



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



JANUARY 2025

Volume 68 Issue 1

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Next Event

11 JANUARY

1000 VMC CLUB

1130 Gathering &
Lunch

1300 SPEAKER

CHAPTER CLUBHOUSE

FEATURED SPEAKER

Andrea McGilvray—Aviatrix, enthusiast, instructor and ... etcetera!

ANNOUNCEMENTS:

Air Academy Nominations are DUE now

Membership Dues are Due—pay online at www.eaa35.org

Applications for Scholarships are being accepted now.

Runway 35 is published monthly as a
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FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



We have said goodbye to 2024, and as regards EAA Chapter 35, we hope you are satisfied with the array of programs, activities, and accomplishments we achieved.

Plans for 2025 began in the fall, and we have scheduled the following: 10 VMC Club meetings. 10 Chapter Gatherings, two fly-in-like events, and three Young Eagles Rallies; we hope to award another three youth flight training scholarships and one full scholarship for a youth 16-18 to attend the EAA's Air Academy. With luck, we hope to restart our youth project, restoring our BK-1. Additionally, we will partially remodel our kitchen and finally enter the twenty-first century with a very large screen TV coupled with high-speed internet service. With this equipment, we hope to introduce some different programming. It's going to be a great year.

I hope you will agree that our chapter has an outstanding group of leaders who see that our events and programs happen; this year, we are fortunate to have Rick Vinas stepping in for Dean Doolittle as co-chairperson of our Young Eagles program. With a very full calendar for 2025, we could use some more help.

We need one, or maybe even two of you, to help with our merch sales, which we call our Country Store. Also, we need someone to help us with our social media presence (in the before times, we called that the public affairs officer). Finally, we could use someone

to help us organize the non-technical aspects of our BK-1 youth build project (i.e. send out the email invitations and get the snacks). If you are interested in helping with any of these jobs, let me know at president@eaa35.org.

At the end of last year, Chapter 35 was fortunate to receive generous donations from The Stewart Foundation, Damian Ketcham, Peggy and Chuck Fisher, and Tim Chea in addition to donations and endowments from the Brames and Jane Kellogg and others through the year; please join me in thanking these folks and others who made donations in 2024 for their generous contributions. These donations fund our youth scholarships, help overcome our annual budget deficit, pay for the upkeep of our clubhouse, pay for our new kitchen and audio-visual equipment, and ensure our financial future. We are grateful.

January aviation milestone: 7 January 1785 - The English Channel is crossed for the first time by air; Blanchard and Jeffries flew their hydrogen balloon from Dover to a forest near Calais. I wonder what kind of snacks they had on board.

Our first event of 2025 is our VMC Club at 10:00 AM on Saturday, January 11, which will be followed at 11:30 AM by our first of the year Chapter Gathering. Please join us for a hot baked potato and all the fixings lunch, followed by a fantastic presentation by our fellow aviator Andrea McGilvray.

I will get in trouble with our treasurer if I don't mention that lunch is still \$7.53 (\$7.00 if paying cash), and did I mention hot baked potatoes (yes, there will be a song)? I look forward to ringing in the new year with you on the 11th.



Application Deadline = January 31, 2025 ✓

Would you like a full scholarship to the EAA's week-long Air Academy? ✓

Are you 16-18 years old? ✓



Scan for more info



CHAPTER BULLETIN BOARD

From the Kitchen

Peggy Fisher

Christmas has come and gone, and I hope all had a great holiday. Our gathering on the 14th of December was a welcome rest for those busy people in the kitchen who are so helpful. A great big shout-out to Johnny who once again provided the chapter with a wonderful meal and clean-up.

We loved having a rest during the holidays. The gift exchange was also a wonderful event. Overall, I would call the gathering a success.

Fast approaching is the New Year and new surprises when we return to the clubhouse. Our January 11, 2025, meeting will see the return of the **Baked Potato Bar** and all the fixings.

As always, we welcome and encourage your donations of side dishes and desserts!

Here, by the way, is a new Kitchen Crew logo. Cute huh? Thank you so unbelievably much to everyone who has been part of the Kitchen crew this year!

Hope to see you for the first gathering of the new year.



Thank you Jonny and Juan!

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

I took another checkride last month. Checkrides are never fun but I actually enjoyed this one. Well, I enjoyed the process and preparation at least. In early November I upgraded my Private Glider certificate up to Commercial privileges. There is no real professional or economic reason for doing this, but it moves me on the path to someday adding gliders to my instructor rating.

If you have never taken a flight in a glider, you owe it to yourself to get a discovery flight. It is incredibly fun and economical. I actually enjoy it more and more as I grow in experience and capability. Let me try to explain why I feel this way.

First, flying gliders is fairly simple. Local flights require very little planning. There are no flight plans and no real need for charts if you are aware of the local area. Scan the weather, and figure out some basic altitudes to make sure you can get back safely, and you are ready to go. There is no need for a headset. There is a microphone and speaker in the aircraft. You do not need a big flight bag full of iPads and equipment. You don't even need a medical. However, you will need a couple of extra people to help you get launched. A tow plane will pull you into the air, and you need a few helpers to hook you up and run your wing for a few yards until you get aileron authority. They will also help you pull the glider in when you are done. That is about it.

Second, flying gliders is relatively cheap. The tow usually charges by the altitude at release. The glider is rented by the flight time. So a tow up to 3,000' might cost \$40-50 and the glider costs about the same per hour. So, if you can get towed up and stay up for a while, it can be fairly inexpensive compared to powered flying. The only drawback here is that it would be prohibitively expensive to fly to Oshkosh in a glider if you had to have a tow plane flying with you for all the intermediate stops.

Third, it uncovers a whole new world of aviation. Just like the first time someone showed you an IFR chart for the first time, you will start to look at the map in a different way. Learning more about weather and the vertical components of wind and air becomes mandatory if you want to be able to stay aloft for any significant amount of time or be able to do cross countries. You also need to get back into understanding the different airspeeds you are flying in a deeper way. If you like to get nerdy about flying, this could be



the sport for you. If you enjoy using some of that aerodynamics knowledge that you crammed and dumped a long time ago, soaring could be for you. Modern gliders are absolute spaceships with some crazy attributes. There is plenty to dig into so you will not get bored too quickly.

Finally, the Soaring Society of America (SSA) has a badge program that gives you some tasks to work for and build your skills and experience. The A, B, and C badges give you some targets to shoot for to walk you into longer range and duration flying. For example, I got my B badge this past summer by flying more than an hour after being towed up to 3,000' AGL. The next badge has me going on some cross country flights of increasing distances. It gives you something to work on fo-

cus your flying. I'm looking forward to the new training and the new skills. It takes a good leap of faith to leave the local area when you are not 100% sure of getting back. Hopefully, I will be able to make that as safe as possible.

Maybe I'll see you out there chasing the turkey vultures around the thermals some day. If this is on your bucket list, seriously consider getting a ride this year. I can assure you, that you will not regret it.



Membership Update

Zac Morton

Happy New Year!

I hope everyone enjoyed the holidays. I'm looking forward to seeing everyone at our chapter gatherings this year.

Thank you to all of you who have already paid your 2025 dues. I've sent a couple of reminders to those who haven't yet renewed their membership.

Dues can be paid online at eaa35.org by clicking on the Join-Renew page. You can also find my address there to mail a check.

<https://chapters.eaa.org/eaa35/join-renew>

If you have questions about your membership dues status, please send me an email at membership@eaa35.org.

Another Ray Scholar Success—Evan Carrell PILOT

Hey, all my Chapter 35 friends! I know it's been a couple of months since my last update but I have some really great news. Since I've last got in touch with y'all, I went ahead and finished up my private pilot certificate. I got my tail wheel endorsement And I've been having a ton of fun flying. The check ride was last Sunday on the 23rd with Dustin Howell out of KMNE Minden, LA. I got prepared with a ton of studying with help from Paul Wurster's videos he left as well as ASA Prepware and my great CFI, Tyler Marsh doing a whole lot of ground with me. Today as I'm writing this, it is Sunday, December 29 and I did 3.3hrs on my new airplane. Speaking of which it's a good time to introduce everyone to my new-to-



me 1947 Stinson 108-2! It has been a fantastic experience getting to learn tailwheel flying in a vintage airplane and it is going to be a blast venturing in it to Oshkosh next year. I couldn't have done it without the support of Chapter 35 and I can't wait to see y'all during the next chapter meeting!



Caught in Action

Jim Gibson, Rick Vinus, Marilyn Doolittle



It's these "behind the scenes" moments that help make this chapter a top-rate organization. At every event we post three flags, the US, Texas and Chapter flags. And at every event those are taken down, and carefully folded—the correct way. Thank you!

Volunteer Spotlight

Nancy Duepner

Nancy has been our Country Store proprietor extraordinaire and has grown our inventory and capability through amazing creativity and ingenuity.



I think a lot of us have benefited from her creativity with a laser engraver. She makes...everything! And, unbeknownst to most of us, a lot of those great gifts and trinkets, she has created and funded of her own generosity.

Nancy is a busy person, though, and between other commitments and dedicated work on their airplane project, will be retiring from the post this year.

Nancy, THANK YOU!

This Smile Cannot be Removed After Flight! Andrea McGilvray

When I woke up, that silly smile was still on my face. If I had died that day, everyone would have wondered what I had been up to, because that smile wasn't going anywhere after the flight.

Back in 2019, I set out with the goal of starting flight school, with my Decathlon in mind as my first aircraft. Now, the dream of teaching and having access to flying a high-performance aircraft is a reality. I never imagined that an Extra NG would be part of this journey, so let this be a reminder to never dream too small! The Extra NG is one of the world's most high-performance certified aircraft. So, what exactly is an Extra NG? It's a German-built, unlimited aerobatic aircraft capable of withstanding extreme G-forces that would be impossible for the human body to handle for long. EXTRA is named after its builder, Walter Extra and the NG stands for Next Generation. Flying an Extra means you need to be careful with how hard you pull or push, as too many G's can cause you to black out (aka G-LOC).

I had spoken with Michael Stevens, a fellow competitor at one of our IAC contests, and asked if he ever needed someone to fly with him. Michael has an incredibly diverse background. He owns the Extra NG aircraft, manages several others, is a corporate pilot, a former flight school owner, an aerobatic competitor, and much more. Out of the blue, he called me and said, "Let's go fly!"

Well, let's just say the tire tracks from my Camry will never be erased, as I drove straight to his hangar at 5C1 (Boerne Stage Airfield). December 9th marked my first official training flight, and I got to experience what it feels like to have access to unlimited power in an unlimited airplane. This aircraft is IFR-rated with an autopilot, though those features won't be part of our training for students. That week, we worked the air and multiple airports and runways to help me become qualified and proficient in the most important part of flying—landings. And I should note, takeoffs aren't exactly simple either. The P-Factor is real, and let's just say right rudder is a must!



Visibility in the aircraft is fantastic compared to what I'm used to in the Pitts, and it doesn't take long to feel like a "home sick angel" flying at a steep angle of attack that would intimidate most pilots. Between Castroville and Hondo, we made sure no one was snoozing, working extremely tight patterns, even with power off. The approach is similar to my Pitts, but much faster, and with that large three-bladed prop, it doesn't take long to slow down. The steep approach will definitely have students' eyes as wide as saucers. The S2B is similar, but you can't see anything! In this aircraft, you can see everything, which can be quite intimidating.

For anyone used to landing a low-wing aircraft into the wind, there's a new lesson to unlearn. With such a small side profile, the wind uses the fuselage as a mere bump, so there's very little push. A slightly crabbing into wind is all it takes and make sure the wings are level, even in a strong crosswind, and yes, I did practice that too. I could go on about the incredible qualities of flying this aircraft, but I'll save that for another article.



Michael and I will work together to help make safer pilots. It's a true privilege and honor to be involved at this level. Yes, I still pinch myself, and I've got some bruises to show for it, yip, this is for real!

This is a unique partnership of sorts.

Michael has generously allowed me to use it to help train pilots in maneuvers not as easily shown in a Decathlon, demonstrating why certain actions are or aren't recommended in general aviation, while also having fun. For basic training, the Decathlon will be the primary trainer, as it's more approachable for learning the fundamentals. The Decathlon is like a training-wheeled bicycle, while the Extra is the Ferrari. The Decathlon may teach you more, but the Extra is a thrilling experience once you have the basics down.

Flight training is officially open for business!

So who should take this opportunity to learn this? If you want to

(Continued on page 7)

Smile (continued)

(Continued from page 6)

become a safer and more skilled pilot, this is for you! If you have any concerns about how an aircraft behaves when it's in an upset attitude, this training is also for you. Honestly, I believe everyone could benefit from it. Your confidence will grow to new heights, all in a safe and enjoyable way.

So what will the courses look like?

1) Upset from unusual attitudes, including spin training.

You will gain the ability to talk at the same time as you do a 1 turn spin and come out on heading.

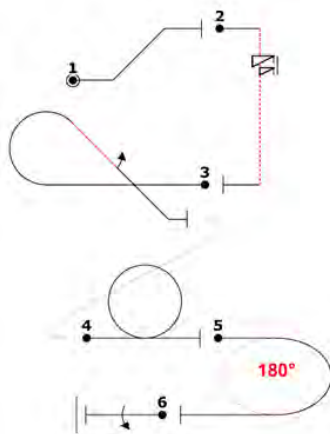
The instructor will upset the aircraft and the student will have to do the correct actions to bring the aircraft back to safe level flight with as little as possible loss of altitude.

2) Confidence builder.

Introduction how to do round loops, ballistic, slow and barrel rolls along with all that is part of #1.

3) Basic Aerobatics. Start in the Decathlon and then move up the Extra NG for one flight.

A) Pre-requisite of #1. Learn where to look while flying a maneuver, understand how to use top/bottom rudder



while doing ½ and full slow rolls, loading and unloading of the wings, ½ Cubans, Round Loops, 45 degree upline with a pushover.

B) Have the understanding to fly the primary sequence.

C) Introduction to sportsman maneuvers like hammer heads, Humpty, Split-S, Immelmann.

All training hours are subject to weather conditions and ceiling limitations. Each class is limited to a maximum of 1 flight of training. While multiple flights per day are recommended, they are not man-

datory. To ensure the best results, training should be completed within a close timeframe; otherwise, a review of previous lessons may be necessary, requiring additional time. All Training in the Extra NG will be out of 5C1 and all training in the Decathlon will be out of KHDO.

Come see what we're up to – you might just find yourself in an unexpected mindset, only to realize it's not as strange as you initially thought!

This journey has been a whirlwind, and it's been incredible. A friend once described it as "throwing mud at the wall," and I can't help but agree.

You may be wondering, what's next? Well, I've got some exciting things lined up for this year, and I can only imagine the surprises still to come! Here's a little teaser: I'll be flying the "Tuareg - Mehari" Brazilian aircraft as a demo pilot - see photo! More on this hotrod in a future article!



Introducing a Student Member—Chandon Knies

Editor's note: We encourage our student members to be active with the chapter and to become known. You've probably all met him, but if you haven't, here is an introduction from Student Member Chandon Knies.

Hello Chapter 35,

My name is Chandon Knies, and I'm excited to introduce myself as a new member. I'm a sophomore at O'Connor High School and a student member of the EAA. I'm part of a family membership with my grandpa, who introduced me to aviation.

About two years ago, I began flying and have since accumulated 15 hours of flight time. I'm currently working toward my private pilot license at Texas Skies Flight School. With support from the Certified Flight Instructors at Texas Skies and online King Schools, I was able to pass the PPL written test.



Balancing my interests has been a challenge as I stay busy with school, football, and as a first-year cadet in the Air Force Junior ROTC program. Both football and AFJROTC require a lot of time for competitive activities outside regular school hours, and my parents' commitments add to my packed schedule. Despite this, I've enjoyed attending several chapter gatherings, especially the VMC meetings with their "what would you do" discussions. The chapter's hospitality and great food have also been a highlight.

I first learned about the EAA and its scholarships through Lillian Cavanaugh, a fellow O'Connor High School student. I'm grateful for the opportunity to be part of this community and look forward to meeting more Chapter 35 members, achieving new milestones, and continuing my journey in aviation.



Musings of a Right Seat Non-pilot

Marilyn Doolittle

The hubby and I recently flew from our home base in Kerrville to Uvalde for some lunch. As we made the quick trip there and back, many thoughts entered my head. I suppose since we observe the “sterile cockpit” rule, *i.e.*, no unnecessary conversations, I spend much of the time thinking about the process and mechanics of flight. Aviation has its own lingo, and much can be observed by the non-pilot that is amazing, amusing, and baffling. Please consider this article informative, yet in many ways a bit of stand up comedy.

As we are about to depart, the pilot in command (the “PIC”) does a pre-flight check of the aircraft. For those of you who are passengers, this is an ideal time to keep your trap shut. If you distract the pilot, he may miss a step, or worse, need to go back and start all over. After the pre-flight check, you can pipe up with comments like “I didn’t see you test the fuel” or “I didn’t hear the stall warning test.” Of course, you are being diligent, but the answer is always that these steps were done, you were just not paying attention, and correctly so. By the way, I love the term PIC. Makes me wonder what acronym applies to the driver in command of a road trip. But I digress.

So off we go. Taxiing down to the runway. No taxis are involved, but that’s the term pilots use for driving to the runway. At this point there are more pre-flight checks, but this time called a “run up.” We are not running anywhere, and we are not up yet, but more testing is involved. Like the magnetos, left, then right, then both. I have no idea what these do, but having both operative seems to be desirable. At this point I make sure I can reach the rudders, and adjust my seat as necessary. This is tricky as I need to slide the seat up far enough to reach the rudders, but not so far that my belly is pressing on the yoke. This is where being skinny would be a plus. I need to reach the rudders in case the pilot becomes incapacitated, but I’m not sure I’d be all that useful. Then the pilot takes a little spin around scanning the surroundings, both terrestrial and in the sky. Especially look for other planes (called “traffic”). Here you might be fooled by the big buzzards we have in Central Texas. They look a lot like airplanes, only you will know the difference because they can fly in much fancier patterns,

dipping and swirling and laughing at us humans with our simplistic flight maneuvers.

Then you take off. I like this part because you seem to be bumping down the runway, and maybe fishtailing a bit, and then voila! you are aloft and suddenly the ride is smooth and peaceful. At this point, my mission is to watch some of the gauges. We have an assortment of gauges and screens, some of which are as old as the plane (almost 50), and others are new fancy high tech ones. From where I sit on the right, there are several old style gauges that I keep my eye on. They have colors and needles, and as long as all the needles are pointing to green things, all is well. There is also a yellow button with a light that says “ALTNR.” This is the alternator. Again, not sure what this does, but one time we were taxiing out and it lit up. This

required us to turn around, abort our trip, and call a mechanic. So all I know is this is the “go back to the hangar now” button. There is also a gauge labeled “DATCON” which keeps a cumulative count of how much time the plane has been in the air since day one. Despite the clear label, it’s called the “Hobbs” like the stuffed tiger in the old Calvin cartoons.

Another thing I watch after take off is the fuel pump toggle, located on the left side of the dashboard (which is called an instrument panel).

After we have been aloft of short period of time, this should be turned to the off position. I like reminding the pilot to do this when he hasn’t yet, so I can feel like I am contributing to the flying process. There is another gauge on the left side that I take a peek at periodically. It’s called a heading indicator. This looks just like a compass with an outline of a big jumbo jet on it. We also have a traditional compass embedded in the windshield. When the two don’t agree, the pilot needs to adjust the fancy schmancy heading indicator to match the old school compass. And the degrees marked on the two are backwards from each other. One goes clockwise from 0 to 360 and the other counter-clockwise. I personally think that’s just asking for mistakes to be made. Also I used to watch the time elapsed on the fuel tanks. We have two and need to

(Continued on page 9)



Musings of a Right Seat Non-pilot (cont)

(Continued from page 8)

switch from one to the other every 45 minutes or so, to keep the plane balanced and not run either one of them dry. Sadly, the hubby bought some new jazzy screen display that starts a blinking message when it's time to switch, so that job had been stolen from me by some aeronautical AI.

I need to mention getting in and out of the plane. Our plane is a low wing configuration with a canopy rather than doors. So you have to hop up on the wing (not in the "NO STEP" area, which is most of the wing), and fling yourself over the side like you're hopping into a convertible car with the doors shut. This gets less and less easy every year. And to top that off, anyplace you instinctively reach for support has a sign like "NO HAND HOLD" or "DO NOT PUSH." Essentially you need to be a contortionist to enter and exit the aircraft.



I think my most important job when underway, other than keeping quiet and watching for traffic, is to continuously scan for flat unobstructed places to land if we need to do an emergency landing. A lot of pilots shy away from the word "crash," preferring the gentler phrase "off airport landing." I'm not sure where the line is to distinguish between the two, but walking away seems to be an important indicator. Parts of Texas are full of nice flat places upon which a small plane could land with minimal trauma if need be. However, I have learned that if the nice flat terrains sparkles, it's likely full of water like a rice paddy. This is not a good location. Also, even from a relatively low altitude, farm fences and electrical wires are not so visible. If there are a bunch of cows, expect fencing. Also cows are rather dense and not something you want to hit either. Some areas west of us have circular crop fields. These are not mystical crop circles, but regular fields with a round irrigation system installed. The water

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(Continued from page 9)

comes from a long contraption anchored in the center of the circle that is the length of the circle's radius, and spins around irrigating the crops. These look like good places to land as they are fairly big, but I always scan to see if the arm is moving (bad) and if not, where it is sitting. So we can land on the half of the circle that is unobstructed if need be. As you head west from Kerrville, though, there are a lot of hills. I guess that's why they call it the hill country. I scan and scan and can't find anywhere to execute a safe emergency landing in this area. I just sit in my seat having the heebie-jeebies until we reach the nice flat part of Texas.

The hubby hands me an iPad when we are leaving, which has a nice map (yeah, I know, a "chart") of where we are going. We look like a little blue plane as we progress, and I can see other planes, their N numbers, altitude, direction and whether they are going up or down. I



can also keep a look out for tall things like cell and radio towers, which can be hard to spot with your eyes. The chart notes two altitudes for tall items, one is above sea level and the other above ground level. I can never remember what the plane's altitude indicator shows, so as long as we are above both of these numbers, I can relax.

And the reward at the end of the trip is the infamous "\$100 hamburger." I have to say the burgers at the Hangar 6 Air Cafe in Uvalde are top notch. Maybe they taste just a little better knowing that we made a successful flight with no drama, so you have kind of a buzz just getting there. They have several varieties of burgers, and you can get yours free if you purchase at least \$100 in fuel at the airport. Speaking of airports, most have a little building that provides services like a bathroom, vending machines, etc. called an "FBO." This means fixed base operator. Why they can't just call it a terminal is beyond me. <https://hangar6aircafe.com/>



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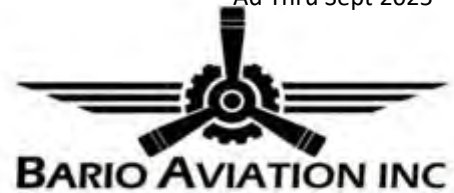
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DECEMBER 2024 Holiday Party



DECEMBER 2024 Holiday Party



Youth Flight Training Scholarships Offered by EAA Chapter 35

EAA Chapter 35 is dedicated to introducing youth to aviation and supporting advancement of their aviation education through scholarships.

Want to be a Pilot? We can help!



EAA Chapter 35 scholarship recipients – NOW private pilots

- [Chapter 35 Youth Flight Training Scholarships](#): Since 2023 we have awarded three locally funded scholarships in the amount of \$10,000 each! We will award at least one of these scholarships in 2025 thanks to the generosity of our Chapter 35 members. This scholarship is provided to help eligible youths 16-19 obtain their Private Pilot License and covers expenses related to flight training.
- [EAA Ray Aviation Scholarships](#): Every year since 2020, EAA has selected our chapter to administer this prestigious scholarship of up to \$12,000 for eligible youths 16-19 to assist them to obtain their Private Pilot certificate, and thanks to the generosity of the Ray Foundation and our Chapter 35 members, are making an application for two scholarships in 2025.

Applications for 2025 will be available starting December 15, 2024. Prerequisites must be met, and applications must be received by the end of February 2025. For more information about these scholarships, prerequisites, and how to apply, see the announcement on the EAA Chapter website (<https://chapters.eaa.org/ea35/news>) or contact our Scholarship Coordinator at scholarships@ea35.org

Scholarship Funding Relies on Generous Donors



Like what you see? Want to Contribute? We appreciate donations of any amount to our scholarship fund. Donate online <https://chapters.eaa.org/ea35/donate>, or in person at a Chapter meeting. Any questions about donating to Chapter 35, or to make other arrangements for donations, please contact our Treasurer, Dee Brame, via email at: treasurer@ea35.org. EAA Chapter 35 is a 501(c)(3) charitable organization, and your donations will be recognized with a letter acknowledging the donation. Please check with your income tax professional as to how best to monetize and deduct the donation.

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Scholarships Update



As I write this December 17, 2024, we have already received one request for a scholarship application (application period opened on December 15, 2024, and completed applications must be received by the end of February 28, 2025). The scholarships (at least two scholarships, probably 3 or more) we have for 2025 are for flight training for qualified young adults

ages 16 to 19.

See the flyer in this issue for more information. Also, we encourage you to use the flyer in this newsletter to give to youths you think would be interested and qualified. I am hoping for more than one applicant.

Other than sending out applications to people who request one, I personally am somewhat less busy with scholarship “stuff”, since so many of the scholars we had in March have received their pilot licenses. Just keeping tabs on our few remaining current scholars as they approach the final stage of their flight training... and all of them know what they SHOULD be doing. We’ve chosen a scholarship selection committee to review the applications we receive, but our work on that committee won’t start until March.

So, I am trying to take advantage of today’s unseasonably nice weather to go flying. And maybe do some work on a plane, using that nice LED headlight I got during the Christmas Party gift exchange. Some personal issues kept me from attending Chapter meetings for most of the last half of 2024; I am really glad that I was able to attend the Chapter 25 Holiday Luncheon this month. Good food, good people, good time. Put it on your calendar for next year.



Rory Sorola—2024 Kellogg Scholar



So, remember how in the last newsletter I mentioned that I would be doing my checkride on my 17th birthday? So much for that. The entire week of my birthday was entirely clouded out with horrible weather all around. To make things even crueler, the weather completely cleared up the day after my birthday. I don’t know how unlucky I have to be for this exact scenario to play out, but I’m definitely pretty shocked about it. My DPE will be out of town for the next few weeks, so I rescheduled my checkride for early January, which was the earliest time I could get.

The only thing that I’m certain of is that I’ll be incredibly angry if the weather turns out to be poor again for the entire week. It’s better to be safe on the ground than in danger in the air though, so I won’t push anything if the weather does turn out bad. Wish me luck, and hopefully I’ll be able to give you an actual message of success in the next newsletter.



Lily Cavanaugh—2024 Brame Scholar



Hello everyone I hope you all had a Merry Christmas and happy holidays. I have been having such busy weeks with flying, school, extracurricular activities, and fun events. Recently, in a sad turn of events, I have not been able to fly as much as I would like with the weather not permitting it. Even with this being said I am getting closer and closer to my license with each flight I take. At this moment I am well over half way done with my total required 40 hours of flight. I have only two requirements re-

maining with them being my Solo Cross Country flights and my flight in a Controlled Airspace. I am excited and nervous about my Check Ride which I plan to do in late February. This whole journey has been so amazing and rewarding for me. I love making the people around me proud! With my schedule clearing up in the next few weeks after the winter break, I hope to find some opportunities in the Chapter to help out anyone who needs it. With this being said if you do need help with any work hands on, electronic, crafty, or even planning related feel free to reach out. I hope everyone has an amazing month as they look forward to the new year!!



THE WORKSHOP

Chapter Builders!

Fred McMahon, 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
Terrone	Sling TSi		
Versteeg	Zenith CH640	Wings installed	TBD
Morton	RV14	Fuel tanks	TBD
Hecker	1943 L-3B	Final Restoration	2025

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

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Important Changes Coming in 2025!

Chuck Fisher

Upcoming in 2025 will be a number of expanded authorities, enhancements and improvements specifically aimed at General Aviation.

Some of these are a result of the sweeping 2024 FAA reauthorization act and others are procedural changes that have been “in the mill” and are now ready to launch. Some of these will affect you as a pilot, owner or prospective aviator.

Changes to the FAA medical certification process: As a long-time Senior AME I get to put this one first. There are two big changes that you should be aware of. The first is how and when we test for color vision and the second, currently on hold, is how the FAA handles applications for Special Issuance (Waivers).

Color Vision first. Starting 1 January pilots and pilot applicants will *only* have to have their color vision checked on application for a new certificate or later in their careers if they take certain medications or have some specific eye conditions. If you already hold a medical certificate and it does not have a color vision limitation—you have probably taken your last color vision test!

However, new applicants do still require a color vision test and the **ONLY** color vision testing allowed will be one of three very specific computer vision tests. These tests are unforgiving and result in a report of color normal...or not, so let's talk about those first.

First it is worth noting that in order to administer color vision testing your AME must purchase one or more of the computer testing devices...and some are really expensive, as in avionic expensive. Pilot applicants should anticipate paying a separate fee for one-time color vision testing at the time of application, and some AME's may not have the computer system to do the testing. If your AME does not have the computer, there is a provision for the AME to issue a **THIRD** class medical certificate with a color vision limitation if he/she does not have the equipment, the applicant chooses not to purchase color vision testing or if the applicant does not pass the color vision test. Applicants who do not pass color vision testing can only be issued third class certificates. (Texas AME does have one or more tests at our locations and Doc Hecker tells me SA-AME does too).

I anticipate that by far and away the most common test will be the Waggonner color vision test as it is the least expensive and easiest to administer. This test is administered on a computer, table or an iPad. After entering name and identifying info, the computer will present an image with a number on a dotted background similar to

the old “plate tests”. The applicant sees the image briefly then has to type in that number. The image will only show for 3 seconds... which is pretty quick. The computer scrambles the images and can add more if it detects you are having difficulty. At the end it'll generate a pass-fail report that the AME must also upload to the physical separately. By the way, only the AME who performs the physical can upload the certificate; so if you have the color vision testing done by another AME, you will still have to go back to your original AME to have them upload the document.

The other two computer tests are the Rabin Cone Contrast Test and the City Occupational Colour Assessment & Diagnosis (CAD). These are also both computer tests, but each of these requires a dedicated computer, a calibrated screen, and a darkened room to administer them, and they are very very expensive. Few AME's are likely to have either or both of these.

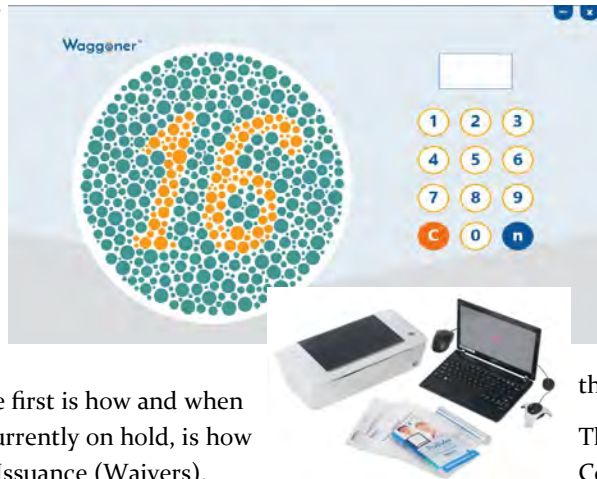
Military aviators may recognize the Rabin CCT as the test all three branches of the military use, because it was developed by the USAF (over at USAFSAM at Brooks) for the military. However, in an odd twist, the military has actually relaxed color vision standards, but the FAA has not. So it is possible to pass the Rabin for the military but fail by FAA standards. It too is a test that presents numbers on a computer and has you type them in, and like the Waggonner it scrambles the numbers and presentations making nearly impossible to “cheat”.

The City test is by far the most costly and rarest test. It is used in Europe, but seldom in the US. It also requires a dedicated computer and instead of numbers it uses a moving color target on a continuously changing screen and the user tracks the target.

The challenge with color vision is that almost no one is “color-blind”. The genes for color vision are carried on the X chromosome, and “normal” is dominant. So since women have two X chromosomes, they can only get a color weak gene if both mom and dad carry color weak genes. However, men have only 1 X chromosome, so that recessive gene can be expressed. Overall, about 8-10% of males in the US have some degree of color perception deficiency.

Most color vision deficiency we see is genetic and almost always in males. What causes it is that males with the “weak” gene have few-

(Continued on page 18)



2025 FAA Changes (continued)

(Continued from page 17)

er receptors than typical for specific color combinations, most often red and green. BUT, although color weak, these individuals DO have receptors for those colors. So color weak individuals are enormously frustrated with testing because they DO have color perception...they can see green, they can see red, yellow, blue, etc. However, they see those colors less intensely than others, so at low intensity the color blends with gray.

Color weak applicants CAN see red lights, and green lights and yellow lights. But they don't see them as strongly, and thus in fog, for example, the VASI's that to color normal pilots may appear faded pink, to a color weak may blend into the background gray. All of the color vision tests present faded or very low intensity colors against a mottled gray background simulating that effect.

The FAA has set the "standard" for passing the color vision tests at a point where color "normal" individuals will "pass" but color weak individuals will be challenged to do so. This "cut line" may be higher, or more difficult than the "plate tests" or color signal or Farnsworth Lantern tests used in the past.

There are a few conditions that may kill off or affect the function of color receptors. Nearly all of these will require FAA review anyway, and color vision testing may be specified for those conditions. But for most of us already certificated pilots, we've probably taken our last color vision test.

In other medical certification news, there is a very controversial push at the FAA to no longer review a deferred application and send a request for more information. They are super backed up, and the push is to do a one and done application. So, an incomplete application would simply be denied. This has caused a well-deserved firestorm of concern and has been delayed a couple of months. However, I think it will come to fruition in some form. SO, aviators and applicants who are taking medications or have medical conditions likely to require an FAA review should consult with their AME first, learn what will be required for FAA approval, gather up all those documents and reports...then do the exam once everything required is ready to be uploaded at once. Do expect many AME's to suggest delaying an exam if everything is not packaged and ready to go.

MOSAIC: This will be the year of MOSAIC. The Reauthorization Act requires the FAA to implement MOSAIC within 2 years of last May and as some of you may know a rulemaking draft has been published in the federal register. Though some things will change in the final law, we can expect LSA aircraft definitions to be expanded to include a wider variety of aircraft, most likely up to 3000

pounds and four seats, to fall into LSA rules. That means a 172 will be eligible to be an LSA. They can include retractable gear and variable pitch props and can be used for some commercial purposes (not commercial passenger operations). Sport pilots will still be able to carry only one passenger, but private pilots using a four place LSA can fill all seats. This is authorized, but not yet codified in regulation....so watch for the final rule as details will matter!
<https://www.avweb.com/aviation-news/mosaic-final-rule-now-expected-in-2025/>

BasicMED changes: The FAA Reauthorization Act of 2024 required the FAA to expand BasicMed to:

1. Increase the number of allowable passengers to six from five, and the number of occupants to seven from six.
2. Increase the maximum aircraft takeoff weight to 12,500 lbs. from 6,000 lbs., excluding transport category helicopters.
3. Allow pilot examiners to conduct flight checks using BasicMed in aircraft that are covered by the BasicMed rule. Information for examiners is available here.

Eligibility for BasicMED has not changed. Pilots must have held a valid medical certificate at some point after July 14, 2006; the most recent medical certificate cannot have been denied, revoked, or suspended; they must complete a medical exam by a state-licensed *physician*; they must complete an online medical education course; and they must hold a valid U.S. driver's license, and BasicMED pilots cannot fly for compensation or hire and are restricted to flying at or below 18,000 feet altitude and at a speed no greater than 250 knots

Aviation Infrastructure Modernization: The new Act also provides some important provisions including forbidding closure of GA airports that have received FAA funding, providing FAA funding for solar lighting for GA airports that lack lighting and requiring 100LL remain available for GA ... until a "suitable" substitute becomes available.

This is a glimpse of some big changes coming in 2025 as the rule-making process grinds forward. You can read the entire 410 pages of captivating text at <https://www.congress.gov/118/plaws/publ63/PLAW-118publ63.pdf> and/or watch your Sport Aviation and EAA e-mails for important updates as they come out.

This is the first FAA authorization act to have an entire section specifically labelled and for General Aviation. The expansiveness of this document is still being explored and as rulemaking this year fleshes it out, there will be more to learn. This is your EAA and advocate organizations at work!



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!!

You must contact the editor by e-mail or phone to extend your ad beyond the expiration date

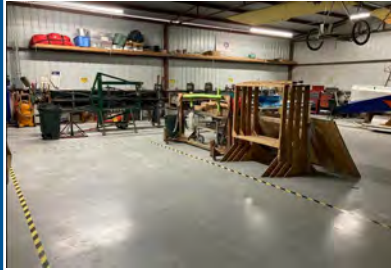
For Sale: 1962 Piper PA-22-108 Colt taildragger . It has a full steam gage panel with radio and intercom. I needs some tender loving care and new battery. Asking price is 25K as is or 30K with a fresh annual. Contact Lew Mason at 210 688-9072. If no answer, please leave a message.



For Sale: 1946 Aeronca 7AC Champ, C85-12 engine, electric starter with battery. Extensive annual done December 2024, mid time engine, excellent compression all cylinders. Scott tailwheel, VGs, unused gas tank in wing, lots of manuals for both aircraft and engine. All instruments serviced and pitot system calibrated. Support parts and equipment including new Tundra tires & tubes, Scott tailwheel overhaul kit, tow bar, oil, etc. Hangered at private strip 78TA just south of San Antonio. \$29,400. Tom, 830-663-4448 or puma78ta@gmail.com



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.

For Sale: Quiet Technologies HALO Headset. Bought for my wife several years ago but she never used them so these or in "like new" condition. There is an August 2023 AOPA review of these on YouTube. New they cost \$350, selling for \$175 or make me a reasonable offer. Also have some other headsets available. Contact Doug Apsey at 210-913-2539.



For sale - 2 new Superior Air Parts cylinders for 150 hp Lycoming. Part number SL32006N-A21P. Complete with the exception of rings sets. \$1,100 each. Contact Dean Doolittle 713.805.1577 or dean.doolittle@eea35.org



San Geronimo AirparkSM Property Owners Association

So We May Fly ForeverSM

Do you know your neighbors?

Being Neighborly is not just about being social...it is about SECURITY. There have been some recent incidents involving individuals on the airfield up to no-good. Fortunately, their efforts were thwarted by a resident who recognized a vehicle that did not belong there, and had the sense of responsibility to check it out.

Do you know your neighbors? I don't mean this just for residents, but also for hangar owners and renters. Do you know your neighbors?

Who are you going to call if an alarm is going off, or the hangar door

is left open? Would you know if a car or truck does not belong there?

Our airpark is being surrounded by lots of folks, and among them may well be some who want to explore. You can only identify something amiss, if you know what is normal.

So, this year, make it a point to meet your neighbors and say hi. You might even consider exchanging info so they can contact you.

Happy New Year!



Well.....here we are at the end of 2024. We will be transitioning the Country Store as I simply cannot be present at all the events as I have been. Watch for changes. In the meantime we can still take online orders via the website or an email.

Safe Flying,

Nancy

(954) 675-8462



	Inventory (Currently In-stock)	Member Price
Texas Flag Fishing Shirt w/ embroidered logo—Lake Fork/Magellan (short sleeve)	4-S 4-M 1-L 2-XL	\$46.00 (XXL+\$2.00)
Port Authority L100 Polo Shirt w/ embroidered logo (Ladies') / Color choices: Carolina Blue, Gusty Gray or Custom Order **fits a bit smaller than size**	1-L(gray) 2-XL(blue/gray)	\$31.00 (XXL+\$2.00)
Port Authority K100 Polo Shirt w/ embroidered logo (Men's) / Color choices: Carolina Blue, Gusty Gray or Custom Order	2-L(blue/gray) 1-XXL(blue) 1-M(Coastal Blue)	\$31.00 (XXL+\$2.00)
Baseball Cap w/ embroidered Ch35 logo	5-regular 9-TX Flag	\$19.00 \$21.00
Lapel/Hat/Tie Pin	128	\$3.75
Airplane Key Ring/Bottle Opener	17	\$2.00
Bumper Sticker	Multiple designs	\$1.00
Coffee Mug Clear Glass or White Ceramic w/ laser engraved Ch 35 logo	5	\$4.00
Clear glass "beer" mug w/ laser engraved Ch 35 logo	5	\$5.00
Chapter 35 printed logo T-shirt	2-M 3-L 2-XL 1-3XL	\$20.00
Koozies	93	\$4.00
Remove Before Flight Key Tag	16	\$5.00
Embroidered Sew-On or Iron-on Logo Patch	14	\$3.00
Fleece Hoodie w/ embroidered Ch 35 logo	1-M, 1-L, 1-XL-gray 1-M, 1-L-blue	\$38.00
Wheel Chocks - Aluminum	3 sets	\$40.00
Metal Art Propeller-Ch 35	6	\$35.00
Stainless Steel Tumblers w/ laser engraved logo	17-20 oz 1-12 oz (wine) 1-12 oz (speaker gift)	\$12.00 \$10.00 \$10.00
Aviation jewelry—various styles and finishes	Necklaces, bracelets, earrings	\$11.00 to \$22.00
San Geronimo Historical Photo Canvas Print	1	\$35.00
Young Eagles T-Shirts	11-S 11-M 5-L, 4-XL	\$25.00

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

January	7	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	11	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	Andrea McGilvray—Aviatrix
February	4	19:00	Board of Directors (Virtual)		All members invited. Contact presi-
	8	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	TBA
March	4	19:00	Board of Directors (Virtual)		All members invited. Contact presi-
	8	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	TBA
April	8	19:00	Board of Directors (Virtual)		All members invited. Contact presi-
	12	10:00	VMC club		
		11:30	Chapter Gathering	Pancakes	
	TBA		Young Eagles Rally		
May	6	19:00	Board of Directors (Virtual)		All members invited. Contact presi-
	10	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	TBA
June	10	19:00	Board of Directors (Virtual)		All members invited. Contact presi-
	14		Chapter Gathering		
	14	9:00	Young Eagles Rally		INTERNATIONAL YOUNG EAGLES DAY
July	8	19:00	Board of Directors (Virtual)		All members invited. Contact presi-
	12	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	TBA
	21-27		<i>AirVenture - Osh-</i>		
August	5	19:00	Board of Directors (Virtual)		All members invited. Contact presi-
	9	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	TBA
September	9	19:00	Board of Directors (Virtual)		All members invited. Contact presi-
	13	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	TBA
October	7	19:00	Board of Directors (Virtual)		All members invited. Contact presi-
	11		Chapter Gathering		
		10:00	VMC Club		
	TBA		Young Eagles Rally		
November	4	19:00	Board of Directors (Virtual)		All members invited. Contact presi-
	8	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	General Membership Meeting & Chili
December	9	19:00	Board of Directors (Virtual)		All members invited. Contact presi-
	13	11:30	Chapter Holiday Gathering	Lunch	Holiday/End of Year Finale

EAA Chapter 35 Leadership



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President	Ian Heritch	president@eaa35.org
Vice President	Paul Wurster	vicepresident@eaa35.org
Treasurer	Dee Brame	treasurer@eaa35.org
Secretary	Ron O'Dea	secretary@eaa35.org
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Young Eagles	Rebecca Southard	youngeagles@eaa35.org
Young Eagles	Rick Vinas	Rick.Vinas@eaa35.org
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Flight Advisor	Richard "Doc" Hecker	faexamdoc@yahoo.com
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Technical Counselor	Richard "Doc" Hecker	faexamdoc@yahoo.com
Technical Counselor	Mark Julicher	mjulicher@earthlink.net
Technical Counselor	Lew Mason	lewnan@sbcglobal.net

Pd Thru Dec 2024



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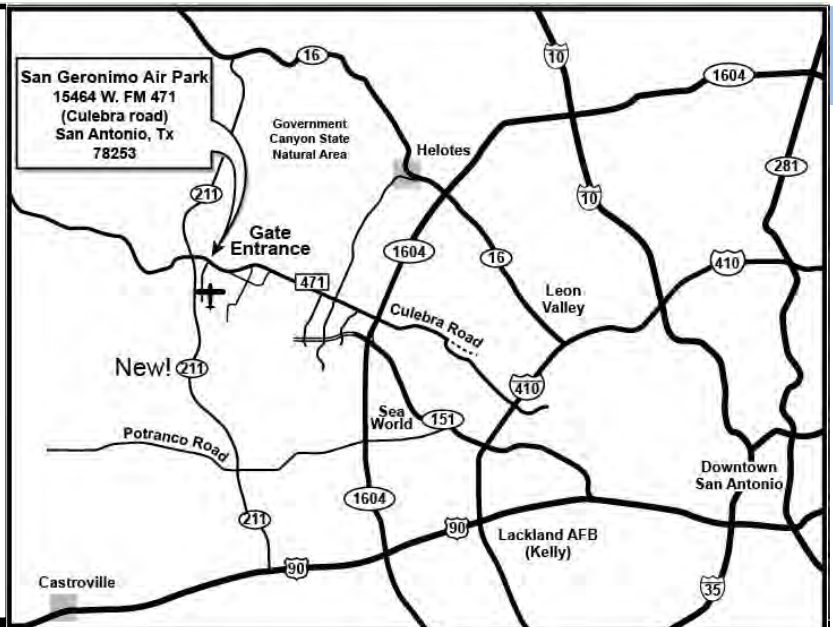
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NEXT EVENT
11 JANUARY
1000 VMC CLUB
1130 Gathering & Lunch
1300 SPEAKER
CHAPTER CLUBHOUSE



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 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 Culebra Road., #14
San Antonio, TX 78253

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