



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

**April 2025**

Volume 68 Issue 3

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*Please see our sponsors!*

## Chapter 35 Announces FOUR 2025 Scholarships!

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### Next Event

12 April

**FLY-IN PANCAKE  
BREAKFAST!** 0900-  
1100

1000 Speaker  
**CHAPTER  
CLUBHOUSE**

### Next Speaker

**WO1 US Army—May Kelly,  
Flying the UH-60 and Army Aviation**

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](mailto:newsletter@eaa35.org)



## FROM THE PRESIDENT'S COCKPIT

IAN HERITCH



**W**e canceled our March Young Eagles Rally, twice. It's disappointing, but at the time the decisions were made, it was the right call. Rebecca and Rick, our Young Eagles Co-Chairpersons, will have everything ready for our next Rally, which will be on Saturday, June 21, at Stinson Municipal

Airport.

Our Young Eagles Rallies, like all of our events, come about from the hard work of our dedicated volunteer leaders. We are fortunate to have these folks in our chapter. If you would like to get involved, lend a hand, or volunteer to help keep Chapter 35 going, you are needed. Let us know at [president@eaa35.org](mailto:president@eaa35.org).

At last month's VMC Club and Chapter Gathering, we debuted our new 98-inch Samsung TV, which replaces our projector and wall-mounted screen. All went well with the debut, but we have more to come, primarily a high-speed internet connection, so we can broaden our group of presenters to anyone on the planet who also has a high-speed internet connection and a connected device. Stay tuned.

We hope that you will agree that this new equipment and capability is worthwhile and important to the Chapter's future. I would be remiss if I didn't acknowledge that all of the equipment that is part of this project has been 100% funded through donations made by Jane Kellogg, The Stuart Foundation, and Damian Ketcham. We thank them for their generosity and support of Chapter 35.

The new screen worked great as we announced and awarded four



scholarships for 2025. These are also the result of generous donations that have allowed us to fully fund two scholarships and to fund two matching Ray Scholarships, in which the chapter funds 1/4 of each and the Ray Foundation funds the remaining 3/4.

None of this would be possible without many chapter donors dedicated to the future of our Chapter and our youth.

Speaking of donations, during our February Chapter Gathering, a very nice man and woman walked into the clubhouse and handed me a high-quality Shure wireless microphone and receiver. Then

they left the building. We now have this mic hooked up to our PA system, and it is working well. I am ashamed to say that I do not know who these donors are, but I do thank them for their sort of anonymous donation, it was very generous.

This month we are having our **spring 2025 Fly-In and Pancake Breakfast**. Real live airplanes to look at and chit-chat with the owners, a delicious pancake breakfast, and an interesting presentation by WO-1 May Kelly a current UH-60 pilot. All this will be

happening at our fantastic clubhouse which is located on the beautiful (but dusty) San Geronimo Airpark. Chapter members, it is spring! Dust off your planes and bring them up to the clubhouse for our guests to see.

You can find directions to our clubhouse and much more at our website: [eaa35.org](http://eaa35.org).

Oh, if you are driving in, please be aware of the new traffic lanes on Culebra Road. It's a bit more tricky to get into the Airpark; it's much easier just to fly in!



## Membership Update

Zac Morton



## Welcome, New Members!

## Terry Edwards

Terry heard about our chapter from Casey Fox. He's a commercial pilot with instrument and multi-engine ratings. He is also an A&P, but hasn't practiced for years. He is planning to get back into flying.

## Mike and Kim Torres

Mike and Kim moved to Texas in May. Mike is a flight test engineer, private pilot with an instrument rating, and an A&P, and Kim flies 737s for a major airline. Their Cessna 182T is now based at San Geronimo, and they heard about the chapter from Andrea McGilvray.

# 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

To Register: Email [12FTW.Safety@us.af.mil](mailto:12FTW.Safety@us.af.mil)

Call 210-652-2224 (During Business Hours)

**Deadline 17 April 2025 for submission of required paperwork**



## From the Kitchen

A great big THANK YOU to BJ O'Dea for heading up the March 8th event. I understand it was an enormous success. Also, a shout out/thank you to Mary Ann Schlattman, Robin Apsey and Roxie Beavers for their great assistance. To those donated soups thank you so much. I heard there was a wide variety of different soups and all were enjoyed. I also heard that we saw members we had not seen for a long while. I am sorry to have missed the event. Thanks to all who helped with clean-up.

Next month will be our first fly-in pancake breakfast of the year. Serving of the pancakes, sausage, bacon, etc. will begin at 9:00 am. As always contributions are always welcome. Invite your friends to fly-in. There will be plenty of coffee and juice. Hoping the weather looks like it does right now so we have a great turn-out.

Looking farther into the future May will be the chapter clean-up/member's picnic and June is National Young Eagles Day.



Lots of Great Info—  
Click the flyer for more.  
THIS issue has an excellent article about General Aviation Airports. Worth a read!

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.

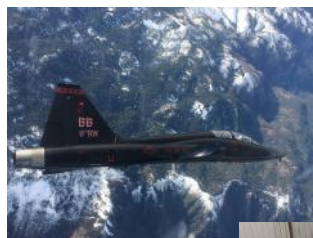
## WE NEED YOUR ARTICLES!

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

Paul Wurster

I was reading through a U-2 Dragonlady Association newsletter the other day, and the author, Lt Col (Ret) John “Huggy” Huggins made an interesting point. The T-38’s that we are flying at Beale AFB were mostly made in 1964. That was 61 years ago. We have gotten some great longevity out of those aircraft. Huggy goes on to note that 61 years before they rolled off the assembly line; the Wright Brothers took their first flight. Those T-38’s have been flying for half the history of controlled flight. That puts some perspective on to the our wonderful flying machines.



Many of us probably learned to fly in planes from that vintage or even older. As we close in on 100 year old airplanes flying around our skies, I am interested to see what the fleet looks like going forward. Will all of today’s sleek composite aircraft still look as good in 60 years as an aluminum Cessna or Piper of a similar age does now? Of course with price inflation in general aviation, it

might cost several million dollars for a trainer. Hopefully there will be a Morton RV-14A parked next to a Brame RV-6A right next to a Pisz Zenith 750 and a God-willing a Wurster RV-14. I think experimentals are saving the recreational end and the more reasonably priced end of GA.



With all that being said, this is one of the reasons I wanted to build an airplane. Quite frankly, there is not much on the market that does everything that I want it to do. The planes that can are quickly escaping any sense of affordability. Maintainability is a whole other issue as that seems to get more difficult and more expensive with each passing year. Maybe the new MOSAIC rules will free up the market, but I will temper my skepticism with hope, or maybe the other way around. That is all I have for now. Back to building



## Young Eagles Rally March 15th

Well Darn. We had well over 40 Young Eagles signed up for our first of the year Young Eagles Rally, but the day ended up featuring clear blue skies...and gale force winds. And lo and behold, the weather backup day started with low clouds



then wind too. We hate to weather cancel, but this is a reminder. *We will take the kids flying when it is SAFE AND FUN.* Flying in turbulence is not fun. Even if we are comfortable ourselves, Flying first-time kids with low ceilings, low visibility or gusty winds is neither safe nor fun. So darn!

## Caught in Action Chuck Fisher

This Photo was snapped in response to a series of truly lovely photos of Peggy and the rest of my family at a baby shower on the Beach in Florida.



Someone had to work.

And of course, what else do we do on a weekend, but work on the plane. This is a view that almost any EAA'er can closely identify with. It's work, sure, but looking after our planes is really a labor of love...so it doesn't (usually) feel like work!

## Volunteer Spotlight B J ODea



BJ can get it done, whatever it is. She's been a chapter member for two decades, and a loyal copilot longer than that. She has filled oodles of roles in our Chapter.

She's a critical part of the Kitchen Crew and is always there. So when the crew is short staffed she is there.

When the Treasurer is not available, BJ'll do that too. Christmas

Trees...no problem. Helping Peggy with table decorations, cleaning, inventory, shopping...Yeah, she does that too!

Folks like BJ make this Chapter what it is. Thank You BJ Odea!

# Chapter 35 Selects 2025 Scholars

**T**he Chapter 35 Scholarship and Air Academy committees announced the Chapter scholarship selections for 2025 and the Board of Directors has approved their recommendations. The scholars will introduced themselves later in this issue and we congratulate all of them.

The scholarship selection process is competitive. For each selection there are several applicants. The first cut is based on a written application, recommendations from teachers and aviators, and completion of preliminary tasks that point to successful completion of their scholarship. Some years the scholars are interviewed in person or online. This year, several nominees were so well known by the selection committees that further interviews were felt likely to delay the selection but unlikely to change the outcome.

Now it is incumbent on all Chapter members to meet these young folks, encourage and mentor them, and applaud their successes. Congratulations 2025 Scholar selects!



**Air Academy: Kaia Dragomir**



**Ray Scholar: Haddy Martinez**



**Ray Scholar: Chandon Knies**



**Kellogg Scholar: Emerson Morton**



**Brame Scholar: Caleb Stahl**

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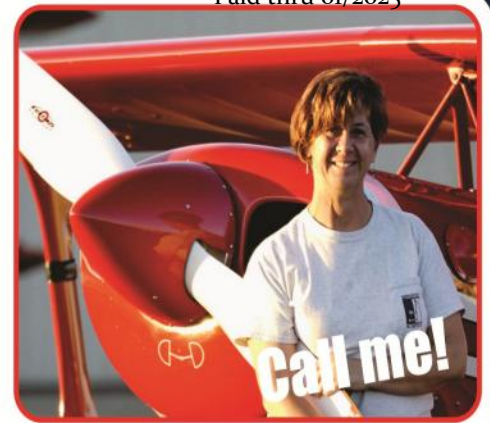
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## Chapter 35 Student Members Tour San Antonio ATC

Zac Morton

**O**n February 22, 2022, about 12 student members, parents, and adult members from Chapter 35 visited the San Antonio International FAA facility. San Antonio's Class C air-

space is controlled by what is known as an up/down facility. This means they have a tower for local air and ground control of the airport, and they have a radar room or Terminal Radar Approach Control (TRACON). Paul Wurster coordinated the tour, and Travis Uhlhorn hosted along with manager Chrystal Marks.

Starting off the tour, Travis gave us some insight on what it takes to become a controller. Applicants must be under 31 years of age to start with the FAA, and most new controllers will first go to the FAA Academy in Oklahoma City, unless they have prior experience (usually military). Once new controllers leave the academy, their training isn't done. It takes some time in a specific location to learn the airspace and local rules, including letters of agreement (LOA) with adjacent facilities. Controllers who can't quite get the hang of their initial placement may be sent to a slower facility for some time.

We split into two groups to visit the tower and the radar room. The weather that morning was not friendly for us VFR-only pilots, so both rooms were a little quieter than a normal Saturday. This allowed some time for discussion with some of the controllers working their positions.

In the tower, there were three controllers - local (tower), ground, and a supervisor. The tower controller handles arriving aircraft from on final to exiting the runway and departing aircraft from the hold short line to just after takeoff. The ground controller handles all ground movement. Taxiing across a runway has to be coordinated between the two of them. Despite being six feet apart from each other, they have to key up their mics and record this coordination. We also got a little insight into how the controllers learn how to manage airlines

differently based on what they are normally able to do. Some airlines can be trusted to execute a no-delay takeoff clearance, and some can't. While in the tower we heard a PIREP come in about the cloud

bases, since they were 200 feet lower than reported on the ATIS.

In the radar room, there were only one or two controllers on the scopes (probably because of the weather and lack of traffic). They showed us how their screens indicate aircraft data and the boundaries of their airspace. We also were able to discuss a little about the small airports we fly out of and how we can avoid interfering with operations at the big airports. SAT airspace touches AUS airspace, without any center control in between. It's no surprise that these facilities have redundancy built in, and San Antonio TRACON even hosted Austin controllers when they had to be out

of their facility for a few days.

The tour was interesting for all of us. The quiet IFR day meant there wasn't a lot of action, but we probably wouldn't have been able to ask many questions if it was busy. Thanks to Paul, Travis, and Chrystal for making it happen!

Let me know if you have any questions or comments.

Since we couldn't take pictures, I've attached a couple of graphics if you want to include them. The tower photo is from the SA Business Journal. If you want, I can swing by and take a non-copyrighted photo to this week.

**Editor's Note:** Chapter 35 has nearly 30 student members. Student membership is free for both the Chapter and for EAA. Student members become eligible if they have participated in the Young Eagles program and are under 18. They are our future; welcome them and be sure to mentor and include them in our activities!



Courtesy San Antonio International Airport



Photo By: Benjamin Faske JBSA



<https://media.flighttrainingcentral.com/wp-content/uploads/2013/04/05183209/ATC.jpg>

# AirVenture 2025—It is TIME to Get Ready! Allan Inks

**A**re You READY? Ready for AirVenture 2025? This is a HUGE event, perfect for folks of all ages. In this article I am talking to everyone, but want specifically speak to the youth, and parents or grandparents of youth. This is the stuff of dreams...and lives.... Let's Go!

First thing to know is that Youth aged 18 and under are admitted FREE to EAA AirVenture Oshkosh! Oh yeah, you still have to get there, but FREE.

Second, it is not called the *greatest airshow in the world* for no reason. The largest air show or fly-in by number of participating aircraft is EAA AirVenture Oshkosh, with approximately 10,000 aircraft participating annually. Recent attendance numbers were over 600,000 people during the week of AirVenture.

If you haven't been... well, it is a pretty amazing event for any person interested in aviation. YOU CANNOT see it all in a week... or, as in my case, a quarter century's worth of weeks. Since starting pilot training in 2001, I've missed going to AirVenture twice ... there's always something new, and something

superlative. Needless to say, I would encourage you (and our student member parents) to think about going.

Students: The colleges with avia-

tion programs are all there with information about their programs. The last time I went, (in 2023) there were many airlines there, recruiting... and giving out information about their "cadet" programs. for our younger student members, and not yet student members there is KidVenture (<https://www.eaa.org/airventure/features-and-attractions/kidventure>).

For the rest of us, there's lectures, and workshops (always wanted to learn to weld? you can take the first steps at AirVenture. Not sure about how to wire up the avionics in that kit plane you are building... this is a chance to learn basics... or to ask specific questions from the technical specialists from your equipment vendors. ... and there will be daily aerobatics and airshows by top performers, and gatherings of war birds like I've seen nowhere else (I mean, people don't even look up to see the B-17, or the Bell-47 helicopters flying over.... because it happens all the time there. And homebuilt aircraft galore!

Chapter 35 will likely be participating in Chapter Camping in Camp Scholler, but there are other options, like staying in the University of Wisconsin - Oshkosh, dormitories, which I've done, and many more options. But if not staying in Camp Scholler (or flying in and sleeping by your plane) it does take some planning ahead to get reservations. There will be well over half million people there that week for the event. See: <https://>



[www.eaa.org/airventure](http://www.eaa.org/airventure).

We normally have many chapter members going up, and create a text group so we can stay in touch. There is a Chapter photograph event every year, and we make a good showing.

Anyway, I realize it is way late, but maybe not.

It is TIME to GO!



# Pilot Technique: ATC vs Auctioneers – Flying IFR

Andrea McGilvray

**T**he clouds have highways!

No disrespect to either party is intended or implied, but it's hard to say who learns to talk faster — auctioneers or air traffic controllers. Understanding either requires skills that only those in the field truly understand. So, how do you develop these skills?

It starts with a desire to be part of that environment. Then, you need to train your ear to recognize what's being said so you can quickly process the information.

Here are a few tools I use to better understand ATC communication. I've attended several auctions, and I've noticed that auctioneers often repeat themselves unless someone raises a hand. So, be careful scratching your nose or adjusting your hair — you might accidentally place a bid!

On the other hand, ATC doesn't repeat themselves. Knowing what they're trying to communicate — and why — is key to staying prepared and responsive.

A few weeks ago, I had the privilege of visiting the San Antonio Tower to see firsthand how this complex operation runs. Huge thanks to Travis Ulhorn for inviting me and taking the time to show me the inner workings of the tower. The experience gave me valuable insight into how everything comes together.

Unfortunately, phones and photos weren't allowed, so you'll have to take my word for it!

One great tool for understanding ATC communications is *ATCLive.net*. I often pretend I'm the airplane they're calling and practice responding as if I were the pilot.

However, it's just as important to understand why they're saying what they are and to grasp the overall flow of communication. If you can anticipate the sequence of calls, you'll be miles ahead — both figuratively and literally.

So, what kind of calls can you expect to hear? Let's break it down.

When planning a trip under Instrument Flight Rules (IFR), pilots need to carefully consider several key factors to ensure a safe and efficient flight. Here's a checklist of important elements to review:

## 1. Weather Conditions

Check METARs, TAFs, and area forecasts for departure, enroute, and destination airports.

Review icing, turbulence, and thunderstorm forecasts.

Identify alternate airports if weather conditions deteriorate.

## 2. NOTAMs (Notices to Air Missions)

Look for runway closures, navigational aid outages, and temporary flight restrictions (TFRs).

## 3. Flight Plan

File an IFR flight plan with the required details (route, altitude, estimated time enroute, etc.).

Select appropriate airways, waypoints, and fixes to ensure your route follows controlled airspace and complies with ATC procedures.

## 4. Fuel Requirements

Ensure sufficient fuel for the trip, including reserves for potential holding, diversions, or unexpected delays. IFR fuel requirements may be a lot more than for VFR.

## 5. Alternate Airports

Identify a suitable alternate if the destination's weather is below minimums.

Confirm the alternate meets alternate airport IFR requirements.

## 6. Equipment Requirements

Verify your aircraft's equipment is compliant with IFR regulations (e.g., navigational aids, transponder, ADS-B, etc.).

## 7. Departure, Enroute, and Arrival Procedures

Review SID (Standard Instrument Departure), STAR (Standard Terminal Arrival Route), and approach plates.

Understand missed approach procedures in case you need to go around.

## 8. ATC Communication

Familiarize yourself with key frequency changes along your route.

Be prepared for possible reroutes or altitude changes.

## 9. Performance Planning

Calculate weight and balance, climb performance, and fuel burn for the expected conditions.

## 10. Emergency Procedures

Review contingency plans for communication failure, lost navigation signal, or emergency descent.

By thoroughly addressing these elements, IFR pilots can mitigate risks and ensure a smooth, well-prepared flight.

## Ready?

So here is the 1st step after you have done your preflight and are ready to go fly.

## File a Flight Plan:

Filing your flight plan can be done using various platforms. Popular



(Continued on page 9)



# Pilot Technique: ATC vs Auctioneers – Flying IFR continued

(Continued from page 8)

options include ForeFlight, paper (though let’s face it, we’ve moved into the digital age), and 1800wxbrief.com — the FAA’s free Flight Service. There are also several other digital tools available, and if you ever get stuck IFR, you can even file over the radio from the air.

Using an app like ForeFlight has added benefits, such as suggesting an “expected route,” which can help you prepare for what ATC might assign.

Once you’ve filed your flight plan, it’s sent to Clearance Delivery – They are physically sitting up in the control tower beside the person for the Ground controller. Keep in mind that you can’t get your clearance until at least 30 minutes after filing, as the system won’t generate the necessary paperwork before then.

When it’s ready, a narrow strip of paper prints out with your flight details. While it’s filled with codes that may seem complex at first, controllers are trained to decode them quickly.

Every controller handling your flight has access to that information exactly when they need it. Imagine being on the other side of the table — managing all those moving pieces — pretty impressive, right?

Now that you’re on the ramp and ready to go, it’s time to contact Flight Service — either by radio or phone. For Clearance Delivery at San Antonio, you can reach them at 210-805-5516 (this number can be found in ForeFlight under the “Info” tab).

There are some differences depending on your location:

At a towered airport, you’ll typically contact Clearance Delivery via radio. At an uncontrolled airport like San Geronimo or Hondo, you’ll call them by phone. (Pro tip: Having Bluetooth on your headset makes this process much easier!)

Once you’re connected, they’ll give you instructions for your departure. Be prepared with a pen and paper to write everything down. Don’t hesitate to ask them to repeat anything if you miss part of the clearance — that’s completely normal.

At this stage, controllers aren’t like auctioneers; they speak relatively slowly because they understand you’ll be writing down the details. Take your time, stay calm, and you’ll be good to go!

Details of What’s In a Clearance?

The components of your clearance can be broken down into the five-letter acronym of "CRAFT" (AIM 4-4-3).

**Clearance** - Where are you flying to? You're effectively being cleared through all of the airspace along your route of flight.

**Route of flight**- How are you going to get there? Listen closely for any changes to your flight plan. They may add something to your flight plan and also may tell you to turn left or right after departure.

**Altitude** - This usually consists of an initially assigned altitude and then an altitude you are told to expect after a certain amount of time.

**Frequency**- This is your departure frequency - Not always what is says on the chart, but that is a good place to look if you wanted to look ahead.

**Transponder** - Your four-digit squawk code

You are flying from 5C1 to KERV. The clearance from ATC will sound something like this:

*N5862R Cleared to Echo Romeo Victor via radar vectors direct. Entering controlled airspace fly heading 030 climb and maintain 3,000 expect 5,000 one zero minutes after departure. Departure frequency 125.1 squawk 1234. Released for departure, clearance void if not off by 12:00 Zulu, time now 11:55z. If not off by 12:00 advise on this phone number of intentions by 12:10.*

**ILS or LOC RWY 13R**  
SAN ANTONIO INTL (SAT)

LOC/DME ILS APP CRS Rwy 13L Idg 8502 Rwy 13L Idg 5519  
116.9 128.9 TDZE 809 TDZE 797  
Chan 46 128.9 Apt Elev 809 Apt Elev 809

**SAN ANTONIO**  
BOERNE STAGE AIRFIELD (5C1) 20 NW UTC-6(-5DT) N29°43.39' W98°10.16'

RWY 17-35: H5006X60 (ASPH) LIRL  
RWY 17: Thld dspld 629'. Fence. Rgt tfc.  
RWY 35: Thld dspld 1086'. Trees.  
SERVICE: S4 FUEL 100LL, JET A  
NOISE: Noise abatement procedures in effect ctc AMGR. All Idg turbine act must be in or low apchs.  
AIRPORT REMARKS: Attended continuously. Glider act on and in vof aprt. Rwy 35 +3 fm thr, 125 ft L of cntrn. Use extreme ctn when oprg into and out of 5C1 for off MSL and abv. See LTA-SAT-32.  
AIRPORT MANAGER: 830-981-2345  
WEATHER DATA SOURCES: AWOS-3 118.725 (830) 755-9099.  
COMMUNICATIONS: CTAF/UNICOM 123.0  
SAN ANTONIO APP/DEP CON 125.1  
CLEARANCE DELIVERY PHONE: For CD ctc San Antonio Apch at 210-805-5516.  
RADIO AIDS TO NAVIGATION: NOTAM FILE SAT.  
SAN ANTONIO (VH) (H) VORTACW 116.8 SAT Chan 115 N29°38.64' W98°27'

This clearance gives you a designated time to be airborne by (e.g., 12:00). If you miss that time, it’s not a big deal — but by 12:10, ATC will need to know what’s happening. If they haven’t heard from you by then, they may initiate a search and rescue process.

Additionally, until they confirm your status, the entire airport and your airspace is frozen. You would be blocking other traffic from arriving at or departing from the airport. Keeping ATC informed helps ensure everyone’s safety and keeps traffic flowing smoothly.

Once ATC has given the clearance, you need to read it back to them, including each part of the clearance. Once you’ve done that, ATC will say "N5862R, readback correct."

Great website: <https://www.boldmethod.com/learn-to-fly/regulations/how-to-pick-up-an-ifr-clearance/>

If you are at a non-towered field, they also will say to you that if you are “YOU ARE CLEARED BUT IF NOT AIRBORN BY x MINUTES” and give you a UTC Time, you MUST CONTACT THEM AGAIN if you are not off by the time they tell you! They have stopped all traffic that is IFR in your area for that time frame (approx. 5-10 minutes). So no other IFR aircraft is allowed to land or take off.

(Continued on page 10)

## Pilot Technique: ATC vs Auctioneers – Flying IFR continued

(Continued from page 9)

NOW CAUTION!!! If the ceiling is not low and there is VFR Traffic, that VFR traffic does not know you have been cleared to take off! Look outside if you are NOT in the clouds! ATC may not see or know of VFR traffic!

The next step is to read back what you write



down. If you read it back correctly, they will say “read back correct” then you are off to the next step.

Stay tuned for next month’s continued with Adventures with Andrea and ATC



### Jeffrey Davila—2022 Ray Scholar: *Training the Next Generation for Safety and Excellence*

To begin, I want to clarify that this article is not meant to point fingers at people or bring up conspiracies. It is meant to bring up the issues of safety in aviation and training, especially as it pertains to my generation.

This year has been rough for the aviation community. It has been plagued with tragedy, questions, and unknowns, all of which have put into question the safety of aviation in the United States. Obviously, the public opinion on this matter is likely much different than ours, especially knowing that there are no more incidents that have occurred this year when compared to the same time in previous years. It is certain that the media has played a significant role in how this is shaping up to be an extreme concern for individuals, which does not make it any less valid of a concern. It is something that aviation professionals have to answer, and that is why. We can look at previous data and say that aviation safety has increased dramatically since the 1970s, which it has, but accidents and incidents are still occurring, and anyone’s goal in this industry is to bring that number down to zero. So, why are these incidents still occurring?

I feel fortunate that I have been able to experience a process focused strictly on safety, which was taught to us during the multiple NASA research programs I have partaken in. The final stage of our proposal for our eVTOL concept was a review by one of NASA’s safety boards, that was put into place after the Challenger and Columbia tragedies. It was, perhaps, one of the most thorough, precise, and detailed reviews that I have ever seen. It went through every system the aircraft had and any type of theoretical scenario you could think of. As painstaking of a process as that was, it made me appreciate the intricacies of a process that simply does not let failure happen. Now, in no way does this make me an expert on these subjects, but I do not think that there are concerns that my generation will have to face, especially in the face of these recent situations.

It is very difficult to know what the root cause of these most recent incidents is, or if there even is such a thing. Is it a lack of training, complacency, or normalization of deviance? Who knows? It could be

a combination of all these things, or perhaps none at all. What I do know for certain is that the methods of training that my generation is experiencing are far different than what previous aviation professionals have gone through. As an example, as an aerospace engineering student, we are no longer learning how to *engineer* but rather how to *use the programs* that do the engineering for us. There is now a step between us and being able to do hands-on development.

Is it the same for flight training? I think older generations of pilots would have to answer that. Like most things, there is a positive tradeoff to having all of this new technology. It gives us yet another set of tools to sharpen our abilities and promote safety, but it should not be abused. With any profession, learning the basic skills of that trade is fundamental to understanding what it is that you are doing. It is just like math. You have to learn how to do simple addition and subtraction before learning quantum mechanics.

One of my mentors, who is quite an experienced astronaut and test pilot, once told me that anything worth doing has risks, and it may likely be risks that you cannot control. Aviation has risks. That’s just part of the game. Human beings were not meant to fly, so there will always be an aspect of it that we do not quite understand. But that does not mean that we cannot do everything in our power to make it as safe as possible. It should never be one of those situations where somebody looks at a solution, shrugs their shoulders, and says, “Eh, that’s good enough.” It is never enough. There is always room for improvement. There is never too much training or too much studying. All that it does is make us more prepared for the challenges that we face.

I wish you all safe and happy flying, especially as the weather soon becomes friendlier for it (hopefully).

[Editor’s note: Jeffrey touches on a point many have commented on— the difference between *flying an airplane* and *managing a flight deck*. Is the sudden dramatic uptick in commercial aviation accidents related? Are they a symptom of a systemic training problem?]



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# March 2025 VMC Club and Chapter Gathering

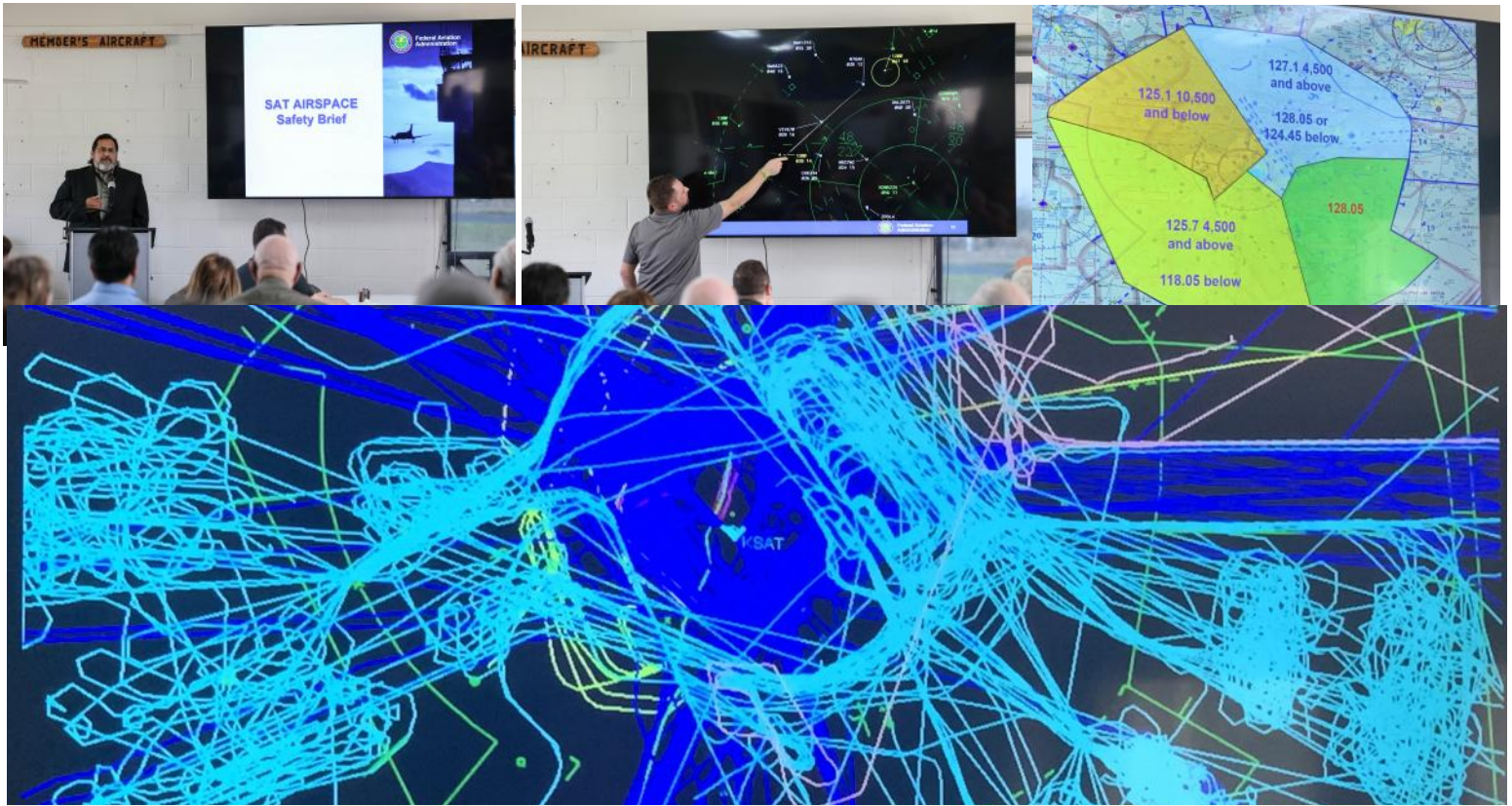


### The March 2025 Gathering featured:

- 1) Unveiling the Chapters new SUPER huge TV. Thank you to our generous donors and to Ian and crew for getting it installed!
- 2) We named our 4 2025 Scholars and Air Academy Scholar selects. Yes that is Raegan Rait, down from Univ of North Dakota who also served on the selections committee to help present the awards. Now to be fair, we made this announcement during spring break and some of our selects were out of town. So their photos and awards will be forthcoming. Congratulations to all
- 3) And we had a Soup-a-thon—yes that is right, pots and pots of soup. Good—Really Good—soups! Thank you to BJ and the Kitchen Crew for pulling that together.



# March 2025 VMC Club and Chapter Gathering



## San Antonio Pilot-Controller Forum

San Antonio, very quietly has some of the most challenge airspace in the nation with two major Air Force training bases, four towered facility, two busy commercial airports and nearly a dozen GA fields within 20 miles.

T38's moving the speed of heat IFR across Bulverde, ILS traffic funneled directly over the Boerne Stage Airfield, with Jet and glider traffic comingled, F16s and C-5 streaking or lumbering across and near San Geronimo... All of the lines including the dark blue, are flights into and out of our airspace...in a day! Yeah, keep your eyes and ears alert.

Fortunately we also have superb controllers that understand GA and would LOVE to hear from YOU, both on the radio (yeah, check in so they can keep you safe 125.7) and in forums like this FAAST Team sponsored event. Thank you to all of the FAA team for a great discussion.



## Scholarships Update

Allen Inks

So, things are really hopping now...

As you will see from the other articles on these pages, we have selected four new scholarship recipients: Chandon Knies (Ray Scholarship), Haddy Martinez (Ray Scholarship), Emerson Morton (Kellogg Scholarship) and Caleb Stahl (Brame Scholarship). Congratulations!

Obviously, thanks are due to the generous donors of these scholarships... which include the Ray Foundation, Jane Kellogg, Charlie Brame, and ALL the Chapter 35 members who have contributed toward scholarship funding, which money will be used to pay for the matching funds required for the Ray Scholarships. I really can't say it enough: Thank you!

I also want to thank this year's Scholarship Committee for their hard work selecting these scholars from the pool of very qualified applicants: Doug Cavanaugh, Ian Heritch, Chuck Fisher, Jim Gibson, Charlie Brame, and especially newcomer Raegan Rait. Thank you.



Raegan, as most of you will remember, was the very first Kellogg Scholarship recipient, and successful in getting her private pilot license. She is now attending the University of North Dakota in their flight training program working on her IFR rating. I imagine that she has been getting quite a bit of ACTUAL IFR time.



Not only did Raegan bring some valuable insights to the process as a recent student, and as a scholarship recipient, but she also made time to attend the chapter meeting in March and present ceremonial checks to our Ray Scholarship recipients. Thank you for this also, Raegan.

More good news is that 2024 Brame Scholar Lily Cavanaugh actually was recovered enough from her injured knee, and subsequent surgery, to be able to attend the March meeting. I was surprised to see this. But more than merely attending, she "jumped" in to help some of the new scholarship recipients with the intricacies of the Monthly Activity Reports that they will be filling out to report their progress. A real leader, and another contributing chapter member. Thank you, Lily.



Final thanks this month go to Chapter members who have stepped up to help mentor and monitor this every growing number of scholars. I surely cannot do it alone, so thank you Doug Cavanaugh, Jim Gibson, and Charlie Brame. But... as Lily has shown, we can all do things to help our scholars on their way. Information about college choices, career options, flight training options (part 141 or part 61?) other scholarship opportunities, opportunities to help build an aircraft and learn more about aircraft systems and structures in the process. The opportunities to learn from more experienced pilots, from diverse backgrounds, is one of the VALUABLE resources our large, vibrant chapter has to offer young pilots like our scholars. Please let them know



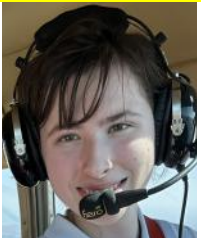
## Lily Cavanaugh—2024 Brame Scholar



Not much has changed for me in the past month. I have been working very hard at recovering from my ACL surgery. My goal this month is to get back into the air. If all is well with my knee, I will be cleared to fly again. This month, I will also focus hard on studying for the oral portion of my

check ride. I have received help from numerous people around me and been given many different resources to help me prepare. Getting back into the books may not be as fun as flying, however, being a good pilot means being knowledgeable. I will hopefully take my check ride in May and be successful on my first attempt. That's all for now

## Rory Sorola PPL—2024 Kellogg Scholar



Hello everyone, I hope you're doing well! I don't know if April will be a very good month for flying due to all of the rain and storms that [we hope will] occur. Other than that, I haven't been doing much after getting my certificate, other

than finishing scholarship reports and organizing invoices. I'm incredibly grateful to be a Chapter 35 student member and scholar, and I'm excited to meet all of the 2025 scholars soon!

## 2025 Scholars

### Haddy Martinez—Ray Scholar 2025



**H**ello EAA Chapter 35 and fellow aviation enthusiasts!

My name is Haddy, and I am beyond excited to be a recipient of the Ray Aviation Scholarship. As a junior in high school with a deep passion for aviation, this scholarship is a huge step toward achieving my dream of becoming a professional pilot.

This past week, I took an important step in my aviation journey by visiting flight schools in search of the best fit for my training. After careful consideration, I'm thrilled to share that I'm planning to start

my flight lessons at a flight school in Marion, TX, with instructor Patrick Delaney. My goal is to begin my training as soon as possible and maximize my flying hours this summer.

The entire process has been incredibly exciting and a bit overwhelming, but I am ready for the challenge. I'm eager to learn everything I can about flying, from mastering the basics to eventually earning my pilot's license.

I want to thank EAA Chapter 35 and the Ray Aviation Scholarship for making this opportunity possible. I'll be sure to keep you all updated on my progress and share any interesting experiences along the way!

Looking forward to the skies!

Clear skies, Haddy.-



### Chandon Kneis—Ray Scholar 2025



**M**y name is Chandon Kneis, and I'm a sophomore at O'Connor High School. I stay busy with academics, JV football, and Air Force Junior ROTC. My passion for aviation started at San Antonio air-

shows, and now I'm working toward my private pilot certificate with over 20 hours logged.

I'm beyond grateful to be a Ray Aviation Scholarship recipient—an incredible opportunity to accelerate my training. Thank you, EAA Chapter 35! I look forward to meeting and engaging with you all at upcoming events!

### Emerson Morton—Kellogg Scholar 2025



My name is Emerson Morton, and I am honored to be this year's Kellogg Scholarship recipient. I am currently a senior at Reagan High School, and I will be going to Oklahoma State University in the fall. I am planning to dual major in aerospace and mechanical engineering. I hope to go into the field of aviation after I graduate from college. I want to be a pilot because I believe that it will make me a



standpoint will help me, and I also want to continue having the amazing experience of flying throughout my life. In high school, I am a member of the Reagan swimming and water polo teams, National Honor Society, and I am the Vice President of Mu Alpha Theta, the math honor society chapter at Reagan. I have already passed my private pilot written exam, and I currently have about 15 hours of flight training. I have practiced the private pilot maneuvers and emergency procedures and am mostly focused on landings at the moment. I fly out of Bulverde Airpark with Anderson Aviation, and I am very excited to continue my training. I am also excited to attend all the chapter activities I can before I leave for Stillwater.



better engineer. Understanding what I am working on from a pilot

## Caleb Stahl—Brame Scholar 2025



**H**ello Chapter 35, my name is Caleb Stahl and I was awarded the 2025 Brame Scholarship. I am 16 years old and I'm a sophomore at Health Careers High School. My first goal upon receiving the scholarship is to complete my Sporty's learn to fly course provided by the

Young Eagle program and pass my FAA written exam so I can start flying as soon as possible. Just recently I have gone to Disneyworld for my spring break vacation with my family which was a lot of fun! I am really excited to start my flight training and extremely grateful to all of EAA chapter 35 for providing me this opportunity! I will continue to keep all of you updated.

## Kaia Dragomir—Air Academy 2025



**H**i, my name is Kaia Dragomir! I'm currently a junior at Samuel V. Champion High School in Boerne, and I'm so incredibly honored to be able to represent

EAA Chapter 35 at this summer's Air Academy (I can't wait to tell y'all all about it!)

Since I was a little kid, a passion for history and a love for aviation have grown side-by-side within my heart, and thanks to this Chap-

ter, both have flourished. I actually joined Chapter 35 thanks to Mrs. Fisher, who was my Biology teacher in 9th grade! She invited me to come to a meeting, and I haven't looked back since.

From getting my feet wet in the aviation world at my first EAA rally to getting the Air Academy scholarship—I have so far to go, and I'm thrilled for the journey! A heartfelt thanks to everyone in Chapter 35 for being so welcoming, and a special thanks to the kitchen crew for all the great meals!

## Chapter Builders!

Fred McMahon, Builder Coordinator

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

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

## From the Builders Log

### Joe Terrones Sling TSI

Positioned the main harness and began connecting. I started with the main bus and followed the harness around connecting each component. ... I have to give huge props to Midwest for this harness. I can't even imagine what this would look like if I tried to wire it on my own.



<https://www.eaabuilderslog.org/?blhome&seemore>



# THE WORKSHOP

## The Deep 6 Cub

Mark Julicher

**R**ecently a PA-18 Super Cub was brought to my shop, and it had a most interesting back-story. It had landed on a gravel bar in the Pecos River, but it did not come to a stop on the gravel bar. Of course it sank. It was fished out of the water after five hours. The fishing caused some damage, but nothing insurmountable. The airplane was sold as-is to a pair of new owners who decided to refurbish the plane. Bargain basement price! Good Deal?

The fuselage, wings, and tail feathers were brought to my shop. Bent lift struts were written off. The engine went to another shop and is having issues of its own. The new owners requested was that the fuselage and tail feathers be repainted and the wings recovered. Hmmmm. Red flags here.

My first question was, "How much water is in the fuselage tubing?" The owners figured that the welded fuselage structure was all sealed and there was no water in the 4130 tubing. I explained that this was unlikely, but we could check to be sure. I drilled a 3/16" hole in the lower longeron back near the tail. Water ran out of that hole for a full minute. Now what?



Photo 1: Water pouring out of longeron.

After a very brief deliberation, we removed all the fabric from the fuselage. We found mud everywhere. The fuel lines had mud caked inside. Every nook and cranny of the structure

had mud in it. This mud/silt was as fine as baby powder. The plywood floorboards were in poor condition -- apparently not marine-grade plywood. The master solenoid was still in place and was (of course) rusty. Wiring terminals were growing corrosion flowers, and certainly all the wire was saturated. We began by cleaning with a brush and vacuum.

Still, there had to be water in the fuselage tubing. This was a new challenge. We asked several other A&P mechanics how to approach the problem and got various answers, e.g., find a shop with a powder coating oven and heat it all up to evaporate the water, or insert a compressed air source at one end and run air through the structure until all is evaporated, or stand it on its nose and all the water will run out. These were all very interesting ideas, but impractical for



Photo 2: Mud in crevices.



Photo 3: Mud in plumbing.



Photo 4: Mud in wings.

various reasons. Eventually we decided to drill holes in the tubing to drain the water. Many, many holes.

We rigged an H frame on the nose the same as many shops use when doing fabric covering on a fuselage. That allowed the fuselage to be rotated. We drilled, and rotated, and filled drill holes with WD40. And then we rotated and drilled and added more WD40. We tilted everything nose down and drained water. We tilted nose up. More water. We rolled it 90 degrees, yup, water.

About every fifth hole we drilled allowed more water to escape. You must realize just how complex a welded tube fuselage structure is and the fact that this was not just a case of rainwater getting into the plane, this plane was submerged. We rotated and drilled and WD'd for five weeks. Finally, only WD40 was dripping out of our Swiss Cheese Cub.

The next step was to weld closed all those drill holes.

Now we had stuck a big piece of blue masking tape next to every

*(Continued on page 18)*

# THE WORKSHOP (CONTINUED)

(Continued from page 17)

place we drilled a hole. That reduced the chance of missing a hole, and with the oxy-acetylene rig we closed up all the drilled spots. We had some concern that applying flame to the tubes would perhaps make something explode, but that did not happen. It was, however, amusing to see smoke pouring out of a drill hole as we welded somewhere else.



Photo 5: Welding. Note blue tapes to mark holes.

Given other duties getting in the way, it took a couple days to weld all the holes. We did manage to char two phenolic pulleys that we forgot to remove, but replacements were not too expensive so no harm there.

Currently the fuselage has gone back to its home hangar for new plumbing, wiring and control cables. It will come back in a few weeks (months?) to be given new fabric.

Now for some photo fun....



Photo 6: How good is your pre-flight? This brake caliper is screaming, "Leaking O-Rings."



Photo 7: Owner said he had an oil leak. Sure enough, the nose seal had blown out. Just kept flying, adding oil and waited for the annual.



Photo 8: Shameless plug. Owner wants to sell this tug. Mark Julicher has details.



Photo 9: Owner reported weak performance. Broken intake pieces are lodged in the updraft carburetor of this RV homebuilt.



Photo 10: Please DON'T use box store tubing for fuel. This homebuilt was almost a flaming streamer. The green tube disintegrated after being lightly wiggled during an inspection.



Photo 11: Sharp eyes? One of these screws is a 90-degree countersink from the hardware store and one is an aviation screw with 100-degree countersink.

Enough for now. Fly smart and do a good pre-flight!



**CLASSIFIEDS**

**To post a classified—contact the editor at [ea35news@gmail.com](mailto:ea35news@gmail.com)**

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

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

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



Contact [president@ea35.org](mailto:president@ea35.org) for more information.

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**Update on Local Development**

For those who have not been out recently the Airpark entry road has had a new asphalt sealant applied.

The SGAPOA continues to engage developers to the east and south to maintain airspace for safe Airpark operations. We're working with AOPA to get smart on the ins and outs of 'aviation easements' to protect the approach to Rwy 35.

The interminable Culebra road project is moving to the South lanes. That means the flow of traffic will be on the lanes closest to the gate and there may not be a "turn lane" into and out of the gate. **Please be very cautious** entering traffic and if making a turn into the gate give plenty of warning to those behind you that you will be slowing or stopping for the turn as they may not be able to go around you.



# Country Store

**H**ere is a quick plug for an item in our Country Store you might not have thought about.

Peggy and I flew up for a quick brunch at Fredericksburg. I mean, why not? Great food, lots of planes...etc.

As I passed the tail of the plane next to my intended parking spot, I spied something lying n the Asphalt, more or less in the way. It was a headset bag. Obviously someone either had left it on a wing, or it blew out the door of the plane. Maybe the headset was in it. Could be.

In either case we found another parking spot, I walked over and picked up the bag and delivered over to the Hangar Hotel desk figuring someone missing a headset would check there. Sure enough, the desk attendant told us someone had



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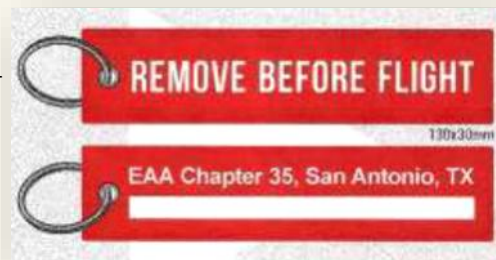
called them several times over the evening, but no one had, for some reason turned it in to them.

This bag had THREE colored tags on it. *THREE!* And not a single one had a name or phone number on them. Well that would have been handy.

Then I thought...wait a second...NONE of my headsets or headset bags have a name, phone number or N number on them either.

Here is where the Country Store comes in. We HAVE tags specifically for that purpose. They are red and you write (with a sharpie) your phone number or N number on the back. They are \$5 each ..and I have "dibs" on a couple of them. But there are more, and if you bag does not have a "return to" on it...it might be worth the \$5 investment.

There are even Sharpies in the clubhouse if you need one!



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

**Local Aviation Events**

April 26 Conroe Warbird Expo North Houston Airport

May 10 Wings of Texas Air Show, NAS Corpus Christi

# EAA Chapter 35 Leadership



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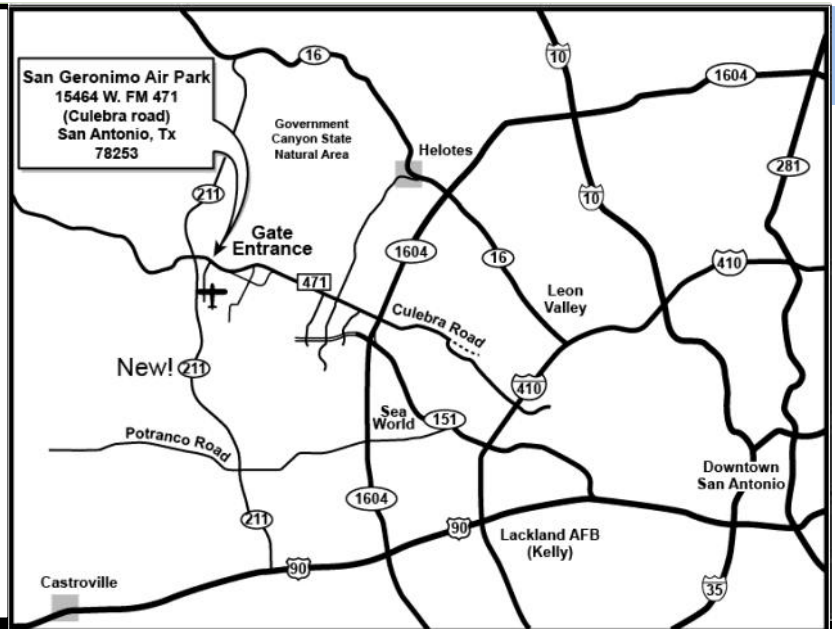
***12 April***

***FLY IN PANCAKE BREAK-***

***FAST! 0900-1100***

***1000 Speaker***

***CHAPTER CLUBHOUSE***



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