



# RUNWAY 35



EAA Chapter 35

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



## JANUARY 2026

Volume 69 Issue 1

### Inside this Issue

|                    |          |
|--------------------|----------|
| Presidents Cockpit | 2        |
| New Members        | 2        |
| Bulletin Board     | 3        |
| Vice President     | 4        |
| Member News        | 4        |
| Features           | 5, 6, 13 |
| Photos             | 10, 25   |
| Scholars           | 16       |
| Classifieds        | 20       |
| Country Store      | 20       |
| Calendar           | 21       |
| Contacts           | 22       |

Please see our sponsors!

## Next Event

10 JAN 2026

VMC Club 10:00

Gathering / lunch 11:30

CHAPTER  
CLUBHOUSE

# Happy New Year!

## Featured Speakers

### Chapter 35 Scholars and Pilots

### Haddy Martinez, Caleb Stahl, and Chandon Knies

## Learning to Fly



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

**Did YOU Remember to Renew? [Click Here](#)**

## FROM THE PRESIDENT'S COCKPIT

PAUL WURSTER

The new year is here and I am excited for the future of the chapter. We do so many good things for our members and our community, and I want to keep the momentum going. If you have ever noticed the wall in the clubhouse covered in banners, you see that this chapter has been continually recognized by EAA as a Gold level chapter. This means that we participate in almost every activity offered through EAA. But more importantly, it means that we have members who volunteer to help out with or run all of these programs.

Buried in the definition of volunteer is the small detail that it does not pay well in a monetary sense. Or at all to be fair. Volunteering offers rewards that go far beyond the time you give. Helping others can create a strong sense of purpose, reminding you that your actions matter and can make a real difference. It's also a chance to develop new skills, gain experience, and discover interests you didn't know you had. Volunteering often brings people together, helping you build friendships and feel more connected to your community. I promise that you will get to see the fruit of your labor here in our chapter. Scholarship winners who are full fledged pilots and a growing crowd of friends and aviation enthusiasts is worth the time you put into it.

I would like to thank all of those who have gotten us to this point. This is not a short term project. Our chapter is the sum total of decades of efforts. I would like to thank our newly retired president who has just finished a long stint in several positions. Ian Heritch has done a fantastic job carrying the torch forward and I have learned so much from his example. Fortunately he will remain on

the board of directors as a past president and continue to benefit our chapter with his Leadership and presence.

There are many other members that make the chapter better with their good works. I will recognize them in the future. However, during the next few meetings and events, take a look around to notice all the little things that are being taken care of to make it a great experience. Hopefully, there might be something that you would like to help with. I swear we will not take advantage of your goodwill.

I would really like someone to head up the BK-1 restoration. The initial goal was to make the damaged aircraft in our hangar a passable airframe so it could go to a museum. It does not have to become an airworthy showplace. There are plenty of people who are interested in doing some work, but we really need a lead to point them in the right direction. This is a great time of year to work on it as it is not blisteringly hot. Let me know if this interests you.

Finally, if you have any ideas for meeting programs or activities for the chapter, please let me or your new Vice President, Tim Chea know. Engagement and action is what makes Chapter 35 great. Thank you for being a part of this group.



## Membership Update

Zac Morton—ex-Membership Chair

This will be my last membership update as **Leland Johnston** will be taking over the Membership Chair position for 2026.

### Welcome, New Members!

#### Jim Beckman

Jim is a private pilot looking to get involved in an aviation organization and be around other pilots.

#### Emma Kisselev

Emma is a student pilot who joined the chapter at our Holiday gathering.

#### Ashley Carnley

### 2026 Chapter Membership Dues

Thanks to all who have paid their dues for 2026. If you haven't paid dues for 2026, you should have received an email reminder from me.

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/ea35/join-renew>

# CHAPTER BULLETIN BOARD



## From the Kitchen

### Next Month's Menu and Other Stuff

Happy 2026!! The Holiday Gathering was a fantastic break for the kitchen crew. The food was

good and I think a good time was had by all. Thank you to Ian and Paul for taking over the serving

duties. Your kitchen crew appreciated the break.

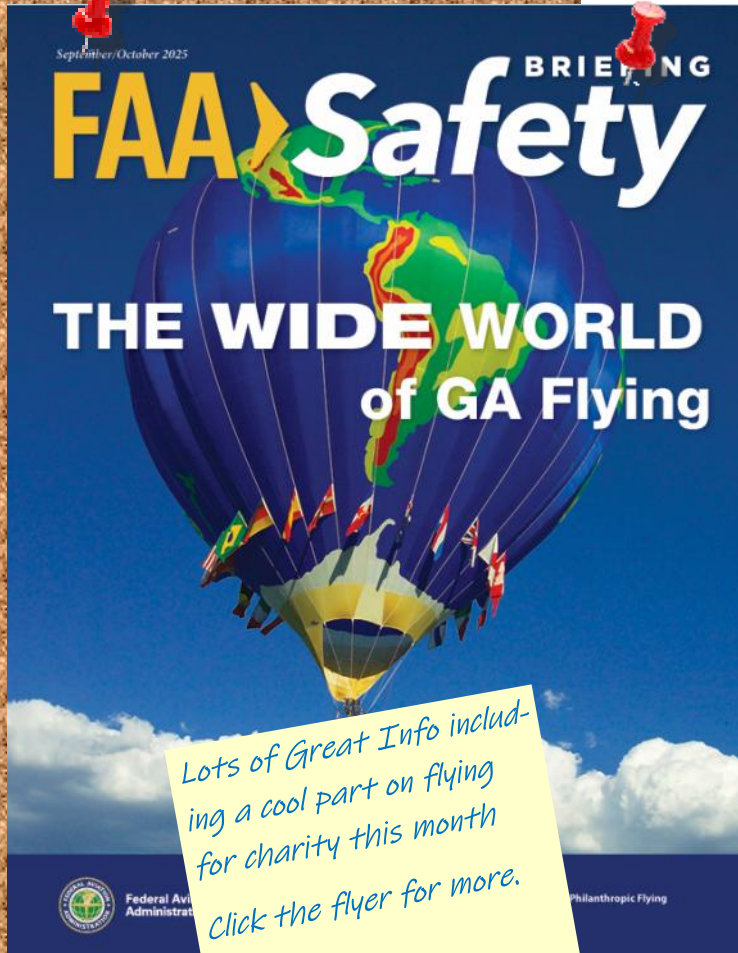


Now for the first meal of 2026. Baked Potatoes will be the food of the day. We will have many

items for you to make your potato just the way you like it. There will be salad to accompany the potatoes.

As always contributions of side items and desserts will be welcomed.

Hope to see everyone for our first meeting on January 10, 2026.



*Lots of Great Info including a cool part on flying for charity this month. Click the flyer for more.*

Reminder: PLEASE stay after the presentation and help clean up. After every gathering the trash needs to be taken out, dishes done, serving items put away, carpets vacuumed, etc. It is all of OUR clubhouse, please help keep it nice.

### WE NEED YOUR ARTICLES!

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: [newsletter@ea35.org](mailto:newsletter@ea35.org)

# FROM THE VICE PRESIDENT

Tim Chea

**W**elcome 2026!!! I'm honored to be serving as Vice President of EAA Chapter 35 and to be writing my first message in this role. This chapter has a strong tradition of aviation enthusiasm, learning, and camaraderie, and I'm grateful for the opportunity to help support that mission

What makes Chapter 35 special is the people — builders, pilots, restorers, aviation enthusiasts and volunteers who are always willing to share knowledge, stories, encouragement, and engagement. Whether you're deep into a project, just starting to explore experimental aviation, or simply enjoy being around airplanes and good company, this chapter has something to offer.



We are starting to build our 2026 line up for speakers and events. Set your calendars for the 2nd Saturday of each month in 2026 for our chapter gatherings. Our January gathering will bring in our recent scholars to tell us about their efforts to earn their private pilot certificate. The VMC session will be on the agenda at 10 AM. Keep a watch on our Chapter 35 events page throughout 2026 <https://chapters.eaa.org/ea35/events>

A big thank you to everyone who helps keep Chapter 35 active and welcoming.



I'm looking forward to seeing you at upcoming meetings and events.

## Air Academy Scholarship Applications Due!

Chapter 35 encourages all 16 through 18 year-olds with an interest in aviation to apply for this scholarship.

To apply submit a fully completed application plus an essay (max 800 words), an audio file (max 8 minutes), or a video file (max 8 minutes) explaining:

- why you are our ideal scholarship recipient
- what interests you in aviation
- what aviation experiences you may have had
- activities outside of school

**Your completed application and essay must be received by our**



## Air Academy Chairperson by January 31, 2025.

Potential applicants and their parents/guardians are encouraged to watch the video about the Air Academy at [www.eaa.org/ea35/youth/ea35-aviation-and-flight-summer-camps/ea35-air-academy](http://www.eaa.org/ea35/youth/ea35-aviation-and-flight-summer-camps/ea35-air-academy). Please be sure to review "Explore Aviation Camp (Learn More)," "EAA Air Academy Lodge," and all "Frequently Asked Questions."

**Please DO NOT submit the EAA's online application for the Camp, or apply for an EAA "Campership" on the eaa.org website.** Chapter 35 has a confirmed reservation for the Camp; only the successful scholarship recipient will complete the application with EAA Headquarters. Chapter 35 will assist the successful applicant with EAA's application

## Caught in Action

Haddy Martinez



## Volunteer Spotlight

Leland Johnson



This is Leland Johnson or "LJ" a pilot in the making and our Chapter's new membership chair.

LJ is a relatively new member, but his infectious smile and boundless energy made him a natural to welcome new members to our chapter.

Our chapter runs on the energy of each of our volunteers and LJ brings a new dose of energy to the role vacated by Zac Morton as he moves up. Be sure to stop by and tell him a big THANK YOU!

# Homebuilders Week – Online Event Starts January 26

Charlie Becker

**F**ree weeklong online series on building your own aircraft. EAA Homebuilders Week 2026 offers 30 free virtual presentations for anyone interested in building an aircraft. Registration is required, and space is limited.

The event runs Monday, January 26, through Friday, January 30, 2026. Each day features six live, back-to-back webinars starting at 11:30 a.m. Central Time and continuing every 90 minutes until the final session at 7:00 p.m. All sessions are live and include time for Q&A. To sign up, visit [www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek).

Whether you're just beginning to explore the idea of building, are deep into a project, or preparing for test flying, you'll find sessions addressing your needs. We are also excited to have EAA President

Jack Pelton joining us on January 26 to discuss EAA's advocacy efforts on behalf of our homebuilt community.

EAA Homebuilders Week celebrates the anniversary of the Experimental Aircraft Association's founding on January 26, 1953. It's a great opportunity to carry on our mission by expanding your homebuilding knowledge with five straight days of learning about building and flying homebuilt aircraft.

EAA Homebuilders Week is made possible thanks to the generous support of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, and Van's Aircraft.

Visit [www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek) to register.



## EAA Homebuilders Week Schedule January 26 - 30, 2026

### Homebuilders Week Schedule of Events

**To sign up: [EAA.org/HomebuildersWeek](http://EAA.org/HomebuildersWeek)**

| Time CST    | Monday 1/26/2026   | Tuesday 1/27/2026  | Wednesday 1/28/2026                                | Thursday 1/29/2026  | Friday 1/30/2026   |
|-------------|--|--|--|---|--|
| 11:30-12:45 | Building an Aircraft: What You Need to Know - Charlie Becker     | Wiring Basics - Dick Koehler   | Flight Testing 101 - Paul Dye                      | Amateur-Built Aircraft Certification Process - Joe Norris | Staying Alive: Analysis of Homebuilt Fatal Accidents - Dan Berry |
| 1:00-2:15   | Composite Construction Basics - Scott VanderVeen                 | Fabric Covering Basics - Austin Jones                                  | TIG Welding - Charlie Becker & Shaun Walker        | Insuring Your Homebuilt - Jim Stewart                     | Fly the Wing: AOA Demystified - Mike Vaccaro                     |
| 2:30-3:45   | EAA Advocacy Update - Jack J. Pelton, Sean Elliott & Rob Hackman | Sheet Metal Basics - Mike Dooley                                       | Hardware for Homebuilts - Dick Koehler             | Sonex Aircraft Update - Mark Schaible                     | Zenith Aircraft Kits & Plans - Sebastien Heintz                  |
| 4:00-5:15   | Getting Your Project Finished and Flying - Vic Syracuse          | Dynon Avionics - Michael Schofield                                     | Advanced Flight Systems - Rob Hickman              | Garmin Experimental Avionics Solutions - Brad Brenging    | Weight & Balance - Joe Norris                                    |
| 5:30-6:45   | Panel Planning and Wiring - Marc Ausman                          | Painting Your Plane: DIY or Use an Expert? - Craig Barnett & Ken Reese | Condition Inspections: Who & How - Brian Carpenter | Buying a Used Homebuilt - Vic Syracuse                    | Can Homebuilt Accident Rates Be Fairly Compared? - Ron Wanttaja  |
| 7:00-8:15   | Van's Aircraft RV-15 Update - Marc Cook & Rian Johnson           | Propeller Selection for Homebuilts - Steve Boser                       | Lessons From 200,000 Borescope Images - Mike Busch | Lycoming Engine Installation - Judson Rupert              | Common Builder & Maintenance Errors - Vic Syracuse               |

Sponsored by



# Halfway Across America in a Citabria Explorer 1350 miles

*A Ferry Flight Through Weather, Wild Winds, and the Unexpected* Andrea McGilvray

**W**hen you agree to ferry an airplane across the country, you expect a bit of adventure. What I didn't anticipate was just how much the skies—and the airports—would test my patience, skill, and sense of humor as I delivered Ron O'Dea's gorgeous 2005 7GCBC Citabria Explorer from Texas to its new owner near Philadelphia. What was supposed to be a straightforward run became a journey of strong tailwinds, even stronger crosswinds, unforecast weather, warm hospitality, and a few moments that reminded me why aviation keeps us humble.

This trip began a few weeks after the aircraft was sold to Mike—a buyer I had procured for Ron who lived an hour north of Philadelphia at 4PA8. He had purchased the Citabria sight unseen. That alone made me pause; not many would buy an airplane without putting eyes on it, but everyone's comfort level is different. Our agreement included delivery for expenses and my time. The Thanksgiving travel windows complicated the timing. Between commitments and temperamental weather, picking a departure day felt like negotiating with the gods.

My flight planning—like all good flight planning—was a starting point. Plans change, and flexibility wins. I launched into a glorious tailwind that improved with altitude. Up at 7,500 feet, I was seeing a 130-mph groundspeed. Not bad for a Citabria with her typical air-speed 120 max at cruise.



Forecasts were the usual mix of contradictions. Low IFR that wasn't. "Clear skies" that weren't. Rain that didn't fall. Sunshine that wasn't in the forecast. If there's one constant in flying, it's that the weather ser-

vice seems to be seldom aligned with what's actually happening outside the hangar.



I had completed a thorough preflight earlier in the week, so the final morning check was simple: fuel, oil, and verifying all systems were in the green. With improving conditions, I lifted off at 8T8, 10:30 Tuesday morning. The IFR gloom predicted along the route evaporated into a blue ceiling that stretched as far as I could see. Behind schedule or not, I was airborne.



My heart was heavy since it must have been a rather sad day for Ron O'Dea to say goodbye to a trusted winged friend. As I departed, I gave him a wave and I was off. One day this will happen to me. Everything in life has a season.

I had left without full tanks, and needed to calibrate my fuel burn/hr, so I stopped at 84R, for my first fuel stop. On short approach I was greeted by a flock of buzzards who seemed delighted to test my maneuvering skills. They may be better pilots than I am, but they don't have my logbook. We avoided each other with mutual respect.

Climbing eastbound, the tailwinds got stronger—140, then 150 mph groundspeed at 7,500 feet. The Citabria was happy, and so was I. A three-hour leg brought me to KLLQ in Monticello, Arkansas, which was my 2nd fuel stop. The airport manager Karl greeted me with a genuine hospitality pilots remember for years. Hangar door open, courtesy car – (old beat-up patrol car and, No I did not go on patrol) was waiting, fuel ready, restaurant recommendation provided. It was a reminder that some airports still feel like home. I had intended on getting to my next destination but winds and landing in the dark were not in the cards.

Karl said he would be up early so I was too, and before dawn the next morning I was back in the air. But the pleasant winds of the previous day morphed into what can only be described as "spicy." By midday, they were full-blown habanero.

My third stop at KMRC presented an unappealing choice: a stiff

*(Continued on page 7)*

(Continued from page 6)

crosswind on pavement or a stiff crosswind on a muddy grass strip. While circling above and weighing my options, I watched a Cessna 172 attempt a landing—yawing so aggressively it abandoned the attempt. The grass /mud runway was not much better for the winds, so I committed to the pavement.

The landing demanded every ounce of tailwheel discipline I've acquired: wing into the wind, opposite rudder, decisive corrections. A hop, a dip, a recovery—and we were on the pavement, tracking straight. The 172 had wisely departed for calmer horizons.

I had a group of friends following the trip who were getting increasingly anxious because the ADS-B decided not to cooperate. They wanted to track every mile, every turn, every change in altitude, and when they couldn't, the worry set in. So texting became the backup system—old-fashioned but reliable enough to keep everyone updated. Next time I'll setup a "group chat" so I do not have to do so much texting and flying. Super hard to do when it is bumpy.

I also kept Mike—the new owner—in the loop. After all, it was his airplane now, and he had every reason to be invested in how things were going. He was understandably concerned about our safety, and I reassured him that I wasn't taking any chances. For both our sakes. And by "ours," I mean the airplane and me—partners in this little adventure.

My fourth stop was a runway that, thankfully, pointed straight into the wind—but the relief ended there. The gusts were hitting 30 mph or more, the kind of conditions where even taxiing can turn into a full-body workout. I called Unicom to see if anyone could come out and hold a wing for me, because the landing was going to be more "helicopter arrival" than rollout. No answer.

So, with Bluetooth in my headset, I called the airport directly. What they said next was almost unbelievable. I explained that I needed someone to hold the right wing so I could taxi safely. Their re-



sponse: "You want us to come outside?"

I paused, then reminded them that, yes, airplanes—and the pilots inside them—tend to be located outdoors. I was sitting just off the runway, practically on the taxiway.

Eventually three guys showed up, each grabbing a wing like they were wrangling livestock, and together we coaxed the Citabria to the fuel pump. I topped off, paid, and one young man helped me taxi back out.

Once clear, I added full power and the airplane hopped off the runway like a scared rabbit. A quick push-over for safety margin, and I pointed the nose toward the next destination. That was KDWU—Ashland. A memorable stop, but not one I'll be returning to unless absolutely necessary.

Eastbound once again, tailwinds returned with enthusiasm, I climbed to 9500' to get above the pink layer identifying it as IFR. "IFR," my foot—it wasn't a layer so much as a scattered mess. But the tailwind was fantastic up there. At one point I saw 191 mph and consistent 185 mph groundspeed, which is not something you usually brag about in a Citabria. As I watched the ground sliding by beneath the scattered clouds, my attention drifted forward—and that's when I saw it. A darker, higher, far more unfriendly taller cloud deck forming across my path. It didn't take long to realize that some decisions were coming up fast. The forecasts were throwing everything at me: low IFR, rain, and a whole assortment of maybes at the destination I originally planned for on this leg. Those big, brooding clouds were enough for me to hit pause and re-evaluate.



I also overhead reports of moderate to severe turbulence and rime ice nearby. This convinced me that continuing on top was unwise. I spotted some gray clouds ahead and steered clear of them instantly—at 32 degrees outside, I could only assume they were made of pure ice. I made a 180 degree turn, then circled down through a clean gap, never touching a cloud, I used a rather unique technique.

The hole was long but skinny so that I stayed within the regs, I did wingovers until I descended, and set course for KCBE in Cumber-

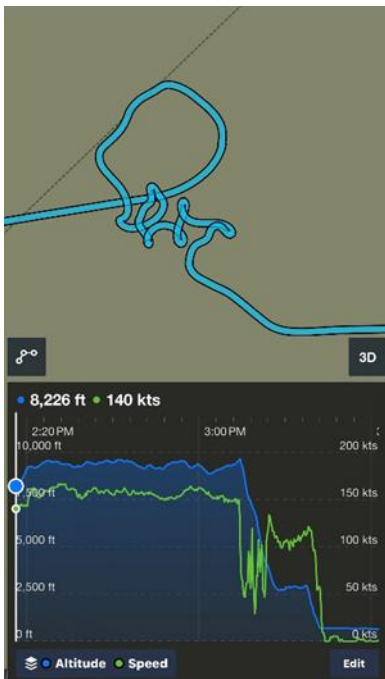
(Continued on page 8)

(Continued from page 7)

land, Maryland.

Tomorrow would be another day, and I wasn't going to take chances. My job was to protect the airplane, and in return she wasn't going to hurt me. Teamwork at its finest.

It was incredibly bumpy, and as I worked my way through the valley toward KCBE and crossed over a tall ridge, things didn't get any more comforting. The runway markings were barely there, the terrain rose steeply just beyond the end of Runway 29, and the Unicom stayed completely silent. Still, I committed to the safest option and landed uneventfully using the full width of the runway, though not without vigilance. You don't have to stay perfectly on the centerline if angling into the wind keeps things under control on a wide runway—staying on the runway is the real goal. A steady, managed rollout beats a ground loop any day.



This was yet another airport I won't be returning to unless absolutely necessary—KCBE, Cumberland at Queen City. After shutting down, I had to call the number posted, and Chris answered, sounding surprised anyone was calling. He said he couldn't hear me well. I told him, "Yeah, that makes sense—I'm in an airplane with the engine running. Where can I tuck this Citabria in for the night?" He said he'd be right out.

To his credit, he helped me get the airplane into a hangar and mentioned that taxi service was unreliable, and Uber might as well not exist. He offered me a ride into town, and I was grateful—especially since I had forgotten my jacket... more on that in a moment.

A hotel search landed me at the Ramada. Chris dropped me off and he said to call if I couldn't get a ride back in the morning. My instincts told me not to count on that, so I grabbed dinner and

(Continued on page 9)

**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?

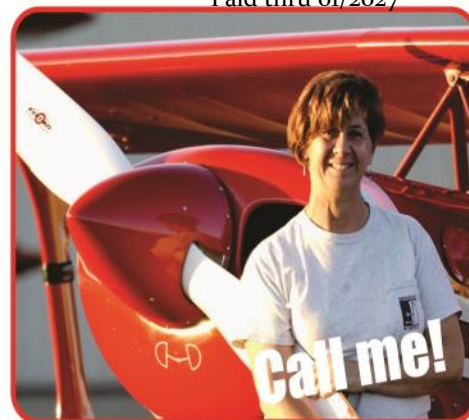
- Upset/Recovery/Spin Training
- Aerobatic instruction - using Decathlon & Extra NG

**CALL/TXT me!**



**THE  
CENTRAL  
TEXAS  
AVIATION  
SPECIALIST**

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



Paid thru 01/2027

**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)

(Continued from page 8)

called it a night.

The next morning, I was up early and facing a problem: the airport—and my nice warm jacket—were three miles away. It was 34 degrees. Walking wasn't going to cut it. I called the taxi service five times. Nothing. Tried Uber. Nothing.

As I was debating whether hypothermia was a suitable travel plan, two men passed by from the hotel's breakfast bar. After chatting with them for a minute, one mentioned his friend could give me a ride. Good fortune strikes again. He ran up to his jacket for the trip and off we went. Meanwhile, the airport manager never answered my calls and clearly had zero intention of rescuing me. So yes, their review may lack a few stars.



When we reached the airport, Chris was out checking runways. The gentleman—Matthew—waited until he saw the door was unlocked before heading out. I offered to pay him, and he simply said, “A good Christian helps those in need.” Cheers to good people.

I walked toward the hangar just as Chris was about to drive right past me. I waved him down, interrupting what appeared to be his attempt to avoid me altogether. I told him I needed fuel and asked if he could bring the truck. He wasn't thrilled, but he did it. After fueling and paying, I let the engine warm up. Chris watched me for a while, maybe wondering if I'd end up a statistic in these wind conditions. It was definitely not a Sunday-flyer kind of day.

I back-taxied again to depart on Runway 29—the only sensible choice with the winds howling the way they were. After takeoff, I planned an immediate right turn towards the other runway for just incase. The wind was 270°, gusting 15–30 knots. Definitely spicy. I lined up on the far right edge of the pavement to give myself the best angle—270 to 280 degrees. When conditions are like that, every inch of runway counts, and 200 extra feet feels like a luxury.

Run-up complete, checklist done, I eased the power in—firm but gentle.

She leapt off the runway like she couldn't wait to be free of it, and with a decisive turn toward my destination, I didn't look back.

But as I climbed out, something on my flight path caught my eye: a wall of gray ahead. Not one airport along the route had mentioned

gray. Or snow. Yet there it was.

I deviated my flight path off to the right, aiming for a part of the horizon with actual light color in it. A few snowflakes ticked the windshield, and honestly, that was the moment that spooked me more than anything else on the trip. What if that unforecasted snow shower closed in around me in these hills? Good news was, I was full of fuel, no turning back, since it was closing up behind me.

It was a reminder: even when the airplane is performing beautifully, the sky always has the final vote.

As I worked my way along the rerouted flight path, a tower controller chimed in to let me know my flight path was getting a little too cozy to a restricted area. He gave me a heading to keep me well clear, which I gratefully took. I had seen the airspace on my display and had intended on avoiding it, but with the turbulence tossing



me around, poking at my “high-tech” screens for details wasn't exactly practical. Sometimes a human voice beats all the gadgets.

As the clouds lifted and Pennsylvania came into view, the

stress dissolved into anticipation. The Citabria's new home featured a 1,500-foot grass runway framed by trees and a pond—scenic, but requiring precision. After a recon pass, I set up for landing. Power to idle over the threshold, three-point attitude, and the Explorer settled gently into the grass well before the pond. A fitting finale.

Mike and his family greeted me with warmth and excitement—far more enthusiasm than I felt I deserved, but deeply appreciated. To those of us who fly, it's another reminder that every flight teaches, humbles, and enriches.

I boarded an airline flight back to San Antonio—ironically bumpier than the Citabria flight thanks to a punishing headwind—and reflected on how much tailwheel flying has shaped my hands, feet, judgment, and resilience.

To Ron, thank you for trusting me with selling your Citabria. To Mike, thank you for trusting me to deliver her safely home. And to the Citabria itself—thank you for the adventure.



# 2026 Holiday Party



*It was a not so cold Texas Christmas at ye Olde Chapter house and every seat and table was taken with cheery old (and young) aviators and often a spouse.*

*Jan in his blue and Paul in his Christmas garb of every hue served up a dinner fit for a king or two.*

*Then from up on the table there arose such a clatter, that everyone saw piles of gifts and muffled their chatter*

*As numbers were called and paper vigorously torn and tossed*

*Gifts, funny, serious, stolen and not; were passed about . . . some a lot.*

*We had a wonderful time, the old aviators and new and wished everyone a Merry Christmas and a happy year . . . new. (OK, that didn't work but it was a good try). Happy New Year!*



# 2026 Holiday Party



2026 Holiday Party (more on page 25 of the digital version)



## Chapter Leadership Training—a Transformative Experience

Chuck Fisher

*Editors note: This is an article written for EAA. A while back a mentor suggested I go to Chapter Leadership Training. It was excellent advice. Now it is time to pay it forward.*

**A**s aviators and members of EAA each of us has a host of opportunities to change the lives of youth and adults by introducing them to aviation and experiences they would otherwise have never seen or known. For them it can be life-changing.

Believe it or not, EAA offers an opportunity for each of us that can also be transformative for us and for our members. Chapter Leadership Training. Yes....really!

Our chapters, whether hundreds of members or only a few, are all likely to be similar in that every member wants to be involved, but only a few actually are. It usually is not so much a lack of motivation, but a need for a place to be needed and the tools, knowledge and validation to get involved. How many of your members...or even you... think that EAA is only a huge, distant organization that comes up with rules, hosts a big event and makes a great magazine? I suspect many, and that few have any idea of the enormous repertoire of tools, activities, suggestions, products and personal support available directly for them and for the Chapter.

Chapter Leadership training can fundamentally change that balance and enable members to become driving forces within your chapter. Although every current chapter leader should attend, I would suggest the moniker is wrong. It really should be “FUTURE” Chapter Leadership training.

I first attended the Chapter Leadership Academy at Oshkosh several years ago in a snow-covered winter wonderland as I became a chapter officer. I had no idea what to expect.

In a word, it was *fantastic*. And I think if you ask anyone who has attended, you will get the same response.

The Chapter Leadership Academy at Oshkosh is well worth the journey. Attendees from around the world gather at the gorgeous Air Academy lodge (which gives you first-hand experience to share with future attendees) and evenings are spent around the fireplace with oodles of other chapter leaders and future leaders swapping stories and experiences. During the day the EAA Chapters team shares an



amazing repertoire of programs, ideas, resources, guidance and lessons learned that even experienced leaders learn from. Honestly, I had NO idea there were so many resources available for our chapter and how much EAA and the staff has invested in developing tools specifically for us....and almost all totally FREE. Just like the Chapter Leadership Training.

But the single most important lesson I learned was that the EAA Chapters team is not some huge administrative office. The Chapters team is a small group of truly dedicated folks 100% committed to giving you and your Chapter the tools and experience to grow. The EAA staff are ordinary EAA members themselves, builders, aviators and leaders in their own Chapters who answer the emails, the phones, and have the answers to those hard questions. I was and remain impressed by how personal the support from EAA is for Chapters. Chapter Leadership training offers the opportunity to meet the team one-on-one, but faces with names, and to find EAA HQ staff and leaders from all over who have a vast depth of experience. It is kind of like “Cheers” – “where everybody knows your name”.

Regional Chapter Leadership Boot Camps are a compressed, one-day experience with some of the EAA Chapters team hosted by a local Chapter. The material is mostly the same but without the evenings around the fireplace and as much one on one time with the staff. They are absolutely a must attend for those leaders who cannot make it up to Oshkosh, or want an update or refresher on the materials.

For me, indeed, Chapter Leadership Training was life-changing. My EAA chapter is an excellent Chapter, but with what I learned and the very personal support and encouragement from the EAA team we got even better. I found myself motivated to tap into those resources and to do even more. My Chapter and my role in the chapter and in EAA became a big part of what I do and who I am largely as a result of that snowy weekend in Oshkosh. And, as our chapter has sent more members to the Academy and regional Boot Camps, I have watched those who went invariably find themselves growing in Leadership roles for the chapter as well.

This year there will be two Academies **January 24-25, 2026** and

*(Continued on page 14)*

## Chapter Leadership Training (continued)

(Continued from page 13)

**April 11-12, 2026** at Oshkosh.

There will also be six regional Chapter Leadership Boot Camps. They are pretty much everywhere, so you have *no* excuse. They will be:

**Saturday, January 31, 2026** at Orlando Executive Airport (KORL) - Orlando, FL  
Hosted by EAA Chapter 74

**Saturday, February 7, 2026** at Whiteman Airport (KWHP) - Pacoima, CA (Los Angeles) Hosted by EAA Chapter 40

**Saturday, February 21, 2026** at Lebanon Municipal Airport (M54) - Lebanon, TN Hosted by EAA Chapter 863

**Saturday, March 7, 2026** at Arlington Municipal Airport (KGKY) - Arlington, TX Hosted by EAA Chapter 34

**Saturday, March 21, 2026** at Minute Man Air Field (6B6) - Stow, MA (Boston) Hosted by EAA Chapter 196



**Saturday, March 28, 2026** at Independence State Airport (7S5) - Independence, OR Hosted by EAA Chapter 292

There is also an option for online training for new officers and leaders that just cannot make it to a live session. But of course it does not offer the chance to crosstalk and meet folks.

So, I am writing this to encourage you and your Chapter to *make* the time, set aside resources if needed, and ensure your current leaders and your *FUTURE* leaders attend Chapter Leadership training, either at Oshkosh or at one of the regional “bootcamps”. I can assure you that for some, EAA and specifically your chapter will become their passion.

For them, and for those they touch through your Chapter...it can, indeed, be...life-changing.

Register at <https://www.eaa.org/ea/eaa-chapters/chapter-leadership-training#>



**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**

**We Train Sport Pilots Too!**

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

# Anderson Aviation

## Flight Instruction & Aircraft Rental



||| 35 Located at Bulverde Airport in Downtown Bulverde, TX 35 |||

**MOSAIC Ready! Now Training Sport Pilots!**

LEARN TO FLY

Private Pilot Instrument Commercial Multi-Engine Ratings

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

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

Paid Advertising Through Sept 2026

## Scholarships Update



Allen Inks

The past month has been "interesting". My wife and I went on a multi-leg long round-trip flight... to Dallas... then to Buenos Aires, then to Ushuaia, Argentina and back just under two weeks later. Fortunately (for ALL

onboard - and below the flight paths, I was not the pilot on any of those legs, leaving that stuff up to the pros. From Ushuaia, we took a ship south, got off in ANTARCTICA, took a TON of photos, and came back.

The day after we got back home to Texas, someone STABBED ME IN THE EYE!. Well..... not just anyone, it was my eye doctor, and he was operating to try to fix a problem with my eye... and as near as I can tell, has done a pretty good job. But I had to rest up following that surgery.. Some of that was doctor's orders. Some of that was a lingering after effect of thinking for the entire 8 hour trip back to Dallas about losing my cell phone with all my photos on it, in Argentina. Long worrisome overnight flight. Fortunately, I found it in the overhead compartment, right where I had set it down while wrestling the wife's luggage into that compartment. Whew! But I really was kind of exhausted after my vacation. And the doctor had me doing things like looking downward whenever I could, and not sleeping on my back (hard to prevent when asleep... ). Long story short, I am very glad that other Chapter 35 members volunteered to help me out when I was gone, and when recovering: Ian Heritch, and Tim Chea. Thank you guys!

Someone else I really want to thank is Charlie Brame, for his exceptional generosity in supporting the Chapter's scholarship programs by providing a flight training scholarship for the third year in a row. Thank you very much, Charlie (and Dee)!

Having finally wandered into the subject of scholarships, the application period for our 2026 scholarship(s) opened a few days ago on December 15, 2025. Even though I have not posted flyers about it, as I have in years past, we have had two people write in, requesting scholarship applications as I write this. If you know of a intelligent, diligent, aviation-excited young adult who will be 16-19 years old as of the end of February, and who will be staying in the San Antonio area over the next year or so, point them to the Flight Training Scholarship page of the Chapter's

website (<https://chapters.eaa.org/EAA35/Flight-Training-Scholarships>). The application is NOT posted on the website, but the details of how to request a scholarship application are. The applications must be received by the end of February 28, 2026.




I am personally working on finishing up paperwork reporting Haddy Martinez Moreno's successful completion of her private pilot training, and waiting on the push next month when both Chandon Knies and Caleb Stahl are planning to take their check rides. Yes, I have already provided them with the check ride prep links that I have collected over the few years. Please wish them luck!

We have NOT YET chosen a scholarship committee to review the applications we receive for 2026 scholarships, and select the lucky recipient(s). If you would like to be more involved, to be of service to the chapter by serving on the Scholarship Committee, please let me know. If things go as they have in the past, we'll be "commissioning" that committee at the

Board of Directors meeting on February 10th. I'll be sharing info on candidates who have completed applications with the Committee after that, but our real work of evaluating and interviewing applicants (by online interviews) won't start until March.

Finally, I want to close this update (which I am writing at the close of 2025) with my sincere thanks to all of you who have supported the Scholars (and other younger - and not so young members of the chapter) with your time, talent, and treasure. Seeking them out and engaging with them to tell YOUR stories of how you got into aviation, and what they may do ... how someone might enter an aviation-related career, including career paths other than "airline pilot", building their own aircraft, get into competitive aerobatics. Providing Young Eagle rides. Mentoring our scholars about their training. Financial support, not only in the form of donations to fund scholarships, as I have written about expansively in past newsletters, but also for the other things that keep the roof over our heads (literally), and the Chapter alive and vibrant. The officers and directors, the chapter committee members, the people who take out the trash and vacuum the clubhouse

(Continued on page 17) 

## Scholarships Update (Continued)

(Continued from page 16)

after meetings, the designated mentors who helped me with scholars when we had so many at the start of 2025, the people who cook and feed us, and even that guy who edits this excellent newsletter.

The people who give of their time, talent, and treasure to make Chapter 35 one of the best non-profit organizations I have ever seen. Thank you one and all for a Most Excellent EAA chapter.



## 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@eaa35.org](mailto:newsletter@eaa35.org) and we'll print it for you.*

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



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

- ➡ Flight School
- ➡ Aircraft Rental
- ➡ Aircraft Maintenance

[mario@barioaviationservices.com](mailto:mario@barioaviationservices.com)  
<http://barioaviationservices.com/>

Paid Thru Sept 2026



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

## Caleb Stahl—Brame Scholar 2025

**BRAME**  
SCHOLARS FUND



**H**ey Chapter 35! I hope your winter has been going well. This month I was able to complete all my hourly requirements (solo time, night hours, cross country hours etc.) which means that now all my flight time will go towards checkride prep.

This month I flew to Fredericksburg and Uvalde. The flight to Fredericksburg was a planned flight to finish my solo XC time, but the Uvalde flight was unplanned.

The Fredericksburg flight was a quick there and back. I used VOR navigation to get there and then I used GPS on the way back.

On the Uvalde flight, my brother decided to tag along and we flew there for lunch. Mr. Howard taught me how to use the autopilot on the plane. After not flying for three weeks, my first few landings were a little rough but my last couple were starting to look better.

I appreciate all the patience you have had with me this year and I wish you all a happy New Year!



## Chandon Kneis—Ray Scholar 2025



**H**owdy everyone!  
This month has brought a mix of challenges and progress across the board. With steady rain, cold fronts moving through, high wind speeds, and low cloud ceilings, I haven't been able to log as many flights as I hoped. Even though the weather kept me grounded more than usual, it opened the door for something just as important doubling down on my preparation for my checkride.

Football has officially wrapped up for the season. Our team fought hard and made it into the playoffs. Even though the season has come to a close, I'm proud of the work we put in and the progress I made on the field. Now that football is finished until next season, I've shifted my focus fully toward flying, studying and working to getting better at my football skills and working out.

With the extra time, I've been able to take a more structured approach to my checkride prep. For the oral exam portion, I've been using flashcards, podcasts, and regular study sessions with my in-



structor to review key topics and sharpen my understanding. As the test date gets closer, we'll begin doing mock checkrides to simulate the full experience both the ground and flight portions so I can walk into the real thing confident and prepared.

Balancing school, flying, and sports hasn't always been easy, but this month has been a good reminder of how important it is to stay disciplined and focused. Even with weather delays and a busy schedule, I'm making steady progress and getting closer to being fully ready for my checkride.



# YOUR PASSION: PERFECTLY STITCHED.

Passion shows up in all kinds of ways. It's the classic truck you've had since high school, the club you meet with every month, or the memories you're making with family. And when something means that much, you want it crafted by someone who understands the value behind it.

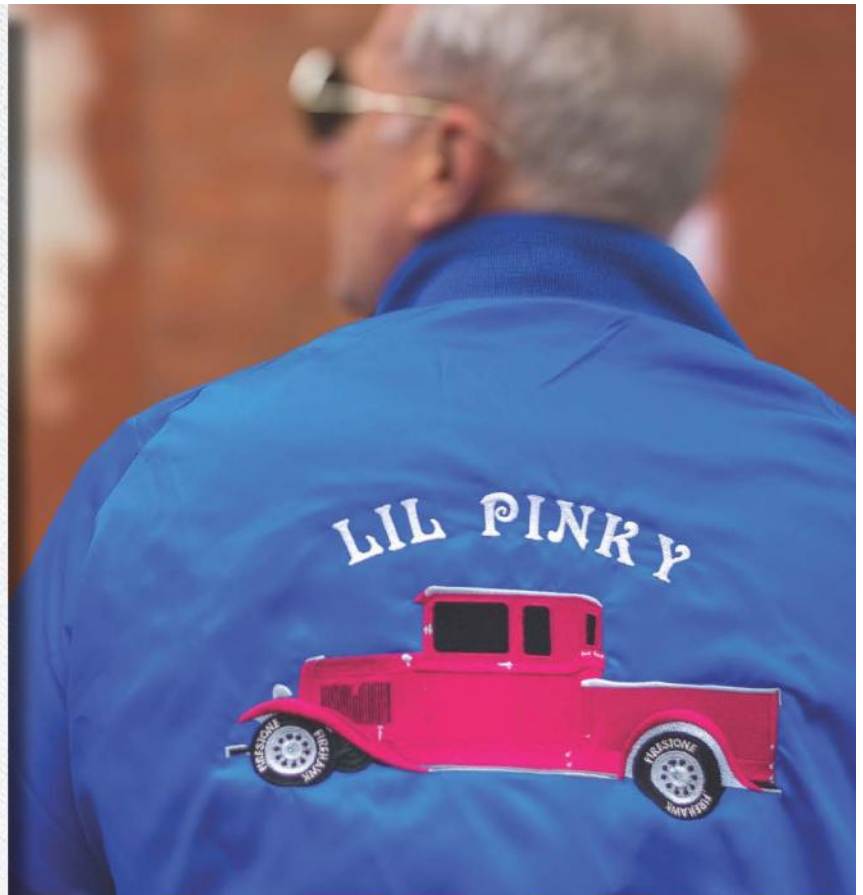
That's why at JK Specialities, we slow down, pay attention, and stitch every piece with precision and pride.

From bold colors to custom artwork, we make sure your design looks good from across the room—and even better up close.



[sales@jkspecialtyproducts.com](mailto:sales@jkspecialtyproducts.com)  
(903) 630-8805

[jkspecialtyproducts.com](http://jkspecialtyproducts.com)



# HAPPY NEW YEAR!



We are freshly restocked with Embroidered Polos - including safety yellow! \$31 S-XL / \$33 XXL+

Texas Flag Chapter 35 Shirts available in Men's Large again as well as 1 rare Ladies' Medium! \$46 S-XL, \$48 XXL+

Questions or Suggestions?  
Email Brooke at [countrystore@eaa35.org](mailto:countrystore@eaa35.org)

## EAA CHAPTER 35 COUNTRY STORE

Stop by and see us at the Country Store table on January 10th!

### CLASSIFIEDS

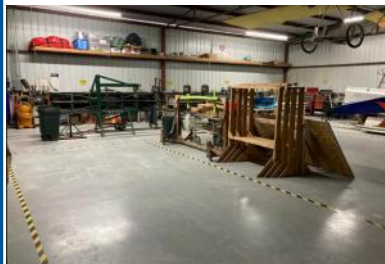
**To post a classified—contact the editor at [Newsletter@eaa35.org](mailto:Newsletter@eaa35.org)**

*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!**

|                  |              |       |                                 |       |   |
|------------------|--------------|-------|---------------------------------|-------|---|
| <b>January</b>   | <b>6</b>     | 19:00 | Board of Directors (Virtual)    |       | All members invited. Contact president@eaa35.org for link |
|                  | <b>10</b>    | 10:00 | VMC Club                        |       |   |
|                  |              | 11:30 | Chapter Gathering               | Lunch | <b>Scholars &amp; Pilot Experiences</b>                   |
| <b>February</b>  | <b>10</b>    | 19:00 | Board of Directors (Virtual)    |       | All members invited. Contact president@eaa35.org for link |
|                  | <b>14</b>    | 10:00 | VMC Club                        |       |   |
|                  |              | 11:30 | Chapter Gathering               | Lunch |   |
| <b>March</b>     | <b>10</b>    | 19:00 | Board of Directors (Virtual)    |       | All members invited. Contact president@eaa35.org for link |
|                  | <b>14</b>    | 10:00 | VMC Club                        |       |   |
|                  |              | 11:30 | Chapter Gathering               | Lunch |   |
| <b>April</b>     | <b>7</b>     | 19:00 | Board of Directors (Virtual)    |       | All members invited. Contact president@eaa35.org for link |
|                  | <b>11</b>    | 10:00 | VMC club                        |       |   |
|                  |              | 11:30 | Chapter Gathering               |       |   |
|                  | <b>TBA</b>   |       | Young Eagles Rally              |       |   |
| <b>May</b>       | <b>5</b>     | 19:00 | Board of Directors (Virtual)    |       | All members invited. Contact president@eaa35.org for link |
|                  | <b>9</b>     | 10:00 | VMC Club                        |       |   |
|                  |              | 11:30 | Chapter Gathering               | Lunch |   |
| <b>June</b>      | <b>9</b>     | 19:00 | Board of Directors (Virtual)    |       | All members invited. Contact president@eaa35.org for link |
|                  | <b>13</b>    | 10:00 | VMC Club                        |       |   |
|                  |              |       | Chapter Gathering               |       |   |
|                  | <b>TBA</b>   | 9:00  | Young Eagles Rally              |       | <b>INTERNATIONAL YOUNG EAGLES DAY</b>                     |
| <b>July</b>      | <b>7</b>     | 19:00 | Board of Directors (Virtual)    |       | All members invited. Contact president@eaa35.org for link |
|                  | <b>11</b>    | 10:00 | VMC Club                        |       |   |
|                  |              | 11:30 | Chapter Gathering               | Lunch |   |
|                  | <b>21-27</b> |       | <b>AirVenture - Oshkosh, WI</b> |       |   |
| <b>August</b>    | <b>4</b>     | 19:00 | Board of Directors (Virtual)    |       | All members invited. Contact president@eaa35.org for link |
|                  | <b>8</b>     | 10:00 | VMC Club                        |       |   |
|                  |              | 11:30 | Chapter Gathering               | Lunch |   |
| <b>September</b> | <b>8</b>     | 19:00 | Board of Directors (Virtual)    |       | All members invited. Contact president@eaa35.org for link |
|                  | <b>12</b>    | 10:00 | VMC Club                        |       |   |
|                  |              | 11:30 | Chapter Gathering               | Lunch |   |
| <b>October</b>   | <b>6</b>     | 19:00 | Board of Directors (Virtual)    |       | All members invited. Contact president@eaa35.org for link |
|                  | <b>10</b>    |       | Chapter Gathering               |       |   |
|                  |              | 10:00 | VMC Club                        |       |   |
|                  | <b>TBA</b>   |       | Young Eagles Rally              |       |   |
| <b>November</b>  | <b>10</b>    | 19:00 | Board of Directors (Virtual)    |       | All members invited. Contact president@eaa35.org for link |
|                  | <b>14</b>    | 10:00 | VMC Club                        |       |   |
|                  |              | 11:30 | Chapter Gathering               | Lunch | <b>General Membership Meeting &amp; Chili Cookoff</b>     |
| <b>December</b>  | <b>8</b>     | 19:00 | Board of Directors (Virtual)    |       | All members invited. Contact president@eaa35.org for link |
|                  | <b>12</b>    | 11:30 | Chapter Holiday Gathering       | Lunch | <b>Holiday/End of Year Finale</b>                         |

# EAA Chapter 35 Leadership



|                             |                      |                                    |
|-----------------------------|----------------------|------------------------------------|
| <b>Officers</b>             |                      |                                    |
| President                   | Paul Wurster         | president@eaa35.org                |
| Vice President              | Tim Chea             | vicepresident@eaa35.org            |
| Secretary                   | Zac Morton           | secretary@eaa35.org                |
| Treasurer                   | Dee Brame            | treasurer@eaa35.org                |
| <b>Board Of Directors</b>   |                      |                                    |
| Past President 23-24        | Ian Heritch          | webmaster@eaa35.org                |
| Past President 21-22        | Chuck Fisher         | charles.fisher@eaa35.org           |
| Past President 20-21        | 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                  | Leland Johnson       | 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

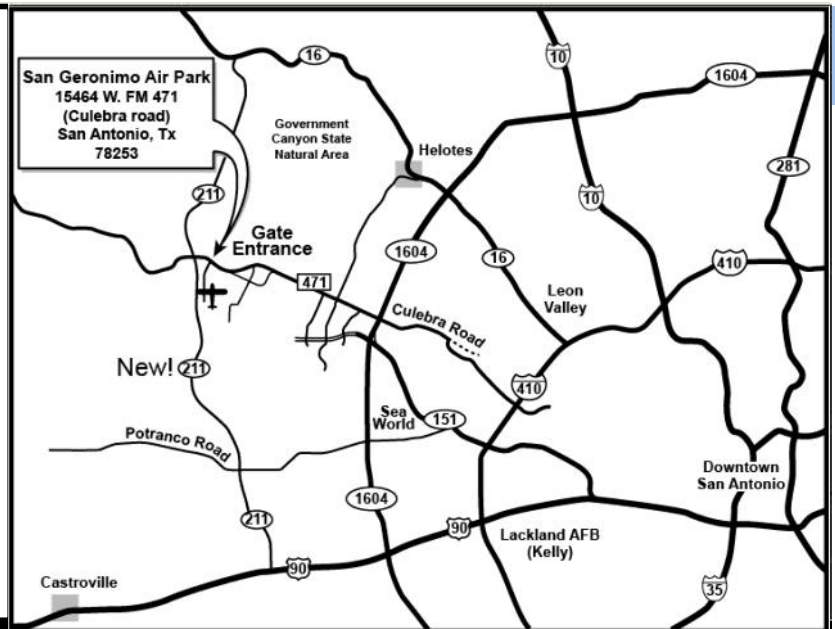
## ***NEXT EVENT***

***10 JAN 2026***

***VMC Club 10:00***

***Gathering / lunch 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](#)

Secretary  
15464 Culebra Road. #35  
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/)***

# 2026 Holiday Party

