



**JUNE 2025**

Volume 68 Issue 6

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## Next Event

**14 JUNE**

**1000 VMC Club**

**1130 Lunch/Social**

**1300 Speaker**

**CHAPTER CLUBHOUSE**

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

newsletter@eaa35.org

## FEATURED SPEAKER

### Matt Acer from CalFire

Matt is a retired US Air Force Lt Col who flew the F-16 and U-2. He currently flies the Grumman S-2F tanker for Cal Fire. He will tell us all about aerial fire fighting and some of the other air assets he has flown including the OV-10 Bronco.



**Young Eagles Rally 21 JUNE at Stinson (KSSF)**



## FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



**A**s we welcome June, it's worth noting that our region has experienced relatively mild weather this spring. That's good news—but it's been

offset by the near-constant wind. While not tornadic, the gusts have been sporty enough to make flying light airplanes uncomfortable. Now, with temperatures much warmer than normal, it's safe to say this has been a less-than-ideal spring flying season. I hesitate to think about what summer may bring.

Ideally, we wouldn't spend our May meeting day on clubhouse cleaning and repairs—but it's vital that we continue investing in our chapter's home. Last month, over fifty members (and a few guests) gathered at our clubhouse and hangar at San Geronimo Airpark to spend two hours cleaning, repairing, dusting, mulching, building, running wire, digging and planting, sweeping, rearranging, hauling, and even cooking. We completed everything on our to-do list—and then some. A huge thank-you to everyone who pitched in. Your efforts, along with the larger projects funded by generous financial contributions, go a long way toward ensuring the continued health of our chapter.

Our next Young Eagles Rally is scheduled for Saturday, June 21, 2025, at Stinson Municipal Airport. By hosting the event at Stinson, we can accommodate nearly 80 kids—about twice the number we typically fly at San Geronimo. Young Eagles Rallies are central to our mission and truly a joy to be part of. Seeing the smiles on kids' faces as they climb out of the cockpit—and hearing them excitedly describe their flight to their families—is incredibly rewarding. We invite you to come out to Stinson and experience that joy firsthand. We need volunteers—both ground crew and pilots—and your help makes a difference. If you plan to join us, please contact our Air



Boss, Rick Vinas, at [rick.vinas@eaa35.org](mailto:rick.vinas@eaa35.org).

If you know a young person aged 8 to 17 who would love to participate in a Young Eagles flight, registration for the June 21 Rally opens at 8:00 AM on Saturday, June 7, 2025. Spots fill quickly—often within an hour or two—so don't delay. The registration link is available on the Young Eagles page of our website at [eaa35.org](http://eaa35.org).

This month, we have two general membership events on Saturday, June 14, 2025. At 10:00 AM, we'll host another engaging VMC Club meeting—featuring interesting scenarios and lively discussion. Then, at 11:30 AM, we'll begin our Chapter Gathering with a delicious lunch, followed by a fantastic guest speaker: Matt Acer from CalFire. Matt is a retired U.S. Air Force Lt. Col. who flew both the F-16 and U-2. He currently flies the Grumman S-2T tanker for CalFire and will be sharing insights on aerial firefighting and the other aircraft he's flown, including the OV-10 Bronco. He's flying into Texas specifically for our chapter—let's show up in force to welcome him.

As always, members and guests are welcome to join us for lunch. We'll serve a delicious entrée with sides, dessert, and beverages. We ask that you consider making a donation to Chapter 35 of at least \$7.53 (\$7.00 if paying cash). Credit and debit cards are accepted.

During the Chapter Gathering, we'll also be auctioning a beautiful P-51 Mustang art piece printed on metal, along with a well-written book, *Wings of War*, about this iconic aircraft. This fundraiser benefits Chapter 35 and is made possible thanks to the generosity of longtime member and past president Norris Warner. Thank you, Norris!

I look forward to seeing you on the 14th at our clubhouse at San Geronimo Airpark—and again on the 21st at Stinson Municipal Airport.



## Membership Update

Zac Morton

**Welcome, New Members!**

**Joe Ford** Joe was invited to join by Doug Dodson. He'll be camping with Chapter 35 at Oshkosh.

**Logan Compton** Logan was invited to join by Johnny Becker. He'll be camping with Chapter 35 at Oshkosh.

**Brooke and Mark Stahl** Brooke joined at our May workday gathering. Her son, Caleb is this year's Brame Scholar. Brooke has volunteered for the Country Store!

**Mugshots and Selfies Needed**

No Really! Our directory can include a photo. Unfortunately not everyone has the best memory for faces. If you have joined in the last year or did not have your photo in the last directory—**please send a selfie or head-shot to [membership@eaa35.org](mailto:membership@eaa35.org)**

*That includes these guys!*

# CHAPTER BULLETIN BOARD



## From the Kitchen

Many thanks to Roxanne Beavers for heading up all the kitchen volunteers. I do not know what I would have done without her since I had another commitment. Mary Ann Schlattmann stepped up and was master of organization and efficiency keeping all the food replenished so all had food to eat. To the master dishwasher Robyn Apsey who made sure all the pans and utensils were washed to a shine and dried. The members are truly gems and I do not know what we would do without them. A great big thank you to those members who stepped up as the runners who kept all on their toes to make sure there was food on the tables. A direct thank you from Roxie to hubby Danny "A huge hug and thank you for keeping the fire going whether the meal is burgers, dogs or pancakes." Danny again, thank you for handling all the grilling duties. A great big thank you to all who pitched in and helped.

For June we are planning on having fajitas (and all the fixings), rice and beans. Hope that all can come for our feast. It promises to be a great meal and a good time for all.

Again, thank you everyone who helped make the Member's Picnic a great success. See you all in June

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](mailto:newsletter@eaa35.org)

**Runway 35 — The Official Newsletter of EAA Chapter 35—San Antonio, Texas**

[www.eaa35.org](http://www.eaa35.org)



## FROM THE VICE PRESIDENT

Paul Wurster

**W**e live in a golden age of avionics. Getting lost might be a thing of the past. Even a ragged-out hand-me-down iPad coupled to a Stratus is far better than anything I learned with. If you want a laugh, look up a T-37 instrument panel. I am not lying, there was an instrument in that plane that we used as a CDI that was so unintuitive we used the reminder of "I'm sitting on the toilet reaching for the toilet paper" to stay on an airway. It made sense at the time.

I would go so far as to say that much of the general and experimental aviation panels are eclipsing what we are using at the airline level. However, one thing has not yet come to GA. There really is no instrument that can tell you if you are going to make it over a cloud that is in front of you. If you have a heads up display that can show the horizon and your velocity vector, you can answer that question pretty easily, but most of us are not flying with that kind of



gear.

I've got a gift for you. This is a trick that I learned many years back. It does not even require an expensive avionics upgrade. All you need is a water bottle that is about half full. We are going to use this water bottle to sight out our flight path to the horizon. Hold the bottle up sideways until your eye is sighted right on the top of the water level. Now look through this level. If the clouds in front of you are above the water level, you will not clear the clouds. If they are below it, you will clear them.

It is up to you to determine what to do about it, but knowing is half the battle. The next time you are out cruising around on your autopilot and afternoon Texas buildups are rising to meet you, pull out a water bottle and try this out.

Fly Safe!



## Young Eagles Rally 21 JUNE 2025 at KSSF

We are getting close to the big Young Eagles rally that will be held at Stinson Airport on 21 June 2025. History would suggest that we will have nearly 80 children who will hope to go up with one of our volunteer pilots, guided by some of our volunteer ground workers. If you want to see this event become a roaring success, and you know you do, make sure to come out to Stinson and volunteer to help us give these young people an introduction to airplanes and especially to flight. No volunteer experience necessary!

### Caught in Action Roxanne Beavers



### Volunteer Spotlight Mary Ann Schlattman



Mary Ann Schlattman is core member of the Chapter's "Kitchen Crew" and another one of those folks that is just always there when the need arises.

She's been a loyal side-kick for pilot-hubby Jim for decades, a contributor to the newsletter, and supporter for our chapter for many years.

It is volunteers like Mary Ann who make this chapter so successful.

Thank you Mary Ann Schlattman!

## GONE WEST—Ms. Jane Kellogg



Jane Kellogg thought airplanes were cool, and she was in her bones an aviator. It is with a heavy heart that I let you know that our dear friend, fellow member, benefactor, role model, chapter leader, and fellow aviator, Jane Kellogg, has Gone West.

Jane represented the best of us. She was always happy to be around other aviators; she was fiercely supportive and encouraging of any young person who had a passion for learning how to fly, and she did not hesitate to help Chapter 35 (and other aviation organizations) reach for the future. In doing so she endowed the Kellogg Aviation Scholarship fund, and with that created new aviators in her image. She will live on through each of those young ladies.

Chapter 35 was honored to have had Jane as an active and involved member, board of directors member, and to have learned of her background and legacy. If you missed it, learn more about Jane in our July 2024

newsletter at <https://chapters.eaa.org/ea35/newsletters/-/media/4ac916297d7b4565afc95eb44b1a00a7.ashx>

We will miss seeing Jane's big smile and hearing her kind words at our events, and we will all miss Jane's guidance as one of our chapter's leaders.

Our deepest sympathy goes out to her family, and may her memory be a blessing to them and all who knew Jane or benefited from her generosity.



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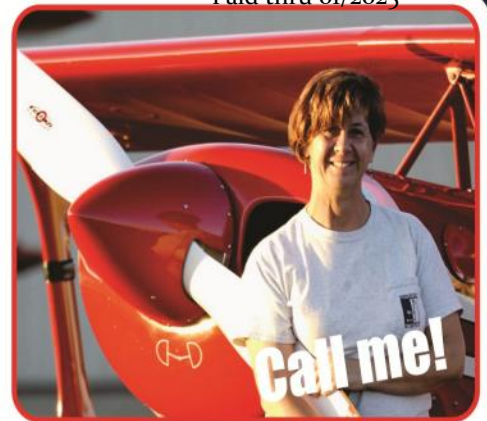
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# Midlife Pilot Podcast Fly-In

Zac Morton

*Gillespie County Airport (T82), May 2-4, 2025*

I've been listening to the **Midlife Pilot** Podcast for about a year. Just as the name implies, it's about flying and learning to fly later in life for those of us that aren't, or weren't ever, professional pilots. It's all about aviation for fun and experience of it. There's a great online community associated with the podcast, where listeners can keep in touch, share stories and achievements, and bounce ideas off each other.



The group has had a springtime fly-in each year for the past few years, but this is the first one this far west of the east coast. The weather leading up to the fly-in was not great in some parts of the country, so that limited attendance, but around 50-60 people came in, and most of us stayed at the Hangar Hotel on the field. Some flew in their own aircraft and a few flew in on commercial flights. Since I don't own a plane (yet), I drove up. One of the podcast hosts flew his light sport aircraft from Portland, Oregon. Another pilot flew his Tri-Pacer from northern Michigan. On his multi-day journey, he diverted around weather to Lake Charles, Louisiana and ultimately had to rent a car and drive the rest of the way.

We all know how great the aviation community is, and this event exemplified that sense of community. Meeting people you've only interacted with online is a little strange, but aviation is an instant connection. The weekend was a blast! From early morning coffee on the patio of the Hangar Hotel to late evening conversations around the tiki bar.

Saturday was a beautiful day to fly, other than being a little bit gusty. I joined a group that flew in four airplanes to Llano for barbecue at Cooper's. Four of us hopped into Ryan's RV-10 that he flew down from Wis-

consin. At Llano, we piled into a 14-passenger courtesy vehicle and headed into town for lunch. Saturday afternoon was the live episode in the Tac Aero hangar at T82. During the live episode, they made a point to call out the wise no-go decisions some had to make because of the weather.



Sunday morning, folks departed and we said goodbye for now. It was nice to make some connections with other pilots from around the country. It's good to know we'll cross paths again, at another of these events or Oshkosh or some other meetup in the future. This is a unique community we're all a part of!



## Aviation Podcasts

I've found podcasts to be a great "IV drip" of aviation content, including stories, history, and information, in between opportunities to fly.

Here are some of my favorites:

**Opposing Bases:** Air Traffic Talk The two hosts are controllers and pilots. Informative and entertaining, imagine Car Talk, but about aviation. Listen to enough episodes, and you'll learn why they talk about penguins.

**The Midlife Pilot Podcast:** Discussions on the experiences and challenges of being a pilot for the fun of it, with an interactive and encouraging community.

**The Green Dot:** EAA's own podcast with a variety of aviation-related guests and topics.

**Aviation News Talk:** Max Trescott, an experienced CFI in the San Francisco bay area discusses current events and what you can learn from them.

**"There I Was...":** produced by AOPA Air Safety Institute, features interviews with pilots who have been through emergencies or other challenging situations.

You can find all of these on whatever podcast platform you choose.

If you know of any other good ones, please let me know!

## That Moment

Chuck Fisher

**T**his evening marked attempt number four hundred sixty or so to clean up my den. It *always* fails as papers, magazines, and projects in various stages of completion seem to reproduce faster than there is space to file them.

Tucked away in a nearly inaccessible corner was a stack of sheet music and an old yellow music folder. Yes from high school, that was evicted from my mom's house years ago. It has been there for ages untouched...and dusty.

It turns out that folder didn't contain music at all, but rather photos and articles from my high school "Glory Days". One of those, though, is the subject of this article.

Among the newspaper clippings and mostly embarrassing photos of a long haired kid was a yellowed black and white photo I had forgotten about. For years it had been pinned to my wall as a kid. The yellowed print carefully preserved in an equally ancient cellophane page keeper was of a youthful, Tom Cruise lookalike with a Pitts special. "To Chuck....Gene Soucy". I think it was the first autograph I ever got.

I held that photo and for a brief moment and I was again that little skinny kid at Rockwood Airport in Tennessee in 1971. I don't know if I had ever been to an airshow; and back then events were a lot smaller, and more personal, than they are now. I don't remember if there were any other performers but I do remember the "Red Devils" (Charlie Hillard, Tom Poberezny and Gene Soucy) and I remember that day and that performance.

My dad flew us over from East Tennessee in a 206 and met his DPE, a fellow whose autobiography was titled "The Last Barnstormer" - because he was. He'd become a family friend. This airshow was more like a fly-in by today's standards, not the big commercial affairs of today. And, my memory was of a young guy flying the heck out of a new bright red Pitts Special, and taking the time to talk with a little kid.

Me.

Fifty-Four years later I have my own plane, have flown in much of the Air Force inventory at some point or another, and have been to a bazillion airshows and fly-ins. As with many of us, life and education kept me away from aviation for a long time. But somehow over the years even my medical practice was pulled into back into aviation. It was like a gravitational force. Now, pretty much everything I do professionally has some link to aviation and to those who fly.

And, I think maybe a part of that started that moment when a total-

ly cool guy took the time to talk with a decidedly uncool little kid.

None of us have any way of knowing what moment, what touch, what words or what actions may inspire the next generation. But they do happen, and each of us may BE that spark for some kid. We

don't have to be a professional teacher, minister or anything else to start the dominos falling. We just have to give a moment of time and attention to a kid.

That is sort of the essence of our Young Eagles program. When EAA started the program, long after 1971 by the way, it created a safe environment to formalize what pilots had been doing for decades. Barnstorming had gone by the wayside by then, but some generous pilots would still give a kid a ride. EAA gave pilots the nudge to do so even more.

I had long forgotten about that photo. But I remember the emo-

tion. I already loved flying through my parents and their instructor. And with experiences like watching my first airshow, deep inside a skinny little kid something connected...that fundamentally changed who I would become.

I remember that each time I take a young person flying. Sure, of those kids who ride along, most will have a great time but never do anything else. BUT, there will be *that one*. There will be that one whose entire life will change during a few moments spent at an airfield and in my plane. They won't know it and neither will I. But, I know it happens. I've been there.

That is why Young Eagles is so important. Every one of us; pilots, ground volunteers, organizers - has a chance to be a role model. We can do something few in our entire city of millions can do.

We can show kids a whole world they have never seen. We have an opportunity to inspire.

So, take the time. Be that totally cool person. Talk to a kid. Sign some photos....Change some lives.

See you at the next Young Eagles Rally!



**Pictures wanted** - If you have picture of your current plane or build, please bring it to a meeting. A color 8"x10" is perfect. If you are building, bring a picture of the current state of the project. You can bring in updated pics as your build continues.



# Pioneer Flight Museum Wings and Wheels Fly-In

Chuck Fisher

A couple dozen miles east of San Antonio is a true aviation treasure—the Pioneer Flight Museum at Kingsbury Texas.

The museum preserves a wonderful collection of very rare antique aircraft and automobiles and houses many of them in equally rare period structures. Although sadly aluminum clad, the ancient aircraft are housed in one of two remaining WWI hangars. The other is at the former Brooks Air Force Base. Among the aircraft are a 1909 Bleriot XI and a 1910 ASL Valkyrie, an authentic WWI Thomas Morse Scout, Meyers OTW and antique planes big and small.

Their May Fly-In almost always conflicts with our chapter gathering, but this year it was on the first weekend so we could go. Here are a few photos from the event. Put it on your calendar to go next year!





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**MAY 2025 Chapter Cleanup** (see more photos at [www.eaa35.org](http://www.eaa35.org))

May was Chapter Clean-Up Day and our Chapter Picnic and the Texas Weather gods finally cooperated. We had a wonderful clear day that wasn't blazing hot for a change and by the end of the day our members had totally transformed the clubhouse, hangar and grounds. The biggest project, led by VP Paul Wurster, was to remove one of the big cabinets and reconfigure the art/memorabilia spaces. This was to make a little more room at our gatherings as we often fill the clubhouse to capacity. President Ian Heritch reassured everyone that the memorabilia will be re-displayed as the project is finished. Finally we finished with a "Burger Burn" by Danny and the "Kitchen Crew". Awesome...as always! Thank you to everyone for pitching in and making the day a success.





## MAY 2025 Chapter Cleanup (see more photos at [www.eaa35.org](http://www.eaa35.org))





## Scholarships Update



**I**t has been a busy month for many of our scholars: Finals, Proms, and graduations. And some flight-related activities. As she writes in her article, our 2025 Kellogg scholar Emerson Morton certainly hit the ground running ... or should I say, is flying though her training.

Speaking of Kellogg scholars, our 2023 Kellogg scholar **Raegan Rait** has earned her instrument rating...and has an interesting update article as well. **Congratulations, Raegan!**

Our 2024 Brame scholar Lily Cavanaugh has not been sitting in a wheelchair after her knee injury but is back in the pilot's seat as she aims for a check ride in the near future ... hopefully before you read this newsletter. But as she relates in her article this month, it seems that she will be joining Raegan in the frozen north (Nebraska, North Dakota.... same thing, right? Less than 8 hours south of Raegan by car... practically next door by airplane).

2025 Ray Scholars Haddy Martinez and Chandon Knies are flying closer to home. Chandon is flying with Chapter member/CFI Dean Howard at Castroville Municipal Airport (Dean Howard is also teaching Lily). Haddy is flying with Patrick Delaney out of Zuehl Airport east of San Antonio, getting all sorts of interesting training... flying off a grass strip, and underneath the fast moving military training traffic out of Randolph Air Force Base. And there was something else about Chandon... what was it? Oh, yeah. **CHANDON SOLOED in May! Congratulations, Chandon Knies!**

And also **CONGRATULATIONS to Caleb Stahl** (2025 Brame

scholar), who **passed his written exam**. He also will be doing his flight training at with Dean Howard at Jetstream Aeronautics Flight School.

And some updates from some earlier scholars that I've heard from. Jeffrey Davila is going to be in Pittsburgh this summer at Carnegie Mellon doing a public policy fellowship at the Heinz school ("yes, like the ketchup", he said). And Maryjane Maroquin just graduated with a BA in Political Science from the University of Southern California in Los Angeles. She is staying there, taking a job as a legal clerk, I had been corresponding with her during the LA fires earlier this year.... she said she will take a year, then go on to law school.

So, busy times for the younger members. Personally, I've been highly involved in preparing for and helping with the first annual of my airplane that was conducted in my hangar, not off at some shop. Pretty eye opening... it's a lot of work. But it's been fun and informative. One "extra" I did was change out pumps, valves and hoses for my tip tanks. All these components are supposed to be replaced "on condition"... but the hoses are supposed to be replaced every five years, needed or not. The date codes on the tip tank hoses we took out were from 1991 and 1992. Hmmm...



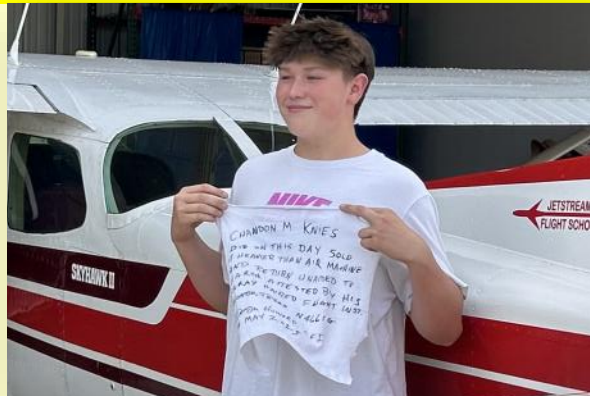
## SOLO!!!! Chandon Kneis—Ray Scholar 2025



**H**owdy everyone!  
Just wanted to give a quick update on my flight training progress. This past month didn't go quite as planned. I was only able to log a few flights due to a mix of weather delays and some unexpected events.

One of the biggest setbacks was that my CFI got injured right before one of our scheduled flights. Thankfully, it wasn't anything too serious, but it did mean we had to pause for a few days to let him heal up and get back to full strength. I'm happy to report that he's doing great now and is back in action!

As for the weather well, it definitely didn't do us any favors. Between low ceilings, high winds, and unpredictable conditions, there



just weren't many good flying days. But hey, that's all part of the journey. Learning to work around weather is just as important as any time in the cockpit.

Looking ahead, I'm really hoping for a more productive month. With my instructor back and hopefully! more cooperative weather, we're planning to get a lot more flights in. Every flight gets me a step closer to my goals, and I'm excited to keep making progress.

**\*\*\*Late Breaking News! - Yes the Shirt off his back IS INDEED A SOLO SHIRT! Chandon Solo'd the 14th of May. Congratulations Chandon! Be sure to give him a big pat on the (shirt covered) back!\*\*\***



## Raegan Rait PPL—2023 Kellogg Scholar

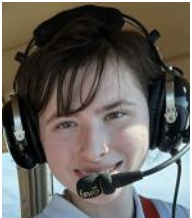


**W**ell, it's that time of year and I am officially no longer a freshman!! If you're ever interested in seeing the chaos of stressed out young adults, come to the UND aviation buildings in the second week of May, when everyone's trying to get checkrides and finals done. Speaking of, on April 29th, I received my Instrument Rating!! My first semester flying wasn't really related to instrument flying, so I was stressed about how I was going to learn a whole new way of flying in just 16 weeks. Luckily enough for me, I found instrument flying to be very fun and enjoyable, except for wearing foggles all the time. While doing approaches takes more time than the pattern and holding is so annoying, I have found that I much prefer doing an approach than flying a pattern. The only problem for me is that due to North Dakota's amazing (freezing) weather, I wasn't able to get any actual instrument time due to icing concerns.



To make matters worse, by the time I finished my instrument and I went back to flying VFR for commercial hours, it finally got warm enough to get some actual. Ugh. I'm hoping to get my temp soon to do my own flying, but for now I'm taking a break for the month of June and then going back up north in July to start Commercial. Other than flying, I've managed to maintain my 4.0 GPA, despite teetering on the edge of an A in my UAS class (if any of y'all ever have to do an exam where you're flying a drone, make sure you remember the controls are different depending on which direction you're facing). Also, through taking Aviation Safety and Human Factors classes, I've officially added a Minor in Aviation Safety, so I'll hopefully be doing some accident investigation classes soon which I think will be very interesting. Overall, I've had a great time up here, and if you don't let the cold scare you, North Dakota isn't so bad after all.

## Rory Sorola PPL—2024 Kellogg Scholar



## Lily Cavanaugh—2024 Brame Scholar



**H**ello everyone I am very excited to update y'all on where I'm at in my aviation journey. I've been studying hard for the oral portion of my checkride, which is scheduled for June 2nd. Preparing for this milestone has been both challenging and rewarding, and I've put in countless

hours reviewing regulations, weather, systems, and everything in between. I wouldn't be where I am without the incredible support I've received along the way. I'm especially grateful to Charlie and Dee Brame, whose mentorship, encouragement, and belief in me

have been truly invaluable. I also want to thank everyone at Chapter 35 of the EAA—your generosity and enthusiasm for aviation have made a lasting impact on me. Being part of this community has inspired me to keep pushing forward and to give back whenever I can. As I look ahead, I'm excited to continue flying in college and to join the Air Force ROTC program at the University of Nebraska-Lincoln. I know this is just the beginning of a lifelong journey in aviation, and I'm so thankful for the foundation that's been built right here with the support of Chapter 35.



## 2025 Scholars

## Emerson Morton—Kellogg Scholar 2025



I have made a lot of progress in the last month, and I have even more scheduled that will be complete by the time you read this newsletter. I have finished all of my night flight time and dual cross countries.

I will have completed my New Braunfels towered solo and (hopefully) all of my solo cross country time, including my 150 NM cross country. My

instructor has been great in helping with my training, not just in helping me improve but also in being very flexible with the times we

can fly and even a few times moving a cancelled morning flight to the afternoon so I can still get time in. After I finish the last requirements, I will just be down to practicing maneuvers over and over again.

I am in contact with a DPE about my checkride, so if everything continues going to plan, I will get my certificate before I go to college in July. I am very excited to keep training, and I have been having a lot of fun learning everything I need to know to be a pilot.

## Haddy Martinez—Ray Scholar 2025



Hi everyone, it's been a busy and exciting month in my flight training! I've been flying the

Cessna 172 regularly with my instructor,

Steve, and every lesson has added something new to my skills and confidence.

This month, I had the chance to experience flying under the hood for the first time to simulate IMC conditions. For almost a full hour, I flew without any outside visual references, just relying on my instruments. It really opened my eyes to how much we depend on sight and how disorienting it can be without it. I learned to trust my instruments, not my senses, and flew coordinated turns, level-offs, and heading changes all by instrument reference. I even flew the full traffic pattern under the hood before removing it on final to land. It was definitely challenging and mentally demanding, but one of the most valuable flights I've had so far.

Lately, I've also been practicing stalls, both power-on and power-off,

and learning how to recognize and recover from them safely. On top of that, we've been working through different emergency procedures like takeoff aborts, the "impossible turn,"

engine-out scenarios, fires, and missed approaches. I'm also getting more familiar with emergency equipment and survival gear, which is all part of being prepared for anything in the air.

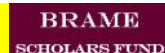
Outside of flying, it was really great to see everyone come together to help clean and organize the clubhouse at our last chapter meeting. It gave me the chance to get to know more of you, and it felt awesome to be part of such a supportive and hands-on

aviation community.

Even with a packed school schedule, I've stayed committed to flying. Each lesson teaches me something new, and I'm really looking forward to the summer when I can dedicate even more time to training and continue building toward my first solo.



## Caleb Stahl—Brame Scholar 2025



Hey Chapter 35! I hope y'all are handling the heat well. This past month has been filled with studying, for both my school AP (college equivalent) exams and my FAA written exam. I have completed the Sporty's course and am now focusing on covering additional material in the ASA manual.

I have taken several practice exams and have

gotten passing grades but I am now going to double down on my review to ensure my understanding of the material before scheduling my written test. *Stop Press! Caleb has passed his written and is off to begin flying. Congrats!*

With my school responsibilities wrapping up, I am now fully dedicated to my flight training. As a part of my scholarship agreement, I have to be able to begin flying within 2 months of accepting the scholarship, so I will definitely be able to report to you some progress with actual flying by next month.



# THE WORKSHOP

## Stromberg NA-S Carburetor

Mark Julicher

**B**endix-Stromberg of South Bend Indiana made carburetors for hundreds of different gasoline engines. Many old cars ran on Stromberg carburetors. These float-style carburetors are super reliable. They work at high temperatures and at below freezing temperatures. They work at ground level and at least up to 17,000 feet. For those of us that still interchange avgas and mogas the NA-S carburetor is tolerant of changes in fuel specific gravity too.

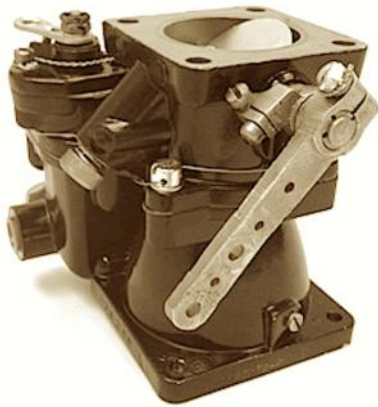


Photo 1: NA-S3 single venturi, updraft carburetor. (photo credit: Air Parts)

In WWII, Bendix manufactured about 500 different aircraft carburetors. Each model number began with a two-letter identification. On everything from small Continentals to massive radial engines you can find a Stromberg, so yes, there are many more Stromberg models than just the humble NA series. As a point of interest, when warbirds needed to go to very high altitudes or fly upside down, Bendix developed one of the best pres-

sure carburetors for that purpose. But not to digress, this article is about the diminutive NA-S, float style carburetor.

For those of us flying Aeroncas, Taylorcraft, and J-3s from yesteryear, we are familiar with the NA-S2 or NA-S3. The inner workings and hidden mechanisms of this humble carburetor are elegant in design, but they do have some common problems. If any of this sparks your curiosity, the overhaul manuals for these carburetors are very detailed and readily available, not to mention dozens of internet articles at your very fingertips.

The NA-S carburetor was designed to operate with ½ psi fuel pres-

sure at its inlet. Skipping the math, that means a fuel column of 19.1 inches will be correct. The fuel inlet has a removeable strainer built in. This strainer looks like a sewing thimble but made of brass screen.



Photo 3: New fuel strainer installed; old fuel strainer removed.

Photo 4: Large nut that holds the fuel strainer in place. Note the brass washer.



Photo 2: NA-S overhaul manual and a very dirty NA-S carburetor. The difference between the NA-S2 and NA-S3 is that the S3 mixture control was optional.

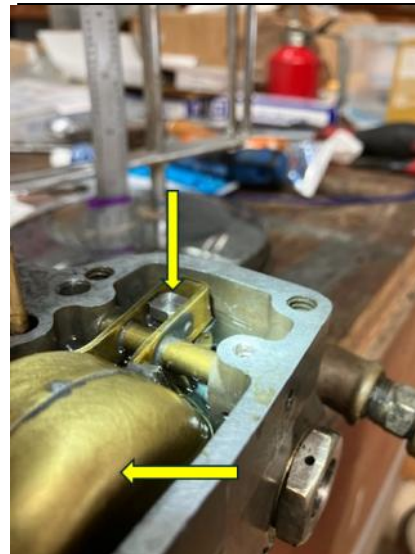


Photo 5: Float (horizontal arrow) and needle (vertical arrow) shown in the float bowl.

Once fuel passes this screen it flows to the needle and seat. When the needle is nested in the seat, fuel can't enter the float bowl. When the needle is lifted off the seat, fuel enters the float bowl. The float is a hollow brass vessel that literally floats in the fuel and moves the needle up and down. If this is difficult to understand, go take the lid off your toilet tank and give it a flush. The workings of the float should become immediately understandable.

The depth of fuel in the float bowl is important just like the depth of water in your toilet tank is important. Depth too low starves the engine. Depth too high floods the engine. Look carefully at photo 5 and you can see fuel exactly 13/32 inch below the top of the float bowl which is the correct depth.

In the bottom of the float bowl is the metering jet. This is a cali-

(Continued on page 16)



# THE WORKSHOP

## Stromberg NA-S Carburetor

Mark Julicher

(Continued from page 15)



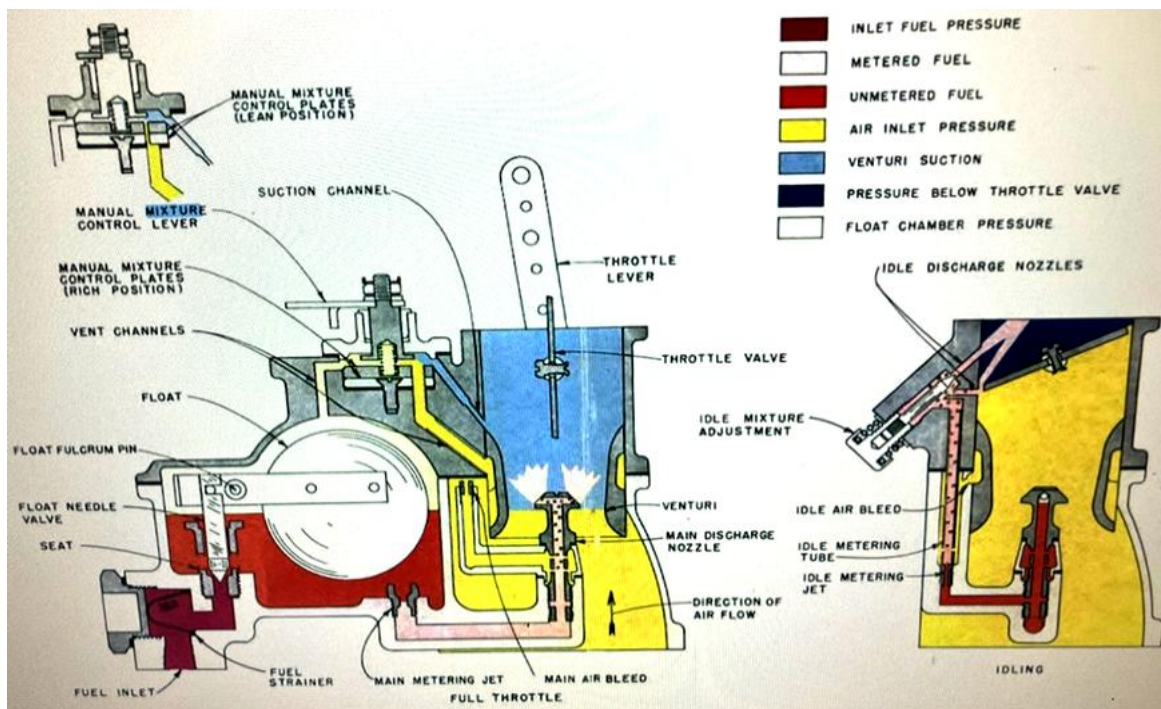
Photo 6: An old neoprene needle and its seat. The groove in the tip of this needle is not good.

brated leak allowing fuel to exit in a controlled fashion. A big opening in the metering jet allows higher fuel flow for a higher horsepower engine. A smaller opening for a lower fuel flow.

From the metering jet the fuel travels to the main discharge nozzle situated in the venturi.

Woah! Hold on, this is sounding complicated – so how about a quick recap: Fuel from 19 inches high flows through the strainer,

up through the needle seat, fills the float bowl then goes down through the metering jet and over to the main discharge nozzle. So far so good. Drawing 1 is a schematic diagram will assist your understanding. Disregard the upper left regarding the mixture control, we shall save that for another day.



Drawing 1: Schematic of the NA-S carburetor. (credit Bendix Corp) [a larger image appears later in this



Photo 7: A float bowl with the float and needle removed. The needle seat is the large brass fitting. The metering jet is the smaller, slotted brass fitting with the hole in it. It is stamped "50" meaning that the orifice is a drill size 50. The last brass fitting is a drain plug. Fuel enters through the seat and exits through the metering jet.



Photo 8: The brass cone is the top of the main discharge nozzle and is located in the venturi.

Air flowing upward through the venturi lowers the pressure at the throat, lowers the temperature, and increases velocity. Remember Bernoulli's principle from your Private Pilot training? The low-pressure, fast-moving air draws fuel from the main discharge nozzle and atomizes it. Now the air has become a fuel-air mixture and is drawn into the intakes of each cylinder.

So far, how many critical dimensions have we identified? The height of the fuel column making  $\frac{1}{2}$  psi, the depth of the fuel in the float bowl, and the orifice size of the metering jet. Now add another critical dimension – the diameter of the venturi. Larger engines need more air, small engines need

(Continued on page 17)



# THE WORKSHOP

## Stromberg NA-S Carburetor

Mark Julicher

(Continued from page 16)

less, so the diameter at the throat of the venturi is important. Too small, engine starves; too big, fuel-air can't draw well and atomize.



Photo 9: Different size venturis that can be inserted into an NA-S carburetor.

Now the fuel in the main discharge nozzle is liquid and it takes strong suction to draw it out into the venturi. Stromberg engineers needed a way to make that fuel draw easier and improve atomization. The engineers fashioned an air-bleed inlet that introduces air at the bottom of the main discharge nozzle. The fuel becomes aerated, that way the fuel is already partly atomized before it exits into the air stream in the venturi. Naturally, the amount of this bleed air is important, so the orifice of the air-bleed inlet is another critical dimension.

One last thing. How does this venturi/air flow/fuel business work when the engine is at idle, and the throttle valve is closed? The answer is that it does not work too well at all. The solution to this situation is a very small hole drilled into the venturi wall where air is traveling past the edge of the nearly closed throttle valve. Fuel entering at this point is controlled by the idle mixture needle valve. With the throttle valve nearly closed tight there is enough air velocity at its edge to draw fuel through the idle orifice. This trick works amazingly well! The inset drawing at the right side of the schematic diagram shows idle fuel flow.

Suppose you need an NA-S2 on your 65hp Continental. The NA-S2 from an 85hp Continental will fit on it perfectly, but it won't run properly. The carburetors look identical, but several parts are different, and now you know why.

Now this diminutive Stromberg works well and lasts a long time, but it is not perfect. First, it is subject to carburetor icing, especially on a Continental engine. It is normal to have a 60 or more temperature drop at the throat of the venturi. Hmmm, 90-degree Fahrenheit day, 60-degree drop. 30 degrees in the carb. High humidity day. It happens.

Next problem is the all-too-common drippy carburetor. The situation is that the needle is not perfectly closing the seat. Originally, way back in time, the Stromberg had a steel needle, and it was ma-

chined to exactly match the brass seat. It worked mostly but was prone to dripping over time. Pilots learned to shut off the fuel after a sortie. Then someone came up with the ideal of having a rubber (neoprene) tipped needle. It had a special matching seat, and it worked exceedingly well until it didn't. Neoprene hardens with age and sometimes the needle would just no longer snug down into the seat. Sometimes, inadvertently, gasohol was used in a plane. The neoprene reacted to the alcohol and became sticky. Stuck needles caused several off-airport landings. It has also been stated that some non-PMA needles, i.e., counterfeit parts, entered the system at some point. Look again at the worn needle in photo 6. Another solution was needed, so neoprene needles gave way to Delrin needles. These soft, white plastic needles had to use a special seat machined to match. The Delrin was not as heavy as a steel needle, so the float had to have counterweights soldered onto it make it work. The soft Delrin could be gently lapped to match its special seat. Delrin needles usually work well but are easily damaged.



Photo 10: New steel needle and old neoprene needle.

Currently there is a newer steel needle with matching seat. It seems to work well and one I have installed is not dripping, at least for now. This newer needle/seat most likely has limited availability, at least from the sources I have identified.

Lastly there is a recurring problem with the fuel strainer nut. Look again at photo 4. The fuel strainer

must be removed from time to time and the large nut that holds the strainer in place is sealed with a brass washer. It is tough to get a leak-proof seal using a brass washer unless the mating surfaces are perfect. Perfect is unlikely on an 80-year-old part. Without some sort of sealant this nut is going to drip and drip. Lapping the brass washer might fix it,



Photo 11: Gasket Shellac.

(Continued on page 18)



THE WORKSHOP (CONTINUED)

(Continued from page 17)

but don't count on it. The solution is gasket shellac or perhaps something with more body to it like Permatex #2. If you remove this nut to clean the inlet strainer, just be aware that it is prone to leaks.



Photo 12: Stromberg NA laid out for repair and the author's spare parts stash

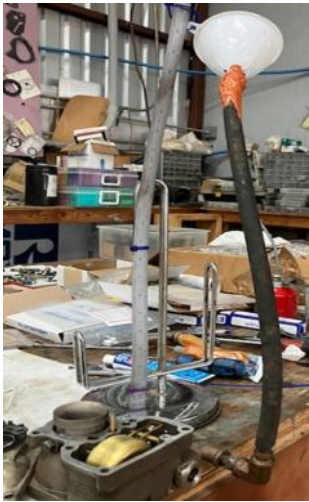


Photo 13: Test fixture with 19-inch fuel column.

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](mailto:airplanebuilder@eaa35.org)

From the Builder's Log

Benjamin Bott Zenair - CH 750SD



Repositioned fuel senders in tank to aft position after previous position did not read the first 4 gallons. Recalibrated tanks.



## CLASSIFIEDS

**To post a classified—contact the editor at [ea35news@gmail.com](mailto:ea35news@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 gauge panel with radio and intercom. She 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](mailto:puma78ta@gmail.com)



**HEADSET WANTED** Chapter Student pilot seeking GA airplane headset. Lightly used OK, needs to be in good condition. Active noise cancelling a plus. Please send info and asking price to Leland at [lj253@protonmail.com](mailto:lj253@protonmail.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@ea35.org](mailto:president@ea35.org) for more information.

**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@ea35.org](mailto:dean.doolittle@ea35.org)



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100%	\$ 30	\$ 324.00	15%
Classified ads	(Members Only)		Free



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## Update on Local Development

**T**he development to the east has filed paperwork for a watershed area to be developed next to a portion of their land near the runway which is positive news. Also the developer to the south has acknowledged receipt of the documents the SGAPOA sent regarding FAA clearance standards for runways.

The big news for SGAPOA members is that next month (June) is the SGAPOA general membership meeting and it takes place on a different day and time than the regular monthly meeting. In this case the general membership meeting is on the 4th Saturday of June, 28 June, beginning at 10 am. The membership meeting, which includes elections for two (of five) seats being vacated, will be followed by a regular board meeting in which the new board will elect the president, vice president, secretary and treasurer for the next year. The mailer going out shortly to SGAPOA members with their semi-annual assessment will include more details.





## Country Store

Going to OSHKOSH

Be sure to get your Chapter gear. If you need a shirt, talk to the President about having some ordered or made.

We are pleased to welcome a new Country Store Manager, but it'll take her a few weeks to get spun up and start restocking inventory.

**Order Merchandise** at <https://chapters.eaa.org/ea35/country-store> or see the president at the gathering

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Ad Thru Sept 2025





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

<b>June</b>	<b>10</b>	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	<b>14</b>		<b>Chapter Gathering</b>		
	<b>21</b>	9:00	Young Eagles Rally		<b>INTERNATIONAL YOUNG EAGLES DAY—KSSF (28th Rain date)</b>
<b>July</b>	<b>8</b>	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	<b>12</b>	10:00	VMC Club		
		<b>11:30</b>	<b>Chapter Gathering</b>	<b>Lunch</b>	<b>TBA</b>
	<b>21-27</b>		<i>AirVenture - Oshkosh,</i>		
<b>August</b>	<b>5</b>	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	<b>9</b>	10:00	VMC Club		
		<b>11:30</b>	Chapter Gathering	Lunch	TBA
<b>September</b>	<b>9</b>	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	<b>13</b>	10:00	VMC Club		
		<b>11:30</b>	<b>Chapter Gathering</b>	<b>Lunch</b>	<b>TBA</b>
<b>October</b>	<b>7</b>	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	<b>11</b>	<b>09:00</b>	<b>FALL FLY IN</b>	<b>PANCAKES</b>	
		10:00	VMC Club		
	<b>18</b>		Young Eagles Rally		San Geronimo Airpark (25th Rain Date)
<b>November</b>	<b>4</b>	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	<b>8</b>	10:00	VMC Club		
		<b>11:30</b>	<b>Chapter Gathering</b>	<b>Lunch</b>	<b>General Membership Meeting &amp; Chili Cookoff</b>
<b>December</b>	<b>9</b>	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	<b>13</b>	<b>11:30</b>	<b>Chapter Holiday Gathering</b>	<b>Lunch</b>	<b>Holiday/End of Year Finale</b>

**Local Aviation Events****Best local events sources:**EAA Events: <https://www.eaa.org/eaa/events>Social Flight: <https://www.socialflight.com/search.php>Texas Aviation Events Calendar: <https://www.facebook.com/groups/541252932640077/>

Foreflight "Destinations" tab

July 4 Thunder Over Cedar Creek Lake Airshow. Austin TX

Sep 19-20 Fall Festival of Flight. Gainesville Muni

Oct 18-19 Wings over Houston Airshow

Nov 1 &amp; 2 San Marcos Airshow

**YOUNG EAGLES JUNE 21. at STINSON FIELD****EVERYONE is needed!**



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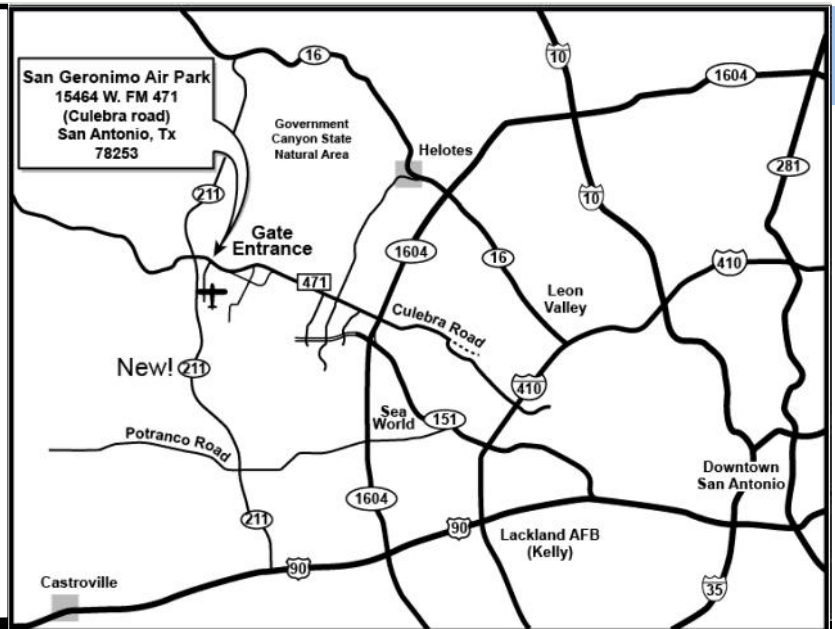
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Paid through May 2025



***NEXT EVENT***  
***14 JUNE***  
***1000 VMC Club***  
***1130 Lunch/Social***  
***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 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!

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Ron O'Dea, Secretary  
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