



February 2022

Volume 65 Issue 2

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Next Event

Feb 12
11:30 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
eaa35news@gmail.com

THE FLAP CONTROL SYSTEM, Flight Controls – Frayed

Here's a message for all the Mechanics out there, and some good system knowledge enhancement for all of you Pilots.

This is a **Special Airworthiness Information Bulletin (SAIB)** that applies to all Cessna Airplanes with a "Cable-Driven" flight control system; which by the way is a lot of aircraft models. This SAIB is focused on the "Cable-Driven Flap System" which shortens the list of Airplanes. It's only two pages and it's an easy read. The comment that caught my attention was that when frayed cables have been discovered in the past comments such as this are common –

"Failure occurred behind a pulley and is not easily inspected without the use of a mirror."

We all know the importance of flight control systems – our lives depend on their proper function on every flight. According to the "Recommendations" paragraph 2, the cable should be inspected through its full range of travel, which kinda makes this a Two-Man Job! One person moves the controls through full range, while the IA Inspects the cable at each pulley, bell crank, etc. When you get down to it, this is a good maintenance practice for any aircraft (airplane, helicopter, glider, etc.) that has cable-driven controls.

For you Mechanics out there – Please *get that second person* to manipulate the controls for this inspection. For all you pilots who conduct Owner-Assisted Annual Inspections, *be that second person*. No one wants to pay for a new cable and the labor to have it installed, but NOT finding a frayed cable can end up being the ultimate expense.



Cleared to land – Any runway,
Ryan B. Newman

FAASTeam Program Manager
San Antonio Flight Standards District Office
10100 Reunion Place, Suite 200 San Antonio, Texas 78216-4118
Office (210) 308-3310, FAX (210) 308-3399

ATC Brief by:

Travis Uhlhorn and he is an ATC guy here in San Antonio. A presentation on all the activity in the San Antonio area and how to help them help us to have a safe flight.



PRESIDENTS COCKPIT

CHUCK FISHER



Happy 02/2022! As I write this column, we have just enjoyed a superb hands-on training session on riveting given by our technical counselor Steve Formhalls followed the next week by a well-attended and enormously informative VMC club led by VMC coordinator and instructor pilot extraordinaire Matt Van DeWalle. If you missed them, you really missed out.

These are examples of what your Chapter does for members and for our aviation community. Our chapter was founded nearly 63 years ago as a group of folks dedicated to designing, building and experimentation in aviation. We are enormously fortunate that all these decades later we have a robust community of builders and talented technical counsellors to help them. We are one of the few chapters who has a dedicated builder's facility where members can begin their projects and have most of the tools they need right there. And we have immense talent like Steve who can show you how to save time and increase the quality and safety of your build or repair.

BUT: For us to continue to great things requires – YOU!

It is time to pay your DUES. Once again, our dues will not change and are about the best bargain around. You can pay by check in person or by mail (mail to Ronald O'Dea, Membership Chairman EAA Chapter 35, 15464 Culebra Rd #14, San Antonio, TX 78253-4607) **Renew Online** at <https://chapters.eaa.org/ea35/join-renew>. There is a \$1 service fee for online renewal.

We need volunteer leaders! If you are not already an officer, chairman for volunteer I am looking at YOU. For example: We need someone to step up to be our Builder's Coordinator. The job is simple, get to know our chapter builders, technical counsellors, and representatives...be their advocate to chapter leadership, help us all learn and help guide future builders to those great resources. And, there are lots of other ways you can help. Please let me know your interest/passion (president@ea35.org) and I will pair you up with a committee or role where you can help and feel good doing so!

BSA Merit Badge Counsellors: Along those same lines, We have been approached by the local scout troops to re-start their aviation merit badge classes. We can't mix function but we can sure support their functions. If you are interested in being an aviation merit badge counsellor, please let me know and I can send you information.

VMC Club: Pilots, one of the our chapter's areas of focus is on Safety and Pilot Proficiency. Our VMC club is a superb opportunity to

get together with other pilots and discuss and learn from other pilots' experiences. Matt Van DeWalle typically starts off with a question that usually stumps all of us and that we should all have known. Then we go through a scenario and discuss options we'd have entertained, and lessons learned. If you have not spent some time learning from Matt, you definitely should!

Our VMC clubs are almost always WINGS accredited and if you are signed up for the FAA announcements you should receive notices there too. If you have not joined us for a VMC club, please put that on your calendar.

Movie Nights: Due to traffic concerns with the construction and recent low attendance we are going to cut back on Movie nights for now. Rick is looking into opportunities to hold these on an event basis or in conjunction with other events when they may be more convenient for folks.

Board of Directors Report: Your elected officers and have a representative board of directors to represent you. We meet by Zoom or Hybrid every Tuesday evening before the gathering. This allows us to "make the sausage" without having to take time away from our Saturday events. Every member is invited to join or listen in on our discussions.

Here is what we did at the last meeting:

Board of Directors approved a budget that will keep us fiscally solid while allowing us to continue to improve our hangar with safety modifications, new lights, etc. We set aside funds for another high cost, infrequently used tool for our tool crib. Your suggestions are welcome. And we set aside funds to again send a youth to Air Academy although the estimated cost is way up. We intend to select another Ray Scholar and we have received generous donations that will allow us to design and offer more scholarships and aid over the next couple of years.

The bad news is that food prices are going up. We are super frugal, and Peggy and her team does a great job with our meals. But, as we don't anticipate costs coming down any time soon, we made the difficult decision to *increase the recommended donation for meals to \$7* in anticipation of prolonged higher food costs. Along with that, we are exploring options to use credit cards at the door or pre-paid meal coupons, so we don't have to carry a wad of dollar bills. More on that to come.

Your Board of Directors approved the Vice President's proposed calendar for 2022. We all understand that everything is subject to change, but right now we plan to hold 3 Fly-In Pancake Breakfasts and we plan to hold 4 Young Eagles Rallies this year (and of course,

(Continued on page 7)

CHAPTER BULLETIN BOARD

Thank to all who contributed soups and deserts last meeting. The soups were simply amazing and it was great day to have soup. Big thanks to BJ O'Day and Pam Perdue for helping on Friday set up and helping in the kitchen the day of the gathering.

On tap for this month



New York Style Hotdogs with a variety of toppings, chips and desert.



San Antonio Aviation & Aerospace Hall of Fame:

March 2nd
Boeing Hangar at Port San Antonio Dinner 7pm

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.

EAA Master the Art of Aviation

Join a community of pilots willing to share experience, promote safety, and help improve your flying skills.

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

Location
San Geronimo (878) 15464 Culebra Rd
San Antonio TX 78253

EAA Chapter 35
eaa35vmclub@gmail.com
eaa35.org



Craftsmen's Technique

by Mark Julicher

Fuel Strainer aka Gascolator

The last line of defense against water in the fuel is a fuel strainer. Sure, there is a screen at the carburetor or fuel servo, but those screens filter out particulates. It takes very little water to make your engine unhappy and once water gets past a fuel tank sump, you are depending on the fuel strainer to trap it. Here then is a look at a typical fuel strainer and its inner workings.

The fuel strainer is located *near* the lowest point of the fuel system, but not necessarily *at* the lowest point. The reason is that water, being heavier than fuel, will generally collect at the low points in the fuel system.

A caution here: Some fuel systems have nooks and crannies that will trap a bit of water until in-flight vibrations allow that water to continue downhill. That is why some pilots shake a wing or wait a few minutes after refueling to be able to sump that water.

In photo 1, fuel enters the strainer through the 3/8" tube from firewall at the right and exits to the left. The small tube leading upward from the top of the fuel strainer goes to the inlet of the primer in the cockpit.

For those of you with sharp eyes, you noticed a glaring error in this fuel strainer installation. Someone used Teflon tape to install the T fitting! This forbidden in certified planes and not too smart in experimental practice either. Teflon tape shreds and gets into places where it causes havoc.

Normally at annual time the fuel strainer bowl is just removed, cleaned, and replaced, but the Teflon raised a red flag. So, in this instance the strainer was removed for closer examination. Sure enough, that is remnants of Teflon tape on the flare fitting going to the firewall.

Photo 1: Fuel strainer in a Piper Cherokee



Photo 2: Fuel strainer removed.

In photo 3 the safety wire on the bail has been removed and the thumbscrew was backed off. The bail then swings out of the way. **Photo 3: Strainer being disassembled.**

Inside the bowl it is common to find a little bit of fine dirt and typically some corrosion where



Photo 4: Inside the bowl.

water sat in the bowl. Often there will be a slug of water and occasionally an insect. The fuel strainer does its job

very well.

Aviation did not necessitate the invention of the fuel strainer. Look at an old tractor and you will find a

Photo 5: Fuel strainer mostly disassembled.
fuel strainer. Dirt and dust on a farm had to be kept out of that fuel also.

The parts are rather simple.

Fuel enters through the center of the cap and drops into the bowl. Fuel rises in the bowl, is strained through a fine brass screen, and exits out the side of the cap. The black rubber gasket seals the cap to the bowl. Doubtless you are already familiar with the Curtiss valve used during preflight for draining the gascolator bowl.



(Continued on page 5)



Photo 6: Reassembly.

(Continued from page 4)

Pipe threads require sealant, just not Teflon. Here, EZ Turn (aka Fuel Lube) is used to seal threads. Flare fittings do *not* use and should not need sealant. A thin layer of EZ Turn on the rubber gasket is a good idea, but don't get gobs of EZ Turn into the bowl.

The fuel strainer is now all clean and reinstalled. Turn on the fuel. Check for leaks. You may have to "burp" the fuel system to remove a slug of air from the strainer to the carburetor.



Photo 7: Reinstalled fuel strainer.

And oh yes, remove that mud dauber nest up by the fuel pump!

NEW MEMBERS!

By Ronald O'Dea

1. Anthony and Carolyn Mendez:

Anthony, a 20 yr Air Force Veteran, is from San Antonio and is a Private Pilot, A&P and Light Sport Repairman. You may contact Anthony at: anthony.mendez79@hotmail.com.

2. Frank and Josephine Juarez:

Frank is from Fair Oaks, is a part 107 (drone) pilot, and past EAA member. You may contact Frank at f.matthew.juarez@gmail.com

3. Emma Leigh Juarez:

Daughter of Frank Juarez is our newest Student Member. She is 15 yrs old and wants to learn to fly!

4. Marilyn Doolittle:

Marilyn is the wife of new member Dean Doolittle. She wanted her own membership. She is also involved in assisting with the EAA35 Young Eagle Program. You may contact Marilyn at: dmdoolit@att.net

5. Hallmark University, Mr. Stan Younger, Dean of Aeronautics. Mr. Younger has signed up the University to support EAA Chapter 35.

6. Eric Knight:

Eric is from San Antonio where he is a retired USAF A&P Mechanic and is now a teacher at SW High School. You may contact Eric at: ericknight40@yahoo.com

The National WASP WWII Museum FLYIN

The National WASP WWII Museum is celebrating 80 years of the WASP on April 28 – 30 at Avenger Field, the training grounds for most of the WASP. To best honor America's first females to fly military aircraft, the Museum is recreating a wartime party scene complete with WASP reenactors, a live swing band, good food, and - best of all - aircraft.

The WASP flight line will once again hold their training aircraft including eleven BT-13s with many other wonderful WWII aircraft including the B-25, B-17, and a DC-3. All-female crews will be in attendance with Navy and Air Force aircraft.

Visitors will enjoy many other activities including the opening of two exhibits: a permanent exhibit on the American history of Black Pilots by historian Monica Smith and a special temporary exhibit of John and Marie Clark, B-17 and WASP pilots respectively (courtesy of the Yankee Air Museum). Other activities include author signings, special conversations, and our Kids' Zone.

Saturday's fly-in and activities are free; Friday's Dinner and Dance Fundraiser is a ticketed event to raise money for all-new exhibits in Hangar 2, a 1929 hangar that served as the first airport for the city of Sweetwater.

For details on the event, to purchase tickets, and learn more about Hangar 2 renovations, please visit wasmuseum.org or call the Museum at 325-235-0099.

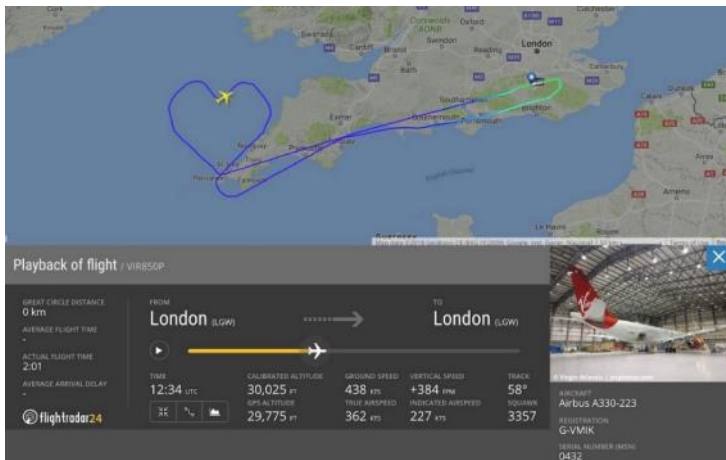
By Chuck Fisher

It is February and our monthly gathering falls right before Valentine's Day. You didn't forget did you? Here are some flights that commemorate the event or sentiment that I thought you might find interesting. This is reprinted from the Flight Radar blog: <https://www.flightradar24.com/blog/a-brief-history-of-drawing-hearts-with-an-airliner/>

To add a little love to an otherwise standard training flight, Virgin Atlantic drew a heart with one of their recently delivered A330s today off the coast of the UK for Valentine's Day. This wasn't the first time an airline has taken to the sky to draw a heart though.

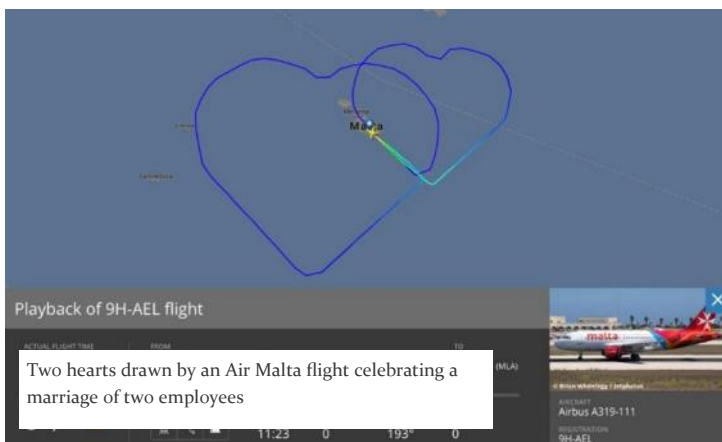
Virgin's Valentine's Day

Virgin used [recently delivered G-VMIK](#), an Airbus A330 to train some of its pilots on the A330 and to put a little love in the air. [Here's how Virgin](#) planned and executed their heart and what the crew was doing during the flight.

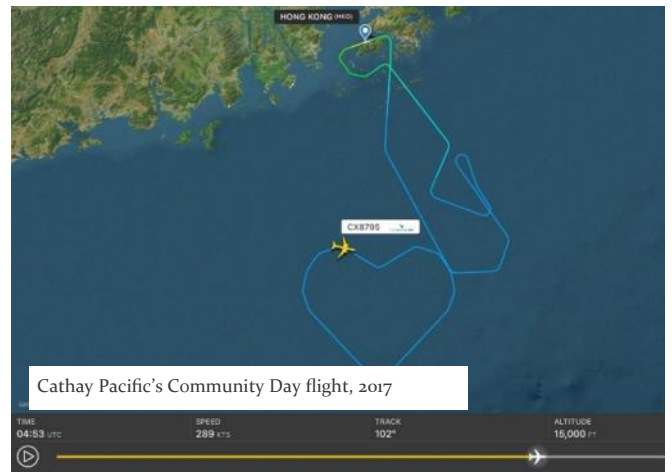


An Air Malta marriage

In 2015, an [Air Malta flight](#) drew two hearts above Malta to celebrate the marriage of two of the airline's employees.



Hearts over Hong Kong



[On 21 May 2017](#), Cathay Pacific hosted its Community Day, inviting 100 children and their families on board a Boeing 777-300 for a [90 minute flight](#) from Hong Kong. During the flight, the 777 drew a heart before landing.

A Heart-felt Koru Care flight

[On 3 September](#)



[2017](#), Air New Zealand took 50 children with critical medical conditions such as cancer and heart disease, and their caregivers, on the [flight of a lifetime](#) over New Zealand. The nearly three hour flight took the aircraft and its passengers on a 440 km long and 483 km wide heart-shaped journey across New Zealand.



While it's not an airliner, D-EFHN deserves an [honorable mention](#) for its heart and other sky art contributions.

(Continued from page 2)

YE Pilots can fly kids individually too). Did you know that in addition to being a delightfully fun day for all of us, the chapter earns funds we apply towards our Air Academy for each child we fly?

There are a lot of moving parts behind the scenes in our chapter but it moves easily because of great volunteers. Please make it your goal to step up this year and take on some activity as your own, so we can keep this one of the best chapters in the United States!

Fly Safe!



From the Cruise Director Rick Vinas, Vice President

Thanks to Steve for a great class and hands-on training with all types of riveting. Some of us that have been building a metal air-



plane for a long time learned a lot of helpful information.

We continue the trend with a reprise of his ATC briefing by our club member and pilot/ATC guy Travis. As is our way, we will give him the spotlight after we have made any important announcements to the membership and have eaten. Should be another informative brief and a real eye opener into the busy San Antonio airspace.

With a net-call for some soup for the members, our last meeting was a great success. We were up to our eyes in some great soups and desserts. A special thanks to all the patient and generous cooks who ensured we fed the multitude.

A discussion topic recently has been moving the VMC Club gathering time 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 look forward to the upcoming February meeting. See you all there!



Looking for an EAA Air Academy Candidate

This year again the Chapter wants to sponsor a candidate to attend the EAA Advanced Air Academy. The Air academy is a week long summer camp that is organized by the EAA headquarter and takes place in Oshkosh Wisconsin. EAA Chapter 35 has a spot reserved for the session 1 from July 19-27, 2022. If we can find a deserving candidate then the Chapter will send him or her to the Air academy and we will take care of tuition and travel. The tuition includes lodging and board in the lodge at Oshkosh airport and you will spend a week immersed in all kind of aviation activities including:

- ground school covering amongst others flight science 101, aircraft systems, preflight, flight controls, weather, navigation and flight training requirements,
- practical exposure to aircraft construction techniques such as welding, sheet metal work, composite fabrication and aeromodelling and woodworking,
- aviation and airplanes: visit the EAA Airventure museum, fly the EAA simulators, experience flight in an airplane or helicopter, visit the EAA Airventure with seats close to the flight-line.
- The the last two days of this session of the Advanced Air Academy coincide with the AirVenture 2020, so more than enough airplanes to see both on the ground and in the air. The chapter is looking for a 16, 17 or 18 year old candidate that is highly interested in aviation and airplane construction. If you want to be considered for this unique opportunity then apply. Requirements for the application are:
 - age 16, 17 or 18 years old this summer,
 - write an application letter to the EAA Chapter 35 board explaining why you are our ideal candidate, what interests you in aviation and what experience you have,
 - have a Chapter 35 member sponsor you,
 - include in the application your contact information like phone, email and address and also contact information for your parents,
 - the chapter board may ask you to come in person to talk about your application.
- Submit the application before the end of February 2020, to the Chapter 35 Air Academy contact. You can also contact me if you have any questions, or contact any of the Chapter 35 board members. If the board decides that a deserving candidate is found, then there will be more paperwork to fill out, including an official application, medical papers etc.

Chapter 35 Air Academy contact: Maarten Versteeg, tel. (210)859-1803, email: maarten.versteeg@sbcglobal.net.



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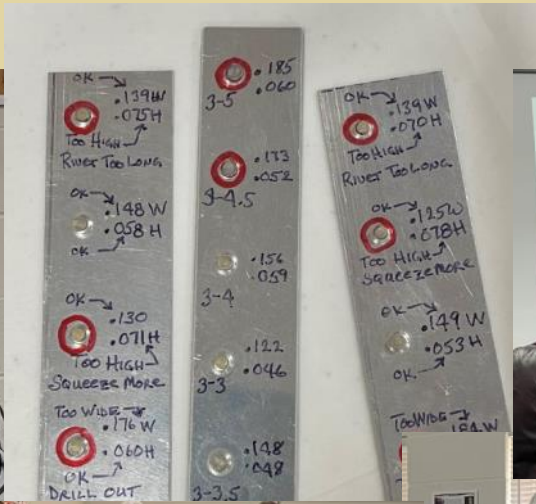
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JANUARY MYSTERY PLANE REVEALED!

DOUG APSEY

Being a one-of-a-kind research aircraft, I really did not expect anyone to figure this mystery airplane out. However, my hat goes off to David Baker (the artist) for figuring out that the January mystery airplane is the Hirsh H.100 designed by René Hirsch and manufactured by Société MAÉRC in France. It first flew on 15 June 1954. I think it safe to say that David and I share in the belief that airplanes are “functional” works of art and this particular airplane with its aerodynamically smooth lines and unique shape is a prime example of that.

The H.100 is purely an experimental aircraft designed by Hirsch to evaluate an aerodynamic gust suppression system he was working on. Hirsch had been studying methods to potentially stabilize an aircraft when encountering gusts and established a research company for that purpose called the Moyens aérodynamiques de regulation et de contrôle (MAÉRC) (translates to: Aerodynamic means of regulation and control). The H.100 is the only aircraft produced by Hirsch's company and it is a test bed incorporating the results of his years of research.

The H.100's airframe is entirely made of wood. The tricycle landing gear is retractable with the main gear rotating back into extensions of the engine fairings. The horizontal tail surfaces are mounted high on the rear fuselage with a significant amount of dihedral. These are hinged allowing the dihedral to be adjusted in-flight. That, along with flaps that are interconnected with the dihedral shift is said to help stabilize pitch in gusty conditions. Adjustable wing tips are also part of this pneumatically powered stabilization system.

The airplane can carry a crew of up to three. Top speed is reported to be 210 mph while cruise speed is 190 mph. Wingspan measures 28 feet, 3 inches. Maximum weight is 2908 lbs while empty weight is 1993 lbs. It was originally powered by twin Régnier 4-cylinder inverted air-cooled piston engines producing 95 hp each. These were replaced by twin Lycoming O-360 engines when the airplane was rebuilt after it was damaged in an accident in 1955. It did not fly again until 1962.

Although it is said that the H.100 demonstrated that Hirsch's gust stabilizing system worked, little is written about it and due to the lack of funding support for his research, no further evaluation was ever done. The final flight of the H.100 took place on 16 June 1971 with only 130 hours of flight time on the airframe. The H.100 was donated to the



Le Bourget Air Museum near Paris where it appears to still be on display today.

The source for this article was:
https://en.wikipedia.org/wiki/Hirsch_H.100



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 with the following information about our January mystery airplane?

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



5G and Aviation Safety

Article from FAA.GOV

The FAA is working to ensure that radio signals from newly activated wireless telecommunications systems can coexist safely with flight operations in the United States, with input from the aviation sector and telecommunications industry.

Check here for information and updates as this work continues.


The Safety Issue

Safety is our mission, and it guides all of our decisions. In the United States, 5G services launched in [46 markets](#) on January 19, using frequencies in a radio spectrum called the C-band. These frequencies can be close to those used by radio altimeters, an important piece of safety equipment in aircraft. To make sure that this does not lead to hazardous interference, the FAA requires that radio altimeters are accurate and reliable.

Disruption Risk to Aviation from 5G Because the proposed 5G deployment involves a new combination of power levels, frequencies, proximity to flight operations, and other factors, the FAA must impose restrictions on flight operations using certain types of radio altimeter equipment close to antennas in 5G networks. These safety restrictions could affect flight schedules and operations. The FAA continues to work every day to reduce effects of this disruption as we make progress to safely integrate 5G and aviation.

Collaborative Work Underway to Reduce Delay, Cancellation Risk **Approved radio altimeters allow commercial aircraft to continue low-visibility landings in the 5G C-Band deployment areas.**

The agency continues to make progress to safely reduce the risk of delays and cancellations as altimeter manufacturers evaluate data from the wireless companies to determine how robust each model is. This work has shown some altimeters are reliable and accurate in certain

| Estimated % of U.S. Commercial Fleet | Aircraft Models with Installations |
|--|--|
|  <p>90%</p> | <p>Models with one of 20 cleared altimeters include:</p> <ul style="list-style-type: none"> • All Boeing 717, 737, 747, 757, 767, 777, 787 • MD-10/-11 • Airbus A300, A310, A319, A220, A320, A321, A330, A340, A350, A380 • Embraer 120, 170, and 190 regional jets • All CL-600/CRJ regional jets • DHC-8 turboprops • ATR turboprops |

5G areas; others must be retrofitted or replaced.

[Buffers around airports with low-visibility approaches in 5G deployment.](#)

Airports not on this list:

The airports on the list are in the 5G deployment that have low-visibility approaches. If your airport is not on the list it may not be in the 5G deployment or may not have low-visibility approach capabilities.

Progress during the January 5-18, 2022, deployment delay During that time, the FAA:

- Received vital 5G transmitter location and power level information from the wireless companies.
- Facilitated data sharing between avionics manufacturers and wireless companies.
- Worked with airlines to help manage and minimize potential delays and cancellations in affected areas.
- Determined that some GPS-guided approaches may be used at certain airports.
- Educated aviation stakeholders.

Worked with airlines on how they can demonstrate altimeters are safe and reliable in certain 5G C-band environments. This is known as the Alternative Method of Compliance (AMOC) process.

More information can be found on the FAA website: <https://www.faa.gov/5g>

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

| | | |
|----------|-------|---|
| FEBRUARY | 12 | 11:30 Social/12:00 Program: ATC Area Brief, Travis |
| | 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 | |
| APRIL | 9 | 11:30 Social/12:00 Program: TBA |
| | 15 | 6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail) 7:30 Movies on the lawn (weather permitting) |
| | 23 | YOUNG EAGLES RALLY (RAIN DATE ____) |
| MAY | 14 | 11:30 Social/12:00 Program: TBA |
| | 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 |
| | 18 | YOUNG EAGLES RALLY (RAIN DATE ____) |
| JULY | 9 | 11:30 Social/12:00 Program: Fly Yourself to Alaska Brief |
| | 15 | 6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30pm Movie Night |
| | 26-01 | AirVenture |

Upcoming Events:

March 2nd San Antonio Aviation & Aerospace Hall of Fame: Boeing Hangar at Port San Antonio Dinner 7pm

Burnet Airshow— Saturday March 19th

Annual Poker Run San Antonio Ninety-Nines April 2, More information to come

Great Texas Airshow at Joint Base San Antonio-Randolph April 23-24, 2022, from 9 a.m. to 4:30 p.m. each day.

WASP on April 28 - 30 at Avenger Field

IAC Competitions—April Edna TBA

EAA Chapter 35 Leadership



Officers

| | | | |
|-----------------------|---------------|--------------|-------------------------|
| President | Chuck Fisher | 210-878-5561 | president@eaa35.org |
| Vice President | Richard Vinas | 210-912-1699 | vicepresident@eaa35.org |
| Secretary | Ian Heritch | 210-421-1295 | secretary@eaa35.org |
| Treasurer | Dee Brame | 210-493-5512 | treasurer@eaa35.org |

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| Past Presidents | Nelson Amen (2012-2014) | 210-834-1991 | nelson.p.amen@gmail.com |
| Past Presidents | Darren Medlin | 210-875-9971 | darren.medlin@eaa35.org |
| Past Presidents | Ull Balldin | | |
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| Member At Large | Andrea McGilvray | 210-413-7392 | cowgirlcapital@att.net |
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| Member At Large (en lieu of PP) | Jane Kellogg | 580-421-5998 | jkkellogg@kelloggllc.com |

Chairpersons

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

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| Technical Counsellor | Steve Formhalls | 210-289-3984 | sf3543@sbcglobal.net |

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Pd Thru Dec 2022



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Senior Aviation Medical Examiner
FAA HIMS / IMS AME

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Country Store

By RICHARD VINAS

To celebrate the new year, it might be time for some new Chapter 35 merchandise! We keep adding some new casual shirts to our inventory and hope to have some inexpensive gift items for the Young Eagles, Scouts, and any other interested visitors. Our January soup meal was a great time to get back in the swing of the monthly meetings for 2022 and it is already time to think about a special Chapter 35 shirt for Airventure attendance. And once again, if there is something you would like to see the store carry or 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, let me know. It looks like we will have some great changes in the way you can view, order, and purchase various items

with EAA and/or Chapter 35 logos. We are working hard to get ourselves into the era of online shopping and will see some great changes in the near future. 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.



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.

AERO COSMETICS



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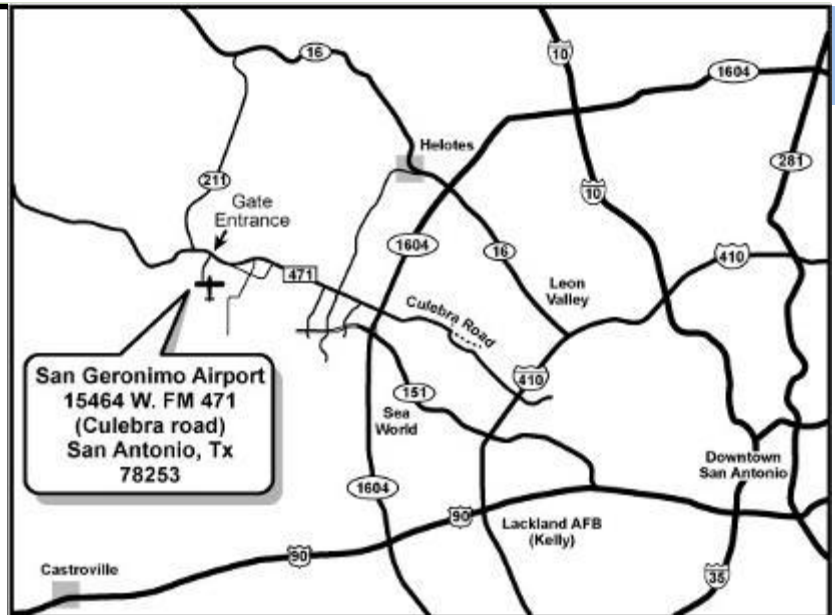
Sold By: THE EAA CHAPTER 35 COUNTRY STORE

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

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