



# RUNWAY 35



EAA Chapter 35

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



## NOVEMBER 2025

Volume 68 Issue 11

### Inside this Issue

|                    |    |
|--------------------|----|
| Presidents Cockpit | 2  |
| New Members        | 2  |
| Bulletin Board     | 3  |
| Cruise Director    | 4  |
| Member News        | 4  |
| Features           | 6  |
| Photos             | 12 |
| Scholars           | 17 |
| The Workshop       | 21 |
| Builders           | 23 |
| Classifieds        | 24 |
| Country Store      | 19 |
| Calendar           | 24 |
| Contacts           | 26 |

Please see our sponsors!

## Next Event

8 NOV 2025

VMC Club 10:00

Annual Membership Meeting & Chili-Cookoff  
11:30

CHAPTER CLUBHOUSE

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

newsletter@eaa35.org

Another of those Young Eagles smiles! See page 14

## Next Event

- Builder's Progress Updates
- Chili Cook-Off!



**Annual Members Meeting and Elections 11:30**

## FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



Our chapter's Bylaws can be found in the About Us section of our website, [eaa35.org](http://eaa35.org). Section E requires that, each year, we hold an annual meeting of the membership where, among other things, we will elect the Chapter's Principal Officers. So, during our November 8 Chapter Gathering, we will hold our required **Annual Meeting of the Membership**, and we will elect our Chapter Officers for a two-year term beginning January 1, 2026. We will also have a quick look at where the chapter stands as we approach the end of our operating year.

This year, our country's Thanksgiving Day celebration will occur on Thursday, November 27, 2025, and Chapter 35's two events are scheduled for Saturday, November 8, 2025. By my calculation, that is 19 days before Thanksgiving, so there really is no excuse for you not to attend. Brining the turkey is not going to work this year.

So on the 8th, our day will begin at **10:00 AM** with our final **VMC Club** of the year. Matt Van DeWalle will have one or more new scenarios for us to think about and discuss. Given the approach of winter, I'm going to guess cold-weather-related, but I could be wrong. Whatever the scenarios presented, the purpose is to make us think about our VFR flying and how to continue to do it safely.

At **11:30 AM**, we will kick off our **Chapter Gathering** with the Pledge of Allegiance, followed by our annual Chili

Cook-Off lunch. You are more than welcome to participate, just bring a Crock Pot or Instant Pot full of your best chili for us to sample. We will provide the sides, including Fritos, cornbread/rolls, beverages, and dessert. If you join us for lunch, and we hope you do, we ask for a donation to help cover our costs. Please consider a donation of \$7.53 (\$7.00 if paying cash) or more. We consider your bringing a chili, cornbread, or dessert as your donation.

After lunch, we will have our Annual Meeting of the Membership, the highlight of which will be the election of our chapter's officers for a two-year term. Following this meeting, within a meeting, we have invited members who are currently building an airplane to give us an update on where their project stands.

There is no charge to attend either event, and, as always, guests are welcome. Both of these events will be held at our wonderful clubhouse, which is located on the San Geronimo Airpark. Driving and flying directions are on the Home Page at [eaa35.org](http://eaa35.org).

Brooke and Caleb will have our Country Store open for business on the 8th. There is a gift-giving season approaching, and Chapter 35 merch might help complete your list.

Speaking of gift-giving season. Our **Holiday Gathering** is a month away, and our Vice President, Paul Wurster, has arranged a fantastic lunch for us. You will not want to miss this event; mark your calendar for **11:30 AM on Saturday, December 13**. Look for details on the 8th.

Information about all of our events, plus scholar-



## Membership Update

Zac Morton



### 2026 Chapter Membership Dues

As 2025 is coming to a close, we kindly ask you all to pay dues for 2026. I'll send an email to all current members as a reminder. Chapter dues cover the calendar year, and are almost certainly out of sync with your dues for EAA (the national organization). Dues may be paid online, at a chapter gathering, or you may mail a check.

Individual membership dues are \$36, and family dues are \$48. If paid online, a credit card charge will be added. You may make your dues payment online or find my address to mail a check here:

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

Thanks in advance!



# CHAPTER BULLETIN BOARD



## From the Kitchen

### Next Month's Menu and Other Stuff

Our second pancake breakfast of the year was extremely well received. We had many people and served many pancakes, several pounds of bacon and sausage. We went through dozens of eggs. Thanks to everyone who contributed extra treats to our "special goodies" table. A huge thanks to **BJ O'Dea** and **Mary Ann Schlattman** for all the great help in the kitchen with everything. I also want to thank **Ian Hetrick** and **Chuck Fisher** for lending helping hands in the kitchen cooking bacon and sausage. We did manage to get all fed and eventually all had coffee. It was also fantastic with all the help with clean-up. A great big THANK YOU to **Brooklyn Linares** and **Zella Linares** for helping with all the dishwashing. You two can come back whenever you want! I did not see who specifically did what but many thanks to those who helped with the vacuuming, clearing tables and taking out the trash. Every bit of help is very much appreciated.

It is finally time to bring in your favorite chili to be part of the **chili cookoff**. We will provide crackers and other treats, but the meal is yours to plan as far as the chili that you bring. The chapter will be voting for the Top Three Chilis entered so be ready to taste and vote. If you do not make chili or do not want to bring chili but would like to contribute sides like cornbread, bread and deserts will be more than welcome. This will also be the annual meeting so a lot of useful information will be shared. Be ready to have a wonderful time.

Holiday gathering plans are in the works as I write this and I am sure the details will be shared soon. As for now that is all From the Kitchen. Hope to see you and crockpot of chili on November 8.

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.



Lots of Great Info—Click the flyer for more.

### WE NEED YOUR ARTICLES!

But **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and knowledge. 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](mailto:newsletter@ea35.org)

## FROM THE VICE PRESIDENT

Paul Wurster

I experienced a set back while building my airplane this past month. I finally got the engine mount and gear legs on by the end of last month. Next was the axles, wheels, tailwheel and brakes. I thought this would go really quick, but then I started in on the alignment check. This consisted of stringing a line between the two axles offset by two blocks of wood so that I could verify they had an acceptable amount of toe out. *Easy peasy lemon squeezy* is what you are probably thinking. I know I was, but like my wife told me countless times before—

I was wrong.

First I made the blocks out of some scrap wood. The dimensions mattered so I cut them and trimmed them to size. I got out my little square and made sure they were perfect. Great. Took them to the airport and taped them onto the axles. I ran the fishing line across the pair and then measured between the inside corner of the block and the fishing line. It needed to be within 1mm. That's .039 inches if you are allergic to metric. On one side I was less than zero as the line was pulled over the block and on the other I was at 4+mm which is way out of tolerance. I messed around and thought I attached something wrong. Nope. I needed to order some shims. How much is a shim for a Grove axle you ask? \$36 each! and I needed several. Of course it is difficult to figure out which ones so I had to order everything Spruce had and then return what I didn't need. The left side was fixed with a half degree shim. The right needed the other four or five to get close to being in tolerance. Of course, now I would need longer bolts. What a pain. This did not look right and it was loosely recommended to only use two. I was starting to think I might need new gear legs or something that could ruin the alignment so much.

It had been about three weeks since trying my first measurement because of work and waiting for the parts to be shipped. I finally decided to start over and measure again. I pulled the tape off and decided to remount the blocks before taking a measurement. I dropped the right side block and picked up and put it back on. After doing the other side, I pulled the fishing line across again, and magically the toe out was all gone. What in the world? I had my micrometers in reach from taking previous measurements and I put it up on the block. Lo and behold the block was not square. I put it up against the other block and it was obviously not the same and not square. But, but, but....see the first paragraph. I squared them up and made them perfect, didn't I?! Apparently not. The left block was perfect. The right block was bad on one side. I guess I got distracted.

After a small pile of sawdust and few choice expletives, I now had a proper measurement system to check the toe out angle again. Now the axles were easily corrected with the shims I had and I got to return several of them for a refund. So that was the last month. It took another session to finish the tail wheel and brakes. This project would be easier if I was not making it so difficult every once in a while. It will be easier next time.

Onward and upward. The program in November is going to be a little different. I would like to highlight our members who are building or restoring planes. I want to give them all a few minutes to show their progress from the last year. I think it is going to be cool to see all the work that is happening across our chapter. This will marry up well with our annual members meeting.

I hope to see you there.



### Caught in Action

Tim Chea and Chandon Knies



### Volunteer Spotlight

Lew Mason



Lew has been a part of this Chapter for decades, a founder of the airport, he helped bring the chapter to its home...and helped build it too.

He's done about everything. But most recently he orchestrated planting the Oak in front, that'll provide shade for generations. And here he is at the Young Eagles Rally with his WWI'ish plane, entertaining kids ... channeling the delightful kid in himself. You make it fun Lew. Thank you Lew Mason!

# Slate of Nominees for 2026-2028 Term

Chapter 35 Nominating Committee, Jim Gibson—Chairman

Chapter 35 will hold elections for the 2026-2028 term of office at the NOVEMBER Members Meeting. **Please make it a point to attend.** The below slate will be presented. Additional nominations may be added to the ballot from floor or by prior notification of the president. The Nominating committee recommends the following candidates.



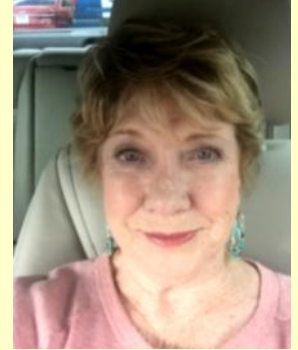
President: Paul Wurster



Vice President: Tim Chea



Secretary: Zac Morton



Treasurer: Dee Brame

## Chili Cook Off!

**Bring your best chili to the next meeting—No Restrictions—With Meat or not, With Beans or Not, White or Red, Mild or Lethal (label the latter). Vote will be by the members. Will YOU have 2025 Bragging Rights?**

**Please bring your chili already prepared in a crock pot or similar to keep it hot.**

Paid thru 01/2026

**Real Estate Broker/Owner since 2008**  
**Pilot since 1988**

I understand Aviation & Real Estate from the Pilot, Airplane ownership, Mechanic, and airport owners point of view since I am all three.

**Services offered:**

- Real Estate Brokerage
- Aircraft Brokerage
- CFI - Rotor & Fixed Wing
- BFR

Would you like to take a flight for the experience of a lifetime, or do you want to become a safer pilot?

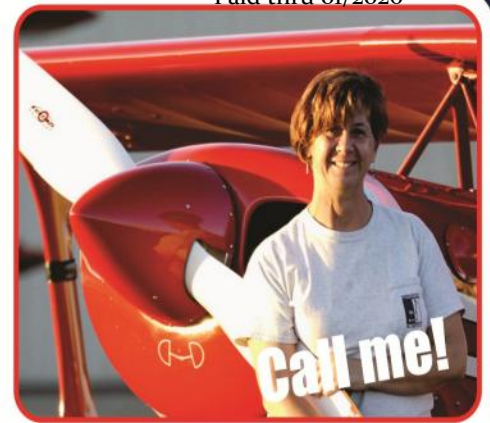
- Upset/Recovery/Spin Training
- Aerobatic instruction - using Decathlon & Extra NG

**CALL/TXT me!**



# THE CENTRAL TEXAS AVIATION SPECIALIST

*Let me help you Find or Sell your Airpark Property! & Come Fly with Me!*



**Andrea McGilvray**  
Real Estate Broker/Owner  
Pilot, Aircraft & Airpark Owner  
[info@flyingtexasrealty.com](mailto:info@flyingtexasrealty.com)  
Direct: 210-413-7392  
[www.flyingtexasrealty.com](http://www.flyingtexasrealty.com)

## Honoring our Veteran—Members

We honor our veterans and display their images in our clubhouse. Here are some who we have not previously honored



LTJG Gibson

### Jim Gibson Capt USN

Commissioned in September 1975 Jim earned his Wings of Gold as a Naval Aviator in September 1976. He served in several P-3 squadrons, flying missions throughout the Pacific and Indian Oceans. He was also a primary flight instructor at NAS Corpus Christi, where he trained student pilots in the T-28 aircraft.

He served aboard the USS Carl Vinson (CVN-70) as a Catapult and Arresting Gear Officer and later commanded Patrol Squadron Forty (VP-40) at NAS Whidbey Island, Washington.

Captain Gibson retired from the U.S. Navy in 1999 after 24 years of service, concluding his career with a final tour at the Joint Information Warfare Center, Lackland Air Force Base.

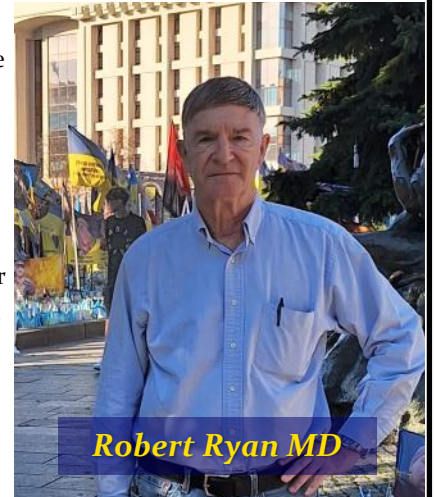


Jim Gibson



### Robert P. Ryan, COL., US Army Reserve

Col (Dr.) Ryan served as an Army Aviator, Emergency Medicine and Aerospace Medicine physician for 30 years (8 years Active Duty Air Force then 22 years Army Reserve and National Guard). He trained at Wright-Patterson Medical Center, and went on to specialize in Aerospace Medicine in the USAF. He served for 8 years US Army Reserve/National Guard as Army Aviator/Senior Army Aviator then became a MEDEVAC Aviator and S-2 for Attack Helicopter Battalion. He served another 14 years Flight Surgeon for US Army Attack Helicopter Battalion and IRR Flight Surgeon. He is board certified in both Emergency Medicine and Aerospace Medicine and has served in highly unique roles around the world.



Robert Ryan MD



I joined the US Air Force in September 2001 as an Aircraft Structural Maintenance Technician (Airframe repair), leaving for basic training just after September 11th. I served at 4 duty stations. Barksdale AFB, LA; Osan AB, South Korea; Joint Base Lewis-McChord AFB, WA; and Joint Base Pearl Harbor-Hickam AFB, HI. I deployed in support of Operation Enduring Freedom and Operation Iraqi Freedom. I served my last 4-years as a First Sergeant in numerous squadrons. After nearly 23 years of service, I decided to retire in February 2024 and resume my civilian aviation journey, bringing me here to Texas.



Kimberly Morgan

## Sport Pilot 2.0 and EAA Chapters

Christopher Gauger, EAA 746128, EAA Chapter Field Representative I

**O**ctober 2025 – One of the most important initiatives promoted by EAA has come to fruition. Effective October 22, 2025, pilots who hold a sport pilot certificate or fly under sport pilot privileges in the United States will have access to a much wider range of aircraft they can fly. This reform to the U.S. Federal Aviation Regulations, known as the Modernization of Special Airworthiness Certification (MOSAIC), was in the works for more than a decade. The final rule was announced during EAA AirVenture Oshkosh 2025, and after years of advocacy by EAA and other aviation organizations, what we are calling Sport Pilot 2.0 is now in effect.

### Top 5 Things to Know About Sport Pilot 2.0

- ⇒ 70 percent of the single-engine piston aircraft fleet in the United States is now eligible to be flown by sport pilots.
- ⇒ A maximum clean stall speed of 59 knots (67 mph) will be permitted for sport pilot-eligible aircraft.
- ⇒ Aircraft with up to 4 seats can be flown by sport pilots (increased from 2 seats).
- ⇒ Sport pilots can fly with up to 2 occupants in the aircraft (pilot plus one passenger).
- ⇒ There is no longer a maximum weight limitation for sport pilot-eligible aircraft.

MOSAIC also revises the light-sport aircraft category, allowing newer and more capable models of light-sport aircraft to be developed and sold on the market starting on July 24, 2026. It also expands the scope of aircraft available for the Light Sport Repairman Maintenance (LSRM) rating, allowing more nonbuilder owners of amateur-built aircraft to perform their own annual condition inspections and other maintenance on their aircraft.

### What Sport Pilot 2.0 Means for EAA Chapters

You may be wondering what effects Sport Pilot 2.0 will have on your EAA chapter and its members. The biggest impact is that it will di-

rectly support EAA's mission to grow participation in aviation. With a sport pilot certificate, we hope to see new aviators learn to fly in half the time and at half the cost, compared to those pursuing a private pilot certificate. Members of your chapter who just want to fly for fun now have more opportunities to do so, saving time and money to obtain their pilot certificate and relying on their driver's license in place of an FAA-issued medical certificate or Basic-Med. More people will be able to enjoy The Spirit of Aviation.

Other positive impacts include:

- ⇒ More Aircraft to Fly: Sport pilots will have a much broader selection of aircraft to use for training and to own or rent. For example, common single-engine piston airplanes such as Cessna 172s and most Piper PA-28s are now sport pilot eligible, whereas they were off-limits prior to MOSAIC due to the previous aircraft limitations. This means more people will be able to participate in general aviation activities.
- ⇒ More Sport Pilot CFIs: There are now more incentives for pilots to become a sport pilot certified flight instructor (in accordance with 14 CFR 61 Subpart K). The sport pilot CFI certificate is easier to obtain than the traditional CFI certificate. It allows instructors to train sport pilot students in sport pilot-eligible aircraft and be compensated for it. With more sport pilot CFIs entering the field, this would make more CFIs available to train sport pilot students, which will also free up traditional CFIs to focus on training private pilots and those pursuing advanced certificates and ratings such as instrument and commercial.



**Where to get Sport Pilot Training?** As of publication time Sport Pilot Training and aircraft are available at **Flying Knuckleheads**. **Andrea McGilvray** will accept students but may not have appropriate aircraft.

All other schools I contacted are researching options and are not yet ready to accept students. Interested students should contact them in a few more weeks

- ⇒ Homebuilt Aircraft: Sport pilots and those exercising sport pilot privileges will have more makes and models of homebuilt aircraft they can fly. This will directly support the homebuilding side of EAA, with many more kit planes and plansbuilt airplanes being sport pilot eligible.
- ⇒ Young Eagles & Eagle Flights: More pilots will be able to volunteer to provide EAA Young Eagles flights for kids and EAA Eagle

(Continued on page 8)

## Sport Pilot 2.0 (cont)

(Continued from page 7)

Flights for adults. For example, a sport pilot will be able to fly Young Eagles in a Cessna 172, so long as they only fly one passenger at a time in accordance with the sport pilot rules, in addition to adhering to the Young Eagles pilot requirements. This means your EAA chapter will have more pilots to recruit for Young Eagles rallies, Flying Start events, and one-on-one Young Eagles flights and Eagle Flights.

- ⇒ Ray Aviation Scholarship: The sport pilot certificate will be more attractive for potential scholars, especially those not pursuing a flying career. Although most Ray scholars seek a flying career, those who intend to work in a ground-based aviation role (e.g. aerospace engineer, A&P mechanic, airport manager) would benefit from a sport pilot certificate. They can also upgrade to a private pilot certificate later in their aviation journeys if they decide to pursue something more advanced in the air.

These are just a handful of the effects that Sport Pilot 2.0 will have on the EAA chapters' members and activities.

### How Your Chapter Can Promote Sport Pilot 2.0

EAA recorded a webinar on Sport Pilot 2.0 and other MOSAIC reforms in August 2025. A chapter-specific

version of the webinar is available for your chapter to play during its monthly gathering or to share with the chapter membership at large, providing a comprehensive and easy-to-understand explanation of all the changes and their impacts on pilots, aircraft, and maintenance.

#### [Webinar: MOSAIC IS HERE! \(Chapter Edition\)](#)

Other actions your chapter can take to promote Sport Pilot 2.0 include (but are not limited to):

- ⇒ Inviting flight instructors or other representatives from local flight schools to present at a chapter gathering about Sport Pilot 2.0. Chapters should make sure the instructors and schools are already knowledgeable about Sport Pilot 2.0 before they give their presentations.

- ⇒ For EAA Young Eagles flights, promote sport pilot as one of the pilot certificate options for youths to pursue when they grow up.
- ⇒ If hosting an EAA Flying Start event, present sport pilot as an option for prospective pilots and highlight its benefits. Learn more about hosting a Flying Start event and find resources at [EAA.org/Flying Start](https://www.eaa.org/flying-start).
- ⇒ Share success stories from members of your chapter who became sport pilots under the new rules, or from existing sport pilots who can now fly aircraft that were previously off-limits to them under the old rules. Visit the Share Your Story page on the

EAA website to submit these inspiring stories to us.

We are optimistic about the impact that MOSAIC and Sport Pilot 2.0 will have on general aviation. We hope to see these changes make aviation more affordable and more accessible. Your chapter can help spread the word so we can bring more people into the aviation community and help more people learn to fly



than ever before!

To learn more about MOSAIC and Sport Pilot 2.0, visit [EAA.org/MOSAIC](https://www.eaa.org/mosaic). If you have any questions specifically about MOSAIC and Sport Pilot 2.0, send them to [mosaic@eaa.org](mailto:mosaic@eaa.org) or [govt@eaa.org](mailto:govt@eaa.org).

### FREQUENTLY ASKED QUESTIONS ([from EAA.org](https://www.eaa.org))

#### Q: Where can I read the rule?

A: The final rule, including the preamble and supporting documentation, can be found [here](#). After October 22, 2025, the new rule language will be incorporated into relevant parts of the "FARs" (Chapter 14 of the Code of Federal Regulations) on all up-to-date online and print sources.

#### Q: When do the different parts of the rule take effect?

A: Sport pilot privileges will take effect October 22, 2025, 90 days after they are published in the Federal Register. Light-sport aircraft standards will take effect July 24, 2026, 365 days after they are published.

#### Q: What is the new max "clean" stall speed?

(Continued on page 9)

## Sport Pilot 2.0 (cont)

(Continued from page 8)

**A:** The new max “clean” (V<sub>S1</sub>) stall speed is 59 knots. Anything with four or less seats and a stall speed of 59 knots or less is now sport pilot eligible. Sport pilots are allowed to have one passenger. Specific verbiage on stall speed can be found [here](#) (links to 61.316(a)(1) of the rule).

**Q: What if my aircraft does not have a documented stall speed?**

**A:** The bottom of the green arc on your airspeed indicator (or equivalent for nonstandard markings) should be your V<sub>S1</sub> speed. Otherwise, the preamble of the rule recommends following the stall testing procedure specified in Advisory Circular 90-89C, Amateur-Built Aircraft and Ultralight Flight Test Handbook. EAA’s Flight Test Manual also includes a stall testing procedure.

**Q: Can I fly as a sport pilot if I’ve been deferred or denied a medical?**

**A:** No. Your most recent medical application must have been successful. Specific verbiage can be found [here](#) (links to 14 CFR 61.23(c)(2)).

**Q: Is my Cessna 172 a light-sport aircraft?**

**A:** No. The term “Light-Sport Aircraft” now only refers to aircraft certification rules for aircraft designed and built to meet the requirements of the category. A Cessna 172 remains a standard category aircraft.

**Q: How does Sport Pilot 2.0 affect maintenance of legacy aircraft?**

**A:** The MOSAIC final rule does not change how legacy certified aircraft are certified or maintained. While early discussions of MOSAIC did include a category for legacy aircraft to be recertified for easier maintenance and modification, this proposal ultimately was not included in the proposed 2023 rule or the 2025 final rule.

**Q: Do private pilot privileges change with the rule?**

**A:** No. Private pilot certificates and privileges experience no change with this rule.

**Q: Do private pilots have any special privileges versus sport pilots when operating under a driver's license medical?**

**A:** No. If a private pilot wishes to exercise sport pilot privileges with a driver’s license medical, the regulations treat them no differently than a sport pilot, without any additional privileges. However, private pilots are credited for previous training and don’t require the same en-

dorsements sport pilots do for towered airport operations or any other complex endorsements previously achieved.

**Q: How can I fly at night as a sport pilot?**

**A:** You must have a current FAA medical certificate (3rd Class or higher) or BasicMed and have proper training and endorsements to fly at night. Specific verbiage can be found [here](#).

**Q: How can I exercise my new sport pilot privileges?**

**A:** On October 22, 2025, you can fly any aircraft that fits into the new sport pilot specifications. Depending on the aircraft you may need additional training and endorsements. HOWEVER, all pilots are strongly encouraged to obtain proper training and proficiency before acting as pilot in command of any aircraft.

**Q: How do my privileges change as a current sport CFI?**

**A:** Your instructor privileges expand with your PIC privileges as a sport pilot. Sport pilot CFIs who hold the proper medical certification, training, and endorsement may instruct at night under the new rules. Specific verbiage can be found [here](#).

**Q: If I have taken an E-LSA repairman course, do I need to take another to be able to do annual inspections on E-AB?**

**A:** No, you do not need to take another course. The repairman certificate you earned is applicable to airplanes certificated as experimental light-sport and experimental amateur-built (from plans or a kit). Specific verbiage can be found [here](#).

**Q: Can I get an instrument rating as a sport pilot?**

**A:** No. You also may not exercise the privileges of an instrument rating when flying under sport pilot privileges.

**Q: Can I conduct “aerial work” as a sport pilot for compensation or hire?**

**A:** No. “Aerial Work” is a feature of the aircraft certification rule for new S-LSAs, allowing these aircraft to be used for certain commercial operations with the support of the manufacturer. The pilot will need to be appropriately rated. Specific verbiage can be found [here](#).

**Q: How will insurance companies react to Sport Pilot 2.0?**

**A:** We cannot speak for insurance companies. They will set their rates and policies relative to the assessed risk. However, we have been through the rollout of the 2004 Sport Pilot rule and BasicMed, and insurance companies have generally been willing to insure pilots operating under these rules.



# Ukraine—Up Close...and Personal

Robert P Ryan MD

**A**s some of you know, I have just recently returned from more than 7 weeks spent in Ukraine.

My wife, Iryna, is Ukrainian, and we have two homes in Ukraine. No damage to either one, so far. One is in a resort town on the Black Sea, and the other is in the capital city, Kyiv.

During our visit, we spent time in both Chornomorsk, on the Black Sea, and in Kyiv.

I can tell you that I know what it must have felt like to live in London in 1940. Almost every day, an Air Raid siren. A trip to a Bomb Shelter. And then another "All Clear" siren. A few times actually saw ordinance being fired. Red tracer rounds shot at a drone. A drone at a distance, and then an explosion when it was hit by gunfire.

And memorials, graves, and more memorials and graves. Literally thousands of blue and yellow Ukrainian flags and memorials. More like hundreds of thousands, especially in Kyiv.



Meetings with friends, Ukrainian military officers that I got to know from the Defense Language Institute at Lackland AFB. So far, they are all alive and well, the ones I met. And I do what I can to support them. I even have official permission from the US Government, as a retired US military officer, to work with them in Ukraine.

And so, I am attaching some photos here. Memorials, "Dragon's Teeth" on a resort beach near our home there. A sign that says "Do not approach, do not touch!" and shows various anti-personnel mines and grenades that can be found on the beach.

And the Memorials in Kyiv, which are frequently visited by foreign dignitaries and President Zelenskyy of Ukraine.

# McGilvray—2d Place

Andrea McGilvray

**I**won second place at the Edna "Texas Two Step" today in my friend's Extra NG. What a blast to fly! Btw I'm also able to instruct in this aircraft!! No landing/takeoff but everything else!!! Come fly with me. I promise to behave.



# 5C1 Taxiway Closures Throughout November—PPR REQUIRED

For planning purposes, please find attached the upcoming schedule for Taxiway repairs broken down into segments beginning October 27, 2025. A PPR # will be required to fly between the hours of 10PM-6AM at Boerne Stage Airfield, please call the FBO at 830-981-2345 to obtain one. Please check NOTAMS daily for updated information.

Taxiway Alpha Repair Schedule – broken into repair Zones 1-5 – taxiway will be closed for the segment number (dates below)



**For Planning Purposes Only- Always Check NOTAMS**

Zone 1 Taxiway closed 27 Oct – 3 Nov    Zone 3 Taxiway Closed 10 Nov – 17 Nov    Zone 5 Taxiway Closed 25 Nov – 31 Nov  
 Zone 2 Taxiway closed 3 Nov – 10 Nov    Zone 4 Taxiway Closed 17 Nov – 25 Nov

**FLYING KNUCKLEHEADS**

**Silly Name  
SERIOUS TRAINING**

Paid Thru 07/2026

**210-360-1636**  
**WWW.FLYINGKNUCKLEHEADS.COM**  
**FLYINGKNUCKLEHEADS@GMAIL.COM**  
**SOUTH TX REGIONAL AIRPORT | KHDO**  
**30 MIN WEST OF SAN ANTONIO**

**PRIVATE  
TAILWHEEL  
INSTRUMENT  
COMMERCIAL  
FLIGHT INSTRUCTOR  
OUR AIRCRAFT OR YOURS  
AIRCRAFT FERRY SERVICE  
EXPERIMENTAL TRANSITION TRAINING**

# OCTOBER 2025 Fly-In and RV-10 to Alaska with Larry New



October is Fly-In season in Texas! This month we filled our aircraft parking and clubhouse to capacity with members, guests and visitors for a sunny morning of Pancakes, Eggs, Sausage, Bacon and more. Rick Vinus had the massive round griddle running and Peggy and the Kitchen crew had two other grills running full time. No one went home hungry!

We listened with amazement as Larry New, RV-10 builder-owner-pilot discussed building his gorgeous aircraft, then teaming up with a group to fly their new RV-10s from around the US, up the Rockies all the way up to Alaska. The mission planning and coordination was amazing.

Even more amazing was the breadth of experiences, from Yellowstone to high mountain glaciers to remote wilderness outposts, that the team was able to visit and see with their RV-10s. Many were places that would never be anywhere near a driving trip...but were within easy reach by air. This was a great reminder of the entire universe at our fingertips as aviators! Thank you Larry!



# OCTOBER 2025 Fly-In and RV-10 to Alaska with Larry New



# October 2025 Young Eagles Rally



Our October Young Eagles rally was an amazing, relaxing and rewarding Saturday Morning—finally! After repeated weather cancels and blazing heat, the day turned off cool (well by South Texas standards) and a high “no show” rate was a mixed blessing in that we had oodles of time and seats for the 43 kids we flew that day.

Thank you to the TEN—yes TEN pilots who turned out to fly, the always amazing coordinators, air boss and ground marshals and the oodles of ground volunteers to made this a smooth and very safe event!



# October 2025 Young Eagles Rally



# Anderson Aviation

## Flight Instruction & Aircraft Rental



||| 16 Located at Bulverde Airport in Downtown Bulverde, TX 34 |||



Private Pilot Instrument Commercial Multi-Engine Ratings

**(830)438-IFLY (4359)**

**<http://andersonaviationtx.com>**

Paid Advertising Through Sept 2026

## Scholarships Update



Allen Inks

**O**ur 2025 scholars continue to make progress. As I write this, our 2025 Ray Scholars (Haddy Martinez and Chandon Knies) have check rides scheduled in November, and are concentrating on Check Ride prep. Brame Scholar Caleb Stahl is studying for the next few months until his birthday and check ride in February 2026.

During the board of Directors meeting last week, the Board voted to apply for apply for TWO “matching” Ray Scholarships. We have received some money designated specifically for flight training that will be used to pay the Chapter’s 25% share of two matching fund Ray Scholarships for 2026. These contributions included, I am happy to report, one member who utilized my suggestion from last month’s newsletter to have his employer MATCH his contribution to our non-profit, charitable organization, resulting in a LARGER donation without the member giving more money. Another did tax planning to take money from an IRA (which, due to age, was part of an annual REQUIRED MINIMUM DISTRIBUTION from that IRA), but instead of having that money show up as taxable income and having to pay TAX on the money withdrawn, had the IRA issue the money as a check made out to “Experimental Aircraft Association Chapter 35, Incorporated”, making it a NON-TAXABLE Qualified Charitable Distribution from the IRA.

There is still time for our members to do some year-end tax planning. We are always looking for additional scholarship funding; we always have more applicants than scholarships. Obviously, every dollar helps a student pilot. If you would like to contribute, I would encourage you to contact me, or our treasurer, Dee

Brame. I would also refer you to my newsletter article on page 15 in the November 2023 newsletter about how to donate: <https://chapters.eaa.org/ eaa35/newsletters/-/media/fo5bc5727c694f13a24b8b6c641087a1.ashx>. If you have some sort of SPECIAL scholarship request for that donation, please talk to me about it. I guess I should also mention that the Chapter is always appreciative of donations for purposes other than scholarship funding as well.

As always, if you know someone who will be between 16 and 18 next March (2026) and might be interested in competing for one of those scholarships, start bringing them to chapter meetings and activities. It would also be better if they’ve already had a Young Eagle flight and thus have all the benefits that accrue to Young Eagles including free student membership in EAA national and EAA Chapter 35, free introductory flight lesson, free ground school course (Sporty’s learn to fly course) to prepare them for the FAA’s Private Pilot written exam, and reimbursement of exam fee when they pass the written exam. They don’t have to wait for a Young Eagle Rally (Chapter 35 will not have any before the scholarship application deadline at the end of February 2026, but other chapters might) to take a Young Eagle flight. You may become a Young Eagle pilot and give them a Young Eagle flight on your own or point them to any one of several pilots in the Chapter who would be willing to give a 1 on 1 Young Eagle ride. And, of course, applicants who have already completed the written exam will be very favorably viewed during the application evaluation process, so get them started on that.



## Emerson Morton—Kellogg Scholar 2025—PILOT



**I**t’s been a few months since I’ve written an article for the newsletter, so I thought I would give an update. I started school at Oklahoma State University for aerospace and mechanical engineering, and classes are going well so far. I am really enjoying having engineering-focused, rather than general classes like high school. Right now, my favorite class is my CAD (Computer-aided design; SolidWorks, specifically) class because of how fun it is to model in 3D based on specifications and dimensions I am given.

I also joined a club called Pistol Pete’s Propulsion Posse, which competes in the USAF Aerospace Propulsion Outreach Program (APOP), a jet engine design contest. Each year, the Air Force gives a different design challenge and students work to modify a jet engine. Usually, this is a senior capstone project, which means it’s the cul-

mination of what you learn in college, but the professor who runs the club decided that he wanted to take a group of mostly freshman to beat the other school’s seniors. We have a few upperclassmen, but the majority of the club is freshmen or sophomores, and I think it will be a lot of fun. We are modifying a JetCat P100, which is a single spool turbojet engine. The challenge this year is to take bleed air off of the compressor and design a heat exchanger that produces a specified amount of heat that could be used elsewhere on the plane. We aren’t very far into the design process yet, but in the next couple weeks I should be able to go to the research labs and get trained to run the engine, which means I can just test a jet engine whenever I want. I am very excited to see where this club goes and

(Continued on page 18)

## Emerson Morton—Kellogg Scholar 2025—PILOT (continued)

(Continued from page 17)



learn more about engines, especially considering I only know about piston engines because those are the ones I fly.

Here's where I will complain about Oklahoma weather: It's always so windy I can barely fly. I got checked out at a flight school in Stillwater to rent, and I have flown a few times since I got here to make sure I stay current, but too often it's either windy or cloudy or something else that makes me not able to fly. The morning of writing this, it was a convective SIGMET and a wind shear AIRMET. Despite the weather, I have enjoyed flying when I am able to, and I was even able to take one of my friends flying who has never been in a small airplane. The Stillwater airport (KSWO if you're curious) is a towered field with a lot of training aircraft because of the college, so I've had to get much more comfortable with tower communications, which I am hoping will be helpful someday when I start working on my instrument rating.

So far, college has been a fun experience and I am very glad I get to continue flying and even learning new things about jet engines through a club. I hope that I can reschedule and fly again soon, and maybe even introduce more people to general aviation if I get the chance!

Thank you!



## Haddy Martinez—Ray Scholar 2025



**H**i Everyone!  
Last month, I completed my long solo cross-country flights. My first one took me to Victoria, and for the second, I flew to Rockport. It was a beautiful trip, just a little bumpy but totally



worth it for the view as I crossed Aransas Bay into the Rockport area. Flying the pattern over the Live Oak Peninsula between Aransas and Copano Bay was unforgettable. When I landed, I was greeted by the friendly FBO staff, and my CFI had told me to ask for the "muffin man," but he found me first, with the most delicious strawberry cheesecake muffin and a cold drink! On the way back, I stopped in Kenedy before returning to Zuehl, where my parents and Instructor Austin were waiting for me.

During the Young Eagles Rally, I met new Chapter members and spent time with kids and families experiencing their first small air-

plane ride. Their excitement reminded me of my own first Young Eagles flight, memories that will stay with me forever. I also had the chance to share with families some of the perks available to Young Eagles, like access to the free Sporty's Learn to Fly course and scholarship opportunities through Chapter 35. It was inspiring to see how many young people left excited about starting their own aviation journey.

It's been a year full of learning, adventures, and challenges, balancing school, work, and flight training, and lately some health issues, but I'm doing my best to keep everything on track. My first trimester at school went well, and now I'm preparing for my checkride scheduled for November 7. It's a little scary, but I'm excited and working hard for a good outcome.

Thank you all for your support, encouragement, and good vibes!

Blue Skies, Haddy.-



## Caleb Stahl—Brame Scholar 2025

BRAME  
SCHOLARS FUND

**H**ey Chapter 35! Hope you've been doing well. This past

month I completed one of my last few milestone flights before my

checkride. I completed my 3-leg solo cross-country. Now my last milestone is my night cross-country.

For my 3-leg flight I flew to Fredericksburg and San Marcos and then returned to Castroville for a total of 173 nautical miles. The flight up to Fredericksburg was uneventful aside from the rough air, I spent most of the time checking my instruments and looking for my checkpoints. When I got to the airfield though, it was very busy and I managed to slip into the downwind leg at just the right time. I had a smooth landing, stopped, taxied back, and took off towards San Marcos.



Flying over Canyon Lake on the way to San Marcos was very nice, the air was also very smooth. About 15 miles out from the airport, I called the tower and he gave me a 10 mile final onto runway 13. The landing was good and I taxied back and took off towards Castroville.

On the way to Castroville, I decided to use flight follow from San Antonio Approach, even though I wasn't flying in the Class C airspace. I liked flying over the airport where I could see the airliners coming in and also the construction of the new terminal.

On the 20th, I played a golf tournament in Fredericksburg, which happened to be right next to the airfield I landed at a week earlier. Watching the planes fly over as I whiffed a couple of shots was very fun.

This month was a good month for flying and I hope next month will be even better! Thank you for your support!

## Chandon Kneis—Ray Scholar 2025



**H**owdy everyone! It's been another exciting month of flying and studying. The weather has been mostly cooperative about 75% good flying conditions with plenty of clear skies and calm winds. Of course, that other 25% brought its share of rainy days and low ceilings that kept us grounded a few times. Still, even when the weather

doesn't fully cooperate, there's always something valuable to work on.

Lately, I've been deep in preparation for my upcoming check ride. This stage of training feels like everything is coming together all those hours of flight time, maneuvers, and ground study finally connecting into one big picture. I recently met up with a ground instructor to help me get ready for the oral portion of the check ride. We've been going over everything from regulations and airspace to systems, aerodynamics, and weather interpretation. Having someone experienced to talk through these topics has really

boosted my confidence. These topics also remind me a lot of football on how practice works you only really get good and drills or moves by repetition, this also connects to flying because you get better with repetition in practice.

When the rain clouds rolled through and grounded flights for a few days, I used that downtime to focus on studying, and practicing my football drills and plays. reviewing scenarios I might face on the check ride. I've found that balancing flight time with solid ground prep makes a huge difference it's not just about knowing how to fly the airplane, but understanding the "why" behind every decision.

As the skies start to clear again, I'm excited to put all that knowledge into practice. Every hour in the air feels a little more purposeful now, and I can see how far I've come since the beginning of training. Rain or shine, it's been a month full of progress, learning, and motivation to reach that next milestone the check ride itself!



*The Aviator's Decanter Set*  
1 decanter, 4 glasses  
\$175

## **Runway to Relaxation**



After a long day above the clouds, there's nothing like the smooth descent into relaxation. The *Aviator's Decanter Set* is designed for those who live to fly and appreciate the finer details when grounded.

Etched with your aircraft's tail number and the sleek silhouette of your aircraft, each glass and decanter tells a story only a pilot knows — a story of altitude, attitude, and arrival.

Whether it's a solo nightcap or a toast with your crew, celebrate every safe landing with a set as personal as your call sign.

Custom-Engraved. **Pilot Approved.**



*jkspecialtyproducts.com*  
(903) 630-8805

**JK**  
specialty products

Paid Thru 06/2026

# THE WORKSHOP

## Care and Feeding of Massive Electrode Spark Plugs

Mark Julicher

CFR 14, Part 43, Appendix A, Item 20: “(20) Replacing or cleaning spark plugs and setting of spark plug gap clearance.”

This is one of the preventive maintenance items that may be performed by a certificated pilot holding Private Pilot or higher rating. It stands to reason then, that pilots ought to know how to remove, clean, gap, and install



Photo 1: Massive electrode spark plugs, left is used/serviceable, right is new.

spark plugs. So here, to refresh your memory, let's get into the procedure. I will limit this topic to the ubiquitous, massive electrode spark plug lest we get into the weeds with too many details.



Photo 2: Wrenches on spark plug ignition lead.

Step one is to remove the ignition lead from the top of the spark plug. Depending on the part number of the spark plug, this will require a 3/4 or a 7/8 inch wrench plus a second wrench to prevent the twisting of the ignition lead whilst the harness nut is being loosened.

With ignition leads off, it is time to remove the spark plugs. The required tool is a 7/8, six-point, deep, spark plug socket. Don't use a 12-point socket because it stresses the plug. The best spark plug sockets are magnetized to minimize dropping spark plugs. Dropping a spark plug will almost assuredly crack the internal ceramic and that plug is done for.

Many spark plugs are in awkward locations so if you can't seem to get at a plug get some help. There are a few tricks that are best learned in person.



Photo 3: Spark plug socket.



Photo 4: Spark plug in an awkward place.

With the spark plugs out it is time to clean them. There are several good cleaning techniques. If you have a blast cabinet, a brief blast with sand or beads



Photo 6: Vibrator – it is just a common engraving tool

is a good start – blasting is not essential but definitely speeds up the process. Next, using a dental pick and a vibrator clean out the contaminants down inside the plug. Brownish-gray stuff is lead (wash hands after cleaning plugs!) Black stuff is carbon. Sometimes the contaminants are baked hard and other times they are fluffy and still other times they can be pasty. (Pasty goo on plugs is often associated with use of TCP additive.)

After cleaning, it is helpful to blow compressed air into the plug to eliminate powdered contaminants left in the recess. Please don't breathe the cloud of dust!. Alternately, a parts washer will do a good job of removing residue.

Now it is time to gap the plugs. You need three tools to do this task: a gap measuring tool, a gap closing tool, and a gap opening tool.

It is helpful to have a spark plug caddy to hold the plugs as they are removed.



Photo 5: Spark plug caddy. Left – commercial, Right – homebrew.

is a good start – blasting is not essential but definitely speeds up the process. Next, using a dental pick and a vibrator clean out the contaminants



Photo 7: Spark plug cleaner tip fastens onto the vibrator. Colloquially at Hangar 64 this is an electric hamster back scratcher.

(Continued on page 22)

(Continued from page 21)

The desired gap is .016 inch, i.e., sixteen thousandths. When installing a brand-new spark plug, DO NOT assume the gap is correct right out of the package – most are OK but some are not. Use the measuring tool and try to slip the .019 wire through the gap. It should NOT go through.

Try to slip the .015 wire through the gap. It SHOULD go through. Use the gap closing and opening tools to adjust the gap. It takes a little finesse and some practice, but gapping plugs is not too difficult with good tools.



Photo 8: Gapping tools.



Photo 13: Copper spark plug

bucket of water will do nicely. Support the washers on a length of safety wire unless you have asbestos fingers. If the washers are deformed or squashed in any manner, then use new ones. In case any cylinder has a ring-type Cylinder Head Temperature probe then omit the copper washer.

Start each plug by hand. They ought to easily hand-turn into the cylinder head. If not, then carefully clean out the threads in the cylinder head.

There are special tools for that task too, but caution, it is easy to overdo it and ruin a cylinder head by wallowing out the threads.

TAKE YOUR TIME. If you drop a plug, drop it again in the trash. Sometimes it is just misery trying to get a spark plug to start into the hole...it has to line up just about perfectly, and the alignment is hard to see. Sometimes it helps to put an index finger on the top of the plug and turn the plug body slowly with the other hand. Sometimes it is easier to get a good grip and alignment by putting the spark plug into your spark plug socket and turning the socket.

Keep a spare spark plug or two in your toolbox. Even the best mechanics drop a plug from time to time and without a spare it might mean a grounded plane.



Photo 9: Measuring gap.



Photo 10: Closing gap.



Photo 11: Opening gap.

Now the plugs are nearly ready to install but first apply some anti-seize compound on the threads. Spark plug anti-seize is black, graphite-based fluid. This is one of the few places where a graphite compound is OK on an airplane. Aluminum based anti-seize works well also and is not as messy.

Use just a little bit and DON'T get any on the electrodes or the plug will be shorted out.

OK, finally ready to install the plugs. Ideally you should use new, copper, spark plug washers under each plug. If you don't have some new copper washers, then you can anneal your old washers by heating them to orange-hot and dropping them into cool water. A propane torch and a



Photo 12: Anti-Seize

With the spark plugs all hand-started, proceed to torque all the plugs. Use your spark plug socket and a torque wrench set to 30 or 35 foot-pounds. In places where the torque wrench just won't fit there are not many options. You may have to resort to feel and TLAR (that looks about right.). It isn't the best way to operate but tell that to the person that designed the engine.

Finally, put the ignition leads back on each plug. If you are not sure which lead is which, the location is usually etched onto the nut, e.g., T-1, or B-3 etc. If you don't know which cylinder is one or two then look at the crankcase and you should find the number embossed or stamped into the case.

Just snug the ignition lead nut! If you over tighten it you can easily crack that nut and it is not fun to repair. Don't twist the wires! Remember that second wrench that held the wire whilst removing the large nut? Hold the wire steady and turn only the nut.

Finally, start the engine. Make a logbook entry with tachometer time, date, pilot certificate number, and a signature. Done!



## 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                | Almost done!      | 2025                  |
| 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@ea35.org](mailto:airplanebuilder@ea35.org)

### From the Builder's Log



access panels



Leather Shopping for the Interior

### Paul Wurster RV-14



Wrapped the lines to the gear legs with friction tape.



**San Geronimo Airpark<sup>SM</sup>  
Property Owners Association**

*So We May Fly Forever<sup>SM</sup>*

**T**he airpark is getting an electrical upgrade. All the transformers and associated lines are being upgraded. Please be alert for cones and other markers of construction activity.

***YOUR Pictures wanted -***  
***Please Bring a color 8"x10" of your plane or project to the meeting to hang on the wall.***

***If you need—email it to [newsletter@ea35.org](mailto:newsletter@ea35.org) and we'll print it for you.***

**Shop with us on November 8th!**

**Grab your favorite Chapter 35 gear:**

**Home Decor  
Jewelry  
Keychains  
Mugs  
Apparel  
and more!**

*Have merchandising ideas, requests or questions?  
Email Brooke at [countrystore@eaa35.org](mailto:countrystore@eaa35.org)*

**CLASSIFIEDS**

**To post a classified—contact the editor at [Newsletter@eaa35.org](mailto:Newsletter@eaa35.org)**

*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**

**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@eaa35.org](mailto:president@eaa35.org) for more information.

**YOUR AD HERE—FREE!**

**YOUR AD HERE—FREE!**

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

|          |    |       |                              |       |   |
|----------|----|-------|------------------------------|-------|---|
| 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/ea/events>

Social Flight: <https://www.socialflight.com/search.php>

Texas Aviation Events Calendar: <https://www.facebook.com/groups/541252932640077/>

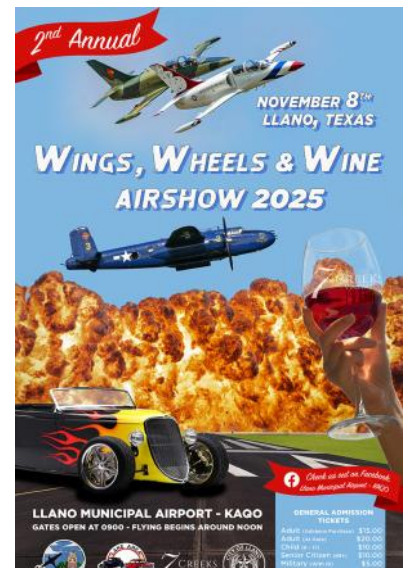
Foreflight “Destinations” tab

Nov 1, 2025 11th Barnstorming Museum Fly-In - Hallettsville, TX

Nov 1 & 2 Texas Capital Air Show—San Marcos

Nov 8th Wings, Wheels and Wine—Llano Tx

Nov 8, 2025 Fly the Warbirds at Kingsbury - Kingsbury, TX



**Come Learn to Fly with US!**  
Call to make your appointment!

Paid Thru Sept 2026



**Become a Private to Airline Pilot! (ATP)**

- ⇒ Flight School
- ⇒ Aircraft Rental
- ⇒ Aircraft Maintenance

Kelly Airfield  
401 N. Frank Luke Dr.  
San Antonio TX 78226  
830-460-9028 ext 1

mario@barioaviationservices.com  
<http://barioaviationservices.com/>



# EAA Chapter 35 Leadership



|                             |                      |                                    |
|-----------------------------|----------------------|------------------------------------|
| <b>Officers</b>             |                      |                                    |
| President                   | Ian Heritch          | president@eaa35.org                |
| Vice President              | Paul Wurster         | vicepresident@eaa35.org            |
| Secretary                   | Ron O'Dea            | secretary@eaa35.org                |
| Treasurer                   | Dee Brame            | treasurer@eaa35.org                |
| <b>Board Of Directors</b>   |                      |                                    |
| Past President              | Nelson Amen          | nelson.p.amen@gmail.com            |
| Past President              | Chuck Fisher         | charles.fisher@eaa35.org           |
| Past President              | Darren Medlin        | darren.medlin@eaa35.org            |
| Member At Large             | Dean Doolittle       | dean.doolittle@eaa35.org           |
| Member At Large             | Jim Gibson           | jwgibson10@hotmail.com             |
| Member At Large             | Andrea McGilvray     | cowgirlcapital@att.net             |
| <b>Chairpersons</b>         |                      |                                    |
| Air Academy                 | Steve Powell         | airacademy.flyaway020@passmail.net |
| Builder's Coordinator       | Fred McMahon         | jumbo_flyer@yahoo.com              |
| Country Store               | Brooke Stahl         | countrystore@eaa35.org             |
| Events                      | Peggy Fisher         | events@eaa35.org                   |
| Facilities                  | Darren Medlin        | darren.medlin@eaa35.org            |
| Groundskeeping              | Dean Doolittle       | dean.doolittle@eaa35.org           |
| Membership                  | Zac Morton           | membership@eaa35.org               |
| Newsletter Editor           | Chuck Fisher         | newsletter@eaa35.org               |
| Public Affairs              | Alex Pearson         | pr@eaa35.org                       |
| Safety Officer              | Ron O'Dea            | secretary@eaa35.org                |
| Scholarships                | Allen Inks           | scholarships@eaa35.org             |
| VMC Club                    | Matt Van DeWalle     | mattvdw@hotmail.com                |
| Webmaster                   | Ian Heritch          | webmaster@eaa35.org                |
| Young Eagles                | Rebecca Southard     | youngeagles@eaa35.org              |
| Young Eagles                | Rick Vinas           | rick.vinas@eaa35.org               |
| <b>Flight Advisors</b>      |                      |                                    |
| Flight Advisor              | Douglas Dodson       | op@pobox.com                       |
| Flight Advisor              | Richard "Doc" Hecker | faaexamdoc@yahoo.com               |
| <b>Technical Counselors</b> |                      |                                    |
| Technical Counselor         | Steve Formhals       | sf3543@sbcglobal.net               |
| Technical Counselor         | Richard "Doc" Hecker | faaexamdoc@yahoo.com               |
| Technical Counselor         | Mark Julicher        | mjulicher@earthlink.net            |
| Technical Counselor         | Lew Mason            | lewnan@sbcglobal.net               |

**The FINE PRINT:** Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but is not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.

Paid Thru Apr 2026

# DAVID BAKER ARTIST



bakerdf@sbcglobal.net

275 Thorain Blvd.  
San Antonio, Texas 78212  
(210) 410-2323

[www.davidbakerart.com](http://www.davidbakerart.com)

# GUN SHACK

[www.gunshack.com](http://www.gunshack.com)  
(210) 858-6882

Lance Skok, Owner  
210-893-2391  
lance.skok@gunshack.com

15241 Bandera Rd.  
Helotes, TX 78023

Fax: (877) 678-7779

Paid Thru Aug 2026



Charles R. Fisher Jr. MD MPH  
FAA Senior Aviation Medical Examiner

[www.TexasAME.com](http://www.TexasAME.com)

Locations now in Austin, Bulverde and Castroville

e-mail: [info@texasame.com](mailto:info@texasame.com)

Phone 512-843-5599

Paid Thru Sept 2026

## YOUR AD HERE!

### Advertisement Prices for EAA 35 Newsletter

\* Please add 3% for online transactions

| Size (percent page)      | Monthly        | Per YEAR  | Savings |
|--------------------------|----------------|-----------|---------|
| 10% (business card size) |                | \$ 35.00  |         |
| 25%                      | \$ 8           | \$ 86.40  | 10%     |
| 50%                      | \$ 15          | \$ 153.00 | 10%     |
| 100%                     | \$ 30          | \$ 324.00 | 15%     |
| Classified ads           | (Members Only) |           | Free    |

# JETSTREAM AERONAUTICS FLIGHT SCHOOL



PRIVATE PILOT INSTRUMENT RATING COMMERCIAL PILOT FLIGHT INSTRUCTOR  
PINCH HITTER COURSE RUSTY PILOT TAILWHEEL FLIGHT REVIEWS DISCOVERY FLIGHTS

## LEARN TO FLY WITH US

## FLYJTSA.COM

EMAIL

[howard.dean@rocketmail.com](mailto:howard.dean@rocketmail.com)

SCHOOL HANGAR

Castroville Municipal Airport

PHONE

(210) 286-7649

Paid through May 2026

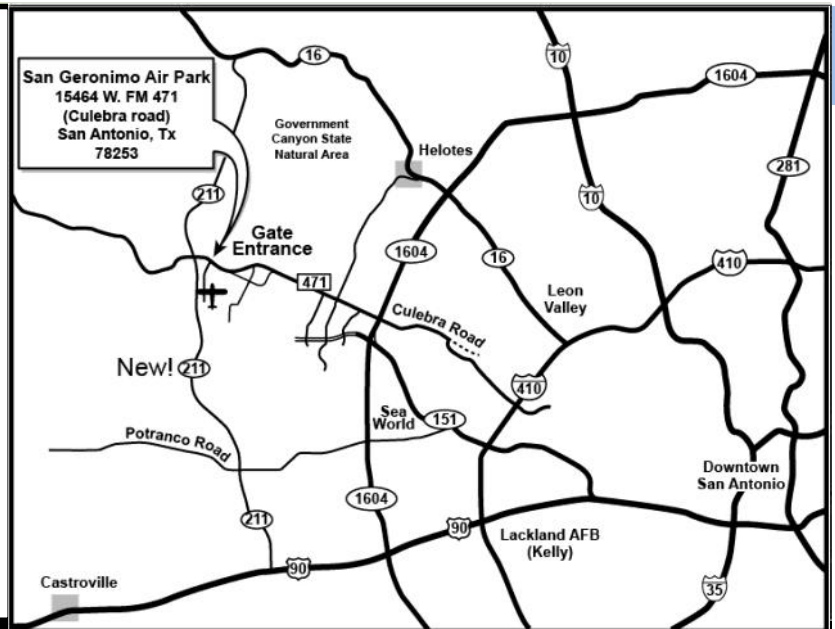
## ***NEXT EVENT***

***8 NOV 2025***

***VMC Club 10:00***

***Annual Membership Meeting &  
Chili-Cookoff 11:30***

***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  
San Antonio, TX 78253

Paste Address Label Here

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

***www.eaa35.org & [www.facebook.com/ea35/](https://www.facebook.com/ea35/)***