



RUNWAY 35



EAA Chapter 35

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



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Please see our
sponsors!

Next Event

10 May 1000

**CHAPTER WORK-DAY &
PICNIC**

**CHAPTER
CLUBHOUSE**

Runway 35 is published monthly
as a free service for our members
and our flying community by
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FEATURED EVENT

Chapter Clean-Up Day and Picnic

Come prepared to clean, garden, sort, etc. Bring a pair of work-gloves and if you wish to work in the lawn, bring tools you'd like to use

Burgers and dogs...when your chores are done!



FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



Hopefully, you attended last month's Fly-In and Pancake Breakfast. As the Aussies say, it was a bonzer! The weather could not have been better — over twenty airplanes were on the line, we served more than ninety breakfasts, and May Kelly did a great job sharing her journey to becoming a U.S. Army aviator. We hope you'll agree that it was a successful

event. If you have suggestions for improvement, please let me know.

We have a second Fly-In and Pancake Breakfast coming up in October, and it will definitely be worth attending. An event like last month's Fly-In and Pancake Breakfast is only possible because of our members who volunteered their time, their airplanes — or both. A huge thank you to all the pilots who brought over their cool airplanes for us to drool over! Danny Beavers not only risked carpal tunnel damage flipping all those pancakes, but he also spent several weeks this past winter preparing our griddle for pancake season. Thank you, Danny!

BJ O'Dea and Roxanne Beavers ran the kitchen, along with several others who jumped in to help. A huge thank you to BJ, Roxanne, and everyone who made it possible to serve over 90 meals. Tim Chea, who is not a pilot, stepped up to serve as our aircraft marshaller. Tim asked how many airplanes we were expecting — I told him we would be lucky to get ten — then over twenty showed up. Thank you, Tim, for being a fantastic airplane marshaller!

A heartfelt thank you to new member Leland Johnston for serving as our event photographer. Our grounds and the aircraft parking area looked fantastic, thanks to Dean Doolittle, Ron O'Dea, and the San Geronimo Airpark POA. Our membership chairperson, Zac Morton, and his daughter, Emerson, subbed for Dee Brame at the door. Talk about trial by fire — thank you, Zac and Emerson! Finally, a huge shoutout to our Vice President, Paul Wurster, for arranging for our

fellow member, WO-1, May Kelly, to produce and deliver her fantastic presentation. Thank you, Paul, and thank you, May.

June 21 is our next Young Eagles Rally. It may be our most important Rally of the year because we hold it at Stinson Municipal Airport, which allows us to fly nearly twice as many youth as we can at San Geronimo Airpark. Our success is largely due to our pilot and ground volunteers. Simply put, we need lots of both. Please come out and help us make this a successful event. You can start by emailing our Young Eagles Co-Chairperson, Rick Vinas, at rick.vinas@eaa35.org to let him know you'll be at Stinson on June 21 and how you'd like to help.

AirVenture — the planet's most important aviation event — is less than three months away. If you've never been, you should go. Although it's getting late to make plans, there is still enough time to organize a reasonable trip. If you need guidance, many of us have been multiple times, and we are happy to answer your questions. Feel free to start by emailing me at president@eaa35.org.

This month, our event is our annual Chapter Workday. Once a year, we spend a couple of hours giving some love to our most valuable assets: our clubhouse, hangar, and grounds. Please come out and spend two hours working shoulder to shoulder with your fellow members sprucing up our home. Wear comfortable clothing appropriate for light labor — some of us will work outside, some inside. If you have a pair of work gloves, bring those too. To show our appreciation for your commitment and labor, the chapter will provide a nice lunch — on us.

You can find more information about Saturday's event, as well as all our upcoming programs, on our robust website: eaa35.org. Also, in the "Photos 2025" section to view an album of Leland's photos from last month's Fly-In and Pancake Breakfast. There are several I really liked. I look forward to seeing you at our Chapter Workday. Aeronautically yours, Ian .



Membership Update

Zac Morton

**Welcome, New Members!**

Please welcome these new members who joined at the April pancake breakfast!

Jay Braymer: Jay is a long-time member of EAA.

Gaye Oakley: Gaye joined in support of one of our new student members. They heard about us from Dean Howard.

Jolene Cardenas: Jolene heard about the chapter from Ron O'Dea. She is interested in learning to fly.

Other Membership Info

A new member directory will be published soon and emailed to all of our current members. If you have any updates to your contact information, please let me know by email at membership@eaa35.org.

If you are not a current member of the national EAA organization, please consider joining or updated your membership. You're missing out on access to lots of member benefits, information about flying, and a great monthly publication, Sport Aviation. <https://www.eaa.org/eaa/eaa-membership>

BULLETIN BOARD



From the Kitchen

I want to extend a A GREAT BIG "Thank You!" to BJ for taking my place and leading the kitchen crew for the April meeting so Chuck and I could go meet our new grandson. A huge shout out to Roxy and Danny Beavers and everyone else who stepped in to help for the meal to be a success.

I hear that we served over 70 meals which may be some kind of a record. There were no leftovers and that is fantastic. I am so sorry that I missed the breakfast. I would also like to give a great big thank you to all those others who helped with the vacuuming, taking out the trash and all the other clean-up duties.

Our May meeting will be our annual cleanup club properties and the membership picnic. There will be traditional picnic food: hamburgers, hot dogs, chips and all the fixings. As always desserts and side dishes will be welcome. That is it until next month.

Happy Cinco de Mayo

Peggy

P.S. Here is proof that I did have an excused absence!



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

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

www.eaa35.org

FROM THE VICE PRESIDENT

Paul Wurster

The turnout for our last meeting was overwhelming. Kuddos to BJ O'Dea for stepping up and leading her crew to max performing the kitchen to meet the demands of the crowd. As always, Danny Beavers had the spinning griddle running in top form. The community of the chapter members makes it all worth it. Thank you again for coming and continue to make our gatherings great.

It was great to see all the aircraft out on the flight line. That is the best turnout that I have seen in recent memory. It is great to see people out there flying. Some of us were taking notes and looking close at certain areas of the planes so we could use the information for our own builds.

Just like flying, building seems to get better with more regular activity. I've been getting up to the hangar more often over the last couple

months. I can notice my productivity getting better each time. Taking time off just causes me to spend my next session trying to figure out what I was doing the last time I was out there. The quality of my work goes up as well which is probably the most important thing.

Flying can be the same way. We do not all have the privilege of flying as much as we would like, but it really pays dividends to fly often enough to build in some real habits. That is really what gets you the mental capacity and ability to deal with abnormal situations. Tweak and correct those habits with regular flight reviews and you should be in good shape to fly well and most importantly, fly safe.



FLYING START—MAY 31st

Chapter 35 will be hosting a Flying Start event May 31. EAA Flying Start is a chapter hosted program which welcomes, inspires, and educates aspiring aviators about their pathway to becoming a pilot.

The program consists of an EAA-prepared PowerPoint presentation, which the hosting chapter customizes with information about their local chapter and flight training resources. The event is capped off with a free introductory Eagle Flight with an EAA volunteer mentor pilot.

We will need pilots willing to take adult passengers and mentors to assist with this event. Yup, that's YOU!



Caught in Action

Andrea McGilvray



Volunteer Spotlight

Ian Heritch



Ian is our Chapter President. Reluctantly at first, but highly successful in the role!

Ian has been affiliated with chapter 35 for more than two decades, has served in many roles, and has led the chapter recently in huge renovation projects for our clubhouse for decades to come.

Tireless and committed—Thank you Ian!

The Type Club

Chuck Fisher

Do you own a plane, rent a plane, fly a plane, or dream of any of those? I suspect you do and if you do, you probably have a favorite type of aircraft. So, are you active with the type club for that plane? If not...this article is intended to make the point that you SHOULD be.

Peggy and I recently flew over to the Southern Navion Air Group fly-in in Mississippi. This is always our spring event and this one was poignant as our host for two decades and owner of the most lovely, pilot's-dream field on the planet passed away. We flew in and the town turned out in droves to memorialize him.

Danny was a former marine, bought a little patch of land north of Biloxi and built himself an airfield. He started collecting and restoring airplanes starting with a biplane and growing from there. His friends started coming to help and they built a few hangars, lovely, old style hangars, and there for several decades a collection of planes was restored, maintained and flown by a community of friends. On weekends Danny and his friends would roll out a cub, a Stearman, a BT-13 or a combination of all and give rides to whoever stopped in. And those folks stayed and helped with the planes, and many went on to become pilots.

Our "chapter" of the American Navion Society is called the Southern Navion Air Group and we have members from the tip of Florida to West Texas. We get together four times a year somewhere and we'll do flying games, do massive gaggle tours of the area, the formation guys will do formation practice and demos, and others will explore the local area. The evenings are social fun.

And every spring for twenty years we have kicked off the year with everyone converging on a tiny grass strip in southern Mississippi.

This year we Peggy and I flew over IFR, because we could. We had a screaming tailwind so at over 200MPH (that's fast for a Navion) it was a quick trip. On the ground a dozen or so other Navion's gathered, and another dozen or so folks drove in for various reasons.

The airfield has one hangar dead center that has huge front porch and is outfitted to be a café and dance hall as needed. That would be the center of activity for the weekend. .

The Saturday weather was supposed to be awful, and in the morning it was indeed low IFR. We carpooled from the hotel to the airport, because rain or shine we were there to have fun, and we were there to celebrate a fallen friend. Over breakfast we debated whether we'd be able to get off the ground with forecast ceilings below 1000 feet, then rain.

Then...a miracle happened. In the mid-morning mist people began to arrive in droves, two dozen classic cars trundled up the street, an antique fire truck and ambulance (the airfield's rescue squad) arrived. And....the clouds parted and the sun came out.

We uncovered the airplanes but decided only to launch a missing man formation team instead of the entire group for safety. Those pilots briefed and walked the formation. On queue, everyone launched into the unexpectedly clear/scattered sky, and a lone yellow cub putted its way into the air. Danny's cub.

With taps blaring the cub spread Danny's ashes over his beloved airfield as a formation of Navion's flew above in a missing man salute. Above a gathering of friends.

The whole community turned out with dishes of food, breakfast, then crawfish etouffee and BBQ lunch and yet more for

dinner. We all gathered as a community theirs, ours, all tied together by the love of aviation, history and that place and that person. It was a special weekend. One of many we have spent without our friends bonded together by our aircraft.

Here is my point. Type-clubs like ours offer amazing communities all joined by their aircraft and determination to help everyone have the tools and skills to fly them and preserve them for another generation. When we weren't out doing spot landing competitions or

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(Continued from page 5)

bean-bag bombing (can't do that in an EAA event...but we can, and being able to fly canopy open helps), we were all out looking at each other's planes with some of the true experts on our marque. How do you adjust that? I see yours has a ... is that by STC or field approval? Where did you get those improved lights? How did you adjust that linkage?.....Our planes are more than 75 years old, so understanding the innards of them is pretty important.

I learn something new at every event I go to. Maybe a new maintenance technique, a newly discovered issue on someone's plane that prompts a quick inspection of my own, who can fix the unobtainium parts or where there is a stash. We'll discuss the latest coolest places to go, and who has good planes coming up for sale. Every event

we meet new folks who are dreaming about their own planes. There is no shortage of advice, but often they leave with leads on their next airplane. They'll join us next time, we hope.

Many of us are members of a type-club. There is usually a website, maybe a newsletter. For better ones technical bulletins and maybe even training. But seeing and doing, is just way better than reading about something. The training is real, the friends are true, and the memories forever... if you participate in person.

Join your type-club, go to the events. It may help you become a better aviator, and it will definitely broaden your appreciation and knowledge of your chosen aircraft.



AirVenture 2025—It is TIME to Get Ready!

We are all counting down the final weeks to AirVenture 2025. Are you going?

This year there will be TWO Goodyear blimps, both B29s, a gathering of the Grumman "Cats" over in Warbirds, and a first look at a flying Me-262...and about a bazillion other things.

If you are, here are a couple of other tidbits to pass along.

It is time to have made arrangements for lodging, but if you have not, Camp Scholler is always an option whether you bring your own camper or rent one and have it delivered. Chapter 35 has a 6 campsites (the maximum) reserved and as of this writing all are spoken for, but Doug is taking waitlist names in case a slot becomes available. Chapter camping spaces are NOT electrified/plumbed. For more details or to get on the waitlist contact Doug Dodson at op@pobox.com.

The WomenVenture schedule and signups have been released. This has grown over the past few years to be a big deal and now has its own center. There will be an ice cream social on Monday and on Wednesday a Group photo (In the T-Shirt you sign up to get) and a luncheon with a guest speaker...as yet unannounced. Ladies, sign up for all the events at <https://www.eaa.org/airventure/features-and-attractions/ea-womenventure> (click on the grey date tabs to see the whole schedule and to register).

If you are flying in, be sure to check out the 2025 NOTAM at <https://www.eaa.org/airventure/ea-fly-in-flying-to-oshkosh/ea-airventure-oshkosh-notam>. There are also videos of the arrivals, helpful hints, and great resources on the AirVenture "Flying In" tab.

My helpful hint is to build in TIME on each end of your trip. For many of us, it is quite feasible to fly the entire route in one day. But,

a frontal system or stubborn weather is pretty likely somewhere in the middle of the US. Do NOT be in a hurry. This is for FUN, and an extra night along the way is just another addition to the memories of the trip. Don't push beyond the weather or your own fatigue just to save time.

If you want to camp under a wing, you will have to be in the North 40 along runway 09-27 or the south 40 down on the South end of runway 18-36. The North 40 is much closer to everything. If you want solitude and don't mind a long walk, the South 40 tends to be a lot less crowded. There is also camping permitted in the Vintage Aircraft area which is pretty centrally located, It'll fill up pretty quickly. Anyway, study the maps and decide where you want to park and camp before you go.

Remember to bring tie downs and a cover. No matter where you park it will be on grass and given that it is Wisconsin we will get at least one or two rain showers or storms through the week. Also, bring a tool kit and common spare parts (fasteners, etc.) unique to your plane. You will be at Mecca and every parts manufacturer and distributor will be there, but it is helpful to be able to tighten up the widget that wiggle loose on the way up without having to go buy a toolbox.

There are oodles of opportunities to volunteer throughout AirVenture either with one of the subcomponents (e.g. Homebuilt, Vintage Aircraft Assn, Warbirds of America) or with EAA Chapters. Most have already started the sign up and scheduling process, but more new folks are always welcome.

And, DON'T forget the Chapter Mass Group Photo - Tuesday, July 22, at 9 a.m. at the Brown Arch. Wear your chapter gear!



Sweet as a Kitten—Flying the PT-26

Andrea McGilvray

For those that know me a little bit, know that I'm at my best off the ground. In short it is my ultimate freedom. I'm not saying I am an angel, but it somehow feels like perhaps I was, and now I'm having a human experience so I love the freedom of the wind.

The challenge of flying different airplanes is to become one with it and to make "friends" with the airplane. Those people that know this understand. But, always be ready for it to bite you. Never let your guard down and become complacent. These winged creature have two sides to them.

Your plane is hopefully your best friend, but it won't stop you from killing yourself. They do not protect you from yourself! Some have better training characteristics, more gentle and forgiving. But they can still can be lethal even if forgiving. Today, I'm flying a PT-26 that I'd describe as "as sweet as a kitten".

Before I go into my story, I was super excited to find that the PT-26 was a basic aerobatic trainer. The wing loading was higher than the Stearman yet if kept in its envelope it is super smooth and easy to fly. Due to the age, though, one does not wish to test their strength, so I have only done a boring stall. The PT-26 does not have an inverted oil or fuel system, rather a wobble pump if needed for the fuel. So Instead of naming what it was rated to do, the POH specifies maneuvers that are prohibited. So ya, it can do all the basics plus snaps! Wow!

This story is about the adventures of flying an 80-year-old, 1943 Fairchild PT-26 named "Lindy" with a 6-cylinder inverted Ranger Engine that belongs to the Texas Air Museum at Slaton Texas. Malcolm Laing, the long time care taker of many of their aircraft, agreed to check my out in their PT-26. So as I did my bit and read the POH and one odd thing hit me. The original PT's had the Mixture in reverse!!! Forward is lean and back is full rich!! I was quite perplexed and spooked that I would pull the mixture the wrong direction! The rest of the airplane is simple. Remember it is 80 years old!

I was going to fly up to Slaton, but these crazy spring winds made me make the old decision that "I'd rather wish I was flying than be wishing I was on the ground". So, I drove 3.5 hours to Sweetwater Texas the night before and then got up bright eye and bushy-tailed—and drove another 1.5 hours in the morning to Slaton Airport.

The day looked promising for good flying weather and the winds were not sure which way they wanted to blow. So after a short discussion of the POH I learned for this plane

there is a single magic number. 80. Eighty is actually a good number for many airplanes in either knots or mph. Many airplanes do an approach at that airspeed. I even remember seeing 80 on the fancy-dancy brand new PC—12NG I got fly in.

So I climbed into "Lindy", and between Malcolm, his truck and I, we got the old girl marking engine and propeller noises, I checked the Oil and fuel pressure. Malcolm climbed in and we did a radio check and brake check. Another quick glance at the oil temp and fuel pressure and we were ready to taxi. We let "Lindy" warm up a bit before we did a run-up. Since the Ranger engine is an inverted 6 cylinder arrangement, oil can at times fowl the spark plugs.

So the 1st thing I noticed once we taxied was that it was heavy on the wheels. I had figured that would be the case, but it was heavier than I had planned. I felt like I had never

taxied a tailwheel airplane before. I was all over the place and was quite behind the airplane. But with some playing and with the combination of rudder and tapping the brakes, I finally got "Lindy" under control.

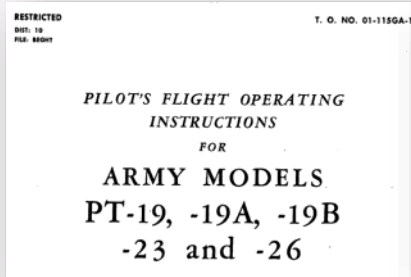
We got the plugs cleaned up with a short grounding

and off we went. The wind was still a slight crosswind, but more from the north so we took off on 35. We did everything at 80. Remember 80? Climb, descend and in straight and level I think I briefly saw 100. lol! Many basic trainers like the new Diamonds and other new trainers have a much larger window of speeds. But not "Lindy".

So we climbed to 4500 feet and did some clearing turns, then did a power off stall to see how it felt. Malcolm asked if I wanted to do anything more so I did a quick "how does it feel up/down and roll and pitch" maneuver (nothing exciting) and then went did pattern work.

The most important part of the flight, of course, is getting it back on the ground in one piece and able to fly again. I had Malcolm show me the 1st landing and then I did six more.

(Continued on page 8)



16. MANEUVERS PROHIBITED.

- a. Outside loops.
- b. Any maneuvers which might impose negative loads on any part of the airplane.
- c. Snap rolls in excess of 100 mph.
- d. Immelmaa turns in excess of 170 mph.
- e. Slow rolls in excess of 150 mph.
- f. Indicated air speed in excess of 191 mph.

(Continued from page 7)

My first two landings just greased on as if there was no hard runway just velvet under my wheels. For the takeoff, I gave "Lindy" a gradual and firm forward throttle and with just the slightest backpressure the tail started to fly and she lifted off the runway. I was expecting to add some extra right rudder but I guess my feet knew better than my head and none was needed, so I just shrugged. The PT-26 had a super positive feel to it. I don't like to pull an airplane off the runway, and this airplane knows how to fly, I am merely its guide. I was in "airplane heaven"!

On my third landing I got a bit slow and I did let it drop in. Ok a few inches but there was a firm "we are here" reward. So note to self, don't get that slow! Remember 80!!!!

So after that, no less than 80. She trims out well and I did a number of close in to the runway landings. I did not pull the power all the way out "just in case". Malcolm and I both agreed that a little extra in the power was not going to change my sight picture and we wanted to be sure it was not going to quit on us. Remember 80+ years old.

Among the landings, we did 3 full stops with taxi back and all were wheel-landings. I think they were more tail-low vs a hard push forward, but just enough forward to stay on the main wheels. For a full stop you keep pushed forward until the tail comes down, then be prepared to pull full back, and apply breaks firmly with appropriate rudder to keep it straight, add just a bit of throttle so that the engine does not die and come to a full stop. That technique removes an issue with tail shimmy. Mind you, I have had a tail-shimmy before on a number of airplanes and to fix it one just unloads the tail then loads it again; but to protect the airframe from wear, we were gentle and did what is best for the airplane. Hope it can still be here in another eighty years.

We also did a full flap landing and a forward slip. Neither were exciting to write about. I did learn my arms may not be long enough to get at the flap handle so in the future I will leave it right where it rests.

Then came the time that Malcolm said. "Ok. Let me out of here and go play, but I want to see a minimum of 5 more landings".

He did not mean go do my Aerobatic Sportsman routine. But to become better friends with "Lindy" the airplane, one needs to be alone with her. I felt super comfortable and I already felt I had flown this aircraft for years and years vs just a short hour and half.

There is a flight school at this same airport and they have their students do huge 747 patterns, so my last two short small patterns had to be extended. Grrr. Why do they do such large patterns? On one of

my downwind legs I was being followed by another tailwheel airplane. He announced his downwind leg and asked "Fairchild, why are you making such a large pattern?" It sure was *not* because of me, so I responded it was due to the aircraft in front of me. He tucked inside close to me but far enough behind. I also announced it would be a touch and go so there would be no issues for him to land directly behind me.



I did six landings as Malcolm watched. Most were arrivals. And none were exciting

Then I departed to get a better feel for the airplane outside of the pattern. Relishing the ultimate freedom of what flight is all about, I did a few more gentle turns and felt how it felt in the open sky. I could have stayed out all day just looking down at the world below me fly by.

Back on the ground, we towed "Lindy" back to the museum ramp and headed to lunch. When we



came back, I then gave the old girl a bath. I worked on cleaning her until it was time to leave. I enjoy cleaning an airplane because we get to know each other better and I keep a keen eye for things that need attention.

I sent an email and text to both Lisa Taylor (Executive Director) Dave Townsend (another pilot) from the WASP museum and sent them pho-

tos. I heard back from both that Malcolm was super pleased with my flying. That sure made me feel good!

It was time for my five hour drive home. I found myself reminiscing of my day over every bump and turn.

So April 26th for the WASP homecoming, I will be taking "Lindy" from Slaton down to Sweetwater for the day [editor's note: see "caught in action on pg. 4"]. Then for the Slaton airshow June 14th to be part of the "parade of airplanes."

The next airplane I will get checked out on is the UC-47 "Bamboo Bomber" that belongs to the WASP museum. Malcolm and I will be flying it out to two airshows. The first one is "Props and Wheels" and then to Oshkosh for week. After that, David and I will fly it back to Sweetwater!

To end the day with no surprise, Fuel is expensive, so I paid for the fuel and the training time to support the museum. These aircraft are very expensive to keep flying. So if you can, please participate as a volunteer or as a donor. Donations to these museums are very much appreciated. I am so grateful to be part of this group.

Who knows where you will see "Lindy", and lucky me, this year!



Logbooks

Paul Wurster CFI CFII

If my house caught on fire, and I could only save a few objects; my logbook would be one of the few things I grab on the way out the door.

I am not too sentimental about much stuff, but after my wallet and phone, my logbook and laptop might be the only things I try to save. I can replace a lot of things, but the photos on my laptop and paper copy of my logbook would be fairly tough to lose. All that being said, I want to give you a few thoughts on why you want to keep a good logbook, how to do it, and how to possibly ditch the paper so you have one less thing to carry out in case of a fire.



First and foremost, FAR 61.51 points how and when you need to keep a log of your flight activities and what for. It also gives some guidance on what information you should keep. I wish someone had sat down in the beginning of my flying career and talked about how to keep a really nice logbook. Of course, most of us start with a tiny little "Student Log Book" of some sort. It is so small and sparse on space, that your CFI struggles to fit a recognizable signature in there along side his license numbers and expiration date much less any information on how you spent the hour and half of lesson time. Let's take Simon Sinek's advice and start with why.

The two big reasons that you are instructed to keep a logbook is to prove you have met the experience requirements for the rating you are testing for and to show you meet the rules for recent flight experience. After those two things, the rest is for you and potentially a future employer. The FARs and applicable ACS documents should provide the experience requirements. and 61.51 tells you what particular items to record. (Further discussion is required for the definition of "night" when you are training vs legal "night" flying vs the most basic definition of "night". If you don't know what I'm talking about, you are not ready for your private pilot check ride!)

I think you would do your future self a favor by recording more data in your log entries. First off, record all of the maneuvers that you did. All of them. If you were following a training syllabus, write down which lesson or ride you were on. Write down who you flew with whether you were training or just going to grab a \$100 hamburger. If anything unique or strange happened, make a note of that. Near miss or new crosswind landing record, write it down. There is no real requirement for these things, but it turns a log entry into a useful record of your practical experience and flight histo-

ry. "Am I current" is a yes or no question. "when is the last time I landed in crosswinds" is a practical question that can drive my practice routines or provide useful input for my CFI before they

design my next flight review. Maybe, I realize that I have gone 10 years without ever flying into Class Bravo airspace. Again, maybe grab that instructor and proceed bravely into DFW's wedding cake.

The older I get, the more I like to know if I ever flew with a particular person or what we did the last time we flew together. I fly with hundreds of other people at work. I always note who I flew with as well anything

else that was special about the trip. EAA keeps a track of the young eagle flights that you have given. It is nice to see that number, but if you had names and dates, it would be really cool to see that a future shuttle commander on the news is one of the kids you gave a young eagles ride to years ago.

If you ever try to get a flying job someday, your logbooks will represent you in some form or fashion. On all the applications I filled out, I just typed in all of my times; however, at the actual interview, I had to bring all my physical logbooks. My interviewers usually took those and went over them for a while before I got called into the room. If your logbooks look like a rat's nest colored on by a sugar-fueled toddler, you might be starting off on the wrong foot. These documents are making your first impression. If they are legible and professional looking, that could be a benefit for you. I tend to think this is less and less of an issue because most people use some sort of electronic logbook and print everything out.

You are using an electronic logbook aren't you? If you are a pure paper pilot, there is nothing wrong with that, but I have this thick southern accented voice ringing in my head saying, "Well aren't you precious!" For the love of all that is holy, digitize your logbook. You do not have to pay for a special service. You can use a simple Numbers or Excel spreadsheet. The only reason I'm grabbing my paper logbook when my house is on fire is because I am lazy and haven't digitized all of my endorsements yet. Who cares about the numbers and signatures. I have my logbooks in a simple spreadsheet. I modeled it after the Sporty's Master Pilot Logbook for one section, and I have pretty much copied the SSA logbook for my glider records. I have extra columns in there and an unlimited amount of space to make notes. My military time is transcribed from my final Flying Hour Summaries and annotated on a simple

(Continued on page 10)

Logbooks (continued)

(Continued from page 9)

chart showing all my work on how I translated military flying experience to civilian nomenclature because I did not used to keep a log book regularly during my military career. These three sections send values to a cover sheet that totals all my time in one place and breaks out the most commonly asked for categories like Turbine, Instructor, and PIC time. This file is backed up to three different backup drives and again on a drop box folder online. I can grab my laptop or my NAS drive on the way out and just make my life easier, but I don't really need it.

When things are in a digital format you can add information in the future. I don't mean tacking on extra digits to your flight time, but you can certainly break out turboprop time from turbine time or got more detailed with certain kinds of time. I find this to be tremendously helpful when an employer or insurer asks you compound questions about your hours such as how much retractable gear time do you have as a PIC or how much time in a glass cockpit vs steam gauges. I can sort a spreadsheet fairly quickly for this. If that question comes up more than once, I might just make another column for it.

When presenting my digital logbook, I print it out and put it all in a nice binder. I got a landscape oriented binder and print out everything in landscape mode. As you turn the pages, one entry goes across both pages. The coversheet is stuffed into the cover and any supporting documents like military records, a copy of my current medical, my radiotelephone operator license and copies of my personal and flight instructor certificates are in there. Certificates of course completions from Flight Safety or CAE might also be good to put in there inside a page protector. Make the interviewers job easy.

Still not convinced to go digital? "Well, bless your heart" (deeply sarcastic southern lady accent)." Just make your entries neat and try out some of the other suggestions here. When I was keeping a paper logbook, I would write my entries in pencil and then go over them later with a pen. Lots of correction tape and white out do not present the best image even though many of us have it. Simple line outs with initials are probably more preferred since it will not appear that you are hiding anything. I would do the math with a calculator to check before writing down the totals in pen.

A common question format in professional flying interviews is TMAAT. TMAAT is Tell Me About A Time. You can expect to get several of these questions during an interview. Examples include, tell me about a time...you broke a regulation or tell me about a time...you disagreed with your captain or crew member and how did you handle it? There are infinite variations on this. Some people can match a question to an experience with no problem. The rest of us need to prepare. If you have kept notes in your

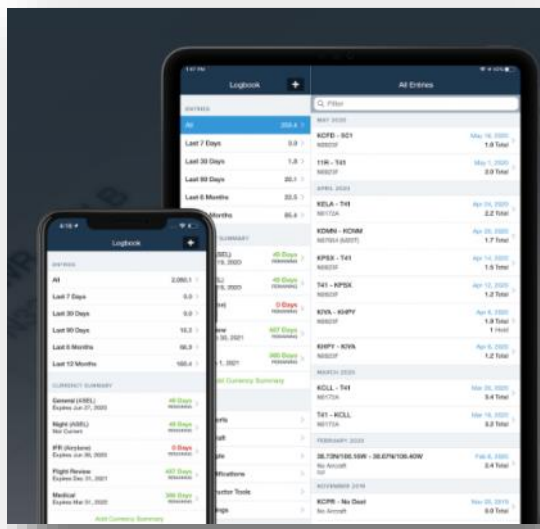
logbooks about any peculiar or special circumstances, you can more easily make a list of these to prepare and develop into good stories that show off your desirable qualities. The logbook entry can be a great memory aid that can help you recall an event from long ago.

I've heard a few good stories about logbook questions over the years. 99% of the time, there is little issue and employers rarely go line by line. Maybe this happens more in entry level jobs, but less so the higher you go in the industry. This is not because the major airlines are careless, but their applicants have other third party verifications either from other airlines, companies, or the military to validate the applicants claims. One issue that I heard about was from an applicant that was taking his ATP check ride. The entire log book appeared to be written with the same pen. Upon further investigation, the pilot had made the logbook in one sitting. He was transcribing military records but never brought the originals. This and some other inconsistencies made the examiner spend way too much time on simple administrative work. Another issue was a gentleman who raised more than a few eyebrows with some of his entries. When you claim nine or more hours in a Cessna 152 for a single flight, you will get asked about it. I'm sure it was a consolidated entry from a long day of flying traffic watch. But why only one takeoff and landing. Maybe just laziness or carelessness, or it could be a great story. Maybe he was training a new traffic watch pilot and gave them three or four of the takeoffs and landings around their refueling stops during a day when all the traffic signals went out in Atlanta. This lowly traffic reporter single handedly kept the city from tearing itself apart. Probably not, it was probably just a sloppy logbook entry, but now he got a chance to go line by line through his logbook and explain many other sorties while he sweats the remainder of the interview. Contrast these logbook reviews with my own. Approximately zero time over all my interviews was spent asking any specific questions about my logbooks. One guy asked about the SSA glider logbook and what flying gliders was like. That transitioned into asking about the U-2 and how it was like gliders versus other jets. What an absolute gift it was to start an interview with Delta Air Lines with ten minutes of talking about airplanes. I have trained my whole life to talk about airplanes. This let me warm up and get comfortable with my interviewing panel before they ever started in on the difficult scenario based questions.

I hope you are convinced that keeping a good log book is worth it. It seems like the last step of a lesson that you are rushing to get done with. Instructors should not fill out every entry after the first few flights. Take pride in this product because it represents you, and it is one of the most expensive receipts you will hang on to for your whole life.

Other tips and tricks:

(Continued on page 11)



Logbooks (continued)

(Continued from page 10)

When you are applying for a new certificate or rating, take your time and do a full and complete job in the experience section. If you lose your record, the FAA will have your applications on file and you can rebuild your records from there.

It is pretty easy to digitize or keep photos of your endorsements and sign offs and embed them in your spreadsheet or digital logbook now. Do it.

Be cheesy as all get out and put the logo of the company you are applying for on your logbook summary. Show them how excited you are for the opportunity to meet with them. Just make sure to change it out if you go to an interview with their competitor.

Do not lie! The amazing thing is that this is an honor system. Do not lie in your logbooks. You are not only cheating *yourself*, but you are directly obscuring the truth which could be detrimental to the safety of others. If employers ever catches wind of you telling a fib, you stand a good chance of being branded a leper in the professional community.



And, it will become obvious in your performance if you have been pencil-whipping your numbers and actual experience. Then you might end up with a training failure or a loss of employment. Those are permanent. Anything can be recovered from with time and good behavior, but they will always be something you have to explain in the future. If the FAA finds out, you could face legal consequences and potentially lose your certificates. Lying also potentially taints anyone who has ever vouched for you.

Don't be that person.



Did you know?

The complete requirements for minimum logbook entries are codified in 14 CFR § 61.51 Pilot logbooks available [here](#).

A portion of private and instrument training can be accomplished in a certified simulator. This may be substantially cheaper than renting an aircraft and the simulator flies regardless of the weather or light conditions outside.



A certified simulator is available at Boerne state airport. Instructors or students interested in using it, should check out <https://airspeedav.com/>

WomenVenture Notes

Peggy Fisher

As all are gearing up for a trip to the World's Busiest Airport during the week of July 20-27, 2025, do not forget about WomenVenture—a celebration of women in aviation. There are many events planned to celebrate women but the main day of events for the celebration is Wednesday July 23, 2025.



The free t-shirt must be pre-ordered. T-shirts can be picked up the Monday and Tuesday of Oshkosh week (9:00a.m.-5p.m.) and Wednesday (9:00 a.m.-10:00 a.m.). T-shirts will not be mailed. The shirts are to be picked up at the EAA WomenVenture Center location on Knapp Street between the EAA Press Headquarters and the Forums and Workshop area.

Wednesday July 23 is also the day of the big picture so order your t-shirt and wear it proudly as all the young and advanced young ladies converge on Boeing Plaza at 11:00 for the picture in front of the aircraft chosen for the picture. After the picture it is time for the Power

Luncheon which always features an interesting female speaker. Tickets for the luncheon are \$10.00 and can be purchased at this time. The speaker at this time has not been announced.



Both the t-shirt and the luncheon tickets are available on the EAA website. I just went to the AirVenture workshop and searched for [EAA WomenVenture](#) under events tab and was able to find both.

See you all at OshKosh.

April 2025 Fly In (see more photos at www.eaa35.org)



April—Bluebonnets, Cool Mornings, and Fly-Ins! Our Spring Fly-in and Pancake breakfast was a success with attendees from all around the area. We had over 20 aircraft out on the grass parking area and lots of types for our guests to see. Danny Beavers kept hot pancakes spinning on the humungous griddle and BJ and Roxanne kept hot food and drinks coming. Wow!

We were also honored to be joined by **WO1 May Kelley**, a Blackhawk pilot who discussed the pathway to Army aviation and what it is like to fly the amazingly versatile aircraft. Again the clubhouse was packed to capacity and everyone walked away having learned something they didn't already know. That is a success indeed!



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Scholarships Update



Allen Inks, Scholarship Coordinator

It seems that it is all good news this month: Our two 2025 Ray Scholars selectees (Haddy Martinez and Chandon Knies) were approved by EAA National, and their initial scholarship funds sent to the Chapter.

Kickoff meetings have been held with each of the 2025 scholars (Haddy, Chandon, 2025 Kellogg Scholar Emerson Morton, and 2025 Brame Scholar Caleb Stahl).

Meeting with the scholars, we (volunteer scholar mentors Doug Cavanaugh, Jim Gibson, and Charlie Brame, and Allen Inks) met with the scholars, their parents, and their flight instructors over how the scholarships would be administered, timetables, reporting, and expectations of each party to the agreement. So now the scholars have their marching orders and are off to learn how to fly.

I also am very happy to report that Lily Cavanaugh, our 2024 Brame Scholar, has returned to flying status as of the beginning of April.

Please continue to support and mentor our scholars. Most aspire to become professional pilots ... though Emerson is headed into Aerospace Engineering. I'm afraid that Doug Cavanaugh and I are of limited use to our scholars in this regard, because neither of us is, nor have we ever been, professional pilots. You members who are or who have been PROFESSIONAL pilots have many valuable lessons to pass on. Tales of military flying, the inside dope on airline seniority and bidding on routes are helpful. And perhaps most important ... how does a candidate get hired? Are you famil-



Kickoff Meeting with Chandon Knies, including (left to right), Doug Cavanaugh (mentor), Dean Howard (flight instructor), Tim Chea (Chandon's grandfather), Allen Inks (Scholarship Coordinator), Chandon (Ray Scholar), and Michele Bunch (Chandon's mother).

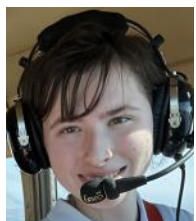
iar with airline cadet programs? Tell our scholars what they need to know. Do you know people that that it would be helpful for our scholars to be in contact with a few years down the line when they have the correct licenses and hours... help them get to know who they should know. Or perhaps you have a career that differs from flying for the airlines... such as flying cargo, corporate flying, or ... do we have any crop dusters?

Our scholars can benefit from sitting down with you and learning from you as they make decisions that will affect them for years to come.

One thing I will point out though: Many of you, with your years of wisdom and experience and aura of command authority, can be a little intimidating to a teenager. Please, take the initiative and actively seek out our scholars and invite them into conversations. Try to find specific ways you can help them. Maybe they have a question about a collegiate flight program (maybe one that qualifies under the FAA Restricted Airline Transport Pilot (R-ATP) program that allows pilots to obtain an ATP certificate with fewer flight hours than the standard 1,500 hour requirement)... if you don't know the answer, perhaps you can put them in contact with a colleague that DOES know something about it.... because they did it. Just think about how handy it would have been to have a large group of knowledgeable pilots advising you when you first started out. So, professionals, If you can, please help our scholars out that way.



Rory Sorola PPL—2024 Kellogg Scholar



Hello everyone, I'm happy to tell you about some exciting new developments in my life! I haven't been flying as often as I used to, but I've been getting offers for exciting opportunities related to aerospace and astrophysics! To start, 3 other friends and I signed up to participate in a weather balloon launch in Boston this summer: the catch is that we have to design our own payload for the balloon before we arrive. We're currently devising an experiment for determining the change in radio frequency strength with changes in altitude of the atmosphere, all to take place within a styrofoam container thousands of feet above in the air! Additionally, I was fortunate enough

to be selected for the Yale Summer Program in Astrophysics, a highly selective summer experience for high school seniors to study calculus, physics, and conduct research in astrophysics for 4 weeks at **Yale University**. I don't know how exactly this summer will play out for me, but I know that I'll be able to return to the chapter with a plethora of information for both new scholars and anyone interested in the science side of aviation. I'll also be picking up a summer job to hopefully both help afford the Yale program and to continue my flight training for my instrument rating. I'm incredibly grateful for the opportunities that the chapter has provided me with, and I'm more than happy to repay the wisdom I've heard with wisdom to come from my future experiences.

Lily Cavanaugh—2024 Brame Scholar

BRAME
SCHOLARS FUND



Hey everyone!

I've been absolutely loving getting back into flying again—there's nothing like being up in the sky, and it feels amazing to be in the cockpit after some time away. It's been a great reminder of why I started this journey in the first place.

I've officially got my Checkride scheduled for June 2nd, and I couldn't be more excited (and yes, a little nervous too!). This month of May is all about diving deep into prep for the oral portion—lots of studying ahead, but I'm ready to give it my all.

Thanks for all the support—I'll keep you posted as the big day gets closer

2025 Scholars

Emerson Morton—Kellogg Scholar 2025—SOLO!



I have been continuing my training, and I currently have about 35 hours. We have had some not great wind conditions, but practicing landings in that has made me more confident in all conditions.

Some flights have gotten cancelled for weather, like the night flight I was supposed to have but that we had to reschedule. ***I did my first solo on April 24***, so next will be dual cross countries and New Braunfels solo. I also have started working on my simulated instrument time, so I'm making progress!



Haddy Martinez—Ray Scholar 2025



Hello everyone!

I'm thrilled to share some exciting news, earlier this month, I found out that my Ray Aviation Scholarship was officially approved by the EAA! Thanks to this incredible opportunity, I'll be starting my Private Pilot flight training at the end of April.

I also got to attend my very first fly-in pancake breakfast during our Chapter 35 monthly meeting, and I absolutely loved it! It was amazing to see so many of our members flying in with their planes, sharing their stories, and creating such a welcoming atmosphere. (I arrived by car this time, but hopefully next time I'll be flying in myself!)

My CFI, Pat Delaney, came with us that day, which made it even more special. I had the chance to introduce him to some of our chapter members and to Mr. Allen Inks, our scholarship coordinator. We also signed the scholarship expectations agreement and went over everything we need to know to make the most of this opportunity.

I want to send a huge thank-you to Mr. Inks for all his support and for keeping us scholars informed about so many great resources.

This is a really exciting chapter in my life, and I can't wait to get started! Fingers crossed for good weather; I'm looking forward to sharing more updates with you all next month!

2025 Scholars (continued)

Chandon Kneis—Ray Scholar 2025



Hello everyone! I have some really exciting news my scholarship was officially approved by EAA Nationals! I'm now able to use the funds and get back to flight

training.

I did manage to complete a couple of lessons last month, but the weather limited my time in the air. Winds and cloud cover were the main reasons for a few cancellations. Still, I'm beyond excited to get back up and continue my training!

Caleb Stahl—Brame Scholar 2025

**BRAME
SCHOLARS FUND**

Hey Chapter 35! Hope you guys are having a great spring! This past month has been very busy for me in terms of school and golf but I have also made time to work on Sporty's and study. Now my schedule is opening up so I should be able to dedicate more time to studying so I can pass my written exam. Once I am able to start flying, my plan is to train under Dean Howard with Jetstream Aeronautics as he has been



highly recommended by former scholars and chapter members. This past meeting I met Col. Brame, my sponsor. It was an honor to meet him and hear his stories about his time in military and commercial aviation. I am expecting to make great progress in my training in the coming summer months with the additional free time I will have. I will be sure to keep you all in the loop!

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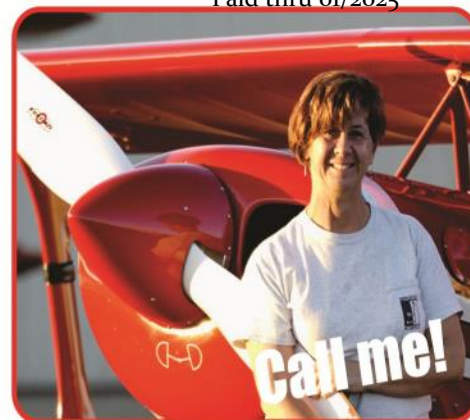
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THE WORKSHOP

Wheel Bearings with Molded Grease Seal

Mark Julicher

Generally speaking, light aircraft wheels use tapered bearings that are held in place via a snap ring. These wheels have a small groove machined in the bearing recess into which the snap ring is fitted. Photo 1 shows a wheel of



Photo 1: Screwdriver pointing to groove for the snap ring.

this configuration with a snap ring and its respective groove.

Photo 1: Screwdriver pointing to groove for the snap ring.

For those that have never removed a wheel bearing from a Cleveland wheel, here is a drawing of the "stack up." The stack-up has a bearing cup, a bearing cone (taper bearing) a flat washer, a grease seal, and a snap ring.

If you remove the snap ring, all parts except the bearing cup can be easily

pulled out of the wheel.

Photo 2 shows a typical bearing as found in a Cleveland wheel. It is easy to see the taper and the circumference of hard steel rollers, and it is easy to understand how it nestles into a bearing cup in the wheel. It works well and lasts a long time as long as it stays free of grit and moisture.

But as we know, there is no such thing as "one size fits all" in aviation construction. From time to time you run across certain aircraft



Photo 2: Typical taper bearing.

The stack-up on this Goodyear wheel is much simpler. It is a bearing cup and a bearing, that's all. But in this case, the bearing is also very different! The bearing still needs to be free of grit and moisture, so the bearing for this wheel has a molded-on, rubber grease seal. That's right, the rubber grease seal is part of the taper bearing. On these bearings you



Photo 3 and 4: Bearings with molded-on seal.

can see that the ends of the steel rollers are hidden under the seal. The rubber seal will not come off this bearing unless you destroy it.

To accommodate the extra thickness of the rubber seal, the bearing cup must be deeper. That way the rubber seal is snugged into the bearing cup and does a fine job of keeping grease in and dust out.

But the system is not immune to Murphy's Law. It is entirely possible to install the wrong bearing cup into the Goodyear wheel and that bearing, complete with molded rubber seal, will fit right into the cup. Except that the rubber seal will be hanging outside the cup and grit and moisture have no difficulty entering the bearing.

Photo 5 shows a proper, deeper bearing cup and photo 6 shows a bearing cup that fits into the wheel but is not as deep as the proper

wheels that have neither groove nor snap ring. Photo 3 shows a Goodyear wheel that has no snap ring. This is a very different animal!

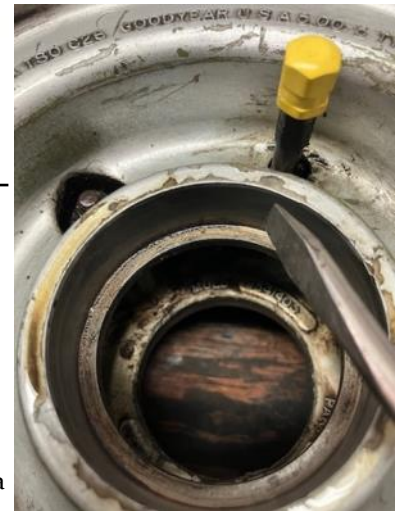
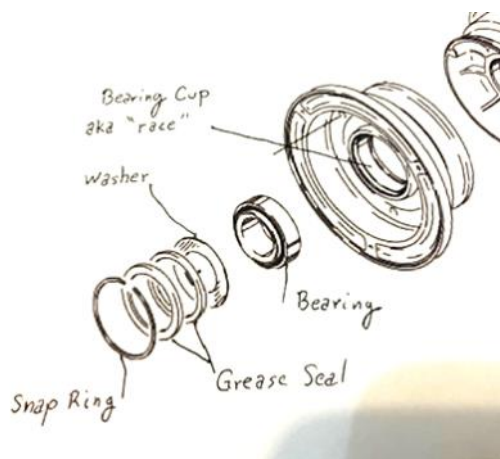


Photo 3: Goodyear wheel that has no groove nor snap ring.



Drawing 1: Stack up of wheel bearing assembly in a Cleveland wheel.

(Continued on page 18)

THE WORKSHOP (CONTINUED)

(Continued from page 17)

cup. The photos don't exactly show the depth of the cups but look carefully at the part number on the two cups.

The take-away here is that it is easy to make a small slipup in part number and that has consequences.

I wrote this brief article because I just replaced the nose wheel bearings of a 1959 Cessna172A. One wheel bearing had the correct cup, the other one did had the wrong cup. My Bad! I greased these wheel bearings last year and



Photo 5: Correct cup for the Goodyear wheel. p/n 7010XL

Photo 6: This cup fits the Goodyear wheel, but the rubber seal hangs out.

did not notice the discrepancy.



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

RV-Build update

Paul Wurster



I am still working on the longest chapter of the RV-14 plans: Canopy.. I have the tip up canopy frame built and everything is coming together nicely. It is straight and looking good so far. I had to get another workbench up to the hangar to have a larger and more flat work space for the canopy frame. I'm also back tracking a bit to build up the emergency canopy release mechanism. https://eaabuilderslog.org/?s=Brother%27s_RV-14



CLASSIFIEDS

To post a classified—contact the editor at 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 equip-

ment 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@ea35.org

for more information.

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Contact Dean Doolittle 713.805.1577 or dean.doolittle@ea35.org



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



San Geronimo AirparkSM
Property Owners Association

So We May Fly ForeverSM

Update on Local Development

The recent tar sealing of the main road into the airpark did not adhere as well as it should have and we're exploring options to fix that. Outward facing signs saying "Caution - Low Flying Aircraft" or similar are being pursued for the borders on the east and south of the airpark.

Culebra road construction continues, and continues, and continues. Please be very careful when slowing to turn in so the tailgater behind you can slow too, and look very carefully for oncoming traffic when turning out of the airpark.

South perimeter fence has been installed, but the construction to the east is moving right along with only a barbed wire fence between us. The horizon looks a little different these days. Please be vigilant for people and critters on or near the runway.



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

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	
	31	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

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

May 3 Wings and Wheels Fly In. Kingsbury Aerodrome

May 10 Wings of Texas Air Show, NAS Corpus Christi

May 17 Randolph AFB Civil Fly-In

May 17 Central Texas Air Fest, Draughon-Miller Regional, Temple TX

Oct 18-19 Wings over Houston Airshow

Nov 1 & 2 San Marcos Airshow

EAA Chapter 35 Leadership



Officers		
President	Ian Heritch	president@eaa35.org
Vice President	Paul Wurster	vicepresident@eaa35.org
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Young Eagles	Rick Vinas	Rick.Vinas@eaa35.org
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Technical Counselor	Lew Mason	lewnan@sbcglobal.net

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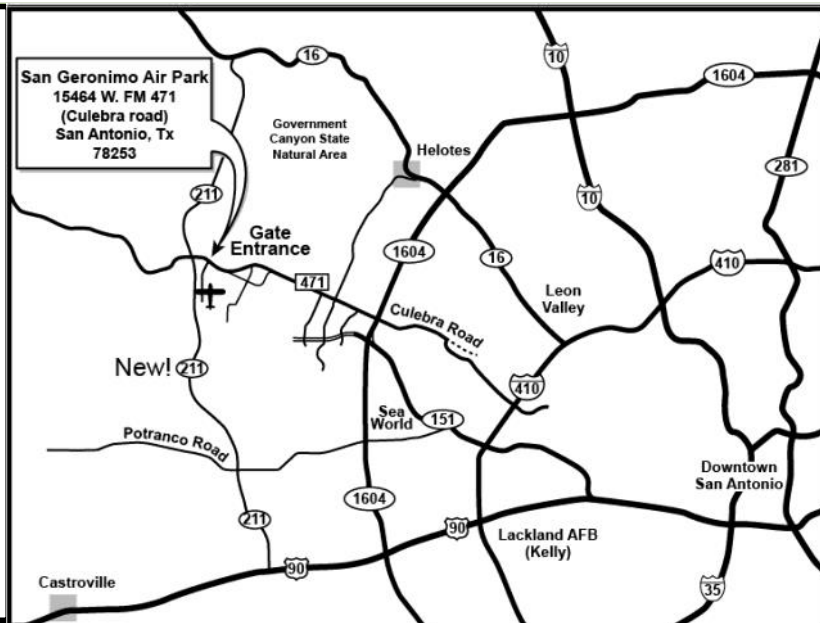
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PHONE

(210) 286-7649

Paid through May 2026

NEXT EVENT
10 May 1000
CHAPTER WORK-DAY &
PICNIC
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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