



The Leader In Recreational Aviation

# RUNWAY 35



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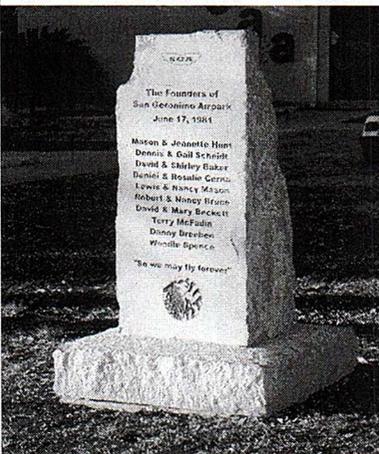
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## Next Event

March 12th

- Lt Col Doug "Bags" Jenkins F-15C Operations
- 5:30 Dinner



PHOTOS CONTRIBUTED BY:  
N.WARNER, D. BAKER

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## ELECTRIC AIRCRAFT

By Steve Jones

With fuel prices creeping ever higher, and the prospect of replacing 100 Low Lead aviation fuel with something new, could an electric airplane be in your future? Some say yes. This month, we'll briefly explore some new developments in electric flight technology and visit some of the companies readying electric airplanes for the market.

There are a litany of benefits and challenges that go with spinning that whirly thing on the front, or the back with electrons. The benefits are legion. The power plant, an electric motor, has one moving part, and two bearings. We may see time between overhauls extended to ten times what we experience with gas engines. Pound for pound, we should get more horsepower from electric motors. And, they require far less cooling air than gas engines, so we'll see more aerodynamically efficient cowls. This means more propeller thrust will be available to move the plane forward.

So why aren't we seeing a revolution in flight technology?

Weight. While the electric motor will deliver more torque and horsepower per pound than a gas engine, it relies on a fairly heavy, low

density energy storage system — batteries.

Gasoline provides a huge advantage in terms of storing energy. We can carry it around unpressurized. It's a fairly stable, if flammable liquid. Plumbing, routing, pumping, and filtering fuel for on-board use is a well developed, well understood science. It's easy to monitor quantity on hand to determine if you're going to land at your intended destination, or if you're going to detour to some picturesque, off-field location. Finally, and most compelling, gasoline stores enormous energy potential in every pound.

The major constraining factor for electric aircraft is the weight of the batteries. There is intense interest in improving battery performance, and there's great hope we'll see a four-fold increase in energy storage and useful life of batteries over the coming years.

Another consideration is operations and maintenance. When the battery pack finally needs replacement, what will the incremental expense be to remove, replace and properly dispose of the old batteries?

With this in mind, we present several initiatives, beginning Page 6.

**LIFETIME MEMBERSHIPS AVAILABLE**



EAA Chapter 35 is very close to paying off the loan for the EAA Chapter 35 Hangar! The note is now down to \$11,540.00! We have a strong equity position and the hangar is a great asset to chapter members. When the note is paid off the Chapter will no longer be concerned with making the monthly payments, the hangar will be more available for member's projects, and there will be more funds available for other programs.

To raise the funds to help pay off the note Mr. Ron Paduh suggested we once again offer Life Memberships! The Board of Directors voted and the motion passed unanimously.

So, here is the program:

Life Memberships are now available for \$350.00. The Life Membership offer will be available from right now and will terminate at the April 2011

Chapter meeting. For those members who have already paid their 2011 dues you will receive credit for you payment and will owe \$326.00.

We have already had 14 members sign up for the program. To become a Life Member you may send your payment to me:

**Ron O'Dea**  
**EAA Chapter 35**  
**Life Membership Chairman**  
**15464 FM 471W #14**  
**San Antonio, TX 78253**

Or bring your payment to a meeting.

## PRESIDENT'S COCKPIT

### By Dave Baker

We are off to a grand start for 2011. The BOD has set a very good calendar of events and it started off great. Jim Feighny has some great programs lined up and needs a couple of more, so please contact Jim if you have something that you feel will make a great program.

The program conducted by Gary Kryztopic in February on electric vehicles was very interesting and informative. We will have some very feasible electric vehicles, both autos and aircraft in the not so distant future. Thanks Gary for a great program.

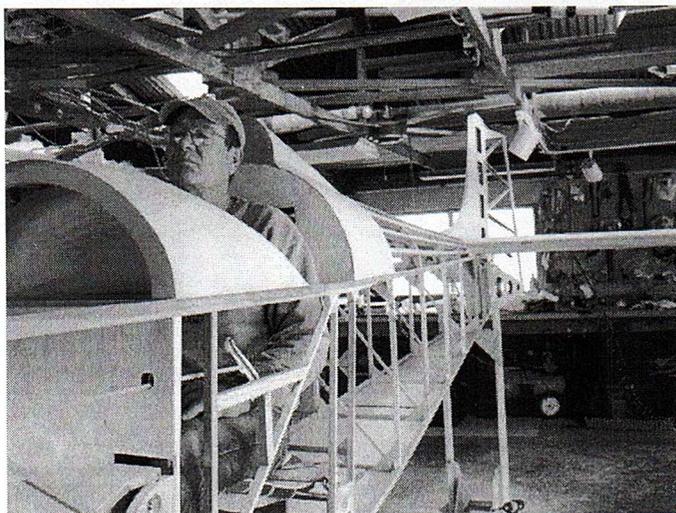
The "new" Lifetime membership effort being managed by Ron O'Dea is really taking off. At last report, we have 15 new Lifetime members. Thanks to all of you for stepping up and helping the chapter out at this important time and this special need. There may be some opportunity to take advantage of this limited offer so please check with Ron at the contact number and e-mail listed for him on the contact page in this newsletter. Remember, you're not only getting a Lifetime membership, you are also helping the chapter out to retire the hangar note.

Another reinstated fund raising effort, the 50/50 raffle was started at the February meeting by Ron Paduh. This effort raised \$56.00 for the Chapter and \$56.00 for the winner, Marion Versteeg--Congratulation Marion and a big Thank You to Ron Paduh for conducting this. We will do this at select meetings, so who knows, you may be the lucky winner next time.

Now, some very important info and request. We are taking on three areas of responsibility at the Hondo Fly-in on Saturday, May 21, 2011. First, we are going to be parking all of the general aviation aircraft--this includes all aircraft that are not warbirds! We need 3 people for each 4 hr shift, starting at 0900 and lasting until 1700 or

until most aircraft have departed Hondo. The shifts will run from 0900 to 1300 and from 1300 to 1700. Then we are going to assist in the receiving of the "Parking Fees" for the automobiles entering the airport grounds. This will require 2 people for two shifts (0900-1130 & 1130 to 1400). This area will be covered with either a small canopy or possibly a golf cart to sit in. Then the last responsibility we have is to sell water for a fund raiser for the chapter. We have our large canopy that we will set-up our table & chairs in and have the ice chests full of bottled water to sell. We need at least 2 people at all times for that. If we start at 0900 and go to 1700, we will need at least 4 people to help with that. All in all, we need a minimum of 14 people who will commit to help the chapter. If we have more volunteers, that will mean less time to devote for everyone. I will have sign-up sheets at the March & April meetings and if you want to help but will not be at these meetings, call or e-mail me and I will put you on a list.

This is going to be another stellar year for your chapter. Thanks for supporting it.



Mike Jewett's Airplane Takes Shape

**NEWSCLIPS**

**LIFE MEMBERSHIP**

**By Ron O'Dea**

Life Memberships are now available for \$350.00. The Life Membership offer will be available now and will terminate at the April 2011 Chapter meeting. For more details, please see the article on Page 2.

**CHAPTER 35 HANGER**

**By John Kuhfahl, Hangar Manager**

Just a reminder to all chapter members, the hangar, machines, and tools, are available to you. We also have a trailer specially designed for hauling airplanes you can use.

Need to bend or cut some metal or bead-blast some parts? Come on over. Give me a call in advance and I can demo equipment for you.

We do ask for a small donation to help with the hangar costs. There is a donation box as you go out the door near the light switch.

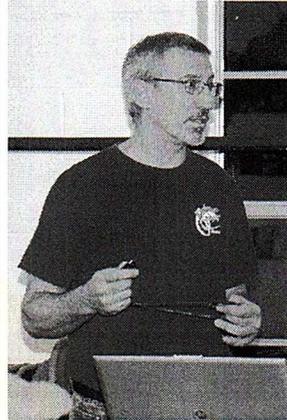
Many thanks to John Killian and Jim Waterman for donating the big equipment for our use. For other's who have donated equipment, please contact me, as I would like to put your name on that tool as a thanks from you and a reminder to others where it came from. Donations are a tax write-off. Maybe you have tools, equipment or hardware you would like to drop off?

John 210 365 0120

johnkuhfahl@yahoo.com

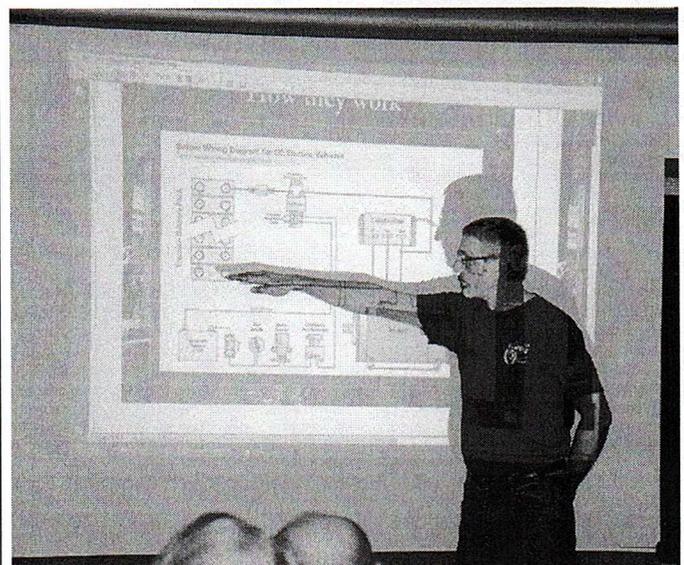
**FEBRUARY PRESENTATION**

**By Steve Jones**



This month's focus on electric flight is inspired by Gary Krysztopic's outstanding presentation on the state of the art, and challenges facing designers and operators of electric vehicles. Gary brought his years of hard-won experience to bear as he described design

constraints and the realities of pushing a family car down the road under real conditions. Virtually every issue Gary addressed for land vehicles applies directly to the challenge of flying by electric propulsion. I have no doubt that when the first electric aircraft takes flight from our chapter, Gary will be at the controls. Gary has converted several cars to electric drive, and has designed his own three wheel trike — featured at Maker Faire and [http://news.cnet.com/2300-1041\\_3-6214544-3.html](http://news.cnet.com/2300-1041_3-6214544-3.html)



## MORTALITY IN ARMY AVIATION - 1914

In this multi-part series, Ron Paduh presents a unique view into the then-new endeavor of heavier-than-air flight. From the earliest days comes a sobering analysis of flight accidents, their causes, and their unfortunate results. This historical perspective reveals that while much more is known today about weather, materials, aerodynamics, and human factors, we continue to make the same mistakes.

This is article 10 of 12, to be published each month covering the first 11 fatal aircraft accidents in the Army 1908 – 1914. Each month will be a different accident and the last month will be a general discussion of all 11 accidents. This information comes from a copy of an original letter from the Signal Corps to the Chief of Staff.

### Accident No. 10:

Extract from Proceedings of Board of Officers held at San Diego, Cal. November 25, 1913:

About 7: a.m. on the morning of November 24, 1913, Lieutenant Ellington, Chief Instructor, made a short flight in aeroplane No. 14, returning safely to the hangars after perfectly normal flight of some five minutes duration. No trouble had developed either with the engine or machine, except that the engine was heard to miss once or twice while in the air.

Lieut. Kelly then made a careful examination of all parts of the machine, at the conclusion of which both he and Lieut. Ellington got into the machine for flight. At this time lieut. Ellington was heard to give Lieut. Kelly some final explanations as to the correct use of the double throttle, both foot and hand, with which this machine was equipped. After a short flight around the southern part of the island, the machine was noticed apparently returning to the Wright field with the engine missing badly. While still short about one mile from the Wright hangars, the machine was brought into a normal gliding angle, and the engine apparently throttled down, tho' still missing. It was the opinion of witnesses at this time that it was the intention of the pilot to make a landing, and not attempt to make the Wright field with the missing engine. The glide continued normal until about 75 feet from the ground, when the angle of glide suddenly steepened into a headlong plunge into the ground. At the moment of striking the ground the machine was about vertical.

In the opinion of the Board, the accident was caused by an inherent tendency in this type of machine to plunge down upon any sudden accession of power during glide.

The Board further believes that such an accession of power took place at the moment of plunge, or rather just before it. A puff of smoke was observed from the engine by one witness at this instant, giving the appearance of full power having been suddenly turned on, probably accidentally.

All controls of the wrecked machine were intact.

Probable Cause of Accident: Stalling due to remaining too long in air with missing engine and starting glide.

**ELECTRIC AIRCRAFT (CONTINUED)**

**CESSNA AND BYE ENERGY COLLABORATE ON AN ELECTIRC SKYHAWK**

<http://www.byeenergy.com/pages/green-flight-main.html>



Bye Energy is working on electric and electric-hybrid propulsion systems for LSA and light GA airplanes under its Green Flight Project announced earlier this year, and the electric Skyhawk should fly in the first few months of 2011.

George Bye, CEO, Bye Energy: "This is an ambitious effort, but we are continuing to uncover additional efficiencies with electric-powered flight. We are grateful to Cessna for its continued collaboration and support."

Jack Pelton Cessna CEO added: "Bye Energy's progress toward first flight of the electric Cessna 172 demonstrator is encouraging news for the future of mainstream general aviation."

The electric version could evolve to a four-hour flight time performance. That's the good news. The sobering news is the initial proof of concept will have a flight duration of two hours, and will have only two seats. Others report that the design is morphing toward a hybrid jet fuel/electric to make up for poor battery performance.

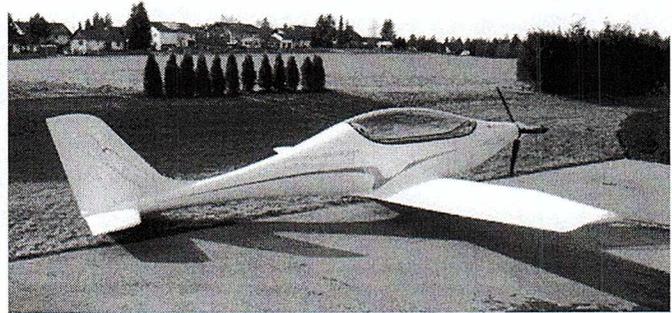
Charlie Johnson, the former Cessna president who serves as Bye's COO, says developing an STC for the conversion which includes a new cowling, six-bladed prop, solar panels and wingtip vortex regenerators, should take about two years, once that phase of development begins in earnest.

The conversion, he said, will ideally cost about the same as a top-of-the-line piston engine overhaul. However, that figure does not include the price of the batteries.

Sources: James Lawrence's Light Sport Hanger Flyin', Bye Energy, Flight Magazine, Aviation Week

**PC-AERO, Gmbh PREPARES FOR FIRST FLIGHT OF ELEKTRA ONE**

<http://www.pc-aero.de/>



German manufacturer PC-Aero rolls out their Electra One single-seat electric aircraft. First flight is expected to occur in the first quarter of 2011.

PC-Aero has very ambitious designs on the future of electric aircraft. They plan to follow up the Electra One with a family of aircraft, including two, and four seat singles and a six-seat twin.

Calin Gologan, president PC-Aero: "Since two years PC-Aero invest a main part of its design capability in the future technology of Electric powered Aircraft. Using the existent technology it is possible to fly with a one- and a two-seat aircraft without CO2-emission for more than 3 hours, without noise and for lower operation costs in comparison with classic aircrafts. This is the future of leisure aviation as a bridge to the next step: electric transportation."



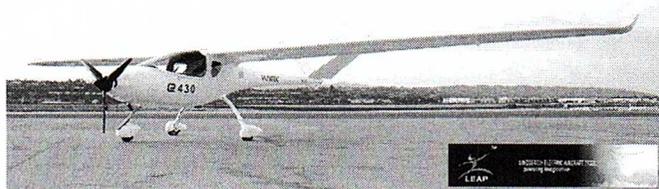
Sources: PC-Aero

## ELECTRIC AIRCRAFT (CONCLUSION)

### CHINESE AIRCRAFT MANUFACTURER YUNEEC WINS LINDBERGH ELECTRIC AIRCRAFT PRIZE

[http://yuneecouk.site.securepod.com/Aircraft\\_News.html](http://yuneecouk.site.securepod.com/Aircraft_News.html)

#### Yuneec E430 Wins Lindbergh Electric Aircraft Prize at Oshkosh AirVenture 2010



Oshkosh, WI (July 30, 2010) – Today at the World Electric Aircraft Symposium at the Experimental Aircraft Association’s AirVenture, Erik Lindbergh, announced the winners of the Lindbergh Electric Aircraft Prizes (LEAP).

“We are witnessing the dawn of a new era in aviation technology,” said Erik Lindbergh. “As pilots, we need to take the initiative to find sustainable alternatives for the future of aviation.”

**Best Electric Aircraft:** Awarded for the best example of a practical electric aircraft in any category – Experimental, LSA, or Certified. The prize was awarded to Yuneec in recognition of Yuneec’s accomplishments in the design and engineering of the E430, an aircraft with significant commercial potential. With attention to production and market considerations in addition to a compelling design, Yuneec’s efforts have resulted in an aircraft that could make possible practical, sustained electric flight.

The e430 is a twin seat, single engine, LSA class aircraft designed to be simple to use, easy to fly and with virtually zero vibration, it’s very smooth.

Low noise, no emissions, no fuel, extremely low maintenance and best of all it’s environmentally friendly.

Electric flight, once seen as futuristic, has arrived and with e430’s flight times of between 1.5 and 3 hours (depending on configuration) electric flight now becomes a realistic power source for sport aviation.

Charging times of 3 hours for as little as \$5 make electric a really low cost way to fly and with only 2 main moving parts in the motor (the bearings) the reliability and maintenance are like nothing seen before.

Add to that the delight of smooth, quiet powered flight or silent using its 25:1 glide ratio - the e430 is in a class of its own. Sources: Yuneec, EAA

### SONEX e-FLIGHT WAIEX ACHIEVES FIRST FLIGHT

[http://www.sonexaircraft.com/press/releases/pr\\_120310.html](http://www.sonexaircraft.com/press/releases/pr_120310.html)



The Sonex Aircraft, LLC E-Flight Initiative proof-of-concept electric-powered Waiex aircraft achieved its first flight December 3, 2010 at Wittman Regional Airport in Oshkosh, WI. Piloted by Sonex Founder and E-Flight team leader John Monnett, N270DC made a short hop on runway 27, as the next step in testing. This short flight punctuates four years of development by the E-Flight design team in engineering, building and testing one of the most advanced electric flight packages ever conceived.

“We are very proud of this achievement. The core design team of Pete Buck, Andrew Pearce, John Monnett, and myself would like to thank our staff, families, business partners, and friends in all of their help and understanding through this incredibly challenging project.” Said Jeremy Monnett, CEO and General Manager of Sonex Aircraft. “We have a flight envelope expansion plan and will be working on this in the coming weeks and months...”

“Every first flight of a new aircraft or powerplant design is an interesting experience,” said John Monnett, “The flight was uneventful, as expected, but it represents a huge emotional victory for our team to check this item off the list.”

Data from today’s flight will be carefully analyzed by the design team and compared to high power ground run data to determine any necessary firmware adjustments before proceeding to full traffic pattern and extended-duration test flights. N270DC is a standard Waiex kit aircraft modified with the installation of proprietary E-Flight electric power components: Source: Sonex

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### CHAPTER CALENDAR

MARCH	12	PROGRAM Lt Col Doug "Bags" Jenkins F-15C Operations	5:30 Dinner  6:30 Program
	19	YOUNG EAGLE FLYING Volunteers needed	9:00 Briefing 10:00 Flying
APRIL	09	PANCAKE BREAKFAST AND FLY-IN Free for Fly-in pilots. \$5 donation all others Mixers, Cooks, Servers Needed	Breakfast at the Club House 8:00-11:00
MAY	14	Yard Work party	10:00am at Club house Lunch at 12:00
	21	HONDO FLY-IN	Chapter 35 parking aircraft
JUNE	11	CHAPTER PICNIC	BURGERS/DOGS/FIX'INGS @ 12:00
	18	YOUNG EAGLE FLYING Pilots and Ground Crew needed	9:00 Briefing 10:00 Flying
JULY	09	BREAKFAST FLY-IN AND GREY/BALD EAGLE FLIGHTS	EAA Club House 8:00-11:00
	25-31	EAA Convention	OSH
AUGUST	13	PROGRAM TBA	5:30 DINNER  6:30 MEETING

### EVENTS CALENDAR

Dates	Event Name	Location	Distance
Mar 5, 2011	Randolph AFB RND	Universal City, TX	31 miles
Mar 5, 2011	EAA Chapter 1347 Monthly BBQ (Fly-In)	LaGrange, TX	114 miles
Mar 11, 2011	Stars & Stripes Air Show Spectacular (Air Show)	Laredo, TX	142 miles
Mar 19, 2011	Wings and Wheels - Mooney Day	Houston, TX	211 miles
Apr 2, 2011	Bluebonnet Picnic Fly-in Cannon Field 53T	SAT	25 miles
Apr 9, 2011	EAA Chapter 35 Annual Pancake Breakfast Fly-in	SAT	0 miles

Aviation Calendar of Events web sites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-in calendar <http://www.flyincalendar.com>
- Fly-ins <http://www.flyins.com>

#### ELECTRONIC EDITION

This newsletter is also available online and in color. Please visit the following URL:

[http://www.eaa35.org/ENL/Mar\\_11/Mar\\_11.pdf](http://www.eaa35.org/ENL/Mar_11/Mar_11.pdf)

**WANTED AND FOR SALE**

**Instructor Available.** Chapter member Bob Cabe has recertified his CFI & CFII. Available to EAAers for BFR's. (210) 493-7223.

**For Aircraft Hangar Rentals at San Geronimo Airpark,** please call Dave Baker (210) 410-9235 or Dennis Scheidt (210) 688-3210

**FOR SALE: Stolp Starduster Too SA300 Eng.** Lyc 0320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceco-nite fuselage cover, full flying surfaces rejuvenated. Asking \$24,000. Call Dan Cerna (210) 688-9345

**FOR SALE: Fun Flying RANS S18 Stinger II**



Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$27,000 firm, Jim Havens, (210)680-7882 home, (210) 347-2455 CP

**FOR SALE: Thundergull 2000.** Single seat, 20ft aluminum wing, composite fuselage, Rotax 503 oil injected with 360 hrs TTAF, 3 blade

Warp drive prop, ten gallon fuel tank, aluminum Hagar wheels. Basic instrumentation / EIS, ASI, ALT, COMPASS, ICOM radio, 150ft or less take off/ landing, cruise is 90 mph, stall full flaps 35mph, excellent visibility and handles like a fighter for only \$14,000. Contact John Behrendt at jbehrendt82@aol.com or call (210) 643-1417

**Flight Instructor Available.** Chapter member David Larson is a CFII and based at Boerne Stage (5C1). He is available for advanced instruction (BFRs, Instrument and Commercial). Emsil drlarson@usa.net or call (281) 222-2858

**FOR SALE:1946 Aeronca Champ 7AC Conv LIGHT SPORT!** N82621 \$27,000. AF:7AC Conv TTAF: 4,438 Eng: Cont C85-12F, TTE 1,795

TSMOH 496 Prop: McCauley 1B90/CM7 144, TTP 332 TSPOH 126, 2-place intercom, Auto fuel STC, electric starter and battery) 12.5 fuel main tank, 5 gal aux fuel wing tank, Just completed extensive annual by Brad Doppelt. Contact Ron O'Dea (210) 488-5088



**FOR SALE: Affordaplane Kit** Plans built Affordaplane with plans and hardware. Requires Rotax 447 engine. \$4,500 invested. Asking \$2,000. Contact Robert Reed at reed1932@gmail.com or call (830) 426-3677



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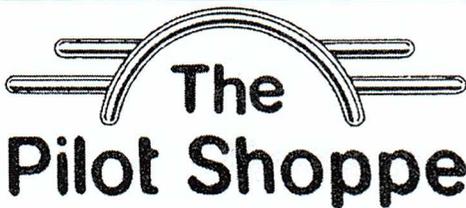
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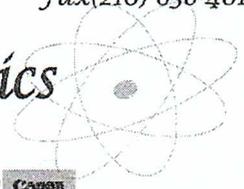
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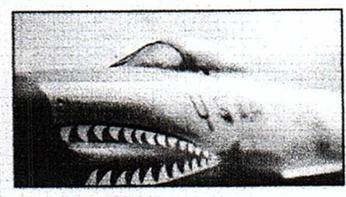


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**Richard B. Hecker, D.O.**  
Senior Aviation Medical Examiner

**Assend Dragon**  
AVIATION

CP: (210) 391-1072 29890 Bulverde Lane  
Fax: (830) 980-8866 P.O. Box 279, Hangar 38  
Email: tcfllyingdoc@yahoo.com Bulverde, TX 78163

**Wash Wax All**

*All surface non-stick cleaner*

Leaves a non-stick protective coating on every thing you clean  
Aircraft, Auto, Marine, RV

**Wash Wax All**

Hgr 64E - San Geronomo Airpark  
(210)-710-6063  
email: joe@killough.us



Spray On  
Wipe Dry!  
It's that easy!



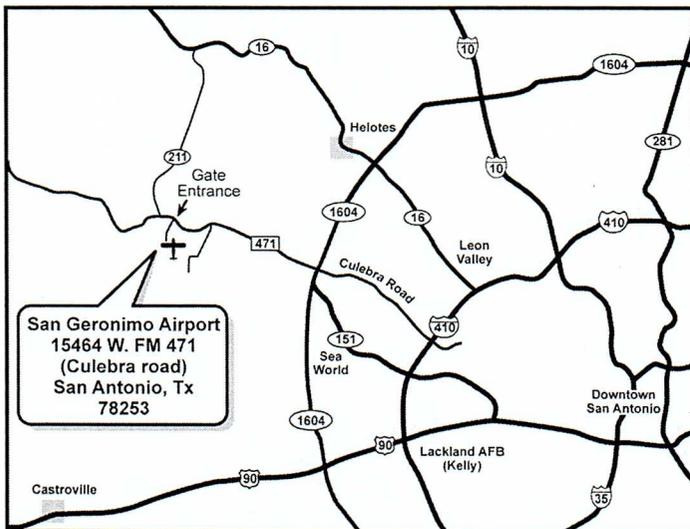
Wash Wax All  
Degreases  
for tough dirt to  
clean - spray on  
or use with brush.  
Removes and prevents  
oil, grease, wax, and  
other contaminants.  
Also cleans  
plastic surfaces.

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Ron O'Dea, Membership Chairman  
15464 FM 471 W., #14  
San Antonio, TX 78253

The Official Newsletter of EAA  
Chapter 35, San Antonio, TX

Please support those businesses that support *YOUR* local EAA chapter. Thanks!



### When Do You Meet?

Second Saturday of the Month

**MARCH 12th**

- Lt Col Doug "Bags" Jenkins F-15C Operations
- 5:30 Dinner
- 6:30 Program