for the 86 acres from June and Ernest Evers who had been farming the land since 1946. The underground electrical cost \$29,000 and we built the entrance gate and four stranded barbed wire fence from the gate to the taxiway and made gravel roads so we could drive to our lots. [We built] our

front entry gate...and Bubba hunt carved the stone with the address on it so we can see it easily.

The founders of San Geronimo air park ...[were] Mason and Jeanette Hunt, Denis and Gayle Scheidt, Dave and Shirley Baker, Daniel and Rosalie Cerna, Lewis and Nancy Mason, Robert and Nancy Bruce, David and Mary Beckett, Terry Mcfadden, Dan Dreebe and Wendell Spence; so that was seven married couples and three singles.

This presentation is dedicated to the founders of the San Geronimo air park for all their hard work and willing spirit to have a place to enjoy flying and the property owners association for where they will take us in the future"

"Here is my first landing at San Geronimo air park it was quite a surprise I did not know that Bubba hunt was planning on landing in that plow field and I won't

(Continued on page 5)

This Month:
International Young Eagles Day
Rally at San Geronimo 8 JUN
(This will be our June Gathering)
Pilots and Ground Volunteers needed!
Meet NLT 0830 for a 0900 start



FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



Fun fact: in June 1949, for the first time in the U.S., air travel passenger volume exceeded rail passenger volume.

Chapter Workday and Member

Picnic: After a two-year break, last month, we transformed our monthly Chapter Gathering into a Chapter Workday where we went into battle against the dirt, dust, and grime that accumulated in our clubhouse,

hangar, and grounds. We are fortunate to own our clubhouse and hangar but it was time for some TLC and I think you will notice how much we accomplished.

Our 2024 Chapter Workday would not have succeeded without the able muscle power of the forty-two members who came to work. Our VP, Paul Wurster, did an excellent job assigning folks to their job; current Chapter Director, Darren Medlin, ably led the team cleaning the meeting room; Charlie Brame and Doug Aspey transformed our overflowing storage closet; Nancy Duepner ably led the team cleaning the kitchen; current Chapter Director, Jim Gibson, ably led the team cleaning the hangar (shoutout to our Young Eagles Co-Chairperson, Rebecca Southard, who busted-a-move in the hangar too); current Chapter Director, Groundskeeper, and Young Eagles Co Chairperson, Dean Doolittle, who with the help of his team rehabbed much more of our garden area than was expected (shoutout to our current Newsletter Editor and Chapter Director, Chuck Fisher, for making a supplies run to Lowe's); and finally, a huge thank you to past president Ulf Balldin for cheerfully taking on the cleaning of our bathrooms. Oh, possibly the coolest contribution to our workday, was our new member, Rick Purser, who happens to be a professional chimneysweep, he brought over his gear and did a fantastic job cleaning our chimney. Thank you, Rick. Finally, I want to recognize our 2024 youth scholarship recipients who also came out with their work gloves on: Rory and Ethan worked in the garden, and Lilly and her mother washed the exterior of the clubhouse's windows. Well done everyone.

After all that labor, Danny Beavers grilled some fabulous burgers and dogs for lunch; a huge thank you to Danny, BJ O'Dea, and crew for serving us such a delicious lunch.

Flying Start Event: The following Saturday, May 18, our VP, Paul Wurster, led our third annual Flying Start Event. Six prospective pilots participated in a discussion of all aspects of the journey to becoming a pilot, followed by a local, one-on-one, flight in a mem-

ber's airplane. Each participant left San Geronimo much more knowledgeable about the path to becoming a certificated pilot and hopefully ready to begin their journey. Thank you to all the pilots and ground crew who made the event possible, and a hearty well done to Paul for the masterful job both putting the event together and leading it to a very successful conclusion.

Young Eagles Rally: Saturday, June 8, is the EAA's International Young Eagles Day, and for Chapter 35 to have a Young Eagles Rally on that day we are forgoing our typical VMC Club and Chapter Gathering. So, there will be no June 2024, VMC Club and Chapter Gathering, instead, please come be a part of our Young Eagles Rally; we need ground crew and pilots. Let us know how you would like to help by emailing Dean Doolittle at dean.doolittle@eaa35.org. VMC Club and our traditional Chapter Gathering will return on Saturday, July 13.

AirVenture Chapter Camping: Fifty-two days until 2024's AirVenture, almost time to start packing. If you are thinking of camping in Camp Scholler, we have a Chapter Campsite and one camping space is available. If you would like to join our group or have questions about how it works, please contact our Chapter Camping leader, Doug Dodson, at op@pobox.com. You will enjoy our group.

We Want You! For 2025 the Chapter is looking for two members to take on two leadership roles. We need one member to take on the flight operations responsibility of our Young Eagles Rallies. This member would be a Young Eagles Co-Chairperson working with Rebecca Southard. We also need a member to take on the responsibility of choosing our 2025 Air Academy participant and getting that person to OSH and back. If you are interested in either role please message me, El Presidente, at president@eaa35.org.

In closing I want to remind you to check out our Chapter Website at eaa35.org, it is overflowing with information about our Gold Medal-winning EAA chapter. Okay, that's enough; let's get back to building and flying.

**Membership Update**

Zac Morton,

Please welcome new members, Doug and Beth Cavanaugh!

Doug and Beth Cavanaugh joined Chapter 35 this month. Their daughter, Lillian Cavanaugh, is the first recipient of the Brame Scholarship. They are new to aviation and look forward to learning from each of you!

CHAPTER BULLETIN BOARD

WE NEED YOU!

Need Volunteers for:

- ◆ **Air Academy Chairperson:** Here is your chance to really make a difference in a young life!
- ◆ **Young Eagles Coordinator:** This is the CORE youth activity for Chapter 35 and you will make a huge difference in a lot of young lives!

Contact president@eaa35.org

From the Kitchen

Wow how the kitchen sparkles, and the clubhouse look great! The cabinets are cleaned. The shelves have all been wiped down. The cleaning crew was led by Nancy Duepner who was assisted by Roxanne Beavers, Robin Apsey, Mary Ann Schlattman, and B.J. O'Dea. I thank these ladies for making our home away from home a true masterpiece while I was away at a convention.

As if these ladies did not do enough, they also manned the kitchen for the annual Chapter Members' picnic. I must thank Danny Beavers for performing the duties of grill master (chef). A big thanks also goes to all those who helped take out the trash, straightening and putting away items and all the other myriad tasks associated with cleaning after a delicious meal.

Thanks to all who spruced up the rest of the clubhouse and the grounds. Everything looks really nice, and it was super nice to have it all clean and sparkly for the Flying-start event and it'll be ready for the International Young Eagles day in June.

Speaking of which. June 8 is International Young Eagles Day so there will *not* be a regular meeting or meal, though we typically do have some refreshments/food for volunteers. If you are available, please go out to help as this is usually a large event. Last rally we were pretty short of help, and much help is needed. See the rest of the newsletter for details.

Again, thanks to everyone who helped clean and cook on May 11. That's it from the kitchen crew.

Reminder: PLEASE stay after the presentation and help clean up. After every gathering the trash needs to be taken out, dishes done, serving items put away, carpets vacuumed, etc. It is all of OUR clubhouse, please help keep it nice.

WE NEED YOUR ARTICLES!

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: newsletter@eaa35.org

FROM THE VICE PRESIDENT

Paul Wurster

Summer is truly upon us. I was incredibly grateful that it was not sweltering during our annual chapter clean up day, but the heat definitely entered the chat for our Flying Start Event. That being said, the membership of chapter 35 stepped up and delivered at both events. Thank you so much to everyone who came out and volunteered their time for the betterment of our chapter and local community. This is what makes our organization such an enviable group to be a part of.

As the heat picks up, please take care of yourselves and your passengers. The thermally induced turbulence and higher density altitudes present some challenges to work through each year. Besides the normal take off performance considerations, contemplate the physiological challenges for everyone on board. Your body and brain might not be at 100% after some time in the heat and humidity. If you add ill passengers to the mix, you could be setting yourself up for some real trouble.

I made this mistake with my family. I was so excited to take everyone on a ride up to Fredericksburg for breakfast in my recently purchased Piper Cherokee, a few years ago, that I totally lost considera-



tion for all the environmental factors. It was Labor Day weekend and extremely warm. I was hoping to get out early, but like any family with kids we were running a bit late. With four people packed in the small plane, we took off and were forced to stay lower than I would have liked due to a cloud deck that was still burning off from earlier in the morning. The bumps and heat of the first flight were not horrible but by the time we had had brunch and were coming back, the weather was truly oppressive. Put four people into a small flying greenhouse and bump it around like sailboat in a typhoon, and you can all but guarantee that no one will be excited to go flying again anytime soon. Besides not getting to fully enjoy the scenery and privilege of flying, my wife and kids were denied the chance to appreciate my excellent piloting skills and buttery smooth landing. Choose those first aviation experiences wisely and you might have flying partners for life. Choose poorly and there might be less excitement for that second trip. These days, I go out of my way to plan around the comfort and convenience of my passengers even at the cost of speed, efficiency and cost. Maybe it will be worth it for you to do the same.



International Young Eagles Day at San Geronimo Airpark Dean Doolittle, Young Eagles Co-Coordinator

Chapter 35 is participating in the EAA's 31st International Young Eagles Day this year by hosting an event at San Geronimo Airpark on **June 8th**. The flights are scheduled to begin at 9:00am and conclude at 1:00pm. Volunteers are requested to **arrive by 8:30am**.

Our Young Eagles rallies are successful because of the help and support of our chapter members and the local community. As always, we will need volunteers to pull this event off in a safe and efficient manner. Please save the date, June 8th, and make plans to join us at the Chapter Clubhouse for this event.

We need volunteer pilots as well as volunteers on the ground.

Pilots need to be current EAA National members as well as having an EAA background check and have taken the EAA Youth Protection course online within the last three years. Your background check and Youth Protection status can be found at EAA.org on your Training Information page. More information regarding pilot and aircraft requirements can also be found at EAA.org.

Ground volunteers are encouraged, but not required, to complete the EAA background check and EAA Youth Protection course online. EAA National membership is not required, but is encouraged.

On the ground we need help with the following tasks:

- registration/welcome desk
- security
- escorts (walk Young Eagles to and from the aircraft)
- aircraft parking/movement



- preflight briefing for Young Eagles
- safety

If you have volunteered for one of our Young Eagles events in the past you should have received an invitation to help at this event. If you didn't receive an invitation, please check your spam folder. If you haven't been receiving invitations to our events, please read and follow the instructions below and we will add you to the list of volunteers.

If you haven't volunteered for one of Young Eagles rallies in the recent past and would like to volunteer for this rally or future rallies, send an email YoungEagles@eaa35.org. In the email let us know if you would like to help as a pilot or on the ground and we will send you an invitation to join the YoungEaglesDay site. The invitation will come from YoungEaglesDay.org which is a site set up by EAA National to help chapters organize Young Eagles rallies. Once you have an account we can send you an invite which will confirm your wish to volunteer. We will also send you a reminder a few days before the rally and updates if the event is postponed or cancelled.

Finally and importantly, we need a pilot to step up and volunteer as a Young Eagles Co-Coordinator for the Chapter. Young Eagles Coordinators help plan our Young Eagles events, participate on the day of the event to maintain a safe environment for our rallies, and coordinate volunteers. As lead pilot and Young Eagles Co-Coordinator you would work with Rebecca Southard. Rebecca handles setting up our events and manages the registration and Young Eagle to pilot assignments. Your responsibility would be pilot recruitment for future events as well as route planning and safety during these future events.



That We May Fly Forever (continued)

(Continued from page 1)



tell you what I said but and you can see in the bottom right hand corner there's the road that we had through the plowed field to get to the oak tree.that's the first landing that I know of."

"Here is Ernest Evers family home that was built in the 1900s. Ernest Evers wanted the house moved over to his property so that's what he did and it was a beautiful old house/ homestead. And the basement that was under that house is still here on Terry's lot. There's probably bugs and snakes and everything else in it, but anyway it was a beautiful building during that time."



"Sunday afternoons we would always meet under our oak tree. That's as far as we could drive, and everybody brought a Sunday dinner to share. We'd lay it all out and everybody had something good to eat. We all sat around and ate real good. That was our Sunday picnics. And then, when the picnic was over, we put everything away in the cars [and it was] time to go to work.and here's what we had to do...pick up rocks. "



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something good to eat. We all sat around and ate real good. That was our Sunday picnics. And then, when the picnic was over, we put everything away in the cars [and it was] time to go to work.and here's what we had to do...pick up rocks. "



"We drove the tractor or the car with the trailer behind it and everybody picked up rocks. That was our Sunday afternoon exercise. I wish I had a picture of that rock pile because after we got through picking them up,

we dumped them in a huge pile. We had to pay to have them removed. Anyway, there was a lot of rocks in that field... and more rocks. We were walking through the weeds. Mercy, think about all the snakes that we must have scared! Everybody helped until the sun was setting."

"At the end of the day everybody met back under the oak tree, I think that's (the one in the photo) the oak tree that's in my front yard. We had a good time, and we all said we'll see you next week at the same time same place."



"The tractor and shredder cost nine thousand dollars at that time. Dennis and Bubba planted grass on the runway."



"In order to water the runway, Dave Baker took a week's vacation and SGA rented a trencher. Dave dug up a trench from the well to the runway, and then the length of the runway, and then dug a trench to each of the lots so we could have water. After work and on weekends, they glued three inch pipe together and they purchased an aluminum piping system and sprinkler heads to irrigate the runway. The system had to be taken down and set up each time. It was labor intensive. "



[This is a photo of] the well house that we had. Bubba built the well house. It cost eighteen thousand dollars to drill a well [and] the runway had to be watered three times a week. It would drain two 5500 gallon holding tanks in a couple of hours."

"The roads were gravel at first. We paved the roads in 2002 at a cost of \$67,828 and then we had to reseal them in 2007 for \$36,649, so we

(Continued on page 6)

That We May Fly Forever (continued)

(Continued from page 5)



spent a lot of money, but everything that we did, we poured back into the making of this airport. “

“Bob Bruce said putting this group

together was like herding cats. It was a challenge I’m sure. We had architect Dan Cerna, advertising and recording studio Bob Bruce, masonry contractor Mason “Bubba” Hunt, financier Terry McFadden, Wendell Spence was an airline pilot, Lewis and Nancy were in the real estate, Mary Beckett was a medical nurse and Dennis Scheidt was an engineer. Jeanette was a forensic document examiner and Dave and Shirly Baker were in Sales and Accounting and Nancy Bruce was an airline pilot. [We were] ten very diverse individuals with truly different backgrounds bound together only by the threat of aviation and a passion for the freedom of flying.”



“[The Ops Building was] going up in March 1982. Dan Cerna was the architect and he drew the

plans for the San Geronimo air park and the ops building. ...the cost was \$24,789.”



“Here we start the EAA building.”



“There’s Lew and Dan and Dennis and Bubba and I think that’s Sig that’s up there with level on the top of the scaffolding. Everybody pitched in

and did what they could. It was a lot of work.”

“Here is the mantel for the fireplace. Bubba donated the stone, the labor and the mesquite mantel for the EAA. He found that log on our place, and he split it in half and finished it and made a beautiful man-



tel for the stone fireplace. He had a lot of help, but I don’t know who to give credit to. “

“Here is the EAA building dedication [June 13, 1992, the

35th anniversary of the chapter].

That’s Bert Wilcutt and Don Statts and that’s Sig [Mathison] taking pictures. That’s the beginning.”



“Bubba carved a stone, so we may fly forever, with all the names of the founders on it and I think it’s a beautiful stone. Of course I may be a little prejudiced! “



“There’s Bubba’s chipmunk in 1991. We built a hangar in 1986 and moved the motorhome out here, and that’s what we stayed at every weekend. We had no house, but we had a hangar for the airplane. “



“Okay this is the first landing on the plowed field in 1981. San Geronimo paid \$84,000 for a 40 by 3,000 foot paved runway in 1997. So, there’s the difference and look at all the hangars we built since! “

(Continued on page 7)

That We May Fly Forever (continued)

(Continued from page 6)

“The property owners association was formed in July 1, 2015. The first officers were Brian Goode, Ron O’Dea, Dennis, Lew and Dave.”

“There’s 8t8. You can see it from an aerial shot. I love that you can see the long road that we had to go to get there”

“The San Geronimo airport was a pilots dream. My husband just had a dream of living here and so did other people, and that’s what made us all work together very nicely. We all had different views. There were a few disagreements, but we overcame them—and we are still smiling.”

Jeanette Hunt flew west April 2024. Most chapter members appreciate our airpark, and love it for the rural freedom to fly it gives us. But I hope this gives everyone who uses the airpark a little bit more appreciation for the sheer amount of work, dedication and perseverance it took to make this facility...for us...to fly forever.

See the entire talk and all the photos at eaa35.org or click the photo.



Beryl Markham—An Amazing Aviatrix

After decades of hanging around airplane events and museums, I figured I had a pretty good knowledge of aviation history. However, I recently stumbled across a bit of the past that I never knew. If I ask you who was the first to fly across the Atlantic Ocean solo, you surely will say Charles Lindbergh, who flew West to East from New York to Paris in 1927. And you’d be right. However, if I ask who was the first to make that trip from East to West, you may draw a blank. A friend recently recommended a book titled “Circling Around the Sun,” by Paula McClain, which is a biographical look at an amazing English aviatrix named Beryl Markham. Yep, this intrepid woman was the first to fly solo from England to North America in 1936.



Beryl Markham grew up in what is now Kenya, raised by her English father alone in African ranch country. As you might imagine, a small girl being raised by a busy rancher in the African colonies, had an upbringing far different from her counterparts back in England. She “ran wild” as it were, connecting with the landscape, the animals, the insects and snakes, and the native people. She was often left to do as she wished, and developed a fiercely independent nature as a result. One time she wandered off and was attacked by a lion, luckily being rescued before too much injury resulted. Although it was a “pet” lion raised by hand by a neighboring rancher,

Marilyn Doolittle

his claws and teeth were no less sharp than if he had been wild.

At an early age, Beryl developed a love for horses, which her father raised for racing. And she eventually earned the first horse trainer certificate ever issued to a woman. And the horses she trained won several very notable races!



After her father essentially abandoned her in Africa

(requiring her to marry someone to look after her), she returned to England a few times, but always came back to Africa. She was married three times, and had several spicy affairs, reportedly including with Prince Henry, son of King George V, and Prince Henry’s older brother, Edward VIII, who abdicated the throne to marry Wallis Simpson. She was said to have been seen running the hallways of Buckingham Palace in her bare feet!

Then there was her love of airplanes. She did her flight training in Africa, including her solo flight in a Gipsy Moth. She went on to obtain a professional B license, became a bush pilot guiding safaris, and pioneered the practice of scouting for elephants from the air. In September of 1936, she left Abingdon, England for a solo flight across the Atlantic to North America.

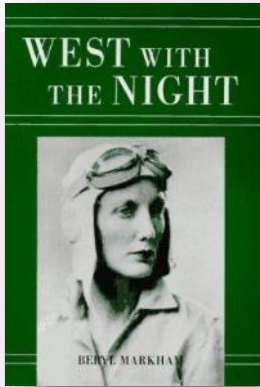
Her plane was a Percival Vega Gull. After 21 hours, during which the engine cut off several times due to an air lock in the fuel system, she

(Continued on page 8)

Beryl Markham—An Amazing Aviatrix (continued)

(Continued from page 7)

had an “off airport” landing in a bog in Nova Scotia, Canada. Her goal was to make a few hops after arriving, and end up in New York, but the plane was rendered inoperable upon that first touchdown.



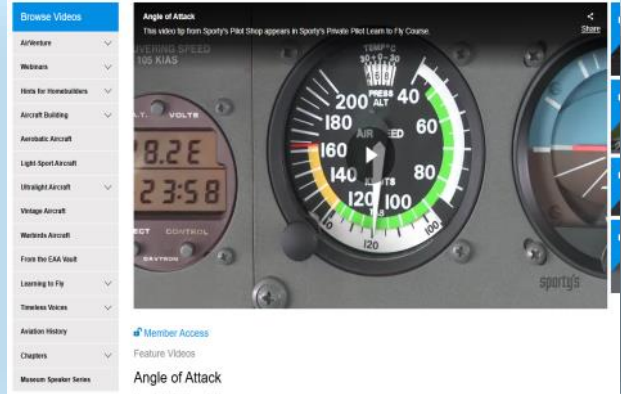
Beryl was also an author, penning the book “West with the Night.” I haven’t read that one yet, but it’s on my bookshelf to read soon. Ernest Hemingway once stated that “she has written so well, and marvelously well, that I’m ashamed of myself as a writer...it really is a bloody wonderful book.”

High praise, indeed.

EAA Video Library for ALL Pilots!

Feeling a little Rusty? Want to review some skills? Want to learn to fly? Have you checked out the HUGE video library EAA has for you?

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AIRVENTURE COUNTDOWN!

Are YOU Going?

Every August we hear—"I was thinking of going", or "I meant to go this year"..... It is TIME to GO! This year BOTH the Canadian Snow-

birds and the Italian Tricolore teams will be there. Every Air Show act worth watching will be there. BOTH B-29s flying will be there.



IF you are GOING—please let us know (newsletter@eaa35.org) We will put together a communications group.

ALSO let us know if you are looking for a wingman, a seat or a travelling partner and we can start pairing folks up.

And don't forget to reserve a camping spot by contacting Doug Dotson (he's in your directory) or an officer who will pass your info along

AND the chapter still has ONE camping slot left in our campsite!

Flying in is really is neither hard nor scary. It is a day VFR right pattern with a super long runway. Peggy and I prefer to fly up on Friday before it gets crowded. That way if we are running late, we stay the night somewhere and hop in on Saturday.

We generally stop somewhere in Oklahoma and Missouri for gas and a potty break then up to Davenport Iowa for a final weather check and to top off (fuel at OSH is expensive). Some airports are giving discounts for OSH travelers.

This is about the time that folks unexpectedly have a room in a house (so ask around) or you can camp under your wing. The stores in each camping area will be open, but the on-airport eating restaurants will have limited hours on Friday and Saturday.

This is the world's biggest Fly In—if you are a pilot....you have earned this! BTW, the drive up is also pretty. It is not hard, but allow a few days to stop and enjoy the trip.

If you want a wingman or a copilot, ask around. There'll be a bunch of folks you know up there, so ask.

Are you going?



What Members are Doing

Perusing the internet, you might run across a photo of this fellow.



Darren Medlin has helped to guide the SWHS Dragon Aviation program from its inception to, test flying and demonstrating for the public the student-built RV-12.

A past president of the chapter,

current acting president of the SGAPOA and avid pilot and young eagles pilot, Darren has put his military retirement to great use!

Volunteer Spotlight Charlie Brame



Charlie Brame is a veteran, fighter pilot, Young Eagles and Eagles pilot.

He's one of those guys that is there to help with anything, any time. Whatever needs to be done, he will be there.

And, Charlie loves to mentor and teach. The author

does not know how many Young Eagles he has flow...but it is a LOT. Charlie continued to fly Young Eagles through the pandemic and there is rarely a weekend (unless A&M is playing) that San Geronimo is not filled at some point with the roar of his engine.

Recently Charlie and Dee have established and funded a whole new scholarship for EAA Chapter 35 and plan an enduring strategy for future scholarships. We salute Charlie Brame!

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May 2024 Chapter Cleanup

Photos Ian Heritch



May 2024 Chapter Cleanup



May was the month to clean, repair and refresh the chapter facilities! The weather cooperated and we had delightful, relatively cool day to work. We had underestimated just how much needed to be done on the grounds and ended up making two runs to get more mulch and landscape cloth. Ray scholars Lilly, Rory and Ethan and their families worked tirelessly on projects around the clubhouse. And, the hangar had fallen into disarray as the BK project had fallen behind. Thanks to everyone that straightened up the area....and just a reminder we do have a workspace open to rent! We followed that by the Chapter's annual members picnic, and as always Pitmaster Danny Beavers and the whole kitchen crew delivered a fantastic meal. The last few photos above are of our scholarship coordinators Calvin and Allen awarding bling to the Ray, Kellogg and Brame scholars for 2024.

THEN, the next week Eagle Flight lead Paul Wurster led us in an Learn to Fly event. We had a dozen wannabe aviators signed up and the weather was perfect!

Thanks to everyone who cleaned, sorted, organized, scrubbed, polished, dug, planted, lifted, landscaped, cooked and ... well everyone who helped! We are so amazingly blessed to have a wonderful clubhouse, a large lawn and grounds, and a huge builder's facility of our own....of YOUR own. And a huge thanks to all of the pilots and volunteers to introduce a new group of adults to aviation. You all rock!

May 2024 Learn to Fly and Eagles Flights Event

Photos Peggy Fisher



May 2024 Learn to Fly and Eagles Flights Event



Lilly Cavanaugh—2024 Brame Scholar

Howdy, everyone! Here is a little update from the Brame Youth Flight Training Scholarship recipient: Things have been going great for me, I have been able to get a lot of my Sporty's Learn to Fly Course done. My plan to have it all finished by the end of the month is looking good. I have so much to look forward to this summer as I will be flying quite a bit.



I am excited for this upcoming academic year as I was recently promoted to Corps Commander in my School's JROTC at this year's Awards Ceremony. Also following up from my last update, the State Competition went amazing. It was one of the best my school has ever hosted.

Recently I was able to go to San Geronimo Airpark and help volunteer for the Chapter. I not only gained some great service hours but also got the chance to talk to my scholarship funders Charlie and Dee Brame. Both of them were some of the nicest people I have met. I am extremely excited that they will be a part of my flying journey for the next year.

I am so grateful for the opportunity that has been given to me and am very excited for this upcoming summer!!"



Ethan Palumbo— 2024 Ray Scholar

The month of May has proven to be a stormy one! Although I've been able to fly a bit more than in April, weather continues to be a challenge. In the hours I have been able to get in the air, I've been introduced to many different aircraft maneuvers under the watchful eye of my instructor, Cate. These maneuvers include a variety of stalls, which are personally my favorite and the most fun. Practicing stalls not only taught me how to identify the onset of a stall, but also how to recover quickly to ensure the safety of the aircraft and passengers. I was also introduced to s-turns, steep turns, and turns around a point. While all maneuvers are important, ground knowledge is just as important. This month, I've been able to take subject areas from my online ground school and dive a little deeper into the subjects with Cate in the classroom. Learning how the gyro, vacuum, pitot tube, and static port are all important components and control the flight instruments was my favorite subject area we covered. Fingers crossed June will be a month for flying weather!



Rory Sorola—2024 Kellogg Scholar

How are you supposed to relax when you leave for flight training in less than a week?

I've been excitedly buying travel goods and preparing items for my 3-week-long stay at California Aeronautical University.

While not dying of excitement, I've been using the Private Pilot Test guide from Mr. Inks to prepare for my written exam, as well as reviewing everything my ground school class has gone over in the past year. Additionally, I've learned that Girls in Aviation Day will be hosted at my high school, Incarnate Word High School! Our class has gotten to the point where our outreach lets us hold events like this on our home campus. I hope to see some of you there in September!



Nolan Haecker—Ray Scholar 2023

Hello to all at the EAA Chapter 35, I am back flying for the first time in way too many months! I am extremely excited to finally get back up in the air and feel how it is to fly a plane again. Over the last few months, I have spent most of my time studying for my written exam. After two times trying, I passed on the third. I guess they always say 'third time's the charm!' I am currently trying to get back into proficiency with flying, however, I don't think that with just my remaining scholarship funds I will be able to complete my training.

In order to afford to continue my flight training, I have started a business, Aqua Force Pressure Washing. I'll be pressure washing customer's driveways, sidewalks, decks, outdoor furniture, siding... whatever is appropriate. With my own business, I will use the profits in order to pay for future flying. Aqua Force is something I am very excited about, as without that income I was worried I wouldn't be able to afford to finish up my flight training. I have recently finished

(Continued on page 15)

Scholarships Update

by Allen Inks, Scholarship Coordinator

The past month has been more laid back than recent ones for me. With the new scholarship recipients pretty well sorted and working on prepping for their written exams, I have been worrying about the first annual of the airplane I bought last year. Fortunately, there were only a couple of minor squawks, so I'm pretty relieved.

I'm also relieved that Nolan is back flying. Due to some emergent issues, money has been tight for him and his family. So much so that after failing the written exam twice last fall, he decided to step back and do a fairly extensive course of study for the exam rather than risk paying for (and failing) a few more written exams after only minimal study. And to stop flying in preparation for a check ride which wouldn't happen until after he passed his written exam.

That comprehensive course of study was competing for time with his studies for school - as it does with all of our scholars. But Nolan is graduating high school, not only with a high school diploma, but with an Associate's degree as well! This is a first for his school dis-

tribut. Thankfully, Nolan's study plan for the written worked... he has passed the written exam, as reported in last month's newsletter. But it has been a few months since he last flew, and his skills have likely atrophied, so he's also likely to require more than a couple of extra flight lessons to prep for his check ride.

AND, as I have mentioned before, none of the scholarships we award is expected to be enough to cover the cost of training to get a private pilot license - our recent scholars have spent \$15,000 to \$20,000 over the course of their training. So, driven, ambitious, hard-working Nolan came up with a plan to address this issue. As he recounts in his article this month, he has launched a power washing business to fund his flight lessons. I hope y'all will think of him when looking at things that could use a good power washing.

Our two remaining scholars, Jeffrey and Evan, report that they are still waiting for a DPE to become available so they can take their check rides.



Nolan Haecker—Ray Scholar 2023 (continued)

(Continued from page 14)

paying for my equipment and supplies, and now am able to start making money to pay for my own flights. Flying is very important to me, and I want to continue my pursuit in aviation. If you'd like to continue to support me in that pursuit, please contact me at (830) 460-0623 or at nolanaquaforce@gmail.com for a free quote for your power washing needs. And, please, tell your friends and neighbors.

The flight that I'm going to be taking next will help me to determine where I stand in my skills, and thus approximately how much I will need to do to be ready for my checkride. I am crossing my fingers that I can still remember most of the things that I was good at before.

While I won't be able to finish my journey to my license by my goal of the end of May, I will work my hardest over this upcoming summer in order to finish my private pilot license as soon as possible. I know I will be able to do this, and I am excited to finally fly again.

Once again, thank you for reading my article and I hope that you enjoy learning a little about what I'm doing to obtain my private pilot license.



Aurora Borealis—Texas—May 2024



Jeffrey Davila—Ray Scholar 2022

The Lone Star State witnessed an otherworldly spectacle as the Northern Lights, a rare celestial event typically reserved for regions near the Arctic Circle, made a stunning appearance in Texas. On a clear night, residents across the state were treated to an unexpected display of vibrant colors streaking across the night sky.

The aurora borealis, caused by charged particles from the sun interacting with Earth's magnetic field, is a phenomenon rarely seen so far south. Yet, in an unusual alignment of cosmic forces, Texas became an unlikely stage for this celestial ballet.

Social media platforms erupted with awe-struck posts as Texans shared their experiences and photographs capturing the ethereal beauty of the event. From the piney woods of East Texas to the expansive plains of the Panhandle, people gathered under the stars, mesmerized by the dancing lights above.

Scientists and astronomers were equally astonished by the rare occurrence, noting that such events are exceedingly rare in the southern United States. While the exact cause of this unusual southern aurora remains the subject of study, experts speculate that a particularly intense solar storm, which ranked at a G4 out of 5, might have propelled the charged particles further south than usual.

For many Texans, the aurora borealis served as a reminder of the profound and often unpredictable wonders of the universe. In a world filled with distractions and uncertainties, the celestial spectacle offered a moment of unity and wonder, transcending geographical boundaries and connecting people through the shared awe of nature's grandeur. Though fleeting, the memory of the aurora borealis in Texas will endure as a testament to the boundless beauty of the cosmos. It was a once-in-a-lifetime opportunity that was decades in the making, and will likely take decades to occur again.



CLASSIFIEDS

To post a classified—contact the editor at eea35news@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!!

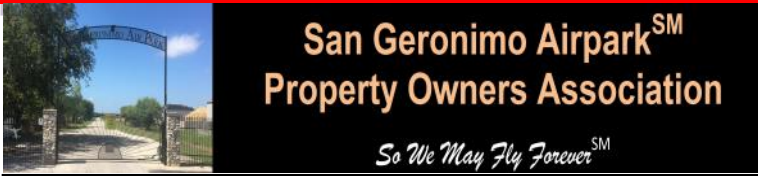
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Tom



Crossfeed from the San Geronimo Property Owners Association. See [About San Geronimo Airpark POA \(sgapoa.org\)](http://www.sgapoa.org)

Pursuant to Section 209.00593, Texas Property Code, you are hereby notified that the Association will hold an election for two members of the Board of Directors of the Association on June 22, 2024, which is no sooner than ten days after the date this notice is delivered or posted. All Members of the Association are eligible to run for and serve on the Board of Directors except for persons convicted of felonies or crimes of moral turpitude ,within the last twenty years, or members who co-habit in the same primary residence ,with a current member of the Board. Each eligible Member of the Association is invited to consider submitting their name as a candidate.

In order to have your name placed on the ballot, you must fill out the attached Candidate Statement and deliver it to the Association's Secretary by mail to the Association's address above or by email to secretary.sgapoa@gmail.com. Your statement must be received no later than June 12, 2024 in order for your name to be included on the ballot. The Secretary will acknowledge receipt of your Candidate Statement, within 24 hours of receipt. Candidate statements will be provided to all SGAPOA members before the vote.

Please consider running for the Board. Your participation in the upcoming election is encouraged.

Chapter 35 members—if you are eligible to serve on the board, please consider doing so. The Airpark and the activities of EAA Chapter 35 are intrinsically linked, and it is very important that chapter members, aviators and activities be represented as our Airpark continues to evolve and as San Antonio grows around us. Please see the application at <https://sgapoa.org/documents/notices/CandidateStatement.pdf>

HANGAR FOR RENT

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

RENTED!



BUILDER'S SPACE: Need more space? The chapter has a now vacant 10x20 builders space in the chapter hangar, access to chapter tools, equipment and room to temporarily expand (e.g. to mount wings, etc.).



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

Contact president@eea35.org for more information.

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THE WORKSHOP

Sky-Tec Starter

Mark Julicher

Some Sky-Tec starters use a reduction gear drive to give that little electric motor a mechanical advantage in overcoming the engine's compression. As the saying goes, "Works good, lasts a long time."

Until it doesn't

Here is the scenario: You crank your engine but this time, for some reason the propeller kicks back. This is not altogether uncommon. You turn the ignition key again and the starter spins – you can hear it – but the propeller does not turn. Now what?

Well, that kickback put a lot of pressure on the starter gears. Enough pressure that it could shear teeth off the gears which is major damage. However, foreseeing this possibility Sky-Tec engineers put a shear pin in the system. The starter pinion gear is fixed to the motor shaft via a small diameter (about 3/32") pin. In the event of a strong kickback, that pin shears thus saving the gear.

You must remove that starter from your engine, but before you



Photo 1: Sky-Tec starter for Lycoming

think about sending it back for an overhaul, look at it carefully. There is a good chance that you have a spare shear pin fastened to the starter! Not only that, but in less than two hours you (or

your mechanic if we are speaking about certified aircraft) can replace that shear pin and be back in business.

The repair is done by removing the gear box from the electric motor,



Photo 2: Underside of the same starter in Photo 1. Notice there are two spare shear pins glued to the bottom of the starter housing.

then using a pin punch, drive the old shear pin out of the motor shaft. Use the pin punch again to drive a new shear pin through the pinion gear and motor shaft.

Finally reassemble the electric motor to the gear box. An A&P mechanic can accomplish this in a couple hours even if the cowling* must be removed first. That just must beat sending the starter back to Sky-Tec for repair.



Photo 3: A starter for an older Continental engine. The configuration is different. There ought to be spare shear pins in the red circle, but somebody already used them

* Maybe not if you have a LoPresti or Knots-to-You speed cowling, but that is another story altogether.

Here are two other interesting issues that may save you some grief in the future.

First, as much as they are convenient, I find that breaker-switches are easily damaged. If you decide to use these in your plane, please locate them where Ham Hands and Big Foot can't touch them. Photo 4

is what happens when the bat-handle is bumped too hard. This is about the fourth one of these that I have had to replace in the last few years. That bat-handle is not as strong as some older style switches.

Last thing for this month comes from Dean DelValle the avionics guy. He spent half a day chasing Radio Frequency Interference, aka RFI, in a guy's airplane. Bad noisy radio! The culprit was the LED light in his rudder. Yikes! Why?



Photo 4: Tyco Breaker-Switch



Photo 5: 12-volt LED

Light Emitting Diodes (LED) need about 5 volts to illuminate. Your 12- or 24-volt aircraft system will burn out an LED. There are a couple ways to make an LED compatible with the higher voltage. An in-line resistor is one possibility. Another technique is to use a switching power supply to change one voltage into another. Think of a switching power supply as a very high-speed switch that chops power into tiny pulses. Put that high-speed switch as a micro-circuit inside the LED bulb and now the LED bulb works in your plane.

(Continued on page 19)

The Workshop (continued)

(Continued from page 18)

Unfortunately, that high-speed switch emits RFI like a tiny radio transmitter sending out every frequency from DC to light. In other words, RADIO NOISE. That noise can be filtered by additional circuitry in the LED bulb. Those High-Dollar aviation LEDs probably have such filters. Cheap over the counter LEDs probably don't.

So.

If you plan to put an LED bulb in your plane you might try this: Illuminate that bulb on your workbench using jumper wires and a battery. Put your hand-held aviation radio near the bulb. Is it noisy or quiet? This might save you a lot of time trying to find the noise!



Chapter Builders!

Fred MacMahon, Builder Coordinator

Member	Project	Next Milestone	Est. Completion (fly)
Gould	1946 Aeronca 85hp engine	Brakes	TBD
Wurster	RV-14	Fuselage	2025
Reyna	Glasair Super II S-RG	2025	2025
Pisz	Zenith CH 750 STOL	Phase 1	2024
Trimble	Hatz Classic	Beginning	TBD
Bott	Zenith CH750 Super Duty	Fuselage	TBD

Is your project missing from this list? Would you like to send an update (please!)? Please contact airplanebuilder@eaa35.org

RV Build Progress

Paul Wurster

From the Builders Log

Slow progress this month. I'm preparing to mount my tail section onto the empennage. I have to first match up the elevators and connect the control horns. It is important to keep things even from side to side and make the holes perfect. My dad was in town to help a little.



Joe Terrones—Sling TSi

Received the backordered rudder cable assembly from Sling on the 8th and tried to install it. Unfortunately, the two cable guides that are used to cross over the cables were inverted so the rivet holes wouldn't line up. The second pic is from the manual and the third are my cables from the same angle. The fourth is from the other side. After emailing Sling Technical, they decided to send new guides with slots for the cables. I'm going to cut out the ones currently installed (in a different spot compared to the new ones Sling is sending), then install both on top of each other with some longer rivets. In the meantime, I went ahead and installed the cables and springs. I also spent some time trying to figure out how to adjust the brackets in front of



the springs, but I haven't found anything yet. That will hopefully become obvious when it's time to install the rudder.



Nancy Duepner

Great merchandise available in the Country Store! Add to your Chapter 35 wardrobe with a Texas Flag fishing shirt, custom ordered Hawaiian shirt, logo-embroidered polo shirt, a cool t-shirt, or maybe a bucket hat or ball cap. Sport our amazing Chapter 35 logo wherever your adventures take you.

Also, check out these Summer specials.....get 'em before they're gone!!

Safe Flying,

Nancy

**** Special Deals ****		
Duffle Bag—Expandable zip-up bag w/ embroidered logo 	1	\$25.00
Texas Flag Apron 	1	\$20.00
Men's Polo Shirt w/ embroidered log 	1-XL (white) 1-S (yellow)	\$23.00
Ladies' Polo Shirt w/ embroidered logo **fits a bit smaller than size** 	1-L (gray) 1-XL (blue)	\$23.00

	Inventory	Member Price
Glass Ornaments—choice of colors w/laser engraved logo	16	\$3.00
Texas Flag Fishing Shirt w/ embroidered logo—Lake Fork/Magellan (short sleeve)	3-S 2-M 2-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)
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)
Baseball Cap w/ embroidered Ch35 logo	5-regular 12-TX Flag	\$19.00 \$21.00
Bucket Hats w/logo "patch"	2-gray	\$15.00
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Airplane Key Ring/Bottle Opener	22	\$2.00
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Aviation jewelry—various styles and finishes	Necklaces, bracelets, earrings	\$11.00 to \$22.00
San Geronimo Historical Photo Canvas Print	1	\$35.00

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

2024 Chapter Calendar					
June	4	19:00	BOD+L		
	8	9:00	Young Eagles Rally		Intl Young Eagles Day—SAN GERONIMO
July	9	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	13	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Speaker TBA
	22—28		AirVenture - Oshkosh, WI		
August	6	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	10	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Speaker TBA
September	10	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	14	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Speaker TBA
October	8	19:00	BOD+L		
	12	8:30	Chapter Gathering	Pancakes	Fly-in Pancake Breakfast
		10:00	VMC Club		
	19	9:00	Young Eagles Rally		San Geronimo
November	6	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	9	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	General Membership Meeting & Chili
December	10	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	14	11:30	Chapter Gathering	Lunch	Holiday/End of Year Finale

www.socialflight.com

<https://www.eaa.org/ea/events>

29 May—3 June National Swift Convention and Fly In. Fredericksburg TX (T82)

8 June EAA Chapter 35 Young Eagles Rally

8-9 June Warbirds over South Texas, Rockport Tx

15 June CAF Houston Wing Fathers Day Flights in an N3N. [Click Here](#)

CAF Gulf Coast Wing—Ride the B-25, SNJ & JRB (beech 18) at Georgetown [Click Here](#)

19 June Tips for Flying into EAA AirVenture 2024 (ONLINE) 7pm. [EAA.org/webinars](https://www.eaa.org/webinars)

5-6 July Thunder over East Texas and Thunder over Cedar Creek airshows

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



SAT, JUN 15 AT 8AM EDT
Ride the B-25, SNJ and JRB in Georgetown, TX ☆ Interested



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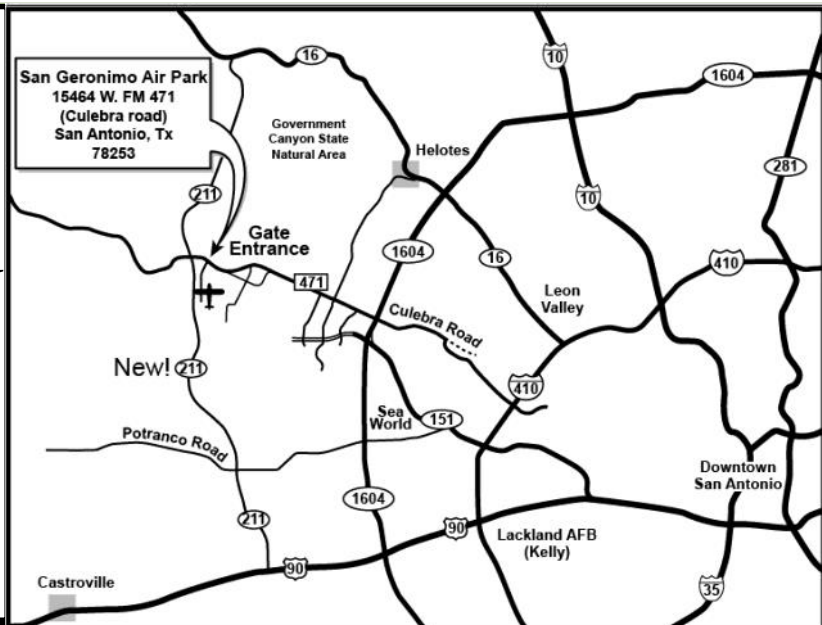
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NEXT EVENT
JUNE 8
YOUNG EAGLES RALLY
(Intl Young Eagles Day)
0900
Chapter Clubhouse



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](#)

Ron O'Dea, Secretary
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