



RUNWAY 35

Serving San Antonio Aviation Aficionados with all the Aviation News that's fit for print.



June 2002

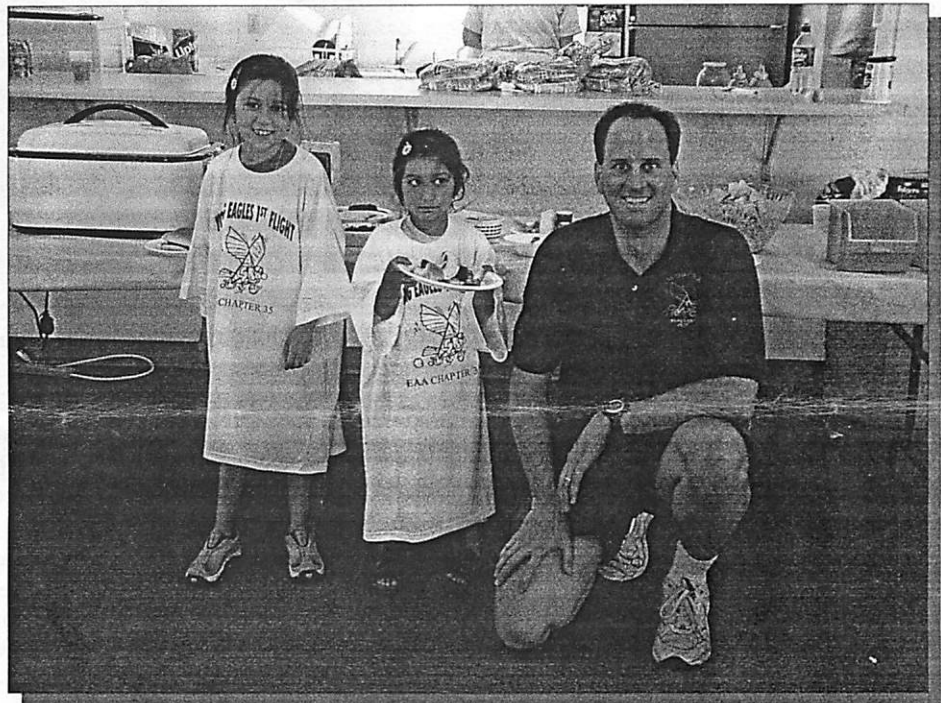
Volume 44 Issue 6

On the Web:
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Front Page News



After a one month reprieve we're at it again! Yup, it's Young Eagle time once more! YE coordinator, Brad Doppelt, has promised we're going to have even more kids than in April. Remember, April's event set our all-time record. We're all looking forward to some great times with smiling' faces! C-U-There!

June Picnic

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Young Eagles

Young Eagles

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Young Eagles

Food Off the Barbie!

Young Eagles

Young Eagles

Young Eagles

Young Eagles

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Young Eagles

Young Eagles

The Best "Non-Award winning" newsletter of ANY EAA Chapter!

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YOUR NAME HERE!

Clear Prop!!!!

By David C. Talley

- Well, it's Memorial Day weekend and I'm sitting here in my hotel room in Colorado Springs. Our "CITS Phase III, Block 5 Team" has finally been deployed. We commenced work this past week and will be here on and off until ap-



proximately next February. So, keeping this in mind, please feel free to contribute somewhat more aggressively to the newsletter. It's going to be a real struggle putting this "rag" together on the road. You can email your input to our address on the left. I'm receiving emails with my connection in the room. I'm looking forward to your "items of interest"... (And I'm sure everyone else in the chapter is too!)

- Last month's meeting was a BIG success! First we started with the BEST darn meal (hey, I'm even including the "World Class Chili (here) that has even come out of the chapter house kitchen. The Tobias family "kicked it up a notch" to say the least. Then, Jack Ilfrey jumped up and "reminisced" about his days in the war. What a brave man, what a character! We were truly blessed to have him drop by for a couple of hours. He's been invited back and we hope to see him and his good friend, Woody.

- I spoke with Paul McRenyolds. He's still recovering from his knee replacement surgery. He's starting to get around some more. It seems there was a Van's fly-in in Waco on Saturday, June 1. He made it all the way there and reported that there were several EAA 35 members in attendance. He thinks he'll be at this month's picnic. He's got all of the latest Van's news, so be sure to pick his brain.

Julius Junge has submitted the first of a series of articles pertaining to "the lesser expensive type of flying".

- The "Up Close and Personal" is back! Miriam interviewed our own Don Woodham. Read on...

- It's a wonder what a few new spark plugs can do for your engine's performance. An article will be written soon for your reading pleasure. Hum...
- Remember it's a Picnic this month. Oh, yeah, and Young Eagles, too. Ten AM for the volunteer brief and then the festivities are scheduled to begin at 11 AM. C-U-there!
- Remember, Oshkosh is right around the corner. The NOTOM is available from EAA HQ and several FAA places. Read your magazine.
- "WWW.EAA35.ORG" is up and running.
- There's much, much more...please read on and enjoy your copy of *Runway 35*, the "Best Non-Award Winning" Newsletter of ANY EAA Chapter!

Please Read This...

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President's Corner

By Norris Warner



I sure hope you didn't miss May's meeting. We started off with the Tobias families and the best fajitas I've ever tasted. And the home made pico de Gallo—well—that just made the meal for me! Some "heavy lifters" went back for seconds—I wanted to, but Joanne was watching.

Soon after eating and socializing, VP Don Staats introduced Jack Ilfrey, WWII fighter "Ace"—and sometimes stand-up comic. We relished his tales of life as a wartime pilot, including having a P-38 shot out from under him and a 200 mile bicycle ride through occupied France back to and through the front lines. What a hair raising adventure! Thanks, Jack; it's truly an honor to have you with us. Please come back anytime!

We are fast approaching one of our biggest events of the year, our annual June picnic. And because this date (June 8th) is also International Young Eagles Day, we will be marshalling all of our efforts towards that, as well. One of the keys to a successful picnic and YE rally is to have the volunteers lined up well in advance of the day. That means that we need you to sign up now with our overall **chairman, John Latour at 210.680.0332, e-mail johnlatourpe@earthlink.net** or with our **YE coordinator Brad Doppelt, 210.558.8909, brad_doppelt@yahoo.com**. There are

all sorts of tasks to be done, and by signing up early, maybe you can be a manager instead of a worker!

Thinking of Christmas? You bet! But right now the focus is on the beautiful artwork of Jerry and Anna De Groot. We remember the De Groots as the photographers who churned out the stunning B&W photos of our Young Eagles—but now they have turned their extraordinary artistic talents into an Air Academy fundraiser for Chapter 35. No, they are not chapter members, but they support all sorts of youth programs in our area, and they decided to give tons of their time to provide bucks for a worthy youngster next year. The work of art that we are now selling is an incredibly intricate Christmas ornament which depicts our Chapter 35 logo (the guy on the bike peddling like heck to get airborne). Made of native Mesquite, they are signed by the artists, and serial numbered—and only 100 will ever be made. They come boxed, and we'll have some available at the picnic. At a price of only \$8.00, most likely you'll want to buy a couple. Don't be late—these are truly gorgeous Christmas ornaments!

One other item certain to sell out quickly is our new embroidered tan cap. This cap was a special offer from headquarters, and we are fortunate to be able to pass these along at \$8.00 each. I think we

have perhaps 20 or so remaining, so check our sales desk at the picnic for sure!

At the upcoming picnic, I'm hoping to have the benches installed around the memorial flag pole. But please pay attention to all of the landscaping around the pole. Miriam and Dave Talley, along with Don Woodham and a few other hard working volunteers have made the area look just terrific. Now we need a reporter to detail this in an article for Sport Aviation. I think we deserve some real recognition for the work we've accomplished. And you know we're going to be proudly cooking next Saturday on our new and beautiful grill—"Bob Day's Grill," and isn't this a proud step forward!

There are many, many chapter volunteers to thank, but let me just mention these for now: the Newsletter team of David and Miriam Talley, the publisher of our newsletter, Ed Seurer, and the gent who keeps our chapter building spiffy and stocked, John Kuhfahl. Thanks!

Young Eagle News

OK, folks...this year's International Young Eagle Event is scheduled to be the biggest yet for EAA Chapter 35! Brad has lined up even more kids than we had in April. As of this writing, we do not have enough volunteers to handle the work load. Please free up you Saturday for this special event.

Pilots take note. You must have proof of (current) National EAA Membership prior to flying ANYONE visiting this event. If you don't have proof, please do not volunteer to fly. This sad situation is due to the litigious society we have, and is reluctantly enforced. All pilots please take note and bring your EAA Membership card with you. Thanks!



Comments from the VEEP

By Don Staats



I attended the EAA Chapter 958 meeting on May 11th at New Braunfels Airport. The Chapter meets on the second Saturday at 10:00 a.m. Dr. Bill Tarver is the President and he is very good at motivating the membership. Currently they are trying to get the Southwest Regional Fly-in located in New Braunfels. If it happens they are counting on strong support from the Chapters in San Antonio, Kerrville and Austin.

We were addressed by Darrell Phillips, the airport manager, and he said that all the tenants at the airport have pledged their support. Mr. Phillips pointed out that they have a hundred acres now in crops that can be plained in grass and used for the fly-in. This area can be enlarged

as time proves necessary. Also, there is plenty of ramp space that can be dedicated to the event.

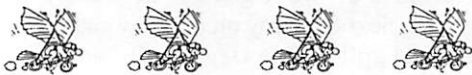
The Chamber of Commerce is all for the idea and when the SWRFI board meets at New Braunfels in June they will make a strong pitch and provide a tour of the area.

That brings me to the heart of these comments. I assured Bill Tarver that Chapter 35 would support their effort if New Braunfels becomes the fly-in location. I said that with every confidence in the membership of our Chapter. I have never known us to let the SWRFI down as long as we could get to it.

Abilene is so distant that many of our

members have not been able to attend. On top of that there is a complex procedure for flying in that could discourage some, especially those who fly with no radio. Weather has been a negative player since the event moved to Abilene and planes and people have stayed away for that reason also. I think New Braunfels has a good chance with the SWRFI Board and if they are successful we will all have a chance to be more participative. I will keep you posted as this progresses.

Don Staats



News from Around the Patch...

BIG WINNER

Our own Young Eagles coordinator, Brad Doppelt, is a winner. We've always known that. But now the EAA mother ship knows this also, when they recognized him for flying the most young eagles in the month of October 2001. Brad was awarded a series of King video tapes which he generously donated to the chapter. Yaaaaaaaay Brad!!



NOTICE

Please check your mail. Membership Directories have been mailed out to all members who did not pick them up from the Chapter house during March & April meetings/events.



New Instructor in the House!!

Our own Bob Cabe, with the sweet looking RV6, has recertified as a CFI and is available to EAAer's for BFR's. So give him a call at 493-7223.



Jack Ifrey's Book Sale

Our awesome guest speaker from the May meeting, WWII Ace Jack Ifrey, has written a great book on his experiences called "Happy Jacks Go Buggy". If interested in purchasing this book send \$30 to the following address:

Jack Ifrey
1409 Nacogdoches
San Antonio, TX 78209



...News from Around the Patch

Discovering Aviation Fun Through Discovery Toys!!

Bring the kids by the Discovery Toys Booth at the Fly-in Picnic /Young Eagles Flights on Saturday June 8th from 11- 3 pm, for a hands-on experience!! These fun, educational, toys are age appropriate, safe, and durable with a satisfaction guaranteed. Stop and Shop from inventory on hand or place an order from our full line of toys, books, games and software in the catalog. 40% of all the sales will go directly to fund the Young Eagles program.

For more information about Discovery Toys, contact Diana Sandlin at (210) 521-5646 or toylady@ev1.net



WE MISSED THE BOAT

(But we won't again!)

By Norris Warner

At the May meeting, we had the rare opportunity to see and hear a real hero from "The Greatest Generation," fighter pilot and Ace, Jack Ilfrey. The large audience hung on every word, and many clamored to get a picture taken with him.

So how did we miss the boat? We failed to videotape Jack's presentation! Several of us realized right after the fact that we had missed a golden opportunity, and we're determined not to let it happen again.

Since we host only a handful of distinguished speakers or special events a year, it wouldn't

be cost effective for the Chapter to buy a video camera. Instead, what we are asking for is an individual who owns a camera to step up and be our "Video Guy" (or gal!). We think we could build a small video library of events like Jack's talk, and perhaps showcase our picnics and Young Eagles events as well.

Please give me a call 830.510.4334 or e-mail -- njwarner@indian-creek.net -- if you'd like to get involved. We need you!

SUPER SALE ON EAA BOOKS & VIDEOS

Headquarters EAA is having a world-beater sale on all EAA publications and videos—half price on everything except the SportAir Workshop Fabric and Composite videos (and they are 20%off).

This sale is offered to Chapters only, and we can only place one order. If you'd like to get in on this great offer, there will be a table set up at the June picnic. We must insist that you pre-pay your order, but Chapter 35 will pay all shipping and handling.

Just imagine—getting all five of the Flying and Glider Manual reprints for \$15. Or how about all four of Tony Bingelis' great "how-to" books for only \$40?

We'll have the complete catalog there—don't miss out!



...News from Around the Patch

Tobias Aerospace Services News

Former EAA 35 Newsletter editor, Bryan Tobias (A&P, IA, DME) has reported in with the latest news. He recently moved to SAT from Stinson Field. His new info is:

2030 First Avenue
SA International Airport
San Antonio, Texas 78216

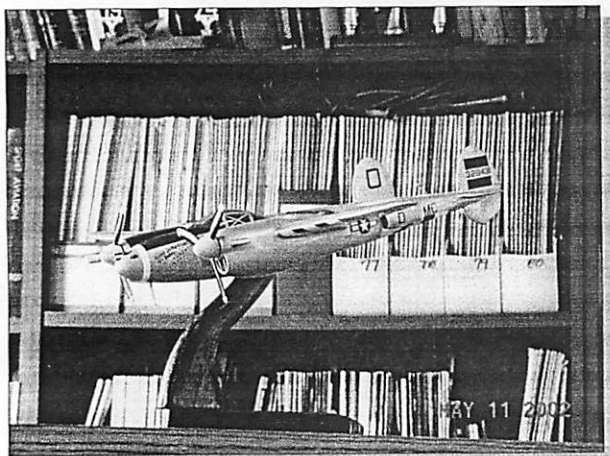
The new office phone number is: 210.828-2086

His website can be found at: <http://www.solar-system.com/avtest.html>. Another project he's been involved with can be found at: <http://www.azinet.com/starshine/>.



Shooting Star Museum

Pat Wegner reported that the runway has been reopened and things are getting back to normal. Remember, she can always use our help in getting the museum back together. Call her to see when you can help out!



Happy Jack's Go Buggy (A model, that is...)

To The Chapter Faithful!

We're going to need some real help on **Friday, June 7th**, around **1:00 PM** to get a bunch of things done:

1. Raise the sunshade frame and cover it.
2. Raise the parking lot lighting fixtures.
3. Erect the traffic control platform.
4. Clean the new grill and load it with charcoal.
5. Attach the "Follow Me" sign to a golf cart.
6. Clean the glider port building.
7. Set up a "sales" table in clubhouse.
8. Move log pile behind glider port farther north.
9. Set up stanchions with tape lines.
10. Run lime marking stripes.
11. Mow lawn (I'll bring a mower).
12. Weed eater work (I'll bring one).
13. Blow leaves (I'll bring a blower).
14. Place stakes for parking signs.
15. etc, etc, etc!

As you can see—we'll need a real crew to do all of this.

Saturday Briefing

If you are going to be involved in any thing that moves on Saturday, plan to be at the clubhouse at 10:00 AM, Sharp.

YE pilots, air traffic controllers, escorts, guest aircraft parkers, automobile parkers, safety supervisors, etc, etc. need to all hear the same message. Lew Mason has a great visual aid showing the entire parking scheme for both aircraft and cars.

We also need several hand-held aeronautical radios so all key players can stay informed. Charge yours up and bring it! Of course, your name must be on it, and if you have headset capability, bring that as well.

John Latour and Brad Doppelt have told me that they hope that most positions can be handed off from time to time to other chapter members (or our 99's friends who will be helping). Just be certain that they are adequately briefed, and that you know how long they can commit to.

In closing, I plan to show up around 8:30 AM on Saturday to erect the signs out by the entryway on FM 471, and should be around the clubhouse by 9:30.

Thanks to all

Norris

Scenes from the Meeting

by Miriam S. Talley

What an awesome time...if you weren't there you really missed a great evening!

Oh oh oh...the fajita's were fabulous. The Tobias clan out did themselves. There was homemade guacamole and pico di gallo to die for. We have unanimously voted to let the Tobias' present the meal at every meeting. Thanx to Gene and Ute Tobias, Fran Mendez, Brenda and Edward Poblete and Lucas Houk.

We had two guests join us for our meeting. Welcome.

Skip Barchfeld presented an add he found regarding a new compact computer/GPS software package that does more than a Garmin. Call Skip if you want the info on this product. Skip also passed around pictures of the storm damage at Hondo Airport...very sad. They have had more than their share of storm damage in any lifetime.

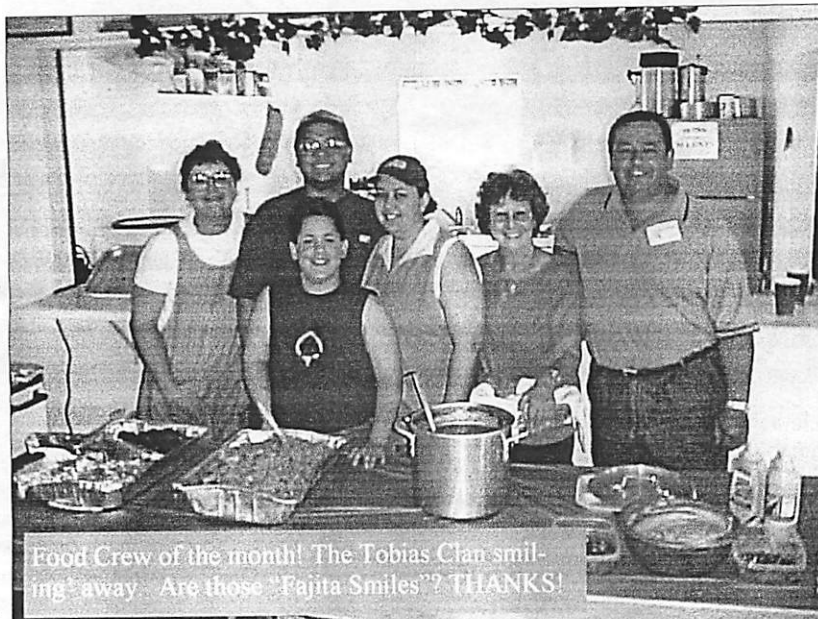
President Norris Warner recognized Miriam and David Talley for their efforts in landscaping the memorial area. If you haven't seen the area...it is lookin' good. The plants are all kicking in nicely. Norris also gave an update on the progress of the benches for the memorial area...it sounds like they are going to be pretty grand themselves. Thanx Norris for all your efforts in this area.

Norris reminded everyone that chapter rosters were available for pickup on the back table and that any changes to e-mails or phone numbers need to be passed on. He also reminded all about the upcoming Chapter picnic and YE flights

in June.

John Latour, who has graciously offered to lead the way in organizing the chapter picnic in June, presented the need for chapter volunteers in a number of areas and identified key areas of responsibility. John also mentioned that the San Antonio chapter of the 99's (a female pilot organization started by Amelia Erhart) will be at the picnic to help with the YE flights in the areas of registration and escorting. Thanx John for taking the helm.

Brad Doppelt, our Young Eagles chair-



man, also put in a plea for pilots and ground volunteers for the June YE flights. He reminded everyone that the age restrictions have been relaxed to include 5 and 6 year olds if their parents deem them mature enough. If you have not yet helped out with the YE's, it is truly a rewarding experience. Think back on your own first flight.

Also, Brad won the EAA award for flying the most Young Eagles back in October 2001. His prize was the King "Take Off" video series which he generously donated to the chapter. Thanx Brad and Hip Hip Hurray!!

Norris also mentioned that we have an EAA air show type chair that the EAA has sent us for the number of new members that have signed up. This chair will be raffled off at the picnic. It's a nice chair, put in your buck.

Bob Cabe, with the gorgeous RV6, announced that he has recertified as a CFI and is ready to provide you with a BFR. Alright Bob!!

Norris also mentioned several other items: the EAA mothership is having a big half price sale on their book store items for chapters only. The chapter will put in one order. Get with Norris if interested. Chapter hats are still available for \$8. The beautiful Chapter Logo ornaments created out of mesquite by the De-Groets are available in limited quantity and selling for \$8 dollars. They are donating the profits to the chapter air academy fund.

There was no homebuilders corner report cuz Paul McReynolds had warranty work done on his knee and recovery is slow going. We miss yu Paul...take care of yourself.

Drum role here....Our VP, the dandy Don Staats, introduced our guest speaker for the night, WWII pilot of the P-38, P-51 and ace, Jack Ilfrey. Listening to his recollections one realized that they made movies about guys like him. His recollections included bailing out in France, biking to freedom, the North Africa campaign and saving his grounded wingman from German infested areas by flying him out in a single seat P-51. What a night. Jack has written a bio called "Happy Jacks Go Buggy", see info elsewhere in the newsletter to order this excellent reading. Thanx Jack.



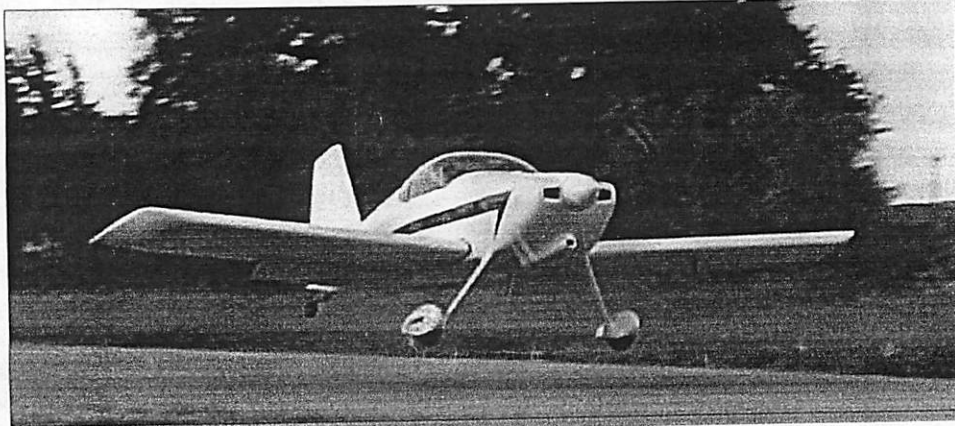
The Perfect Flight

RV-6 to Georgia

by Bob Cabe

If you're a pilot with a few cross country trips under your belt, you have certain flights that you remember. Some are memorable because of the things that went wrong. Some are vivid in your memory because they went very right. I had one of the latter recently.

I fly a very basic, VFR, day time only, RV-6. I love it. I also have two sons. I love them too. Shortly after the completion of the airplane, Chris and I had made a trip to Georgia to visit my folks. That was two years ago. Jon and I had not been able to take a long cross country trip. So we decided that the first weekend that the weather looked good for 1000 miles in all directions, we'd head East.



We got our chance on January 12, 2002. The Flight Service Station predicted severe clear conditions all the way to the east coast. We decided to go.

Saturday morning at San Geronimo was delightful. It was cool, almost cold, and as clear as you'll ever see it. I opened the throttle just as the sun was peeking its nose above the horizon. I climbed to 5500 feet in silky smooth air and headed for Waco. Jon was in his senior year at Baylor and I would pick him up at Waco Regional. (He's now a systems analyst for Southwest Airlines in Dallas.) In 52 minutes, I had covered the 180 miles to Waco (206 MPH). Made a minor mistake at Waco. (OK. So it was a stupid mistake.)

Although the winds aloft were very beneficial, the surface winds were almost calm. Waco approach told me to report downwind to runway 19. When I was about a half mile from the airport, at pattern altitude, the tower offered a straight in to runway 1. I accepted. I

throttled back as much as I could without shock cooling the engine and dropped the nose. I was too fast to lower flaps, crossed the end of the runway at about 150 MPH and continued to reduce power. The runway is 6597 feet long. I stayed at one foot AGL for 6000 feet, finally touched down and turned off at the end of the runway. I used about 6500 feet of runway.

Jon was waiting. We topped off the tanks and

Jon picked him up at about two miles and we advised the controller. At about the same time, he saw us and said "Hey, what kind of Experimental is that?" We acknowledged with an "RV-6" and rocked our wings at him.

Over Rome, Georgia, we were sailing along enjoying the smooth ride. Jon looked off in the distance to the South and said "Look at that." I looked and saw nothing unusual. He said "That's downtown Atlanta." Sure enough, about 60 miles to the Southeast, you could see the city.

After a perfect four hour and twelve minute flight, we touched down in Toccoa. That works out to be 201.4 MPH.

The trip home was almost as good. The wind was not as friendly, but not too bad. The weather was almost as good too.

were off to Toccoa, Georgia, 846 statute miles away. We did a cruise climb at about 140 indicated up to 9500 feet. I knew things were looking good because the GPS told us that our ground speed was almost 190 MPH. Level at 9500 we saw ground speeds from 200 to about 215 MPH.

We used flight following all the way. At first, we told them our intended point of landing was Tuscaloosa, Alabama. Then we revised that to Rome, Georgia. Then we revised it again and told them we would be going non-stop to Toccoa, Georgia. It was that kind of trip.

Near Jackson, Mississippi, the controller told us to look for a Cessna 310 who was at our two o'clock and eight miles. I like flying with Chris and Jon. Not only are they great company and good co-pilots, they are also much better at spotting traffic than I. The 310 was at 9500 too, so we really wanted to see him.

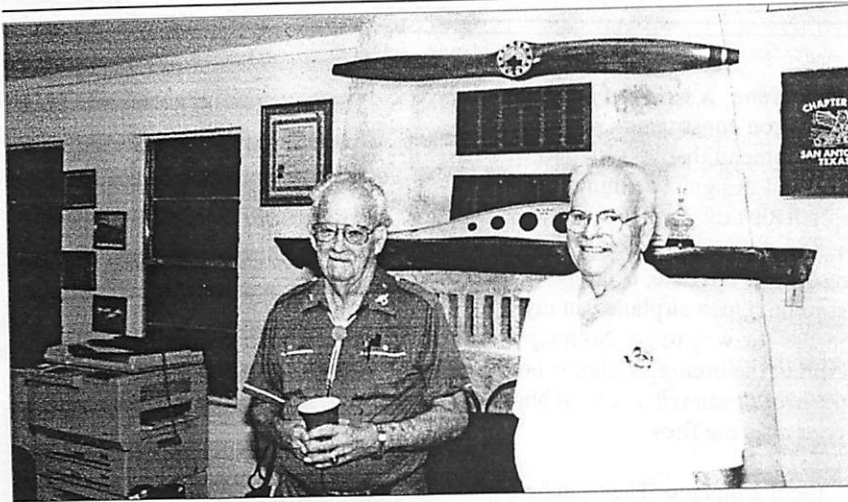
There was a very high, very thin overcast, with unrestricted visibility. We stopped for fuel at Vicksburg, Mississippi. It's a neat airport, but the gas was \$2.78 per gallon. On the leg to San Geronimo, we had the only uncomfortable part of the trip. During the last two hours, we encountered constant, although minor turbulence. Not too much to complain about.

Visibility was still remarkably good. Off in the distance we saw smoke from some brush being burned. We guessed it to be about 20 or 30 miles away. We timed the flight to the smoke and it took us 19 minutes. At 160 MPH, the visibility was over 50 miles.

The trip back (979 miles) took us about six hours and fifteen minutes (a bit less than 160 MPH). The entire trip was 2005 miles in 11 hours and 21 minutes (176 MPH). Great little airplane! Great trip!



Scenes From the Meeting

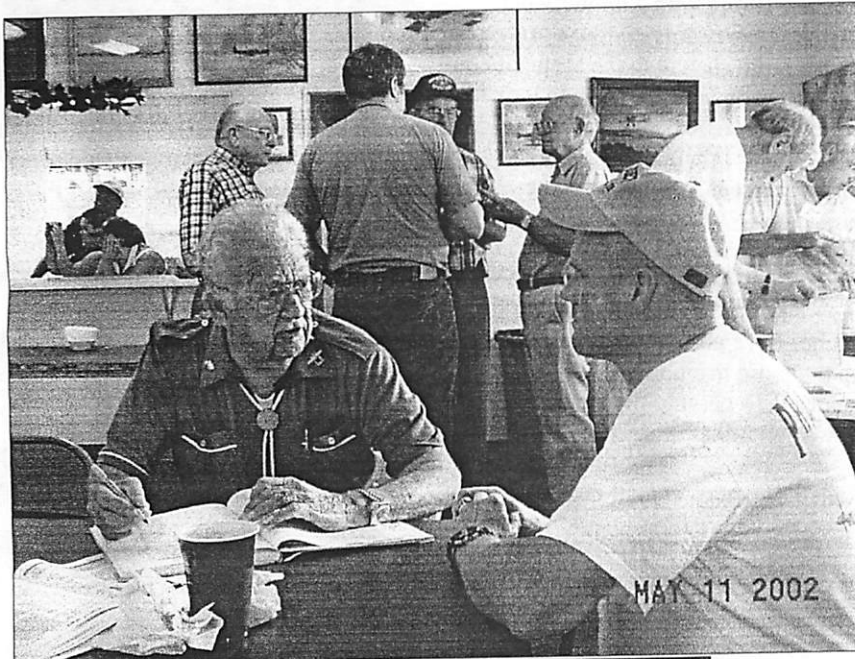


Left: Jack Ilfrey and his friend Woody “ham it up” after the meeting. We all had a great time listening to Jack describe his times in the Army Air Corps.

Left Middle: The “old master” telling it straight with Jim Rice.

Bottom Left: There was a packed house there to listen to our guest. Eventually, the place literally filled out to the sidewalk!

Below Right: Jack was “up front” on his short military career. His tales were almost out of this world! Those who attended were well blessed to listen to one of our war veterans.



It's Time to Go Flying

by Julius Junge

If you want to fly there are ways to do it other than the \$70,000 RVs and \$100,000 Lancairs seen so often in "Sport Aviation".

I think that "Sport Aviation" and similar magazines have fostered the elitism seen today in homebuilding. If you can't afford one of these airplanes then your have no business in the air. I say to hell with this notion. The air is for everyone.

In reality, you can fly for \$5,000 or less. With adroit scrounging much less. You will ask "What design is there that can be built for this kind of money"? It is the one that you will design yourself.

A single place is the least expensive way to go. Less structure and less engine but a two place is entirely possible. Pick an existing design for the layout. A Pietenpol is a good example that can be improved upon.

Today, there are better airfoils, simplified structures and information that Bernie Pietenpol simply did not have access to over 70 years ago.

You don't have to be an engineer to de-

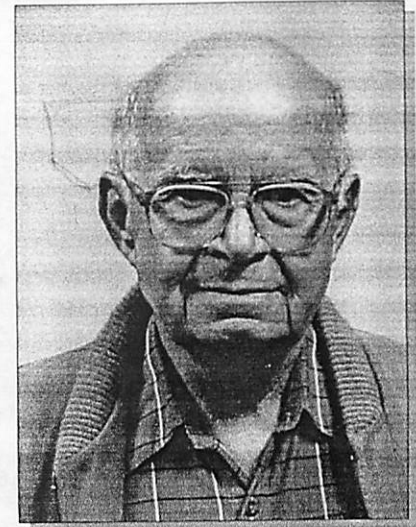
sign an airplane. A world of information on basic wood construction is available and I recommend that you stick to wood for your first design. The thing is to keep it simple. Don't overbuild.

A parasol, like the Pete, is probably the easiest to do. Open airplanes, in my estimation, are the way to go. Nothing like being out in the breeze. Vision is better. And the breeze can tell you a lot about how your airplane flies.

Think about a biplane. They can be built incredibly strong with a lighter wing structure. They're trussed like a bridge. With a simple change in the shape of control surfaces one can be made to look like a "Jenny" or whatever.

Another concept to consider is the "Flying Flea". After a dubious beginning the Flea has evolved into a safe - sometimes more so than a conventional airplane - easy to fly airplane. Easy to fly airplanes have not always been popular with the more macho types, but so what? The idea is to get into the air as easily and safely as possible.

Detailed drawings are not necessary. You



need a layout that shows how everything fits. Sizes of structural members need to be shown. Also shapes of various metal fittings. Before you cut any wood, have someone who has done this before go over the project with you.

As Henri Mignet said "Anyone that can nail a crate together can build an airplane."

The next time we will talk about materials and equipment for our airplane.

Policy Changed to Speed Special Issue Class III Medicals

Federal Air Surgeon Dr. Jon Jordan recently announced a new policy that allows pilots with certain medical conditions to renew their special issuance medical certificate with their local aviation medical examiners (AMEs), provided they have proper documentation (medical records). The new initiative is limited to airmen seeking third class medicals and only applies to 20 specific medical conditions. These conditions are: asthma, chronic obstructive airway disease, sleep apnea, history of arterial fibrillation, paroxysmal atrial tachycardia, chronic lymphocytic leukemia, colon cancer, Hodgkin's lymphoma, lymphoma, prostate cancer, non-physiologic heart murmur, arthritis, colitis, urolithiasis, diet-controlled diabetes mellitus, glaucoma, ocular hypertension, hyperthyroidism, hypothyroidism, and a history of migraine syndrome. Renewals previously required pilots to submit requests to the Aerospace Medical Certification Division (AMCD) in Oklahoma City, often resulting in frustrating delays. EAA's Aeromedical Council had been a proponent of this policy change for several years through several meetings and work groups. EAA continues to work with FAA to streamline procedures and eliminate roadblocks for obtaining FAA medical certification.

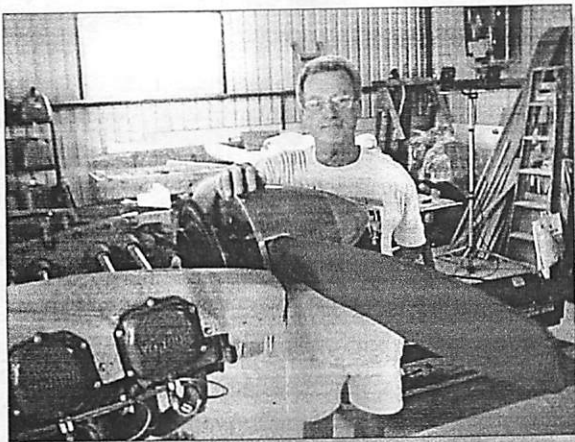
Up Close and Personal

This month's "Victim"...Board Member, Don Woodham (EAA 35 Life Member)

by Miriam S. Talley

I had a chance to talk with Don, at his San Geronimo "hooch". Don, if you remember, was our masterful coordinator of the very successful pancake breakfast. Here's his story.

Don is a Florida boy, born in Jacksonville on May 8th 1939. His claim to fame is sharing a birthday with Harry Truman. Don had an uncle, C.J. Keeffe, in Andalusia, Alabama that was a civilian instructor pilot in basic/primary and advanced training for the Army Air Corps with a fleet of L-birds and Stearmen. So Don's first airplane ride was in a Stearman at age five. He had to sit on two parachutes in order to see out. Don and his brother would regularly get rides in return for sweeping out the hangars and washing airplanes. After the war CJ closed the flight school and got into the commercial meat business and bought a twin beech. As a teen, Don would spend summers with his uncle and go on flights with him in the Beech in return for cleaning work. Don's uncle died tragically in a boating accident which put Don's flying on hold until about age 40.

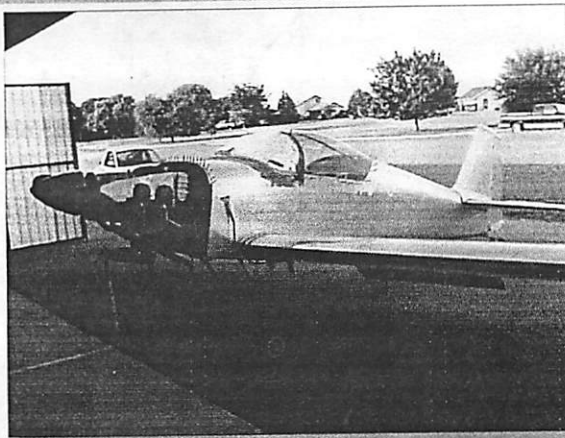


free exercise and parallel bars. Hmm, I'm trying to envision Don bouncing around on a gym mat vs. his golf cart. Don graduated in 1966 with a degree in banking and insurance and went to work for the Florida Inspection and Rating Bureau. He also went on to other insurance

she was flown directly to a ramp at Dee Howard. Dee Howard was very generous and donated ramp space, hardware and some personnel to get the old gal re-stored. By this time, she was known as the "Yellow Rose". In 1979, Dee Howard needed the ramp space for hangar expansion, so the Yellow Rose was moved to Hondo. Here she stayed from 1979-1993. The Yellow Rose Squadron was formed to support the blossoming B-25. This beautiful old gal is now back at San Marcos with the CAF.

In 1980, at the ripe old age of 40, Don decided it was time for him to get his flying ticket now that finances allowed for it. He soloed on January 14th, 1980, out of Fiesta Piper at International in a Piper Tomahawk. After soloing, his instructor wanted him to finish his ticket in

a taildragger, so Don bought himself a Luscombe and finished his ticket in her. He kept the Luscombe at the now defunct West Side Airport, where he was introduced to EAA Chapter 35. He became a Chapter 35 life member when funds were raised to build our current chapter house. When the opportunity arose, Don bought his lot at San Geronimo Airpark, where he built his hangar and "hooch" and lives with his two girls... the Luscombe and



While in high school, Don, with his parent's permission, joined the reserves as a medic. His unit was the first MASH unit to be reactivated after Korea. After high school Don joined the US Army. He was to go on active duty for six months then reserves for eight years. Unfortunately, during this time Eisenhower cut back forces and Don never completed his six months of active duty or reserve time. Don said, "I volunteered this time, if they ever need me again, they're gonna have to hunt me down."

Don then took this time to get educated. He started at a Junior college and then transferred to Florida State on a gymnastics scholarship. He was a master of the

industry work. He was eventually transferred to Houston and then San Antonio in 1970.

In 1972 Don joined the (CAF) Confederate Air Force, Central Texas Wing in San Marcos as a life member. John Stokes, a wealthy contractor with a number of war birds, started the CAF wing. Don joined and worked on the old birds in return for rides. In 1973, 7 of the CAF members decided to get together and buy a B-25 from Stokes for the huge sum of \$12,000. It took them one year to get her airworthy enough for a test flight. On the test flight

an RV project. In 1997, Don bought an RV-6 kit and hopes to have her in the air this year. (Read about her in the Plane of the Month). Thought retired for 3 years, Don has started his own business as a safety consultant and is kept busy with work and his planes and, fortunately for us, has taken an active role in our chapter. As a board member, Don can be counted on for sound input and lends a hand when workers are needed. We all saw him runnin' 'round during the pancake breakfast from sun up till the job was done....thank Don and our hats off to you!

Chapter Grounds Improvements (The Saga Continues)

Well, it's finally done...well, almost done. The flagpole area, as this is written, is still awaiting the benches. The manufacturer of the bench ends has promised Norris that they should be done by the middle of the week. He plans on installing them on the Friday prior to the meeting. Miriam and David Talley got the weed fabric installed on one windy Mother's Day. Later in the week they returned with two pickup truck loads of mulch. It's been spread, the plants have all been treated multiple times with root stimulator. Things are growing and looking great!

The light pole was re-engineered by Norris Warner, with a little input from some other chapter folks. The pole has been reinforced with two additional pipes and a large pad at the base. Sal Hernandez did the "trick with the stick". (That's welding...) Dave Talley witnessed the steady hand of Sal. Dave kept mumbling he hopes to at least get somewhat as versed with a stick sometime in his life. Folks, Sal can weld. What an asset the

chapter has. Speaking of the light pole, the light system is scheduled to be installed the Friday prior to the meeting. Louis Johnson has been very generous with his time and talent and has prepared the electrical system for the huge light unit.



Planes of the Month...

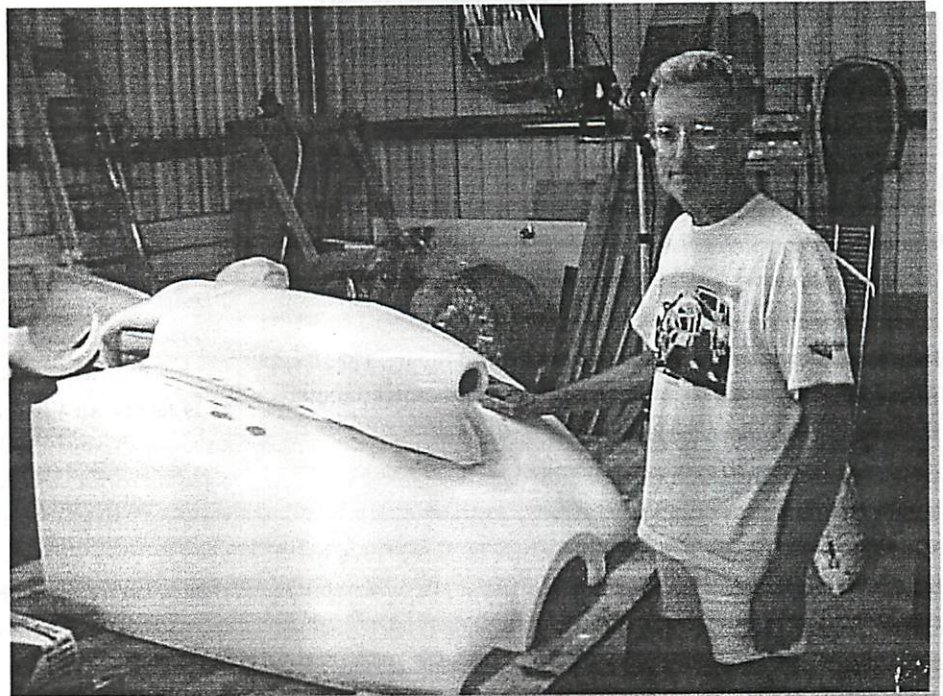
Don Woodham's 1946 Luscombe and RV-6

by Miriam S. Talley

Since I had a chance to talk with Don for the Up Close and Personal, I figured this was a great opportunity to present his two gals.

Don's pretty little Luscombe is a 1946 8A which came with a 65hp Continental and was converted to an 8E by hanging a 115hp Lycoming and adding two 12 ½ gallon wing tanks in addition to the standard header tank. She was purchased in 1982 from Midland, TX. Don has about 500 hours in her. He has made some flights to Houston, Dallas and the Valley and is a regular at Hondo. Unfortunately, the old gal is now in a restoration after a brake lock problem initiated a ground loop. The right gear collapsed which caused a right wingtip break. Don has most of the replacement parts purchased and is blasting and priming them. Don plans to complete the restoration after completing the RV.

Dons RV-6 is still in the building mode...but should be in the air this year. He purchased the kit in 1997 and has been diligently working on her with partner Rick White. The electric is in. The 180hp Lycoming O-360 A1A with a constant speed prop has been turned over and the plane taxied. The finishing work on the fiberglass is in progress. Dan laughingly said the plane will be called "Gatornary", since the plane looks like it has a gator head and a canary ass. Don already has a volunteer artist to paint this strange creature on the fuselage. The panel will be standard VFR only with a com/GPS moving map, CHT and EGT.



THE THINGS THEY CARRIED

(Ed Note: With Memorial Day just behind us, I thought it appropriate to fill this space with something Joanna Warner had sent.)

They carried P-38 can openers and heat tabs, watches and dog tags, insect repellent, gum, cigarettes, Zippo lighters, salt tablets, compress bandages, ponchos, Kool-Aid, two or three canteens of water, iodine tablets, sterno, LRRP-rations, and C-rations stuffed in socks. They carried standard fatigues, jungle fatigues, jungle boots, bush hats, flak jackets and steel pots. They carried the M-16 trip flares and Claymore mines, M-60 machine guns, the M-79 grenade launcher, M-14's, CAR-15's, Stoners, Swedish K's, 66mm, LAWS, shotguns, .45 caliber pistols, silencers, the sound of bullets, rockets, and choppers, and sometimes the sound of silence. They carried C-4 plastic explosives, and assortment of hand grenades, PRC-25 radios with 25 foot whip antennas and their heavy batteries, knives and machetes. Some carried napalm, BCU's and death and damage. Some made very hard decisions, and some just tried to survive. They carried malaria, dysentery, ringworms and leaches. They carried the land itself as it hardened on their boots. They carried stationery, pencils, and pictures of their loved ones—real and imagined. They carried love for people in the real world and love for one another. And sometimes they disguised that love: "Don't mean nothin'!" They carried memories for the most part; they carried themselves with poise and a kind of dignity.

Now and then, there were times when panic set in, and people squealed or wanted to, but couldn't; when they twitched and made moaning sounds and covered their heads and said "Dear God" and hugged the earth and fired their weapons blindly and cringed and begged for the noise to stop and went wild and made stupid promises to themselves and God and their parents, hoping not to die.

They carried the traditions of the United States military, and memories and images of those who served before them. They carried grief, terror, longing and their reputations. They carried the soldier's greatest fear: the embarrassment of dishonor. They crawled into tunnels, walked point. And advanced under fire, so as not to die of embarrassment.

They were afraid of dying, but too afraid to show it. They carried the emotional baggage of men and women who might die at any moment. They carried the weight of the world. And they carried each other.

Author Unknown

EVENTS AND HAPPENINGS

(If you know of any local aviation events or happenings we can share with the chapter, call Miriam or David at 210/521-2359.)

5 Jun 02 – PAISA/GAPA meeting. Gathering of safety minded pilots, instructors and students. Meets 1st Wednesday of every month, 7pm, at the Hallmark Institute on Wetmore adjacent to San Antonio International. Info: Steve Carlson 545-2376. This month is a report about the S. A. Police Department's Aviation Division.

7-9 Jun 02 – Gainesville, TX. Texas Chapter Antique Airplane Assoc sponsored 39th Annual Fly-In at (GLE), 817/429-5385.

17-21 June – Odessa, TX. Short Wing Piper Club Convention.

18-21 Jun 02 – Corpus Christi, TX. The 2002 Air Race Classic, an all woman race. Will begin in Silver City New Mexico and finish in Chesapeake, Virginia.

27-28 Sep 2002 – Abilene, TX. EAA South West Regional Fly-In. 334/578-1707 or www.swrfi.org

26-27 Oct 02 – Reklaw, TX. Best little private fly-in in Texas...a must!

Open every Sunday 1-5pm/or by appointment – Shooting Star Museum, Devine, TX, Proprietor Pat Wegener, 830/931-3837.

EAA Regional Fly-Ins

(For details in awesome websites go to www.eaa.org/avlinks/flyins.html)

7-13 Apr 02 – Sun N Fun EAA Fly-In, Lakeland, FL.

29-30 Jun 02 – EAA Rocky Mountain Regional Fly-In, Longmont, CO.

10-14 Jul 02 – Northwest EAA Fly-In, Arlington, WA.

23-29 Jul 02 – Air Venture 2002, Oshkosh, WI.

6-8 Sep 02 – EAA Golden West Fly-In, Sacramento, CA.

6-8 Sep 02 – EAA Mid-Eastern Fly-In, Ohio.

7-8 Sep 02 – Virginia State EAA Fly-In, Petersburg, VA.

13-15 Sep 02 – EAA East Coast Fly-In, Philadelphia, PA

27-28 Sep 02 – EAA Southwest Regional Fly-In, Abilene, TX.

4-6 Oct 02 – EAA Southeast Regional Fly-In, Evergreen, AL.

**WANTED & FOR SALE –
(Please let us know as items
get sold)**

Chapter members in search of or have items for sale, or need to post a service, may place a free (non-commercial) add in this column. Call Editors Miriam or David Talley @ 210.521.2359 or EAA35@starband.net

“Remember...Caveat Emptor...buyers beware!”

Instructor Available. Chapter member Bob Cabe has recertified his CFI. Available to EAAers for BFR's. 493-7223.

Instructor Available. Chapter member Bob Browne CFII SE ME INST Rotorcraft. Will provide free flight review for chapter 35 members. 830/612-2371.

FOR SALE: RV6 empennage. Never started. Will sell at 75% cost. Call Ed Seurer 210/885-1160.

FOR SALE: Completed Van's RV-6 empennage. Horizontal and vertical stabilizers w/ eleva-

tors-trim tab and rudder fitted and hung. Good deal for someone who wants to get into an RV inexpensively. I'm spending more to build an RV7. Mike Lynch (210) 647-4905

FOR SALE: Brand new, never used, digital King transponder, KT-76C, with rack and installation kit. Will sell at cost \$1,200. Call Les Bourne at 210/658-2999.

FOR SALE: Mooney Club Membership. Meticulously maintained M20G based at Kerrville Aviation. The club has owned this plane since it was new. Get that instrument rating you've always wanted or just cruise cross country in style. You can own a share of this high performance retractable for only \$3000. It doesn't get any cheaper than this. Call Chris Christianson at 210-363-4450 or 830-755-4450

FOR SALE: '43 T-craft L2A, DCO-65. Cont. C-85-F. TTAF: 1094, SMOH 127. Contact: Jim Havens 210.680.7882.

FOR SALE: Runway Property on 8T8/San Geronimo Airpark! Financing Available. Contact "Dan the Man" Cerna at 210.688.9345.

FOR SALE: Ercoupe Wings, Fuselage, misc. parts. Call Chuck Schelnick (830) 685-3305

FOR SALE: 1953 Chevy 60,000 mi mechanically 9/10, new paint 9/10, needs some reassembly/interior work. Runs sweet-6cyl standard. \$3,000

1977 Honda CB200T motorcycle, 4,000 miles been in storage for 8 years-very nice clean machine needs TLC. \$600

Numerous R/C airplanes and accessories including a 6" Wingspan "Telemaster" fabric covered with 4 stroke engine-looks and flies like full scale-make offer.

Bought airplane, wife sez sell some stuff! John Kuhfahl 210 688 9473 or johnkuhfahl@yahoo.com



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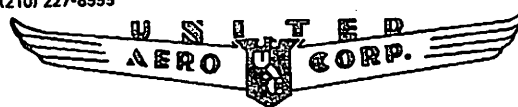
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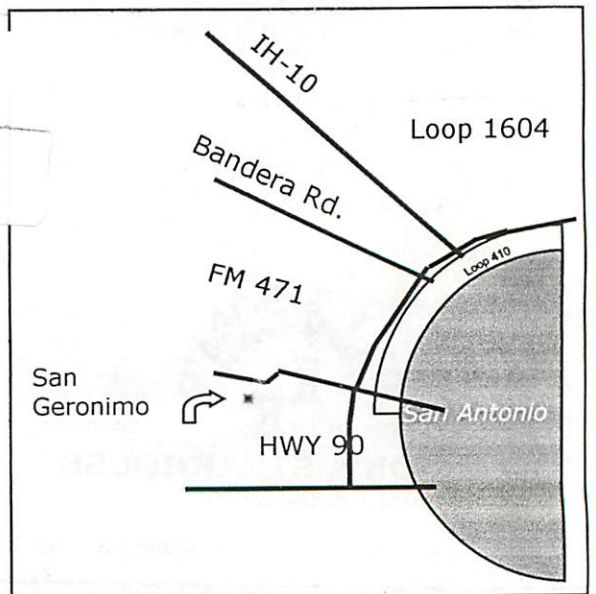
Norris Warner, President
719 Oak Hills Road
Pipe Creek, Texas 78063-5652



Norris & Joanne Warner
719 Oak Hills Road
Pipe Creek, TX 78063

When Do you Meet?
Second Saturday of the Month
JUNE PICNIC & YE FLTS!!!!!!
Picnic: 11 AM 'til 3 PM
Volunteer Briefing: 10 AM
YE FLTS: 11 AM 'til 3 PM

Where do you meet?
(See Map)
Call Any member listed
On Page 2 for help



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