



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



FEBRUARY 2025

Volume 68 Issue 2

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<i>Please see our sponsors!</i>	9,10, 16,23



Ethan Palumbo—Ray Scholar 2024— Pilot

Next Event

8 FEBRUARY

1000 VMC CLUB

1130 GATHERING

1300 SPEAKER

CHAPTER CLUBHOUSE

FEATURED SPEAKER

JJ Romano—Soaring in Texas



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

newsletter@eaa35.org

- Scholarship applications are DUE-scholarships@eaa35.org Pg 11
- **PILOTS—please be alert for fresh wild pig digs while taxiing!** Pg 19

FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



Well, you wanted cooler weather, so I hope you're happy. Brrr! Not only is this a good time of year to tackle many maintenance tasks or give the girl a good polish, but it is also a great time to dream about and begin planning your flying trip of the year.

For some of us, this will be a journey to a certain small city in central Wisconsin, for others, maybe this will be a bucket list trip to fly the Hudson River corridor or make a pilgrimage to the monument

at Kitty Hawk. Or, maybe you'd like to keep it a little closer to home, how about a flight up to Stephenville for a delicious barbecue meal or a trip to Sweetwater to take in the National WASP WWII Museum?

I am in the early stages of planning an April trip up to Leadville, Colorado, the lower 48's highest-elevation airport. Let me know where you are planning to fly to.

I hope you were with us at last month's VMC Club and Chapter Gathering. Our VP, Paul Wurster, led us through several thought-provoking VFR scenarios, and then we heard the remarkable story of Andrea McGilvray's journey from ultralight pilot to CFI to helicopter CFI to competition aerobatic pilot.

If you, like me, have always been interested in professional upset training, it's now right here in San Antonio; give Andrea a call.



This year, Chapter 35 will award at least two scholarships for youth 16 to 19 for flight training toward a private pilot certificate. These scholarships will cover a significant portion of the cost of earning a certificate; applications will be accepted through February 28, 2025. All you need to know is at chapters.eaa.org/ea35/flight-training-scholarships.

We have three Young Eagles Rallies planned for 2025; the first one will be held on Saturday, March 15, at San Geronimo Airpark. These events are a fantastic experience both for the youth, the Young Eagles, but also for the ground and pilot volunteers.

Please join us as a ground or pilot volunteer; you will not regret the four hours out of

your Saturday. If you would like to help, please send Rick Vinas an email at rick.vinas@ea35.org. Youth registration will open soon, keep an eye out at chapters.eaa.org/ea35/young-eagles.

This month's VMC Club and Chapter Gathering is on February 8th, beginning at 10 AM, our presentation will be on soaring and the glider operation at Boerne Stage Airport.

If you are ever unsure about our upcoming events, simply go to our website, ea35.org, and you'll find our upcoming events

on the home page. Also, if you click on the Events tab, you will see all our events through the end of the year.

I look forward to seeing you on the 8th.



CHAPTER LEADERS TRAINING—A Local Opportunity for YOU

EAA will be holding a chapter leaders training workshop nearby at Conroe airport (Galaxy FBO...where the Black Walnut Café is).

A Chapter Leaders Bootcamp is a great FREE way to learn oodles of great information and gain fantastic ideas for YOUR EAA chapter. You'll be there with a bunch of other chapters to share ideas, compare notes, and I guarantee you will come back with a whole new appreciation for how you can make a difference in your chapter.

THIS IS FOR YOU—yeah—YOU. Every one of us plays a role in this chapter...and YOU can



be part of helping to guide this chapter to the future. EAA is bring training to us. If you have never been to leaders training, please go to the course right in our back door!

Saturday, February 22, 2025

Conroe-North Houston Regional Airport (KCXO) - Conroe, TX

Hosted by EAA Chapter 302

Sign up at: <https://www.eaa.org/ea35/chapters/chapter-leadership-training/chapter-leadership-boot-camp>

CHAPTER BULLETIN BOARD



From the Kitchen

January was a fantastic meeting—I love listening to Andrea. The meal was baked potato bar, and I think everyone enjoyed their meals from not too much left over. A huge great big THANK YOU to two people who were up early helping to bake potatoes in the wee hours of the morning. These wonderful ladies brought the potatoes to the clubhouse and helped in the kitchen to make the meal a success. A big thank you to Robin Apsey for helping with dishes and keeping everything stocked on the serving table.

Shout out to the board for approving several changes in our clubhouse. We now have hot water in the restrooms but if you have not seen the kitchen upgrade when you get a chance take a look. There is a brand-new sink, upgraded faucet to facilitate easier dish cleaning. Also, a brand-new countertop around the sink area. It is a wonderful upgrade and makes it so much easier to clean up. Thank you to the board.

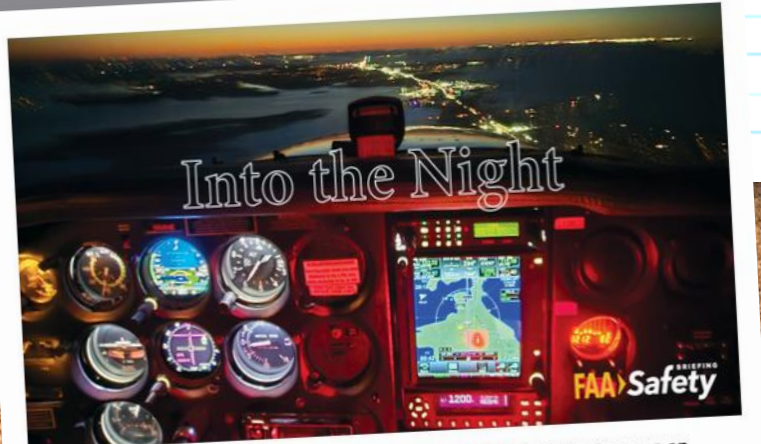
The meeting in February will take place on February 8, which is the Saturday before Valentine's Day. We will be offering hot-dogs with fixings from around the United States. As always you are invited to bring side dishes and desserts to share with others at the meal.

Hope to see you all on the 8th of February and stay warm.

Lots of Great Info—
Click the flyer for more.
Read online—or sub-
scribe for the print
magazine



Read the Latest Issue!



The January/February 2025 issue of FAA Safety Briefing magazine focuses on general aviation night operations.

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@ea35.org

FROM THE VICE PRESIDENT

Paul Wurster

Wow, what a great crowd we had during the January meeting. I don't think we have ever had to set up three extra tables before. The threat of cooler weather did not turn anyone off. The crowd was met by another great Baked Potato Bar lunch program by Peggy and crew. VMC club was well attended as well. However, I think Andrea McGilvray's presentation was especially inspiring and well received.



We have several more impressive and interesting speakers coming up in the future. JJ Romano from the San Antonio Soaring Society will present in February. He will talk about glider flying and soaring (yes, there is a difference) opportunities in the local area. may-

be this is something

I've secured a few more great speakers coming up in the future. Matt Acer, a CalFire tanker pilot, local ATC controllers, and Army Blackhawk Pilot Warrant Officer May Kelly are just a few of guests that will speak to our chapter in 2025. I'm always looking for interesting speakers; if you have any contacts or ideas, please let me know. If you have any feedback on the speakers that you have seen, tell me what you think either in person or at vicepresident@eaa35.org.

See you next meeting!



February 15th—Take Your Honey Flying Day

How many times have you heard something akin to "I wish she'd fly with me more"? I have, so let's have a Valentine Fly Out. Feb 15th, day after Valentines day, how about several of us making a sojourn over to Uvalde for post valentine lunch? Of course the rules will be no empty right seats! (Given, of course decent weather...and planes not in annual...) You might just be able to coax a partner along with the right offer of Hangar 6 Shrimp Tacos and good company. They open at 11:00. Watch for a reminder e-blast.



Membership Update

Zac Morton



Welcome, New Members!

Jack Gelm

Jack is a private pilot (ASEL) and commercial glider pilot. He is in the early stages of building an RLU-1 Breezy.

Alin Dragomir

Alin and his daughter Kaia joined at our January chapter gathering. Kaia would like to be a pilot, and Alin joined the chapter to support her. They are looking forward to getting involved.

Membership Dues:

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.

In Flight Videos on a Budget

Nelson Amen

For several years I have surfed the youtube channels and enjoyed viewing those many aviation adventures. They can be informative (as ... the Fisk arrival for Oshkosh) and also entertaining ... and ... made me wish that I could review my flying techniques as well.

About three years ago I purchased a \$30 dashcam and mounted it on the ceiling behind me with the included suction cup mount. It was an excellent resource to critique my flying, since it showed the full instrument panel as well as the view out the front windshield. The micro SD card was easily downloaded to a dedicated thumb drive, leaving my computer storage space unaffected and allowing me to relive/review my takeoffs and landings (the remainder of the flying time it was unplugged). Frame by frame I was able to study the exact touchdown and liftoff speeds, my techniques, as well as (during one trip) review the available transient parking spaces (there were only three) when returning to an airport during my flight home days later.



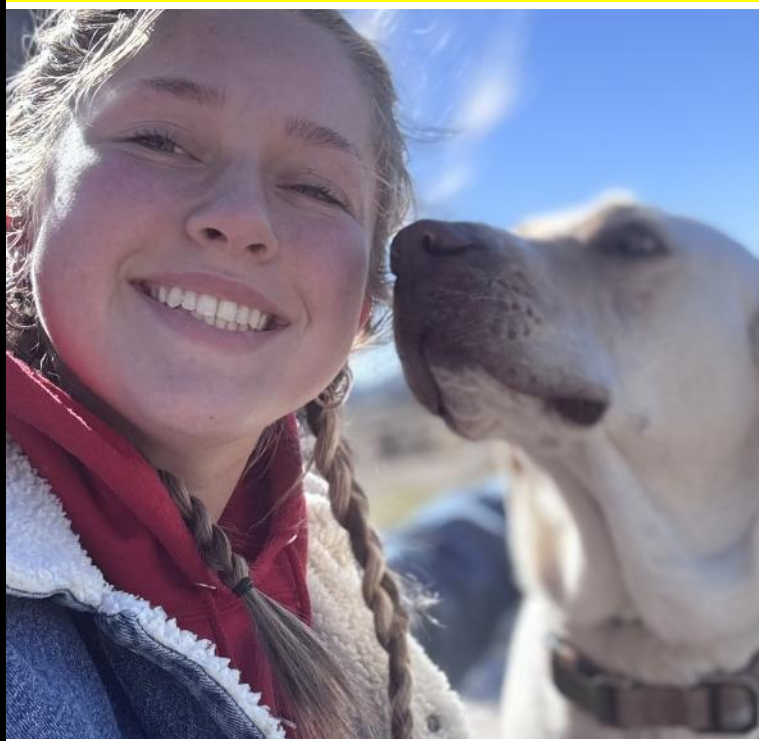
After collecting well over two years of takeoffs and landings, and taxi scans of over 35 airports, I decided to upgrade since there was no usable sound. I purchased an audio recorder (Sony ICD-PX470 Stereo Digital Voice Recorder with Built-in USB Voice Recorder – currently on Amazon sale \$45), patch cable (<https://www.aircraftspruce.com/catalog/avpages/nflight11-14393.php> - - \$40), and an upgraded dashcam (also now on sale - \$50 – Milerong X25 Dual Dash Cam Front and Inside with 64GB Card). Now I was able to capture two views as well as communications. And still avoid the \$700 (or more \$\$\$) expenditures for a “real” camera. Great! The last key component required was the software needed to edit and publish. A friend recommended this free video editing software (<https://www.openshot.org>) and it has produced good results. Realize I am using my “very old” home computer we purchased in 2010. Thrifty!

You can look at the results of my efforts by searching youtube for “nelsonamen5”. Enjoy the arrivals to San Geronimo Airpark. My most recent video (landing at Salida, Colorado) includes an additional \$50 camera I installed on a quick mount on the under-wing inspection panel. Sometimes simple is best!

Fly safe, my friends.



Caught in Action Lily Cavanaugh—Brame Scholar



Volunteer Spotlight Darren Medlin and Ian Heritch



Things don't “just happen”. Here we have Darren and Ian spending a day cleaning, sorting and restocking the kitchen after having a new sink, plumbing and countertops installed.

Thank YOU Darren and Ian!

Alaskan Research Experience

Jeffrey Davila

There are very few things in our lives that we experience that are transcendent, where we feel that, for one moment in time, we are connected through something, whether that be an event, emotion, or something else. Earlier this month, I had the incredible opportunity of being selected for and participating in the inaugural cohort of the Winter Field School in Fairbanks, Alaska. This week-long research opportunity, sponsored by the National Aeronautics and Space Administration (NASA), is designed to allow undergraduate students the ability to research and experience the topics of heliophysics, solar physics, planetary science, the aurora borealis, fieldwork, data collection, and citizen science while learning about indigenous Alaskan cultures and aspects of community outreach. This opportunity was organized and made possible by the dedication and hard work of individuals from the Astronomical Society of the Pacific and the Aurorasaurus program.

When I applied for this trip, I, admittedly, knew very little about the subject matters that were to be discussed, which I felt impacted my competitiveness compared to other applicants. As an engineering student, I do not often get the chance to explore aspects of astronomy or astrophysics, as those are considered more theoretical sciences when compared to engineering, which is a practical science. For context, to be eligible to apply for this program, we, as students, must have participated in and completed the NASA Eclipse Ambassador program, which some of you all may recall me doing at one of the Young Eagles rallies prior to the eclipse in April of last year. Based on our participation in that program, we were then invited to apply for the Winter Field School. The review process for the application took some time. Enough time for me to have forgotten that I had applied. One day, sometime in August, I was scrolling through my email and saw an email from the organization that was facilitating the program, the Astronomical Society of the Pacific. To my surprise, it was an email notifying me of my selection for the program. I quickly



became excited, especially knowing that I would have the opportunity to travel to such a unique location to research a phenomenon that is so commonly known, but very little research exists on.

As the trip drew near, and as more of our travel details were sorted out, the excitement grew between those of us that had been selected. Of the nine students that had been selected, each of us represented a different state, me being the only Texas resident. I was excited to visit the only state that can call itself a rival to Texas, even though Texas is more habitable. Traveling to get there felt like a journey all its own. There are no direct flights to Fairbanks from anywhere in Texas, so I had to fly to Seattle and then on to Fairbanks.

As one may already assume, the climate in Alaska is vastly different than what we experience here. I left San Antonio at 7 AM and arrived in Fairbanks, Alaska, just after 2 PM AST. What was extremely odd was the positioning of the sun in Alaska during this time of year.

We arrived at midday; the sun had already begun setting, and it became dark shortly after I arrived. During this part of the winter solstice in Fairbanks, they get an average of 4 hours of sunlight per day. Again, to visualize this, the sun will rise no more than 10-15 degrees above the horizon, drag across the sky for those 4 hours, and then set. Daylight is a treasured resource there, something we often take for granted here in Texas. The day I flew out of San Antonio, the temperature here was about 55 degrees. Pretty chilly by our standards. In Alaska, when I arrived, the temperature was -25 degrees. To date, I had never experienced temperatures below single digits, so to say that it was a shock would be a great understatement. To visualize that kind of temperature, our driver accidentally activated the windshield wiper fluid instead of the turn signal, and the fluid froze instantly. For the hardcore aviation folks, the density altitude was -3,534 feet. That was something I had never seen before. To sum things up, Alaska was big, cold, dark, and untouched

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Alaska (cont.)

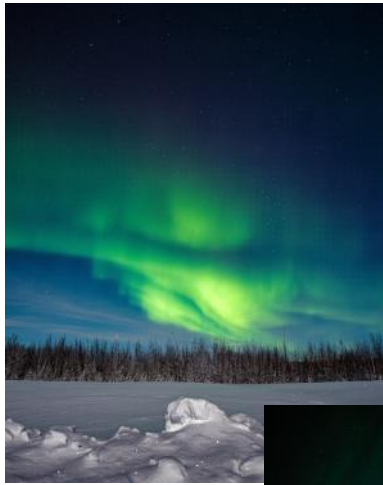
(Continued from page 6)

by man.

The activities began early the next day, which involved traveling to the University of Alaska, Fairbanks campus and beginning our lecture series. Our lecturers came from diverse backgrounds, all of which were tied to astronomy and astrophysics in some way. One of them specialized in research of upper atmospheric phenomena, while others focused on research pertaining to the interaction of coronal mass ejections and protons with Earth's magnetic field and how those interactions change depending on the composition of Earth's atmosphere. These were all incredibly helpful, especially knowing that we would be using that information in our field research during the coming days. Once the morning and afternoon lectures wrapped up at the university campus, we would return to our apartments, eat, and then prepare for our night activities, which often involved driving outside of the Fairbanks area and chasing the aurora. This was, by far, the most exciting aspect of this opportunity.

Driving into rural Alaska in a van full of people who are so passionate about this particular aspect of science made things all the more enjoyable. It often felt like we were embarking on an adventure where the goal was to discover something that would change the world, even though the auroras have been studied for centuries. The drives were often long with the heater on high and the radio blasting a song from the past few years. For our first chase, we drove to an area called "Cleary Summit." This location sat on a small hilltop about 45 minutes north of Fairbanks and offered an unobstructed view of the northern sky, which is usually where the aurora is most likely to be visible. We were met with a barrage of equipment which included, cameras, magnetometers, sensors that measure light pollution, and more.

The night began slowly with not much occurring during the first hour or so. Clouds rolled in, and the temperature continued to decrease, so we were preparing to depart the area and drive back to our apartments. Just before that happened, those of us who were taking long exposures with the cameras caught a glimpse of something off in the distance. It was a faint, green-colored hue just above the horizon. It was our first official glimpse of the aurora. Like most nights in Alaska, it grew over time, offering a unique chance to ob-



serve its growth. It quickly subsided after a short while but made for a fantastic show. That was our first time seeing the aurora, and each of us was excited, even though most of the professional aurora chasers told us it was far less than ideal. Part of me felt like saying, "Hey, don't ruin it for us!", but I knew what they said was true. By then, it was almost midnight, so it was time to go back and prepare for the next day, which included more lectures and a visit to one of Fairbanks' local museums. The day after the lectures and museum visits, Wednesday, was our second and most anticipated aurora chase of the trip. On Monday we faced less than favorable cloud conditions and a weak aurora index, but Wednesday was looking far better.

That night, we drove out to Poker Flats Research Range, which is the largest land-based rocket research range in the world and the only high-latitude rocket range in the United States. The property itself is located about 30 miles to the northeast of Fairbanks and sits on about 5,000 acres of land owned by the University of Alaska, Fairbanks. The site is often contracted out to NASA's Wallops Flight Facility, the U.S. Naval Research Laboratory, and more. We were fortunate enough to have the right kind of connections in our group that allowed us to have full, unsupervised access to the observation building on the property, which sat atop the tallest mountain in the range, offering a completely unobscured view of the Alaskan landscape for miles around. Inside the building there was just about every type of observation equipment you could think of. Cameras, telescopes, satellite and magnetometer data, and so much more. It was our version of being kids in a candy store. The night was still, the moon was out, and there was not a single cloud in the sky. It was as close to perfect as we were going to get. We arrived about an hour earlier than the aurora was predicted to appear, which gave us enough time to set up our equipment and get into our necessary positions.

I found myself alone at one point, maybe a few hundred yards down the road with my camera, just taking some test pictures of the sky to ensure that the camera settings were functioning properly. It was a very surreal moment. There I was, alone, on top of a small mountain in the middle of a NASA launch site, with a clear, cold sky above me as I played around with a camera NASA had en-

(Continued on page 8)

Alaska (cont.)

(Continued from page 7)

trusted me with. It was the quietest environment I had ever been in, almost to the point of being meditative. It got a little bit creepy after a while, especially standing in the middle of a road with three feet of powdery, untouched snow on either side, so I decided to make my way over to the side of the observation building, where one of the data collection groups was located. They had set up their magnetometer to take measurements of changes in the magnetic field. I decided to join them.

Just like Monday night, things were quiet. I contemplated going inside, as the temperatures were sitting in the single digits with a firm breeze, which was cutting right through all three layers of clothing and jackets that I had on. Just before I walked in, I took notice of a haze that had grown over the northern horizon. For those of you that are experienced in stargazing, you know that it takes about 30 minutes for our eyes to adjust to a point where night sky observation is ideal. I had not been outside for that long, so I could not tell if it was the aurora, a thin cloud, or just me. I went ahead and took a 5-second exposure with my camera, which is recommended, especially if any color may be present. I took the picture, patiently waited for the picture to download, and there it was. The aurora. A bright green, cloud-like object right smack in the middle of my picture. I had to do a double take before saying anything, mostly to be sure that I was not going nuts or something. I took another picture as a precaution. Again, it appeared. I jumped high and shouted with joy. It was already better than the aurora we saw on Monday night, so I was elated to see it with my own eyes.

Over the next 15 minutes, the aurora grew immensely. It started as a green haze in the distance and quickly grew into the pulsating, green wave of light that moved as though it was alive. Those of us that were already outside had completely forgotten that we were supposed to be collecting data and began taking pictures of one another with the camera I had. Fortunately, one of our mentors reminded us that the remainder of our group was still inside, enjoying the heated building that we had been given access to. I ran as fast as I could through the thick, powdery snow to get to the door and ran inside. Everyone was in the briefing room, so I quickly walked in and shouted, "The aurora is out!" before darting back outside. The next hour and a half were filled with pictures, laughter, shouts of joy and excitement, tears from some of the other students, and a plethora of memories that will last a lifetime. This was truly



an experience that I have a hard time describing, as it is something you must experience to know what it is like.

The next few days were spent analyzing what data we had, discussing ways in which the program can improve, learning about indigenous cultures in Alaska, and finding ways that we could capitalize on our outreach experience once we arrive back home. That Wednesday night was the last of the aurora that we saw, and it could not have ended on a better note. We returned to our homes exactly a week after we had left, leaving The Last Frontier and returning to our normal lives as students. Our next steps are to reach out to our community and inform them of this unique event, as well as the research and career opportunities that individuals are able to pursue, if they choose to.

There is such a mystery that surrounds this scientific event. We all have knowledge of the green lights that dance their way across the sky, but so few people have in-depth knowledge of it, and very few have seen it to the extent that warrants them being called an "aurora chaser". I am proud to be able to add that title to my metaphorical résumé and am forever grateful for the memories this opportunity provided. I gained friends that will last a lifetime and now have an experience under my belt that was truly remarkable. If you ever have the chance to see the aurora borealis for yourself, especially in a place as remote and stunning as Alaska, I can't recommend it enough. It's one of those rare experiences that stays with you, not as a memory, but as a piece of your soul.



Submissions Sought—Richard Collins Writing Prize

The Richard Collins family has once again partnered with Sporty's to offer The Richard Collins Writing Prize for Young Pilots. To qualify, the writer must be a pilot (including a student pilot) who is 24 years of age or younger. The article must be original, not previously published, and no longer than 1,500 words. The topic should be "my most memorable flight." Two cash prizes will be awarded: \$5,000 for first place and \$2,500 for second. For more information:

<https://airfactsjournal.com/2025/01/announcing-the-2025-richard-collins-writing-prize-for-young-pilots>

Fly Good. Don't Suck!

Chuck Fisher

The plane seemed almost silent as we descended just above stall speed, flaps all the way down, nose pointed at the looming asphalt as we passed over the trees. Flare now, tiniest bit of power...

touch...not thump...nose gear comes down and with gentle brakes we are stopped in a few yards. The instructor exhales...and says that was excellent. Phew. It wasn't always that way...and still isn't.

I was reminded of this by a student who was licking the wounds of a busted checkride. It's a place many of us have been, didn't want to be, but was maybe in the final analysis we needed to be. Because, aviation, like any skill, is based on *experience*...and learning from our *mistakes*.

Without sounding too preachy, I often recite three truisms in certain circumstances. 1) *You cannot know what it means to succeed until you have failed* 2) *You cannot know what it means to win, until you have lost* and 3) *"what we are doing now is making memories"*.

The first two are self-explanatory, but are the essence of an aviation safety mind-set, yet for some folks entering aviation they might not

be very comfortable. Aviation tends to attract driven, smart, accomplished students, youth and adults. These folks are not accustomed to failing, or falling short, or being wrong. So, failure or errors are very hard to swallow. Driven personalities will beat themselves up, question their suitability for the task, or in extreme cases get frustrated and walk away...back into their comfort zone. (that, by the way is why the author does not play golf...).

But in aviation, those errors, those failures, those "darnit" moments...are good. It is those moments that become instantly self-critiquing, and the basis for actually **LEARNING** the lessons we read about or thought we knew, but still screwed up. That's the stuff of VMC clubs.

Robin Olds, one of the truly great American aviators, in his book *Fighter Pilot*, describes his big debut as a combat flight lead in WWII. He's damned good and he knows it. He's gonna lead his fellows to glory. Bad guys on the horizon, punch off the aux fuel

(Continued on page 10)



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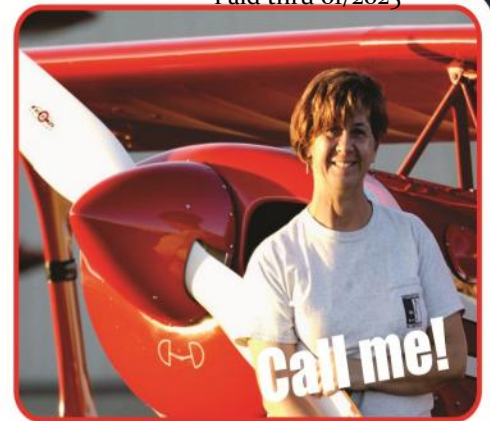
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Fly Good. (cont.)

(Continued from page 9)

tanks and have at 'em. That would have worked better if he'd selected his internal fuel tanks first.

I suspect that as he pointed at the ground with a silent engine and bad guys headed toward him, he was having a "darnit" moment...and I'll bet he did not make that mistake again.

Which captures the essence of the third saying, "what we are doing now is making memories". We seldom remember things that just go right. But we will remember those things that don't. We will remember the bride stumbling in the aisle...but we probably won't remember the names of the bridal party. We will remember every detail of that pounding, unstable, badly executed landing...but we won't remember the 999 normal excellent ones. And, if we will let ourselves do so, we will also remember *why* that one was different...and learn from that...and become better because of it.

Yeah, I hate to lose; I hate to be wrong; I hate to screw up. But I am not perfect by a loooooooong shot. And that squeaker short field

landing was preceded many years ago by a busted checkride on a short field landing. And a bazillion landings later...I still practice them, and I am still learning.



As I continue to learn, I've had the pleasure of flying quite a bit with two exceptional flight instructors (yes we old people do that too). The process of learning and mentorship just keeps getting better as each edge is honed a little finer and the skills a little sharper. Flying and learning...is a lot of fun. Grab a CFI and spend some time getting even better.

So, here is the big finale. Aviators, embrace your errors, your failures and your imperfections. Set aside embarrassment and appreciate that those will be the moments you will remember and learn from. Don't be afraid to fail (safely) as from there, you now have a foundation from which to succeed. Leveraging those experiences are how we continue to get better at what we do.

And *that*, ultimately, is what makes a good and safe aviator.

In the immortal words of the late legendary F-14 and warbirds pilot Dale "Snort" Snodgrass—*Fly good, don't suck!*



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Ad Thru Sept 2025



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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>) or contact our Scholarship Coordinator at scholarships@eaa35.org**

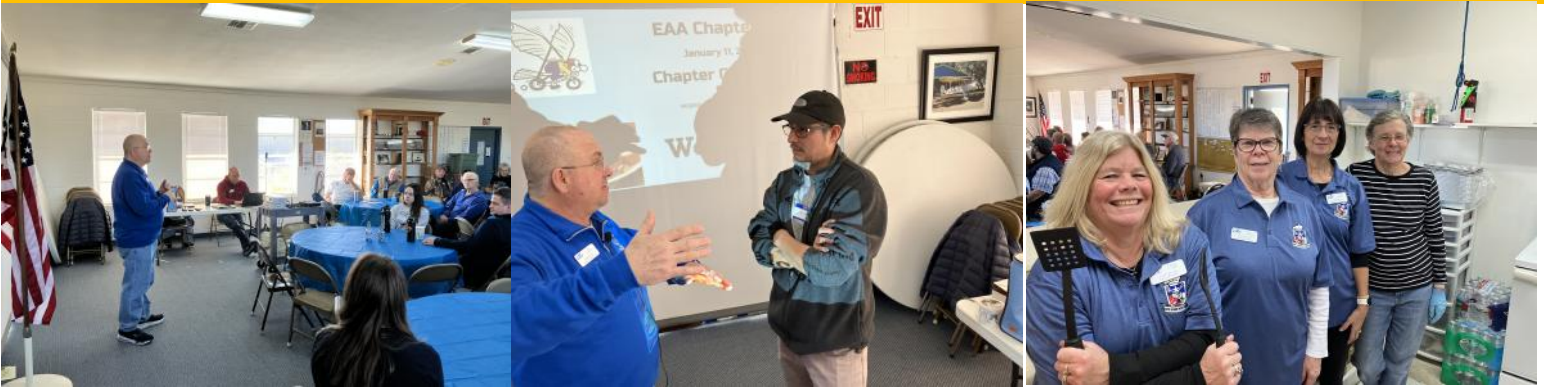
Scholarship Funding Relies on Generous Donors

Donate



Like what you see? Want to Contribute? We appreciate donations of any amount to our scholarship fund. Donate online <https://chapters.eaa.org/eaa35/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@eaa35.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.

JANUARY 2025 VMC Club and Chapter Gathering



Our January Gathering saw a fantastic turnout for VMC club at 1000. Scenarios were challenging and discussion lively. Then that packed house turned into an even more packed house for our monthly gathering. This month the Kitchen Crew baked up a ton...OK a little less, of potatoes. Toppings from plain butter and cream to all sorts of chilis, meats and savory toppings. And we had oodles of guests and new members! Oh yeah!



JANUARY 2025 VMC Club and Chapter Gathering



Andrea McGilvray drew a crowd from as far as Kansas...no really! She told of her heart stopping rapid journey through ratings , her love of aerobatics and newest business adventure along those lines. Note also that she pointed out that there is OFTEEN an active aerobatic box west of 17L at Hondo——Check the Notams! We also welcomed back Raegan Rait, Kellogg Scholar-pilot down from Univ North Dakota along w Ray Scholar-Pilots Henry Wurster and Ethan Palumbo. And....several young folks who we hope will follow in their tracks.



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Scholarships Update

Allen Inks

So, first we'll report that we did some finish-up presentations at the January 2025 meeting.... I was able to give a set of pilot wings to Private Pilot/ former Ray Scholar **Henry Wurster**, who was home from Texas A&M. This is a bit of memorabilia marking his becoming a licensed private pilot that I had not previously given to Henry.



Then Henry and I presented Private Pilot/ former Ray Scholar **Ethan Palumbo** a set of similar wings, as well as a nice Ray Scholar polo shirt... and a ZULU 3 headset from Lightspeed which Light-



speed had generously sent to me to give to Ethan after he had soloed. It has just taken an inordinate amount of time for Ethan, the headset and myself to end up at the same location

Early on in January, before the chapter

meeting, I received the good news that **EAA Chapter 35 has been awarded two Ray Aviation scholarships to administer in 2025.** These are matching fund scholarships;

Chapter 35 is required to put up 25% of the scholarship funds, and the Ray Foundation puts up the remainder. Thanks to the generosity of donors like Charlie Brame and Timothy Chea, we have funds to meet that obligation. And Jane Kellogg has donated yet another youth flight scholarship.

We began accepting applications for these 2025 scholarships on December 15, 2024. As I write this in mid-January, it has been a month since we started sending out blank applications to people who have requested them. So far.... None have been returned. Yep, no applications at all have been received.

But I'm not worried. I've received 6 requests for applications. 5 of



the people who were requesting the applications were at the January meeting (the 6th request for an application came a couple of days after the meeting; if that individual was there at the meeting, I didn't get to meet with him.) They all seem like reasonable people. They are just taking their time completing their applications.

By the way:

Applications are due by the end of February 28, 2025. If you are sitting on your application, don't wait until the last minute.

One of the people who've requested an application. however, stands out from the rest. He's exceptionally well qualified: He's already passed his Written Exam. He has already soloed. He has completed all required areas of training, and pre-check ride prep. His check ride is scheduled for January 18, 2025! Hopefully, by the time you read this, he is already a private pilot.

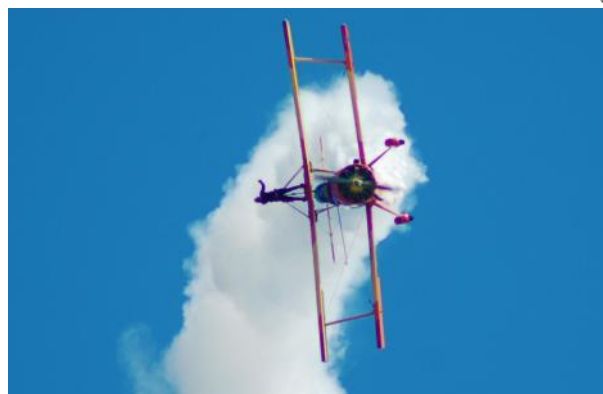
It was just a case of crossed wires: He thought that he could use the scholarship to pursue advanced tickets like IFR and Commercial. Unfortunately for him, we don't really have such scholarships available at EAA Chapter 35... yet. If you'd be interested in helping to fund these scholarships, let me know!

Speaking of check rides, I'm pleased to report that Rory Sorola is almost done. She's had a bunch of weather delays and limited flying for a while. But she is determined and fingers crossed she'll be a private pilot, maybe before the next chapter meeting.

Lily Cavanaugh tells us where she is at in a separate article this issue, making good progress, and having fun doing so.

I have also heard from Jeffrey Davila: His internship with NASA has taken him to Alaska to observe the Aurora Borealis! See this issue for an amazing look into his experience.

What an amazing group of young members we have! It is all of our jobs to help them succeed.

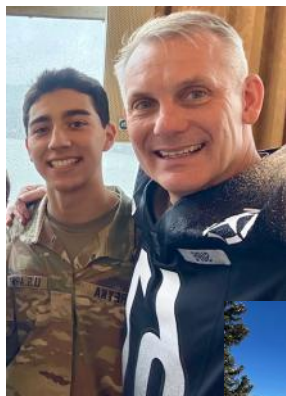


Thomas Reyna—Ray Scholar (pilot)

Hello, EAA family!

It's been an exciting and challenging time since I began my journey at the United States Military Academy at West Point. As many of you know, my passion for aviation has always been a driving force in my life, and that focus on precision, discipline, and perseverance is serving me well here. I'm happy to report that West Point added a major in Aeronautical Engineering this year!

Between rigorous academics and intense physical training, I'm staying busier than I ever imagined. I'm applying lessons I've learned as a pilot to navigate the challenges here at the Academy. Though the schedule is demanding, I've also found time to stay connected to the skies—whether by sharing stories with fellow cadets and training with the flying team. Those moments give me a



Here's me with the Superintendent and also on Mt. Elbert!



much-needed break from the work!

I had 2 weeks off for Christmas, and was able to take a quick trip to Colorado to hike Mt. Elbert, the highest peak in Colorado! I stopped just shy of the summit due to weather conditions and darkness, but it was a fantastic journey and I'm looking forward to giving it another shot!

I landed back at West Point and got off to a great start for my second semester. I'm looking forward to our next flying competition in April and hope to make my team proud! I'm incredibly grateful to the EAA community for being such a supportive foundation in my journey. I'll keep you all updated as I make progress—both on the ground and, hopefully, in the air again soon!

Clear skies,
Thomas Reyna

Rory Sorola—2024 Kellogg Scholar



To put it bluntly, I failed my [first] checkride. I was pretty devastated at first, angry with myself over freezing up and forgetting simple things any pilot should know. When it came to theory and decision making I was pretty spot on, but maneuvers were another story. I soon learned that my lack of skill was due to my lack of time in the cockpit. Just because you can fly a plane in theory doesn't mean you can fly it in real

life, and I learned that lesson the hard way.

With this new understanding, I don't feel as angry with myself, but rather, feel determined to get more experience and strive for perfection.

Now that I'm done moping, I'm going all-in to get my certificate. I hope that I can finally announce my success in the next newsletter.



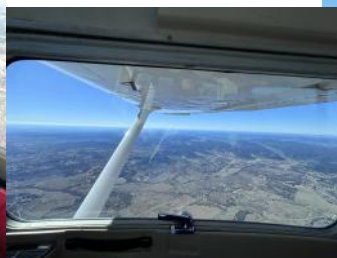
Lily Cavanaugh—2024 Brame Scholar



I'm excited to share my progress toward obtaining my private pilot's license! I've successfully met all the necessary requirements and have been actively discussing my upcoming checkride with several experienced DPE. I'm planning to schedule it for late March or early April, which is just around the corner. One of the highlights of my training was completing my three-legged cross-country solo flight; it was one of my best flying experiences to date. The journey was not only suc-



cessful but also incredibly enjoyable, solidifying my passion for aviation and boosting my confidence as I approach this next milestone."



THE WORKSHOP

The Wobble Check

Mark Julicher

Procedure to Determine Exhaust Valve and Guide Condition

Better known to Lycoming mechanics as the “wobble check.” This inspection is described in Lycoming Service Bulletin (SB) 388C. Essentially it says that every 400 hours (300 for helicopters) the amount of clearance between the exhaust valve stems and their respective valve guides should be measured.

Ponder this: If a valve guide is too tight, the valve will stick. If a valve guide is too loose, the valve will wobble. Both conditions lead to trouble. A stuck valve causes low or even zero compression and allows exhaust gasses to erode the valve seat. A wobbly valve will not seat squarely on the valve seat and will also allow exhaust gasses to erode the valve seat. In both cases, the edge of the valve is subjected to the hottest exhaust gasses possible during combustion.

Naturally, exhaust gas is very hot. Your exhaust gas temperature (EGT) instrument probably shows 1350 to 1400 degrees F. But the EGT probe is located a little downstream of the exhaust exit port and the probe experiences that gas after the power stroke allows the gas to expand and cool. That means that during combustion, the temperature at the face of the exhaust valve is extreme – hot enough to melt steel. The extreme heat only lasts a fraction of a second and the cylinder has cooling defenses to protect itself, but stuck or wobbly valves defeat the cooling mechanism and leads to valve or even cylinder failure.

What does this look like in physical terms? Look at photo 1.

This photo tells an interesting story. The “pizza” colored area is normal exhaust valve coloration. The gray-green area is severely overheated metal. The cracks at the edge of the valve show that the valve is

about to start shedding pieces. The black shadow at the right edge of



Photo 1: Bore scope of a damaged exhaust valve.

the valve shows that the valve is not nesting all the way into the valve seat. By the way, compression on this cylinder was zero.

The most likely cause of this situation is that the valve guide is worn out and the valve is wobbling as it goes up and down.

SB 388C provides detailed processes for inspecting the valve guide condition of Lycoming engines. The procedure is too lengthy to repeat here, but you can download it yourself for some light reading. The inspection procedure is not a “one size fits all” situation either. E.g., an angle valve cylinder is not measured the same way as a parallel valve cylinder and a sodium filled valve is not measured the same way as a solid stem valve. However, the essence is the same in all

cases. The valve covers are removed, and a fixture is fitted to the top of the cylinders. A dial gauge or a feeler gauge is then used to measure how much the valve stem can move, (wobble.).

There is an alternative method where the valve is allowed to go all the way inside the cylinder and a go-no go gauge is inserted into the valve guide. The go-no go gauge is essentially a

small cylinder of a very precise diameter that may or may not go into the valve guide – hence determining if it is OK or oversize.

Now if you go looking for a genuine Lycoming wobble check fixture it will cost you about 5 Aeronautical Monetary Units - \$5,000. Alternative vendors sell suitable fixtures for about \$250. Maybe it is a good item to borrow? At any rate, check your engine logbook and decide if it is time to do a wobble check.



Photo 2: Dial Gauge

Chapter Builders!

Fred McMahon, Builder Coordinator

Poll for aircraft builders, airframe & power-plant mechanics, aircraft owners: **which aircraft build/maintenance tool(so would you like to add to the Chapter's tool crib?** Please limit to a tool that is not aircraft/engine specific. Examples could include:

- Welder
- Safe-T wire tool
- Aircraft scales
- Brake pad rivet set
- 37 Deg tube flaring tool
- Tire bead breaker
- Wing jacks
- Tire balancer
- Borescope
- Bearing packer
- Pneumatic pull riveter
- Others?

Send your suggestion(s) to airplanebuilder@eaa35.org

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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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 - 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




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| Lewis Mason | Director | |
| Andrea McGilvray | Director | |
| Ronald O'Dea | Security & Grounds Manager | groundsmgr.sgapoa@gmail.com |



Wild Pigs:
The Pigs have done a lot of damage to the clubhouse grounds and airport. The parking areas and along west of the runway have been rolled, but **please be alert for fresh digs/ potholes while taxiing!**



WANTED—Country Store proprietors! Nancy has a conflicting responsibility and we really need YOUR help.

Qualifications—A good eye for merchandise, a willingness to help acquire Chapter Logo stuff, and the ability to sell at the meetings and events.

To purchase or order items — or to volunteer please drop a line to president@eaa35.org.

Did you know ... Chapter 35 tumblers work great for all sorts of beverages...including hot chocolate!

- 2 bags of instant dark chocolate mix
- Hot water
- A generous dollop of Irish Crème

Pilot so



simple, but oh good.

	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 1-XXL	\$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!

February	4	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	8	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	JJ Romano—San Antonio Soaring Society
March	4	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	8	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	TBA
	15		Young Eagles Rally		San Geronimo Airpark IRain Date 22 March)
April	8	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	12	09:00	SPRING FLY IN	PANCAKES	
		10:00	VMC club		
May	6	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	10	10:00	CHAPTER WORK-DAY		
		11:30	Chapter Annual Picnic	Lunch	
	17	09:00	FLYING START EVENT		San Geronimo Airpark
June	10	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	14		Chapter Gathering		
	21	9:00	Young Eagles Rally		INTERNATIONAL YOUNG EAGLES DAY—KSSF (28th Rain
July	8	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	12	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	TBA
	21-27		AirVenture - Oshkosh,		
August	5	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	9	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	TBA
September	9	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	13	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	TBA
October	7	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	11	09:00	FALL FLY IN	PANCAKES	
		10:00	VMC Club		
	18		Young Eagles Rally		San Geronimo Airpark (25th Rain Date)
November	4	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	8	10:00	VMC Club		
		11:30	Chapter Gathering	Lunch	General Membership Meeting & Chili Cookoff
December	9	19:00	Board of Directors (Virtual)		All members invited. Contact president@eaa35.org for link
	13	11:30	Chapter Holiday Gathering	Lunch	Holiday/End of Year Finale

EAA Chapter 35 Leadership



Officers		
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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Director - Past President	Chuck Fisher	charles.fisher@eaa35.org
Director - Past President	Darren Medlin	darren.medlin@eaa35.org
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Director - Member at Large	Andrea McGilvray	cowgirlcapital@att.net
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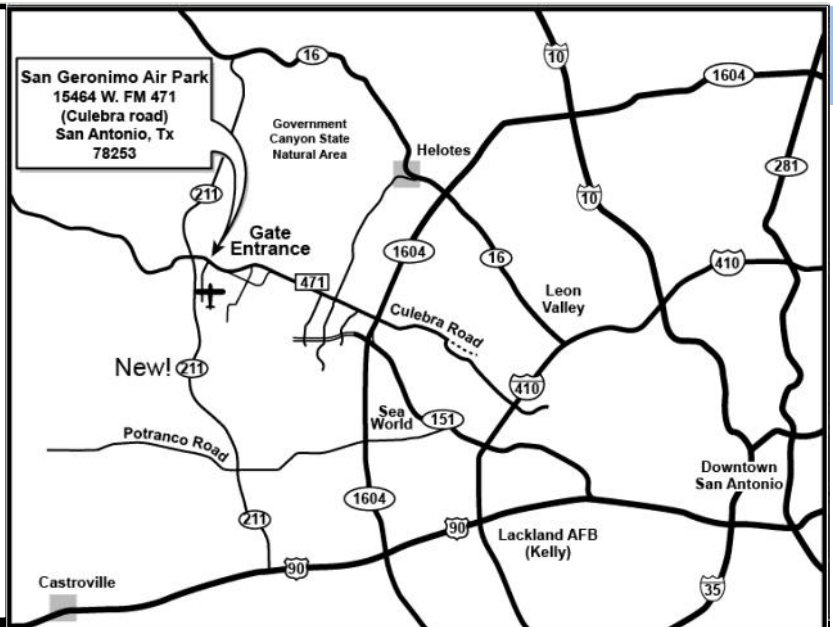
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NEXT EVENT
8 FEBRUARY
1000 VMC CLUB
1130 GATHERING
1300 SPEAKER
CHAPTER CLUBHOUSE



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!

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

Ron O'Dea, Secretary
15464 Culebra Road., #14
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