



RUNWAY 35



The Official Newsletter of EAA Chapter 35, San Antonio TX
Founded in 1957



Raegan Rait -Chapter 35's Newest Pilot!

March 2024

Volume 67 Issue 3

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Next Event

MARCH 9th
10:00 VMC Club
11:30 Social/Lunch Gathering
13:00 Speaker
Chapter Clubhouse

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35. Edited and Published by Chuck Fisher

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Well, I'm sure many of you have already heard, there's a new private pilot in the ranks!! As I'm writing this article, I passed my checkride about 6 hours ago. I still feel on top of the world, but I'm sure that feeling will lessen as I get more used to the idea of being a private pilot.



My checkride was both easier and harder than I expected it to be. I came very prepared, with a copy of the ACS, a current FAR/AIM, my tabbed out PHAK, and a binder full of information from the maintenance logs, POH, and anything else I thought would be relevant. I may have overpacked though, because I didn't need most of what I had, but I'd still recommend having more since my DPE said that it was good that I was prepared. He asked me a few curveball questions that I hadn't heard before, however using the knowledge that I had I was able to logic my way out of them.

The flight portion was very straightforward, all stuff that I've done plenty of times before. Something my DPE told me is that no checkride is ever perfect, and I definitely felt that. Some of my maneuvers could've been cleaner but one thing that my instructor

told me before we went off is that I tend to be very hard on myself, so I tried to let that go and just let what I know and what I've flown before take over and trust that I knew what I was doing. Evidently, it worked.

I want to thank Mrs. Jane for creating the Kellogg Youth Scholarship, without which I would've never gotten to this point. My appreciation for her gratitude can never be overstated. Mr. Allen, for advocating for me and trusting that I would make a good pilot. Mr. Matt, for all of the meeting chats turned ground lessons. Of course, to all of Chapter 35, for your support in my flying endeavors. I wish the best of luck to my fellow and future scholars in their journeys, and hope to be accompanied by more Chapter 35 scholars turned private pilots in the future.

SWISD-Built Aircraft Flies!



Just before this Newsletter came out, many chapter members, dignitaries, students and community members gathered at Stinson Airport to watch the SWISD Dragon-1 aircraft, lovingly

(Continued on page 15)

This Month's Featured Speaker

BEN BOTT

757/767 Captain for UPS and a two time aircraft builder. Ben has completed a Van's RV-14a and is close to finishing a Zenith CH750 Super Duty. Ben will discuss some of the high and low points of his builds and the difference between building these two very different kits.



FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



While contemplating the changes in our local aviation landscape, I realized that despite the increasing prevalence of landing fees and restrictive policies in general aviation, we still have a bright spot: our municipal and county-owned airports. How fortunate we are to have such gems as the air-



The President's aircraft at First Flight

ports in Castroville, Hondo, Uvalde, Pleasanton, Fredericksburg, and Lockhart. These places boast well-maintained runways, some with equally nice taxiways, modern terminals, and often affordable fuel. They also serve as beacons for their communities, which is an added bonus for us pilots. For instance, on March 16, the Pleasanton Municipal Airport is hosting a Wings & Wheels event, while Uvalde and Fredericksburg offer on-field restaurants. Not to mention, the fantastic FBO at Lockhart is always ready to hand you the keys to one of their BBQ Wagons, allowing you to drive into town and savor some of their famous barbecue joints.

If you're up for flying a bit farther, consider these great publicly owned airports:

- Mustang Beach: Perfect for beach enthusiasts.
- Aransas County: Offers a delightful Rockport experience.
- Angleton/Lake Jackson: Known for the best fried shrimp, conveniently located right on the airport.
- Llano: A barbecue haven.
- Stephenville: Home to some fantastic Hard 8 BBQ.
- Junction: Another spot for barbecue lovers.

These are just a few examples among the hundreds of well-managed publicly owned airports, many of which provide reasonably priced fuel. At Llano, regardless of what you're flying, when you taxi up to the self-fuel pumps, the rampie (remember those old-school ramp attendants?) always greets you and offers to pump the fuel while you take a break in the terminal.

These smaller municipal and county airports are fantastic places to visit, but I would be remiss if I didn't mention two local airports,

Stinson Municipal Airport and Kelly Field. Both airports are GA friendly and both have gone out of their way to make Chapter 35 a partner and a liaison to the broader San Antonio GA community. The Chapter will hold its June Young Eagle Rally at Stinson and there is a good chance we will hold our October Young Eagle Rally at Kelly.

It is unfortunate to see our privately owned airports adopt unwelcoming and shortsighted policies, but our publicly owned airports are in good shape and remain focused on public service... and BBQ.

If you haven't heard, our fellow member and 2023 Jane Kellogg Youth Scholarship Recipient, Raegan Rait, passed her Private Pilot checkride. Congratulations Raegan.

Equally as important, the Southwest Independent School District held a public introduction ceremony for the Southwest High School's student-built RV-12, known as Dragon 1.

I can report that the ceremony was very impressive, Chapter 35 was publicly thanked for our continuing support of this program, and the highlight of the event was watching Darren Medlin expertly pilot the RV-12 into the sky (and safely back down). This is a very successful program that our chapter is a part of and we can be proud of our involvement.

Our next day of programming is March 9; VMC Club at 10 AM and our Chapter Gathering at 11:30 AM. See you on the 9th.



Membership Update Zac Morton

I've been sending out requests for updated info for our membership directory. If you haven't received one, one of two things may be the reason.

- Either you have not paid your 2024 membership dues, or
- we may have an outdated email address for you.

Second reminders have been sent to all members who expired 12/31/2023. **Please pay your dues if you haven't already.** If you have renewed, but didn't receive an info request, send me an email with your current email address. <https://chapters.eaa.org/ea35/join-renew>

If you have any other membership questions, please send me an email at membership@ea35.org.

CHAPTER BULLETIN BOARD

WE NEED YOU!

Need Volunteers for:

- ◆ **Historian:** Capture and keep the legacy of Chapter 35 for generations to come
- ◆ **Air Academy Chairperson:** Here is your chance to really make a difference in a young life!

Contact president@eaa35.org

Service in Action
THE GREAT TEXAS AIRSHOW
 Featuring *Thunderbirds*
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 AIRCRAFT FIGHTER DEMOS
 WINGS OF BLUE ★ ATTACK ON THE AIR FIELD DEMO
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 T-6 ★ T-38 ★ T-1 ★ C-5 ★ F-16
 Great fun and entertainment for the whole family.
 Please come celebrate with us!
 SATURDAY - FAMILY DAY
 SUNDAY - VETERAN RECOGNITION DAY
FREE ADMISSION
 Scan Barcode for more info

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.

From the Kitchen

Even though the day was cloudy there was a good turnout for our February 10 meeting. The tacos seemed to be a hit and may be on the menu sometime in the future. Thank you to everyone for the early birthday celebration. Helping to make the lunch a success were other members of the kitchen crew whom without these gatherings would not be happening. Great big Thank You to BJ O’Dea and Pam Paduh for all their help the week before the gathering getting the preliminary setup completed and their wonderful assistance at the event. I don’t know what I would do without them. Also a huge Thank You to the Beavers’ for providing the rice and pico. Thanks to all that contributed deserts and other food items. It is always greatly appreciated.

Soon March will be blowing in and our pre-St. Patrick’s Day lunch will be a burger burn. We will have plenty of burgers and hot dogs for all. Contributions of side dishes and desserts will be most appreciated. Here is hoping the weather will be great and we all can be outside like a traditional burger burn. See you all March 9.

WARNING: Video Recording in Progress

Unauthorized dumping is a crime under Texas Penal Code §31.04 and Texas Health & Safety Code §365.012, punishable by up to a \$10,000 fine and/or 2 years in state jail.

San Geronimo Airpark property owners and their tenants are authorized to use these dumpsters if they comply with these rules:

- No trash brought in from outside the airpark.
- No bulky items which can't fit in a trash bag.
- Boxes are acceptable if they are broken down and flattened.
- No appliances, batteries, tires, hazardous waste or petroleum products.
- No construction or demolition materials, wood, concrete, bricks, or rocks.
- No brush or branches.
- Leave nothing on the ground outside the dumpsters.
- Dumping by anyone who is not an owner or tenant of an owner is illegal.

Dumping in violation of these rules is illegal and may be prosecuted as a crime.
 San Geronimo Airpark Property Owners Association 210-744-1187

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 CRUISE DIRECTOR (VICE PRESIDENT)

Paul Wurster

I have been trying to finish up Henry's flight training before his checkride. I'm trying to make sure that everything has been covered and he won't be surprised by any questions that he might get. As I have been trying to remember my own private pilot checkride, I'm amazed at how much has changed in the last few decades. I'm not so old that I learned to follow the North Star across the frontier land, but GPS has not always been a thing in my lifetime and pilotage and dead reckoning were actually necessary skills for flying cross country. I actually dipped down to read the town names on water towers when I was doing my long solo cross country from Colorado into western Kansas, which is devoid of all features and landmarks.



One change that really hit me occurred when I asked Henry what he would do if he was lost. He glanced down at Foreflight running on an iPad with GPS and tried to come up with an answer that wasn't totally patronizing. Ok, ok, I mean what if you didn't have the iPad? Of course, he would just use his phone. But what about without the phone either? Use the GPS in the plane. Arrgghhh! What if you didn't have any of that?!

Of course, the fact that I have to go to full electrical Armageddon brought about by a hypothetical catastrophe to get to what used to be a much more common threat to aviation kind of illustrates how far we have come. Using a time, rate, distance formula to go from waypoint to waypoint is a neat skill, but I'm not quite sure it is more important than being able to adroitly use all the modern tools at our fingertips.

If we were starting over from scratch, I wonder what skills we would teach and test now. What wouldn't make the cut this time around. What needs to be added? The only thing that seems to be constant is change. I suppose we need the basics which probably includes plotting courses and calculating fuel burns, but I think we really need some more introduction to using the digital resources that the FAA likes to hide all over the place.

I don't think there is a correct answer. However, I do know that we need to keep learning and expanding our knowledge base. Perhaps that involves learning an old way of doing a task or maybe it is time to take a look at some of that new fangled technology. See if it can make you a safer, more efficient, and more proficient aviator. That little plastic card they give you for passing a checkride is after all, just a license to learn.



YOUNG EAGLES UPDATE

Dean Doolittle Youngeagles@eaa35.org

Our next Young Eagles Rally is scheduled for March 16th right here at San Geronimo Airpark. The flying will start at 9:00am, weather permitting. Flying activities should be finished by 1:00pm.

We are expecting 45 Young Eagles. To execute a Young Eagles Rally of this size we need volunteers, lots and lots of volunteers. A rally with nearly 50 young participants at an airport like San Geronimo requires as many as 8 pilots and 20 ground volunteers in addition to your two stalwart Young Eagles Coordinators to make it an enjoyable and safe day for all the participants. Ground volunteers needed include a Safety Officer, Aircraft Marshallsers, Security Team members, Young Eagles Escorts, Flight Simulator Trailer Support, and Registration Desk Support. Please save the date, mark your calendar, or whatever you do to remember to come out and support our Young Eagles Rally on March 16th.

A few words about volunteering. If you have volunteered in the past at one of our Young Eagles Rallies and have set up an account on youngeaglesday.org, also known as yeday.org, you will have received an invitation on February 11th to volunteer at our next event. If you have not received your invitation, please check your spam or junk folder. If you have not volunteered in the past or would like to vol-

unteer to help at our Young Eagles Rallies but, you have not set up an account on youngeaglesday.org, it's easy to do. Just let me know your preferred email address and a link to register at youngeaglesday.org will be sent to you. My contact email is dean.doolittle@eaa35.org.

The youngeaglesday.org site is our primary tool for organizing both the Young Eagle participants and the volunteers for our rallies. With it we can track the number of Young Eagles that have registered. But, more importantly we can know how many volunteers, both pilots and ground, that we can expect at the event. This tool also helps us keep everyone involved informed of any changes in the date or start time of the event as well as send reminders about the rally.

A note about emails from youngeaglesday.org these emails are sent to a lot of people at the same time. Your email provider may consider them spam or junk. Please check your spam or junk folder if you are expecting any communication from the site and you haven't received it.

Please come out to support our next Young Eagles Rally here at the beautiful San Geronimo Airpark.

ON SILENT WINGS (MUSEUM)

Marilyn Doolittle

Back in 2020, the hubby and I took a cross country road trip. We spent our first night in Lubbock, Texas. Whenever we go on cross country road trips, we try to find two things in the towns we stop in: breweries and aviation museums. Well, we were in Lubbock at the height of the pandemic when darn near everything was shut down, including all of the breweries in town and all but one restaurant. However, as luck would have it, there was a very interesting aviation museum open.

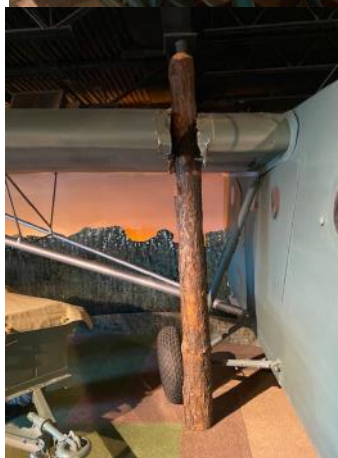
We spent a day at the Silent Wings Museum just north of town. Normally, my pilot friends are not too keen on being aloft with no engine sound, i.e., “silent wings.” However, this fantastic museum is dedicated to gliders. And not just any gliders, but the WWII military glider program. Some of you may have heard of this, but it was new to me, and extremely fascinating. The military glider program was just that, cargo gliders dropped over enemy territory filled with a wide range of essentials. They were often referred to as Jeeps with wings, and could carry needed troops and cargo, including actual Jeeps and small tanks. Landing near their target in complete silence, they were quite effective. The military’s first stealth aircraft.

The WACO Aircraft Company submitted the winning design for the craft. The Ford Motor Company was the first contracted to build 1,000 of these gliders, refitting the automobile assembly plant in Iron Mountain, Michigan to build the CG-4A military glider. At peak production, the plant operated 24 hours per day with 4,500 workers cranking out eight gliders per week.

Once loaded, the glider was dropped from a tow plane over areas



SILENT WINGS MUSEUM LUBBOCK, TEXAS



needing supplies and troops and landed ready to be unloaded. As you can imagine, the crew’s fate was far from certain after landing. The CG-4A was often referred to as a flying coffin, and had no parachutes on board. Although some of the gliders could be recovered by snagging them, most were lost, because the cost of recovery often wasn’t worth it.

Like all Army Air Corps pilots, the glidermen wore wings on their chests. Theirs were special, with a capital “G” stamped in the center. Technically it stood for “glider,” but they were quick to tell anyone who asked that it really stood for “guts.”

And on the more grim side, the museum has a small installation of “Rommel’s asparagus.” Rommel’s asparagus were 4-to-5-meter tall sharpened logs which the Axis placed in the fields and meadows of Normandy vertically to cause damage to the expected invasion of Allied military gliders and paratroopers.

This museum is definitely worth a visit! It has quite and extensive collection of artifacts from the glider program and information about the aircraft and glider pilots as well, and has one of the few fully restored CG-4A gliders. It also has a nice little cafeteria so you can spend all day if you like.

Silent Wings Museum, 6202 N. I-27, Lubbock, TX 79403. The museum is adjacent to and within easy walking distance of Lubbock Aero, FBO at Lubbock Preston Smith International Airport.



Tech Tip—by Allen Inks

Rotax 912 Engines ... lubricating oil system review and tech tips.

Many Chapter members are flying aircraft powered by a Rotax engine. The Rotax 4 cycle aircraft engines (912, 914, 915, 916) are dry-sump engines with a separate oil storage tank. Oil is sucked out of the reservoir and through the oil cooler/radiator by the oil pump, and thence through the engine to provide lubrication (and cooling) of the engine. Oil collects in the bottom of the crankcase of the engine, where crankcase pressure from the running engine pushes the oil back to the storage tank. When the engine is running, most of the lubricating oil is in the storage tank, and a portion is circulating through the engine to provide lubrication.

When the engine is turned off, the oil in the engine does NOT just drain back to the storage tank.

The Rotax Operators Manual requires that the oil be moved back to the storage tank to check the amount of oil in the system. And to do this, the procedure presented in my Operator's manual is to remove the cap on the Storage tank, then "turn the propeller slowly by hand in direction of engine rotation several times to pump oil from the engine into the oil [storage] tank". Rotating the propeller and engine results in air being compressed in the cylinders, and leaking slowly (hopefully!) past the rings to pressurize the engine crankcase. Crankcase pressure moves oil collected in the crankcase to the storage tank. "This process is finished when air is returning back to the oil tank and can be noticed by a gurgle from the open oil [storage] tank." This gurgle is caused by crankcase pressure pushing air rather than oil from the crankcase to the storage tank.

This process is merely to get all available lubricating oil into the storage tank, where a dipstick is used to check the level to get an accurate indication of the amount of lubricating oil in the system, and more added if needed. Then the storage tank cap is reinstalled, and the engine is ready to be started.

Now here are the tech tips:

1. When I was first learning to fly with a Rotax engine, I was just told to rotate the prop by hand until the stor-

age tank gurgled. I certainly did not want to spend all day hand propping, and so I did it with some alacrity... as I have seen many pilots preparing to fly a Rotax engine do. 7 revolutions, 9 revolutions, or more... one time I counted some 15 revolutions before I heard that gurgle. But that is not what the operator's manual says. It says "slowly" And in fact, nowadays, I usually get that gurgle in 3 or 4 revolutions of the prop. And this is achieved by turning slowly so that you can STOP rotation when the engine is at the peak of compression. Then just stop and hold it there for a few seconds to allow that compressed air to leak past the piston rings to the crankcase, rather than to keep on turning and

quickly open an exhaust valve and let that pressure go out the exhaust. After 3 or 4 seconds, continue rotating to the next compression point, and hold again. This gets you the most air into the crankcase for each rotation of the propeller, and thus gets the oil out of the crankcase and into the oil storage tank in the fewest rotations of the propeller.

2. It does not seem like this would need to be said, but I watched a mechanic start to drain oil out of the storage tank for an oil change without "burping" the engine. No thank you. Oh, sure, it is probably

only a half a quart of oil left in the engine crankcase... but the system holds less than 4 quarts of lubricating oil total (at least my 912UL engine does), so that is one-eighth of all the oil in the system. My tip: After running the engine to warm up the lubricating oil, shut it down, and then perform the hand rotation procedure discussed above to move oil out of the engine and into the oil storage tank. THEN change the oil.

Disclaimer: I am not a certified mechanic. I have not gone through any of the independent Rotax Maintenance Training, iRMT, courses. But I have been flying behind Rotax engines since 2009, and installed one of the first 912iS engines into my amateur built Pipistrel Virus SWiS,

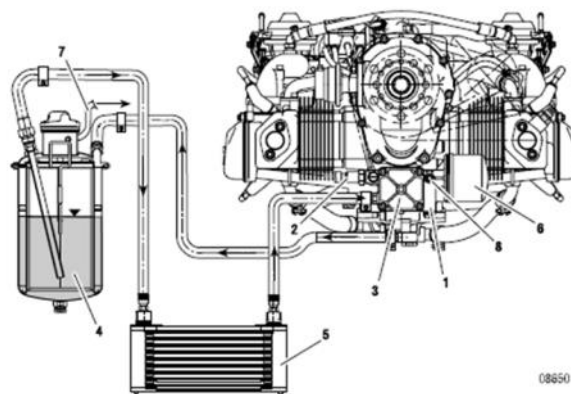


Figure 3: Lubrication system

- | | |
|----------------------|--------------------------------|
| 1 Pressure regulator | 2 Oil pressure sensor |
| 3 Oil pump | 4 Oil tank |
| 5 Oil radiator | 6 Oil filter |
| 7 Venting tube | 8 Oil temperature sensor (oil) |

Scholarships Update

by Allen Inks, Scholarship Coordinator

As I write this in mid-February, things on the scholarship front are quiet. But it is a calm before the storm:

Raegan Rait, our first Kellogg Youth Aviation Scholarship recipient, is taking her check ride in a couple of days. The weather forecast is colder, but sunny with light winds. Raegan has been doing REALLY well in her training. Therefore, I am not stressed about her performance.

Over on the Ray Aviation Scholarship side, we also have activity.

Henry Wurster will be flying a quarter of the way across the state to take his check ride at the end of February. He'll be flying with a Designated Pilot Examiner from Lubbock. This was the closest DPE he could find that had a reasonable availability.

By the time you read this the above will be old news. Hopefully, it will have been superseded by an email blast announcing their successes in obtaining their private pilot licenses.

The unavailability of DPEs has been a recurring issue during the time I have been the Scholarship Coordinator for Chapter 35. Another of our scholars got himself added to the wait list of a local DPE in early December. We checked a week ago; in the interim, he has moved up 14 spots on the wait list. He had moved all the way up to 42nd on the wait list. Obviously, we are trying to find another DPE with a shorter, quicker wait list, but they are hard to find.

Hmmm... an underserved market often means a business opportunity. Maybe some Chapter 35 flight instructor pilots who are motivated to serve the pilot community might be interested. Here is an article I found on the AOPA website that discusses becoming a DPE:

<https://www.aopa.org/news-and-media/all-news/2020/September/flight-training-magazine/checkride-becoming-a-dpe>

Looking forward, March should be a busy time: Right now we have 6 young adults who have requested applications for the two scholarships we have available. While none have yet been returned, the deadline (end of February 29, 2024) for submitting them is almost 2 weeks from now... Plenty of time... when did a teenager (with few exceptions) ever turn in anything in early? I am not worried...

Noooo, not at all... not a bit. Everything will be fine by the time you read this, I'm sure.

Then the scholarship committee will get terribly busy evaluating the applications, conducting interviews, and ultimately selecting a pair

of scholars to receive scholarships. At least that is the plan.

And hopefully, we will ALSO have some more of our current scholars taking check rides in March. Well, at least being successful in scheduling a check ride in the reasonably close future.



As Scholarship Coordinator, I've tried to keep my eyes open for anything to do with scholarships associated with flight training. This so that I can help steer our scholars

(and unsuccessful applicants, and anyone else who is interested) toward other scholarships and opportunities for which they may qualify. My reason for doing this is that, believe it or not, neither of our generous scholarships completely covers the typical costs incurred nowadays for flight training to get a private pilot license.

Here is one of the events that has come across my radar is a "summer camp" thing called "PreFlight Aviation Camp".

From their website (<https://www.preflightcamp.com/>), their mission is to, "Transform beliefs about gender roles and inspire young girls to takeoff into their future." Their website describes their organization as "a 501c3 nonprofit, that provides a six-day camp and mentorship program for girls, ages 11-14."

Their camps run at different times in 3 different locations across the West. Locally their camp will be held June 3-8, at the University of Texas San Antonio ROTC Classroom in San Antonio, TX. According to an e-mail I received, they are accepting applications now, AND have partial and full scholarships available (words I was searching for when I came across their website). Also, "We are also accepting applications for counselors (18 years old and over) and Junior Counselors (ages 15-17) for all three locations. To join our team of awesome aviatrixes and inspire young girls to takeoff into their future" go to <https://www.preflightcamp.com/volunteers/> Questions about volunteering? Contact volunteers@preflightcamp.com

I used to be a lawyer, so of course, here comes the Fine Print: Pre-flight Aviation Camp is to my knowledge not affiliated with EAA in any way... and certainly is not affiliated with EAA Chapter 35, Inc. If the girls who attend this camp get the aviation bug, and become members of EAA, and/or EAA Chapter 35, so much the better! If you have better information, please let me know at scholarships@eaa35.org

My Experiences with Advocacy and Politics

Jeffrey Davila 2022 Ray Scholar

As I await being signed off to complete my checkride, I have decided to dive a little deeper into one of my other passions, which, in no way, is related to aviation, nor is it something I took an interest in until recently.

As many of you may already know, my education has been centered around aerospace engineering, so the recent NASA research programs I participated in seemed to align with that quite well. In addition to that, during my two years of community college, I had the privilege of being called upon to represent my community at various national and international-level conferences, gatherings, and meetings, usually hosted by organizations that pride themselves on representing those who do not have the ability to do it themselves. I unknowingly began walking (“running” may be a more fitting term) down a path of advocacy and influence with regards to local and federal policy. During those two years, I have traveled to our nation’s capital on five separate occasions, met with delegates of the embassies of Mexico and Namibia, met with U.S. Senators and U.S. Representatives, as well as leaders of various businesses and federal agencies. All these experiences have taught me valuable lessons. How to be an effective leader, conduct thorough and in-depth research, develop effective communication and public speaking skills, etc. These are certainly the types of skills you would expect to learn. After participating in these kinds of events for two years, I began to realize that I was getting a front-row view of the “behind-the-scenes” work that often influences our everyday lives. You can call it politics, policymaking, or advocacy. It is really all the same, as all of it is based upon the same core values of democracy and representation.

The first few occasions I traveled to Washington, D.C., seemed very surreal. Of course, my goal was to do something like visit the Air and Space Museum, not necessarily influence policy. That did not even seem in the realm of possibility as to why I was there. It was not until the third time I visited that I realized what I was a part of. It was something that would likely influence the roughly 600 colleges and universities within the United States that are considered Hispanic-serving institutions (HSI). For those of you who are unfamiliar with that term, the U.S. government gives out special designations to colleges and universities depending on their student population. If a college or university has over a certain percentage of Hispanic students, it receives the HSI designation, which amounts to an increase in federal funding as well as special privileges for grants and scholarships. Texas alone has over 100 institutions with this designation, which include six of the Texas A&M campuses, eight schools in the University of Texas system, and much more. As stu-



dent leaders and representatives, our job was to meet with various government and business leaders to discuss issues we took notice of in our community. Select students were chosen to represent different regions of the United States. I was selected to represent the southern region of the U.S. Overall, the goal of our visits was to increase federal funding for those institutions designated as HSIs. These are schools that have technical, vocational, S.T.E.M., nursing, and various arts and business programs. It also increases funding for students pursuing master’s and doctoral-level degrees.

During my later visits to the capitol, meetings with the delegates of Mexico and Namibia brought about conversations of foreign affairs. San Antonio and Namibia have had a strong relationship for many years, and the goal of our meeting was to continue that friendship by exchanging knowledge and experiences regarding the education system within San Antonio and the state of Texas. The meeting with the delegates of Mexico was much more complex, as a variety of topics were discussed, which included education, immigration issues, trade, and more. This specific experience was certainly different. Simply describing it in writing is challenging.

All of these opportunities certainly gave me a new sense of appreciation for the individuals who advocate on a regular basis. Despite what people like to say, it is not easy. It is far from easy. In this increasingly politically hostile environment, it is very easy to lose sight of the fact that there are individuals who are pushing for things to be better. In fact, while I was in Washington, D.C., for the fourth occasion, while I was walking down the halls of the House of Representatives, I passed by a room with a placard that said, “Aviation Safety Committee.” Well, would you look at that? I guess this article does have some ties to aviation. Anyway, there are people advocating for just about every issue you could possibly think of. One of the better experiences I had during these trips was being able to meet other individuals who had similar passions but for completely different subjects. It certainly gives a sense of the variety of things there are to explore in the United States.

As I close this article, I cannot help but think back and realize how unique an adventure I had. Getting to meet delegates from different countries, elected officials, and business. Being given access to areas of the capital that the public does not often see, including the White House, the underground tunnels that connect different federal buildings to the U.S. Capitol building (yes, they’re real), and so much more. It is truly an opportunity that I am incredibly grateful to have experienced.



Ad valid until August 2024

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FEBRUARY Gathering and VMC Club



IMG



The February VMC Club, Chapter Gathering and technical discussion was absolutely Jam –packed both with members and guests, and packed with content as well.

We started the morning with a nearly standing-room-only crowd for Matt VanDeWalle’s VMC club. In this scenario we discussed a fuel selector incorrectly positioned and two pilots flying...and neither flying! Thanks to Matt and to everyone in the audience that made this a great interactive session.

The gathering featured TACOS! They were delicious and no one left hungry! It was Peggy’s birthday, so there was cake. AND the Ray Scholarship coordinators Allen and Cal (Allen) finally pinned pilot “wings” onto a very busy PPL Thomas Reyna who is currently deciding between West Point and the USAF Academy. There *might* have been some efforts to influence that decision at the gathering. We also passed out volunteer recognition pins and certificates to our super team of volunteers. 2023 MVP went to the whole “Kitchen Crew!”

Finally, JR Sawyer gave us a fantastic technical discussion of wiring and avionics, brought lots of tools and toys. He is super skilled guy and will be a great asset to any of us with avionics or wiring questions. Thanks JR!



Photo of the Month

T34 at sunset —by Doug Apsey



Caught in Action—Dee Brame

Dee Brame has been the smiling face at the desk of nearly every gathering since 2007 when she took over the treasurer role from a very busy Joanne Warner.

Dee is a retired contract officer and other half is retired USAF and prolific Young Eagles pilot Charlie Brame, both enormous supports of the chapter and of aviation. Did I mention they are Aggies?....Oh you KNEW that!

Thanks Dee!



GONE WEST—DON WOODHAM



Chapter 35 Life member **Don Woodham** has flown his last flight. Most of us know Don as an gentleman with a smile the size of the sky and the demeanor of a true gentleman.

We might also recall that he was a craftsman and a pilot. He built and flew an immaculate RV that is most likely ready to roll out and fly today. But Don's legacy *DOES* continue to fly, and needs to be re-told.

Don was an influential life member of the CAF (now Commemorative Air Force) and was inducted into the CAF hall of fame in 2015. Below is derived from that citation.

In December, 1978 Don and a group of CAF Colonels, purchased a B-25 that had previously been used as a myrex duster. He and CAF members from around Texas lovingly restored

that B-25, now known as the Yellow Rose. He facilitated the move of the Yellow Rose from San Antonio to Hondo, Texas, where it stayed for more than 10 years and in 1982, he and his partners donated the B-25 Yellow Rose to the then-Confederate Air Force. The Yellow Rose now resides in San Marcos with the Centex Squadron.

Don helped found the Alamo Wing of the CAF and in 2008 joined the "Tex" Hill Wing, donating one of his restored Jeeps and adopted the 50- caliber Jeep from CAF Headquarters.

So, next time you are at an airshow or hear the rumble of those big B-25 engines overhead. Think of Don. He is still flying.



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THE WORKSHOP

When is it Time for an Overhaul?

Mark Julicher

Time Between Overhauls (TBO) – it should not be mysterious, but many myths and much tribal knowledge surround those three letters T-B-O. This brief article explores what the owner and mechanic must consider when it comes time to tear down an engine.

First and foremost, Lycoming Service Manual 1009 and Continental Service Instruction Letter 98-9E provide the recommended TBO for their respective engines. If you operate commercially – Part 135, you do not need to look any further. TBO in these OEM documents is mandatory.

For the rest of us operating Part 91, you may ask “When do I need to do an overhaul?” The answer is, “It depends.” What does it depend on? Let’s explore that further.

Time: Time takes a toll on your engine as it just sits around doing nothing. Corrosion naturally occurs externally and internally. Rubber, sealants, and gaskets deteriorate with age. It matters little if the engine is used regularly or not. Some components do stay bathed in oil on a regularly used engine and that helps somewhat. Both Lycoming and Continental Motors allows that the TBO can be extended by 200 hours if an engine is run 40 hours per month. None-the-less, many parts are fading away with age. For example, the rubber connections on the oil return tubes of a Lycoming are notorious for developing leaks with age.

But what is time? Hobbs time, Tachometer time, and Calendar time are all different. A Hobbs meter is just a clock. Apply electricity and the clock runs and vice versa – simple enough. Tachometer time is not clock time. The tachometer counter only runs one to one with clock time at a certain RPM – usually around 2500 RPM. Running at lower RPM makes the tachometer run slower than clock time. At idle RPM the Hobbs is running much faster than the Tach. Calendar time is just that. Lycoming and Continental both state that their engines should be overhauled every 12 years. Neither Continental nor Lycoming call out Hobbs time or Tach time as the criteria to be used for overhaul – OPERATING TIME is what is called out. Of course, your aircraft does not have an Operating Time instrument, so judgement is required. Here are a few things that affect your judgement.

Operations: How do you operate your engine? The most benign operating condition is long cross country flying with gradual throttle/temperature changes. Aerobatic flying is probably the worst case with changes in temperature, G-loading on bearings and gyroscopic forces on engine cases. This extreme is closely followed by Aerial Application, Banner Towing, Skydiving Flights, Glider Towing, and Blimp Propulsion. (So don’t ever purchase an engine that

was used on a blimp.)

Engines in hard service generally need an overhaul at 1200 hours. Maybe a little longer, but at 1500 hour you will be taking chances. It is just a known fact that hard use wears out engines.

Your operating practices have a significant impact on engine life. Do you spend your time sucking up West Texas sand with a worn air filter? Do you operate on gravel runways and your propeller

looks like it has been through a hailstorm, and it vibrates unmercifully? Such things can shorten engine life. Regular oil changes are important to engine longevity. Do you keep your engine starts to a reasonable RPM – say – about 1500 until oil pressure builds? How about engine starts in cold weather -when the oil pressure takes 30 seconds or more to register on the indicator? Pre-heat is good for engines.

Skydiving entails long climbs at high power followed by rapid descents to pick up the next load of parachutists. That means thermal shock which is tough on an engine. Stressful operations such as towing are mostly long durations at high power often resulting in hot, thin oil and high engine temperatures.

Clues and Judgement Regarding Engine Overhaul: The first and perhaps most ubiquitous clue is the compression check. Unfortunately, the compression check is probably the most un-repeatable test that can be performed on an engine. Even testing twice in

the same day can give different results, but still, the compression check provides valuable information. With pressure applied to a cylinder, the mechanic can listen for a leak. A hiss from the breather pipe or oil filler tube means that rings are leaking. A hiss from the exhaust pipe means exhaust valve leak. Similarly, a hiss from the air intake means intake valve trouble.

These various leaks have various cures, but supposing a valve leak just refuses to be cured and a bore scope shows erosion on the valve and seat. Maybe an overhaul is due, maybe just a top overhaul is needed. Maybe just one cylinder needs some attention. If the engine has 1700 operating hours you may reach one decision, and if the engine has 500 operating hours you may make a different decision. It depends.

What if the compression checks over several years are showing steady decline? That is a clue also.

Another clue is oil pressure. While the engine is running, pressurized oil is forced into the tiny spaces between the bearings and journals on the crankshaft. If the bearings are worn out, the spaces get

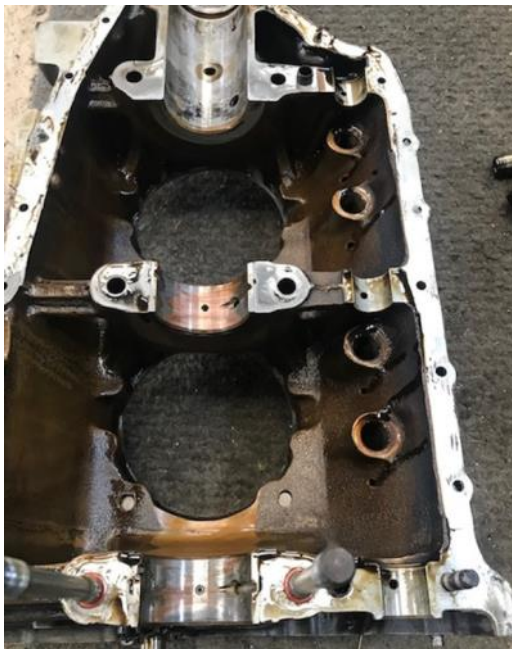


Photo 1: IO-360 with worn out bearings.

(Continued on page 15)

THE WORKSHOP CONTINUED

(Continued from page 14)

larger. The oil flow is not impeded as much as with new bearings thereby diminishing the oil pressure. At flying RPM, the lower oil pressure might not be noticeable, but at idle RPM low oil pressure may be indicating worn bearings.

What about SOAP? Spectrographic Oil Analysis Program. That is very useful if done correctly. Oil must be collected “cleanly” by catching it in mid-stream to first clear off any gunk that accumulated on the oil drain. The same lab should be used at each oil collection because there can be differences in the calibration of spectrometers. Spectrographic analysis shows TRENDS. A new engine during break-in will probably show high iron content as rings wear in, but in mid-life that engine will show very little iron wear. Bearings, on the other

hand, are tin and lead until worn out, then the oil shows a rise in copper. The SOAP lab provides some narrative of what is happening in the engine. Some knowledge of engine metallurgy is beneficial to making a judgement.

How about visual inspection of the engine and oil? If the engine is leaking from every known and unknown orifice it is telling you something. If the oil itself is darker than a coal mine at midnight, it is telling you something. If the oil gets very dirty in only a few hours, and several other of the symptoms discussed above are also present, then it may be time to have a serious discussion about getting an overhaul

Enough for this month. Be nice to your engine!



RV Build Progress

Paul Wurster

I've continued to work on the upper forward fuselage. The structure behind the instrument panel got built as well as the panel frame. I've started on making the canopy release mechanism. This is originally meant to be a handle that is on the top of the panel; however, Van's came out with an additional kit to relocate the handle down toward the forward center tunnel. Therefore, I'm trying to merge the original instructions with the optional kit instructions so that I don't duplicate effort or introduce any defects.

I also got three important emails from Van's. The first one was to reorder my engine under the new terms. The second said that my final kit, the finishing kit, will be crated in the next 30-60 days. The last email



gave me the instructions to reorder laser cut parts that might be in my wing. I was a little surprised because I did not think I had any laser cut parts. I went to inspect my wings and I could not find any defects or evidence of the problem parts in the main structures. I did find one part but it was not on the list to be replaced so I will press on.

Besides finishing the fuselage, next up on my to do list is deciding on the avionics package. Dynon vs. Garmin

Follow the build here: [HTTPS://eaabuilderslog.org/?s=Brother%27s_RV-14](https://eaabuilderslog.org/?s=Brother%27s_RV-14)



SWISD Airplane continued

(Continued from page 1)

assembled by students under the watchful eye of Chapter 35 mentors and staff, take to the sky. The aircraft now fully completed, certified and wearing a snazzy student-designed Vinyl Graphic design performed flawlessly with Chapter 35 member Darren Medlin at the controls.

The aviation program at SWISD is an innovative four year program, funded by multiple generous donors including the Dee Howard foundation, and has in large part relied on a cadre of dedicated vol-

unteer mentors from Chapter 35. Students have learned all the basic skills of aircraft engine and structural maintenance. Their shop is immaculate and the students learn organizational skills necessary to keep it that way!

For full coverage see the newscasts below: <https://sanantonioreport.org/southwest-high-school-student-built-airplane/> and <https://www.youtube.com/watch?v=bfVeLYXSHdU>

Congratulations SWISD Dragons!



Country Store

Nancy Duepner

Are you ready for a little spring cleaning? These supplies could help make your airplane (or other vehicle) picture perfect. Attend our March chapter gathering to learn more about your chance to win this awesome basket .



COMING SOON.....Chapter 35 t-shirts!!! The shirts will be available in multiple colors with our chapter logo screen printed on the left chest. Stop by the store to get yours.

Safe Flying,

Nancy - countrystore@eaa35.org

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Port Authority L100 Polo Shirt w/ embroidered logo (Ladies') / Color choices: Carolina Blue, Gusty Grey <i>**fits a bit smaller than size**</i>	1-L(grey) 2-XL(blue/grey)	\$31.00 (XXL+\$2.00)
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2024 Chapter Calendar					
March	5	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	9	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Ben Bott RV vs Zenith!
	16	09:00	Young Eagles Rally		San Geronimo
April	6-7		<i>Great Texas Air Show</i>		
	9	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	13	8:30	Chapter Gathering	Pancakes	A breakfast Chapter Gathering
		10:00	VMC Club		
May	7	19:00	BOD+L		Via Google Meet (virtual) contact president for link
	11	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Speaker TBA
June	4	19:00	BOD+L		
	8	9:00	Young Eagles Rally		Intl Young Eagles Day—Stinson
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		<i>AirVenture - Oshkosh, WI</i>	
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 Cook-off
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

EAA Chapter 35 Leadership



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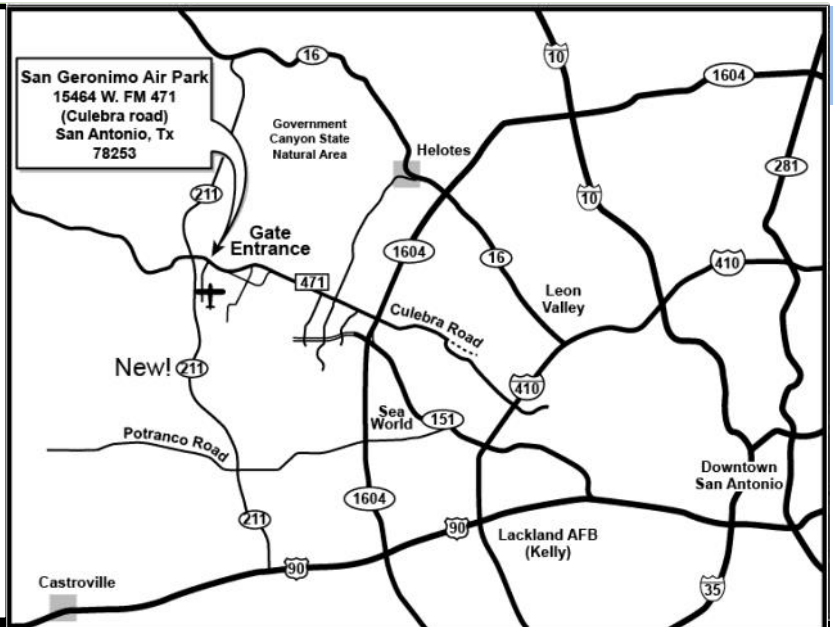
NEXT EVENT
MARCH 9th

10:00 VMC Club

11:30 Social/Lunch Gathering

13:00 Speaker

Chapter Clubhouse



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

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

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

Ron O'Dea, Secretary
15464 FM 471 W., #14
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Photo by Doug Apsey.

This is a picture I took of Andy Apsey (my nephew) departing Sandusky, Mi, airport (Y83) at sundown in his awesome Beechcraft T34 Mentor.