



The Official Newsletter of EAA Chapter 35, San Antonio TX

Founded in 1957



MARCH 2025

Volume 68 Issue 3

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Please see our sponsors!



TWO New Chapter 35 Pilots!

Next Event

8 MARCH

1000 VMC CLUB

1130 GATHERING

1300 SPEAKER

CHAPTER CLUBHOUSE

8 March FEATURED SPEAKER
Pilot controller forum
with San Antonio Air Traffic Control.



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



YOUNG EAGLES RALLY 15 MARCH @ San Geronimo Airpark

FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



Chapter 35's 2025 programming year is rolling along, and as we enter March, it is time to prepare for our first Young Eagles Rally, which will be held on Saturday, March 15 (with a rain date of Saturday, March 22) at San Geronimo Airpark. Quite simply, at our Young Eagles Rallies, we give youth ages 8-17 a free ride in an airplane. How cool is that?

The Young Eagles program launched in 1992, and Chapter 35 was one of the first EAA chapters to hold a rally. For 33 years, we have been helping kids fasten their seatbelts for their free airplane ride from our home at San Geronimo Airpark. What a legacy!

Our 33 years of Young Eagles Rallies would not have been possible without the hundreds of volunteers who have made these events happen.

These rallies are made possible through the generosity of our Chapter 35 volunteers. As they say, "It takes a village." Our rallies need both ground and pilot volunteers. Young Eagles pilots must:

- Be members of the EAA
- Have completed the EAA's Youth Protection Training and background check (all free of charge)
- Meet the pilot requirements outlined here: <https://tinyurl.com/4vu4hvw8>

Young Eagles ground volunteers mostly need an energy bar, a hat, and sunscreen!

The youth protection training and background checks are not required, but it would be nice if you had them. You can complete the EAA's Youth Protection Training and background check at no cost here: <https://tinyurl.com/tw38praa>.

As anyone who has flown Young Eagles or served as ground crew at a Young Eagles Rally will attest, there is no more rewarding way to help ensure the future of aviation. Besides, it's amazing to see the kids' faces light up after their flight and hear them excit-

edly tell their adults how cool it was to go up in the air.

Please come join us so you, too, can see these smiles and hear these exciting stories! To volunteer as a Young Eagles pilot or ground volunteer, please email our chapter's Young Eagles Co-Chairperson, Rick Vinas, at rick.vinas@eaa35.org. If you have any questions about our Young Eagles program, including volunteering at a Young Eagles Rally, please email Rebecca Southard, our chapter's other Young Eagles Co Chairperson, at young eagles@eaa35.org.

I asked ChatGPT if you should volunteer for our March 15 Young Eagles Rally at San Geronimo Airpark. The answer was YES, you should! lol

Student Member SAT Tower Tour:

Last Saturday, February 22, the good folks at the San Antonio International Tower and Approach Control Facility gave a tour of their facility to our Chapter's student members.

We were split into two groups: one led by our fellow member and FAA controller Travis Ulhorn, and the other led by FAA facility supervisor Chrystal Marks. Both groups were given a fantastic experience in the tower cab and the approach control room. It was an incredible experience for our student members, and we are grateful to Travis and Chrystal for taking so much time to lead us through their facility. Later this year, we hope to arrange a tower tour for our general membership.

Upcoming Events: In addition to our Young Eagles Rally on the 15th, we have exciting events on the 8th of March:

- 10 AM – Matt Van DeWalle will lead our VMC Club meeting
- 11:30 AM – Lunch and our monthly Chapter Gathering, featuring an FAA ATC Pilot Controller Forum

More information on all our programs and events can be found at eaa35.org. If you have any questions about anything EAA Chapter 35-related, please email me at president@eaa35.org.

I look forward to seeing you at our events on the 8th and at our Young Eagles Rally on the 15th. These events are happening at our clubhouse on the fantastic San Geronimo Airpark (8T8). See you there



Young Eagles Rally March 15th

It is Spring! Our first Young Eagles Rally will be at San Geronimo March 15th. Pilots and Ground volunteers are needed. We can't have too many!

We'll start flying the kids around 9AM so please be ready to set up and brief by 0800.

Reminder for PILOTS, please check the date of your youth protection training and make sure you are still current.



Pilots, please contact Rick Vinas, rvinas@sbcglobal.net

Ground volunteers inside and outside and as needed, please let Rebecca know you will be there at young eagles@eaa35.org.

Volunteers and Pilots—Be aware we are using a new sign up system that has replaced YEDay.org. Your new login will be the same as your EAA Login.

CHAPTER BULLETIN BOARD

Randolph Air Force Base, and the 12th Flying Training Wing Safety Office are hosting a **Safety Fly-In for Civil Aircraft !!!**

Date: **Saturday, 17 May 2025**

Time: 09:00 to 10:00 - Arrival Time Slot - Fly-In

10:00 to 12:00 - Lunch & Static Displays

12:00 to 14:00 - Safety Briefs and Tour

14:30 to 15:30 - Departure Window - Fly-Out

Register: Email 12FTW.Safety@us.af.mil

Call 210-652-2224 (During Business Hours)

Deadline 17 April 2025 for submission of required paperwork



From the Kitchen

I sure hope that all enjoyed our pre-Valentine's Day meal. I loved putting it together for you to enjoy. The *Hot Dogs around the United States* was a great success judging by the lack of left over food. This is a fun meal to put together. How about all those great desserts? To all who helped our meal be a success and brought a wonderful cure for the sweet tooth craving Thank you very much. I do not remember who brought what, but all was very much appreciated.

A big shout out/thanks to those who helped in the kitchen to make the meal go as smoothly as possible. I do not know what I would have done without BJ O'Dea, Mary Ann Schlattman, and Robin Apsey for all their invaluable help in the kitchen chores. It is nice to have these people helping out and makes my job so much easier.

A special shoutout to all who helped with clean-up after the meeting. It helps so much to have people vacuum and take out the trash, among other things that need to be done.

For March get out your soup pans/crockpots and bring a pot of soup to share. In the past this has been a great event, and many people enjoy sampling a variety of soups. If soup is not your favorite food to fix, there will be a need for desserts. Salad, bread, and crackers will be provided. Hope to see a lot of different soups.

That is it. Til next month and Happy St. Patrick's Day.

FAA Team
Safer Skies Through Education

Read

FAA Safety Briefing

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



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

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

WE NEED YOUR ARTICLES!

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

FROM THE VICE PRESIDENT

Paul Wurster


It has been a rough month for aviation. The major accidents of the last few weeks were jarring and unsettling. I was on a trip when I saw the first posts about the midair collision in DC. The speed of information these days seems to bring everything to us so quickly that it is hard to look away and I find myself wanting to find out everything I can in one sitting.

As soon as the flight information is released, I start thinking of any friends I might have that work at the companies involved. At this point, a crushing dread grips you as you wait to hear back from all of your texts and phone calls. This is also when it sets in that this has affected many, many lives and families. I have, unfortunately, delivered a death notification to my friend's widow following a military crash. One is horrible and gutting, but figuring how to do so many has got to be soul-crushing.

Next comes the investigations and hypothesizing. You can learn about the NTSB process on your own, but suffice it to say, it is usually highly accurate at the cost of time. Do not expect to hear anything official for many months to a year. Since we live in the YouTube era, we are supplied with plenty of reports and amateur investigations. Some people are vehemently against any supposition and hypothesizing. I am not. There is usually a pretty good picture of what happened or might have happened well before the official NTSB report is released. Some of my favorites are Juan Browne who runs the Blancolorio channel on YouTube and Max Trescott's podcast "Aviation News Talk". They both provide much

more signal versus noise and never fall prey to sensationalistic click baiting and conspiracy theories.

In the future, we can expect a more complete story to come out. There will be systemic changes that will make operating in the national airspace system safer. Hopefully, we will. It would be pretty tough to swallow if there was nothing that could be improved or learned from these accidents. Aviators tend to learn from tragedies. This is what has made safety so ubiquitous. These lessons paid for in blood are important and collectively move us forward. We do the best to heed them and not let the price paid go to waste.

So what should you do with all of this information? Well, if you know anyone involved, take care of them. Do not just wish them well and send them prayer hands emojis. No one plans to lose a loved one so the abrupt change is cataclysmic to them and often too much to process. After that, learn about what happened and what will happen in the future. Learn about the systems that might prevent these accidents in the future. This might be a good conversation for your next flight review if applicable. If there is one thing to try and avoid, it is posting unsupported speculation on social media. I have seen some really wild stuff that people are willing to put their name and picture next to. Conspiracy theories and misinformation might just be turning people off of aviation and making others scared to ever fly. Help to represent the aviation community well. And as always, fly safe. 

Bring Soup for March Luncheon!

The March luncheon will be a POT-LUCK Soupathon!

Bring your favorite soup, or if you'd rather bring a shareable side dish. The more Soup Variety we have, the better. No contest this time, so feel free to label your soup so we can give credit to the great chefs and cooks in our chapter!



Membership Update

Zac Morton



Welcome, New Members!

Leland Johnston

Leland is a student pilot from New Braunfels. He is working toward a career as a pilot.

Newton Farrar

Newton, a longtime member of EAA, is based in Boerne and joined Chapter 35 at the February gathering.

Membership Dues:

Thank you to all of you who have already paid your 2025 dues. I'll be sending another reminder to those who haven't yet renewed their membership.

Dues can be paid online at eaa35.org by clicking on the Join-Renew page. You can also find my address there to mail a check.

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

If you have questions about your membership dues status, please send me an email at membership@eaa35.org.

Gone West—John Currier

Long-time Chapter 35 member **John Currier** has taken his last flight.

An EAA Lifetime member, John had been active since 1972. He was one of the members who reinvigorated the chapter in the 1980s. He was there as the chapter relocated to its permanent home at San Geronimo. John was an aviator, and he was a skilled builder right to the end.

His last project was an RV. Sadly, he was unable to complete it before he passed away.

Fair Skies and Tailwinds always John.



Gone West—Susan Medlin



EAA Chapter 35 Member, neighbor, aviator’s spouse and supporter **Susan Medlin** has left us all much too early after a serious and sudden illness.

We will remember Susan for her always present smile.

She became so ill so quickly. So full of energy, So full of life. Susan has been released from the terrible bonds that shackled her. She has left us, but she lives no in the hearts of those who loved her. Think of them. Remember her.

Farewell Susan.

Caught in Action

Maarten is putting the final(ish) touches on his gorgeous Zenith 750. The editor initially caught him working deep in the floorboard with is hind sticking out...but we decided this was a better photo! Maarten assures me it’ll be finished—Thursday.



Volunteer Spotlight

Jim Gibson

Jim Gibson has flow a bazillion (well OK a couple less than that, but at least several hundred) youth in his gorgeous Cessna 177.

He’s a Chapter board member and has for years been one of those

“whatever we need” guys for Chapter 35.

He’s an active volunteer in other civic activities and his church as well.

We salute you Jim...and Thanks!



Zachary Staska—Student Member—Pilot

We are thrilled to congratulate Zachary Staska, an EAA 35 Student member on becoming a Private Pilot! The editor asked Zachary to introduce himself and to share some of his experiences as our newest pilot.

Editor, can you tell us a little about yourself?

Hello fellow aspiring pilots! My name is Zachary Staska and I am a new student member of the EAA Chapter 35 community. I have been overwhelmed by the support from this EAA Chapter 35 community, notably Mr. Allen Inks who has followed me through my PPL certification. Mr. Inks has also helped me to network with other pilots and also has supported me and my family as we look to identify scholarship opportunities. So, thank you Mr. Inks for all you do.

I am a 17-year old high school senior that has been accepted to two university programs. I am still evaluating all of my options. My family and I have a number of campus visits scheduled for the week of Spring Break, so I suspect we'll get closer to a decision which will also dictate what my summer will look like. Today, I work 25-30 hours per week at Texas Skies flight school responsible for general maintenance & aircraft detail. I am a former student athlete that played Varsity Swim & Water Polo for my high school and club team. Our high school team went to state competition twice and placed second and our club team competed at the Junior Olympic level. I made the hard decision to leave the team in order to focus on aviation. I'll miss the competition, but I'll always keep swimming.

I am truly excited to continue my flight training. My goal is to become a commercial pilot. With just receiving my PPL last weekend, all I want to do now is fly! I'd love to chat with any aspiring pilots to understand how I can help guide you on your journey and I welcome a conversation with any veteran pilots, I'm eager to share what I know and eager to learn from this great community within Chapter 35. Thanks for having me, I'm excited to be here .

You earned your PPL up at Texas Skies in Boerne. Who were your instructors and what was your favorite training plane?

I had five different instructors they were all great in their own right. Two of the five became commercial pilots. Three are still around, Ric Ramirez, Reid Olson and Henry are all great at Texas Skies and are still around. I've not used a simulator at all, I've flown : Piper archer N19940, Cessna 172 N7083Q, Cessna 172 N7183A, Cessna 172 N5145K, and Cessna 172 N97JB.

The guys give me a hard time but it was Cessna 172 N7183A or bust for my check ride. I just feel like I know that plane best.

What would you like to share about your Private Pilot Experiences for others who are about to begin?

I didn't see this coming, but my flight training has actually taught me to be a better student in school, specifically I'm learning how to study, like really study. Flight training has also taught me about aerodynamics, that's the force acting upon the airplane and how the airplane is able stay in the air. I also feel like flying has taught me patience, critical thinking and how to

be more decisive and calm under pressure.

I've learned to predict and safely determine a go/no decision by using weather analysis resources such as METAR and TAFs.

go



I've also learned that having more than one CFI can be a good thing. I've had multiple CFI's since I began flight training. At first I was frustrated with the thought that the inconsistency in trainers would set me back, but instead it provided an advantage to me primarily because 1) I couldn't anticipate the lesson and 2) because it exposed me to different teaching styles.

I believe in flight we are all lifelong learners, never able to sit back and feel as though there is no end to learning aviation. My next step is instrument rating and I can't wait to get started and I also look forward to teaching others as I move through my training to commercial aviation.

Congratulations Zachary Staska, Private Pilot!



Rory Sorola—Kellogg Scholar—Pilot!

Chapter 35 congratulates Rory Sorola, 2024 Kellogg Scholar on becoming a Private Pilot! So the honor of being the chapters "newest" private pilot comes down to hours, as both Zachary and Rory completed their successful checkrides the same day! How cool is that?



Hello everyone, I have great news to share: I passed my checkride this month and am now a private pilot!

I'm incredibly overjoyed to rejoin the chapter community now with new experience and lots of insight. That being said, I'd love to go over the most important lesson I learned during my training.

I began my flight training journey in Bakersfield, California at California Aeronautical University through the Aim High Flight Academy, a summer program funded by the Air Force. While



Dean Howard CFI CFII, Veronica Velasquez, Rory Sorola PPL, Reed Schotanus DPE

However, when I started my training back in Castroville, my instructor quickly showed me how easy maneuvers become when you stop relying solely on instruments and look outside for a change! It's Visual Flight Rules, after all!

I would like to thank my (favorite) CFI Mr. Dean Howard for helping me out along every step of the way and showing me the importance of not just memorizing numbers, but also using visual techniques. I also extend great thanks to my ground instructor Ms. Veronica Velasquez for introducing me to Chapter 35, Mr. Howard, and the Jane Kellogg Youth Scholarship. I also want to thank Mr. Reed Schotanus, my DPE who believed in me despite my initial checkride failure and willingness to help me

learn from my mistakes in our debrief afterwards.



I learned a lot from the program and made many great memories, I faced both positive and negative instruction. While my instructors taught me valuable lessons such as the importance of maintaining ACS standards and remembering the correct numbers for certain maneuvers, they also failed to teach me how to properly execute maneuvers without spending so much time staring at the instrument panel. More emphasis was placed on judgement based on numbers rather than looking outside and maintaining maneuvers with corrections based on visual changes.

Finally, my sincerest thanks go to Ms. Jane Kellogg, who fully funded my flight training and has also supported my school's aviation program strongly. I would not be where I am right now without so many figures of support, and I'm incredibly grateful to each of them and everyone who has supported me along the way.



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Scholarships Update

Allen Inks

A lot of really good news in the last month!
Rory Sorola passed her checkride and is now a Private Pilot. .

The weather was not cooperating, and her morning checkride down in Castroville got pushed back to the afternoon, but she got it done. Congratulations, Rory!

While not strictly a scholarship update, since he did not have a scholarship, student member **Zachary Staska** passed his checkride the same day as Rory and is also now a Private Pilot. Funny story....Zach had the same DPE as Rory, Mr. Reed Schotanus. Mr. Schotanus had to hightail it from Castroville Municipal Airport up to Boerne Stage Airfield to give that second checkride ... which was also correspondingly delayed. I spoke to Zach's mom that evening (7:30 pm) and she said they were just leaving the airport. She said that Zach was happy, but his girlfriend was not – that it was the evening of their Winter Formal dance. I have heard from him since, so Zach did survive! Congratulations, Zach!

Thank you, Reed Schotanus for working so hard to get those checkrides done!

Student Member **Emerson Morton** has passed her FAA Written Exam with an excellent grade and is filling out (as I write this in mid-February) her application for a flight training scholarship for 2025. Congratulations, Emerson!

More good news comes with the generous donation of a Brame Scholarship for 2025 by members **Charlie and Dee Brame**. Thank you!

With this 2025 Brame Scholarship, a previously donated 2025 Kellogg Scholarship (Thanks again, Jane Kellogg!), and two Ray Aviation Scholarships, which are each 25% funded by donations from Chapter 35 Members such as Tim Chea and Chuck Fisher, and others (Thanks, y'all!), we have funding for FOUR scholarships to award in 2025.

So much good news. Which is tempered somewhat by some de-



cidedly NOT good news. As you will read in her article this month, just as she was getting ready for her checkride, 2024 Brame Scholar **Lily Cavanaugh** injured her knee, and will have to slow her training for a while. Please wish Lily a speedy recovery.

So, now we are in March, past the End of February deadline for submitting applications for one of our four flight training scholarships.

The scholarship selection process will be that the Scholarship Selection Committee will review the applications received, verify that the applicants meet the minimum requirements, review the other information the applicants have submitted, and review the letters of recommendation.

Then the Committee will select the applicants they wish to interview to further consider them for a scholarship

This will be followed an online meeting with each of the selected interviewees, followed by a decision as to which candidates will be awarded which scholarship... if any.

Note that I keep writing "if any". While I believe that there will be suitable candidates, things happen. For example, one person that I thought might be an excellent candidate last year withdrew their application. Another candidate's family moved (with the candidate) out of the Chapter 35 area, and so forth.

The Scholarship Committee members have historically tried to be good stewards of the scholarship money the Chapter will be administering. The intent is to select scholars who WILL succeed. So it could come to pass that with so many scholarships, there may be more scholarships than there are excellent applicants whom the scholarship committee expects will succeed. In that case, we may not award all the scholarships initially. We will deal with what happens then if that should come to pass. Realistically, however, I do not expect this to happen!



Lily Cavanaugh—2024 Brame Scholar



Hello Chapter 35.
 Well, lately, my progression in flying has hit a temporary pause due to a knee injury, which has kept me grounded for the time being. While it's frustrating to take a step back, I'm using this time to stay

sharp by focusing on my studies and keeping my knowledge fresh for my eventual check ride. Even though I can't be in the cockpit right now, I'm reviewing procedures, regulations, and flight planning to ensure that when I'm ready to get back in the air, I'll be more prepared than ever. This setback is just a small delay, and I'm looking forward to resuming my training as soon as I can!



February 2025 VMC Club and Chapter Gathering



Another successful Saturday at Chapter 35. The day started with VMC club led by Matt VanDeWalle. This Wings credit activity was attended by about 32 folks, many at Chapter 35 for the very first time. The Kitchen Crew outdid themselves presenting a wide assortment of hot dog stations of all types from New York Conies to Detroit Chili dogs to San Francisco BLTs. President Ian Heritch awarded recognition plaques to outstanding volunteers Nancy Duepner and Dean Doolittle. The morning weather kept fly-ins light and the gliders could not come. But, turn out was good, in the end all but a couple of the dogs were gone, and airplane noise followed!



February 2025 VMC Club and Chapter Gathering



Our Presentation was by Glider instructor Col. Ret JJ Romano and General Mike Hostage. They discussed gliding and soaring in Texas, the principles and techniques and options to do so. General Hostage is not only an amazing pilot, but he has personally built three very unique gliders. The Soaring society is currently based at Boerne Stage (5C1) but it likely to move to less congested Hondo soon. They also generously donated a certificate for a free ride that was raffled off to the benefit, we are told, of a very lucky grandchild!



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Evan Carrell—2020 Ray Scholar/Private Pilot



My overall experience with the Ray Aviation Foundation is a positive one, I never in a million years would have been able to afford flight training and they made that a possibility for me. It took years, and I mean YEARS of dedication to make it happen.

From glider to glider to airplane to airplane, from one instructor to another, we made it happen and I am twice the pilot I would be if I didn't have that to overcome. Learning from 6-8 instructors over the course of 4 years sounds bad and don't get me wrong it wasn't fun, but I got to learn from so many individuals

excited about aviation and hear so many different perspectives on every aspect of flying airplanes, and I wouldn't trade it for the world. The Ray Foundation made a little 15 year old me's dream come true. I'm a pilot! I wouldn't have been here so early in life if it wasn't for the people at EAA 35 believing in me and trusting I had what it takes to make it happen. I am so excited to fly my new-to-me Stinson 108 down to the San Geronimo Airpark as soon as I possibly can to shake the hands and see the smiling faces of the people who made it happen.

Editor's Note: Evan is a product of dedicated support and encouragement from Chapter 35, especially scholarship coordinator Allen Inks, who kept in contact, kept a hand in the back, and celebrated successes long after Evan relocated in the distant realms of Texas and had enormous challenges finding training opportunities. Bottom line, never give up. Great work Evan...and great work Allen and Chapter 35



Rory Sorola—Pilot 01/2025

Jeffrey Davila—2022 Ray Scholar



I apologize for the delay in updating you regarding my training. I have been overwhelmed with this new semester, as I am currently taking more credit hours now than I have before, and I was recently accepted to a summer fellowship at Carnegie Mellon's Heinz College of Public Policy, which encompasses completing graduate-level courses, so I have been working to

prepare for that, as well.

My training has, admittedly, been slow. I have not retaken my written exam as of now, but I have been flying with my relatives to maintain my practical proficiency. I am studying my ground school, but I am also trying to focus on my college academics and opportunities related to that, which is taking up most, if not all, of my time. I am working to find a way to mix my flight training back into all of this, but it has been a rather significant challenge, as I cannot afford to overlook my academics. I will do my best to keep you all informed about my progress, but please know that my progress may be slow.



THE WORKSHOP

New AD 25-02-11 Affects Nearly ALL High Wing Pipers

Chuck Fisher

If you own a high wing Piper, you are probably well aware of this. If not, you should be. In Mid-February the FAA released a final AD that affects nearly all high wing piper aircraft. This [AD 25-02-11](#) states “The FAA is adopting a new airworthiness directive (AD) for certain FS 2001 Corp, FS 2002 Corporation, FS 2003 Corporation, Piper, and Piper Aircraft, Inc. (Piper) airplanes. This AD was prompted by reports of broken rudders. This AD requires replacing any rudder equipped with a rudder post made from a certain carbon steel with a rudder post made from a certain low-alloy steel.”



A Piper PA-12 on floats became nearly impossible to control after the airplane's rudder post fractured above the upper hinge (circled) on June 8, 2020, causing the top of the rudder to fold over in flight. NTSB photo.

AOPA

This AD stems from at least two mishaps and five other instances where 1025 steel vertical rudder posts fractured, some causing loss of control or near loss of control of the aircraft. “Before 1974, all rudders installed on Piper model airplanes were equipped with rudder posts manufactured from 1025 carbon steel and starting in 1974, the rudder posts were manufactured from 4130N low-alloy steel (Chromoly). Most parts manufacturer approval (PMA) rudders are equipped with rudder posts made from 4130N low-alloy steel.” It is the original equipment rudders that are the concern.

The AD is very simple, within a specified date, the owner must replace the rudder of the affected aircraft. Sounds simple, but although Univair has been feverishly cranking out replacements, the owner/mechanic is still going to have to prime, recover, paint and adjust a whole new rudder. And...well we all know once something comes off the plane, there is always something else.

This is one of the few AD's where reading the entire comments section is very important and quite informative. And, there is an accompanying Piper service bulletin that also goes into how to check to see if your rudder post is a 1025 steel post. Unfortunately since many of the affected aircraft were not actually manufactured by Pip-

er, the serial numbers provided are not all inclusive.

Two type clubs have proposed alternative means of compliance including repetitive inspections, reinforcement of affected rudder posts, and limiting the AD to a smaller subset of aircraft felt more at risk (those with rudder mounted beacons and higher horsepower engines. None of those have been accepted.

While you contemplate the rudder replacement, what sorts of things can you do to reduce risk? The rudders most at risk seem to be those with a

beacon on top, and those exposed to the greatest side loads. The beacon probably isn't modifiable, but side load could be. Side loads from big engines are the p-factor we learned about in pilot training. Other side loads, though, may be imposed by aggressive slips.

Inspect your rudder post. During pre-flight we all check for hinge

pins, free movement, cable connections and the like. But why would anyone reach up and check for signs of imminent failure of a rudder post. What would that look like. Perhaps localized cracking of the paint or a subtle flaw in the cloth or finish. Maybe a tiny bit of movement when the very top is flexed. But, unfortunately, all of those would be late signs of imminent failure...and should prompt considerable concern.

Thus, since even a thorough inspection may not give enough warning, the ultimate solution is to replace the rudder.

Those folks currently in the market for an inexpensive trainer or a great back-country plane, should know about this AD and factor it into the value or anticipated expenses of the aircraft.

Table 2 to Paragraph (g)(1)—Compliance Times

| Category type | Compliance time |
|--|--|
| Category I Airplanes: Airplanes having both a rudder post mounted beacon light and a 150 or greater horsepower (hp) engine installed | Within 2 years after the effective date of this AD. |
| Category II Airplanes: Airplanes having either a rudder post mounted beacon light or a 150 or greater hp engine installed | Within 3 years after the effective date of this AD. |
| Category III Airplanes: All airplanes not in Category I or Category II that do not have a rudder post mounted beacon light and have an engine less than 150 hp and greater than 100 hp installed | Within 5 years after the effective date of this AD. |
| Category IV Airplanes: All airplanes not in Category I, II, or III that do not have a rudder post mounted beacon light and have an engine of 100 hp or below installed | Within 10 years after the effective date of this AD. |



Chapter Builders!

Fred McMahon, Builder Coordinator

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

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

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

| Member | Project | Next Milestone | Est. Completion (fly) |
|----------|--------------------------|-------------------|-----------------------|
| Gould | 1946 Aeronca 85hp engine | Brakes | TBD |
| Wurster | RV-14 | Fuselage | 2025 |
| Reyna | Glasair Super II S-RG | 2025 | 2025 |
| Pisz | Zenith CH 750 STOL | Phase 1 | 2024 |
| Trimble | Hatz Classic | Beginning | TBD |
| Bott | Zenith CH750 Super Duty | Fuselage | TBD |
| Terrone | Sling TSi | | |
| Versteeg | Zenith CH640 | Wings installed | TBD |
| Morton | RV14 | Fuel tanks | TBD |
| Hecker | 1943 L-3B | Final Restoration | 2025 |

Is your project missing from this list? Would you like to send an update (please!)? Please contact airplanebuilder@eaa35.org

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CLASSIFIEDS

To post a classified—contact the editor at eea35news@gmail.com

You must be an EAA Chapter 35 member. Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.

PLEASE Notify me when your item sells!!

You must contact the editor by e-mail or phone to extend your ad beyond the expiration date

For Sale: 1962 Piper PA-22-108 Colt taildragger . It has a full steam gauge panel with radio and intercom. She needs some tender loving care and new battery. Asking price is 25K as is or 30K with a fresh annual. Contact Lew Mason at 210 688-9072. If no answer, please leave a message.



For Sale: 1946 Aeronca 7AC Champ, C85-12 engine, electric starter with battery. Extensive annual done December 2024, mid time



engine, excellent compression all cylinders. Scott tailwheel, VGs, unused gas tank in wing, lots of manuals for both aircraft and engine. All instruments serviced and pitot system calibrated. Support parts and equip-

ment including new Tundra tires & tubes, Scott tailwheel overhaul kit, tow bar, oil, etc. Hangered at private strip 78TA just south of San Antonio. \$29,400. Tom, 830-663-4448 or puma78ta@gmail.com

BUILDER'S SPACE: Need more space? The chapter has a now vacant 10x20 builders space in the chapter hangar, access to chapter tools, equipment and room to temporarily expand (e.g. to mount wings, etc.). This is about the size of a garage with lots of extra room and for building up till you need a full sized hangar and costs less.



Contact president@eea35.org

for more information.

For sale - 2 new Superior Air Parts cylinders for 150 hp Lycoming.

Part number SL32006N-A21P. Complete with the exception of rings sets. \$1,100 each.

Contact Dean Doolittle 713.805.1577 or dean.doolittle@eea35.org



For Sale: Factory Built - Experimental N820DY - 2008 Sport Cruiser with 444.2 hrs. total time w Rotax 912 ULS. 2 Blade Sensenich Prop Always



hangared. 46.2" of cockpit width, lots of room to bring your camping gear! Even room in the wings! Fully loaded features. Dual Dynon Panels with a AVmap EXP IV, Located at 8T8. Mint condition. Impeccable maintenance records. 30 gallons of fuel. Autopilot, Garmin Transponder & Radio Adjustable Rudder pedals. 1 radio/nav VOR. Asking \$99,900 Call/TXT-Andrea, 210-413-7392.



**San Geronimo AirparkSM
Property Owners Association**

So We May Fly ForeverSM

Update on Local Development

Thank you to all of you who wrote letters to help the FAA reviewers understand the risks and concerns of near-in development to our east. At this point the reviewers have not found cause to recommend or require substantial changes to the developers plan. However, the POA is concerned that a number of items may be inaccurate and has requested an appeal and reconsideration.

The POA is also engaging the developers to the south to specifically work with the FAA and the POA to ensure safety zones are preserved and to ensure the safety and security of all users of San Geronimo Airpark and of our neighbors.

Rest assured the POA leadership is fully engaged on behalf of all San Geronimo aviators. We welcome your comments, suggestions, and volunteerism! Contact us at president.sgapoa@gmail.com or vp.sgapoa@gmail.com



Country Store

**Help Wanted
Country Store
Manager**

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

| | Inventory (Currently In-stock) | Member | | | |
|--|--|-------------------------|---|--|-------------------------------|
| | | | Clear glass "beer" mug w/ laser engraved Ch 35 logo | 5 | \$5.00 |
| | | | Chapter 35 printed logo T-shirt | 2-M 3-L 2-XL 1-3XL | \$20.00 |
| Texas Flag Fishing Shirt w/ embroidered logo—Lake Fork/Magellan (short sleeve) | 4-S 4-M 1-L 2-XL 1-XXL | \$46.00 (XXL+\$2.00) | Koozies | 93 | \$4.00 |
| | | | Remove Before Flight Key Tag | 16 | \$5.00 |
| Port Authority L100 Polo Shirt w/ embroidered logo (Ladies') / Color choices: Carolina Blue, Gusty Gray or Custom Order <i>**fits a bit smaller than size**</i> | 1-L(gray) 2-XL(blue/gray) | \$31.00 (XXL+\$2.00) | Embroidered Sew-On or Iron-on Logo Patch | 14 | \$3.00 |
| | | | Fleece Hoodie w/ embroidered Ch 35 logo | 1-M, 1-L, 1-XL-gray 1-M, 1-L-blue | \$38.00 |
| | | | Wheel Chocks - Aluminum | 3 sets | \$40.00 |
| Port Authority K100 Polo Shirt w/ embroidered logo (Men's) / Color choices: Carolina Blue, Gusty Gray or Custom Order | 2-L(blue/gray) 1-XXL(blue) 1-M(Coastal Blue) | \$31.00 (XXL+\$2.00) | Metal Art Propeller-Ch 35 | 6 | \$35.00 |
| | | | Stainless Steel Tumblers w/ laser engraved logo | 17-20 OZ 1-12 OZ (wine) 1-12 OZ (speaker gift) | \$12.00 \$10.00 \$10.00 |
| Baseball Cap w/ embroidered Ch35 logo | 5-regular 9-TX Flag | \$19.00 \$21.00 | Aviation jewelry—various styles and finishes | Necklaces, bracelets, earrings | \$11.00 to \$22.00 |
| Lapel/Hat/Tie Pin | 128 | \$3.75 | San Geronimo Historical Photo Canvas Print | 1 | \$35.00 |
| Airplane Key Ring/Bottle Opener | 17 | \$2.00 | Young Eagles T-Shirts | 11-S 11-M | \$25.00 |
| Bumper Sticker | Multiple designs | \$1.00 | | | |

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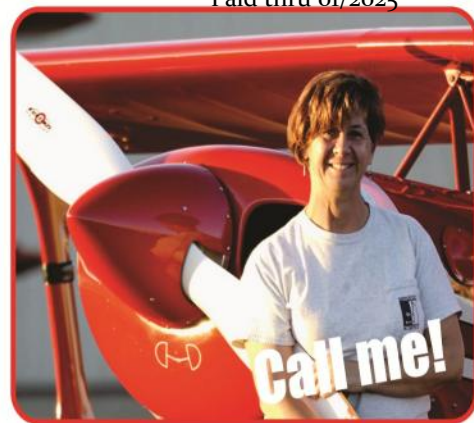
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CHAPTER CALENDAR — CONTACT VICEPRESIDENT@EAA35.ORG - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

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

EAA Chapter 35 Leadership



| Officers | | |
|-----------------------------------|----------------------|------------------------------------|
| President | Ian Heritch | president@eaa35.org |
| Vice President | Paul Wurster | vicepresident@eaa35.org |
| Treasurer | Dee Brame | treasurer@eaa35.org |
| Secretary | Ron O'Dea | secretary@eaa35.org |
| Directors | | |
| Director - Past President | Nelson Amen | nelson.p.amen@gmail.com |
| Director - Past President | Chuck Fisher | charles.fisher@eaa35.org |
| Director - Past President | Darren Medlin | darren.medlin@eaa35.org |
| Director - Member at Large | Dean Doolittle | dean.doolittle@eaa35.org |
| Director - Member at Large | Jim Gibson | jwgibson10@hotmail.com |
| Director - Member at Large | Andrea McGilvray | cowgirlcapital@att.net |
| Chairpersons | | |
| Air Academy | Steve Powell | Airacademy.flyaway020@passmail.net |
| Builder's Coordinator | Fred McMahon | jumboflyer@yahoo.com |
| Country Store | | countrystore@eaa35.org |
| Development Officer | Jane Kellogg | jkellogg5645@gmail.com |
| Events Chairperson | Peggy Fisher | events@eaa35.org |
| Facilities Chairperson | Darren Medlin | darren.medlin@eaa35.org |
| Groundskeeping | Dean Doolittle | dean.doolittle@eaa35.org |
| Hanger & Tool Crib | | |
| History & Archives | | |
| Membership | Zac Morton | membership@eaa35.org |
| Newsletter Editor | Chuck Fisher | newsletter@eaa35.org |
| Public Affairs | Fill Needed! | pr@eaa35.org |
| Scholarships | Allen Inks | scholarships@eaa35.org |
| Scholarships | Calvin Allen | callen43@earthlink.net |
| Scholarships | Doug Cavanaugh | doug.cavanaugh@outlook.com |
| Safety Officer | Ron O'Dea | secretary@eaa35.org |
| VMC Club | Matt Van De Walle | mattvdw@hotmail.com |
| Webmaster | Ian Heritch | webmaster@eaa35.org |
| Young Eagles | Rebecca Southard | youngeagles@eaa35.org |
| Young Eagles | Rick Vinas | Rick.Vinas@eaa35.org |
| Flight Advisors | | |
| Flight Advisor | Douglas Dodson | op@pobox.com |
| Flight Advisor | Richard "Doc" Hecker | faaexamdoc@yahoo.com |
| Technical Counselors | | |
| Technical Counselor | Steve Formhals | sf3543@sbcglobal.net |
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| Technical Counselor | Lew Mason | lewnan@sbcglobal.net |

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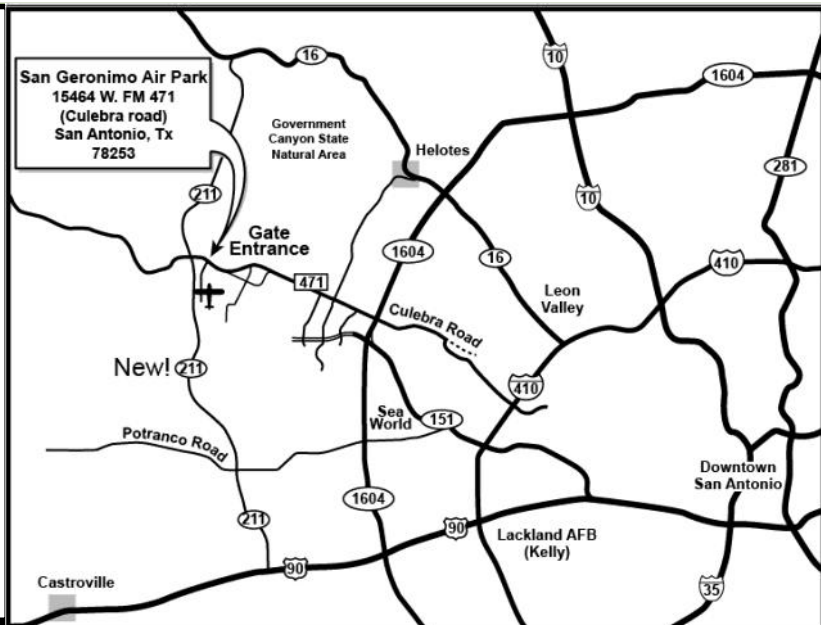
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NEXT EVENT
8 MARCH
1000 VMC CLUB
1130 GATHERING
1300 SPEAKER
CHAPTER CLUBHOUSE



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For over 60 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

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

Ron O'Dea, Secretary
15464 Culebra Road., #14
San Antonio, TX 78253

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