



RUNWAY 35



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January 2006
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PHOTOS CONTRIBUTED BY: N WARNER, B. CABE, L. McIRVIN	

BOARD MEETING @4:00
ALL MEMMBERS INVITED

What a Party!

By Norris Warner

Eighty lucky members gathered for the annual Chapter 35 Christmas banquet on December 10th. The clubhouse had been gaily decorated by the ever-loyal Masons and McCarleys, Shirley Baker and Roxanne & Danny Beavers. The social hour, complete with Shirley Baker's famous punch and Al Almond's "wine cellar" supplies were warmly welcomed.



The dinner was catered by Renee Forrester-Day, Betty Day's daughter-in-law, and was scrumptious by anybody's standards.

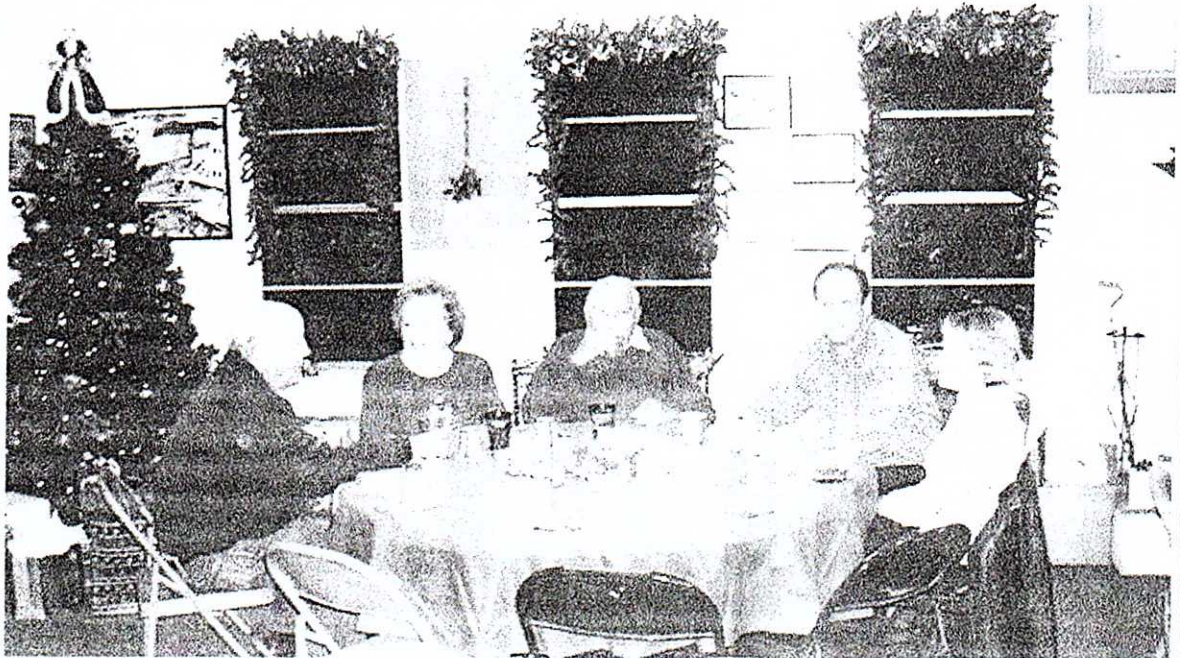
The tables were attractively set in the holiday theme, and after the main course, desserts of all kinds were offered. Yummy!

After the dinner hour, outgoing president Steve Carlson made many significant awards to the best of our many volunteers. New president Roch LaRocca, gave the chapter some insight into his views of the direction we need to take. Looks like we are once again blessed with

PARTY, CONTINUED

fine leadership!

Next on the agenda was our riotous gift exchange, keyed this year by Santa (John Latour) and Chief Elf (Jillian Carlson). Several of the most ought after gifts changed hands many times. Seems like wooden bi-planes were making the circuit constantly!



Our new president, Roch LaRocca has called a board meeting for 4:00 PM before our January meeting on January 14th. As always, all members are encouraged to attend. If you'd like to have our same caterer back for the next Christmas banquet, be certain to sit in and speak up. Roch will be designating a new Board of Directors, and setting our calendar for 2006, as well. These business meetings

are only held a few times a year, and they are very important for the health of your chapter. Plan to attend!



From the President's cockpit



Steve Carlson has continued to post pictures of the chapter members on the web site. My hopes are to get everyone on there so people like me who are challenged at putting faces with names will be able to see exactly who's who in the chapter. We got a lot of pictures at the Christmas party so they will make a great addition. (Thanks, Steve !!)

I would again like to thank all of you all for the warm welcome that Barbara and I received at the Christmas party. It is an honor to serve you and the Chapter as the president.

Roch

My wife, Barbara, and I had the privilege of attending our first EAA chapter 35 Christmas party this year and I hope to enjoy many more in the future. The fellowship was great as was the outstanding meal and service. I still feel a little guilt about the Santa airplane I stole but since someone else stole it from me, I'll get over it.

I'm really ready to get 2006 off to a great start so I'm trying to get the Board in order and the lineup for the year's meetings. I will be getting with you builders out there to see if you would like to put together a small presentation about your project, where you are at with it, and some challenges you have faced.

In January, we also need to begin the preparations for the Southwest Regional Fly-in (SWRFI). Be thinking about how you would like to contribute. We really want to make this year's event bigger and better. We will get a list of the major things that the chapter can do and then present it to the chapter. I'm arranging to bring one of our squadrons T-1 aircraft out there this year. I'm sure the USAF will let me take EAA Chapter members up for rides. !!! NOT !!! Unfortunately, that is a dream but I can give you a little tour of it.

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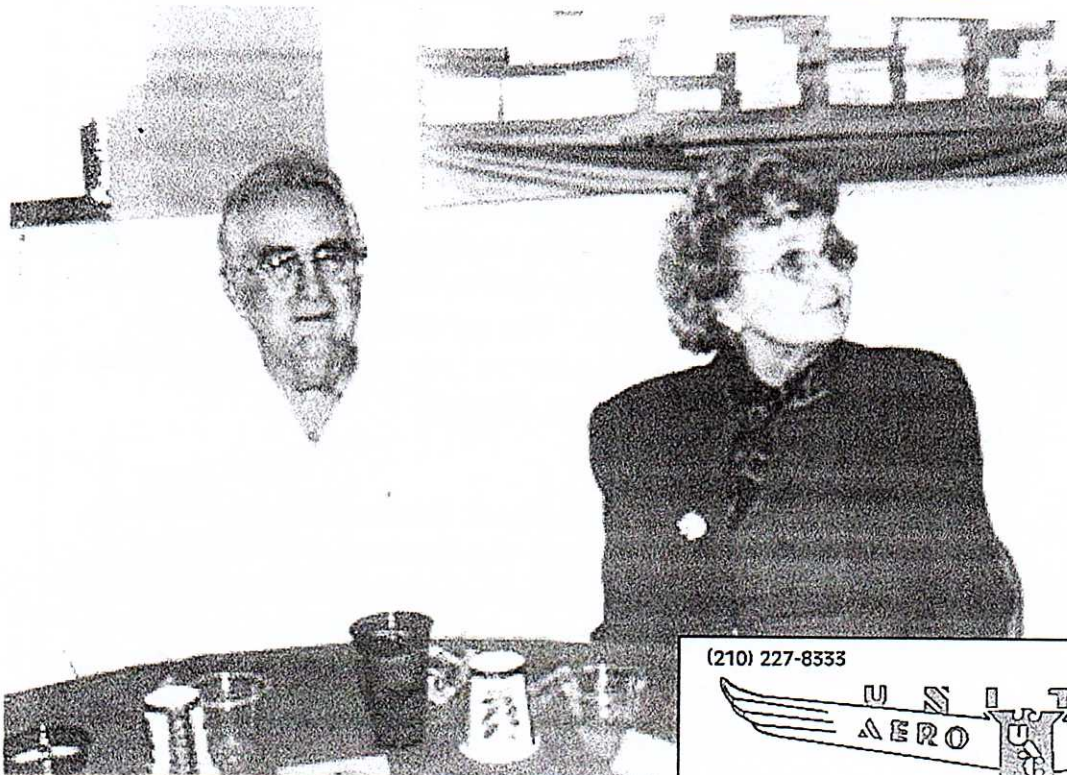


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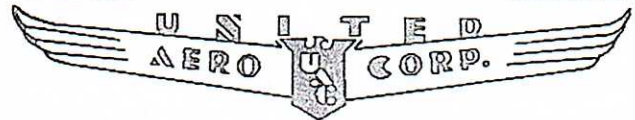
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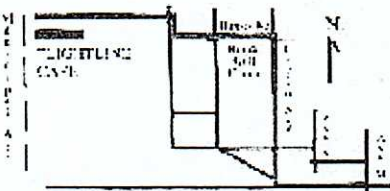


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A special thank you to the following business's who provided the food and the beautiful table settings for our 2005 Christmas Banquet.

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Canadian Adventure Bob Cabe

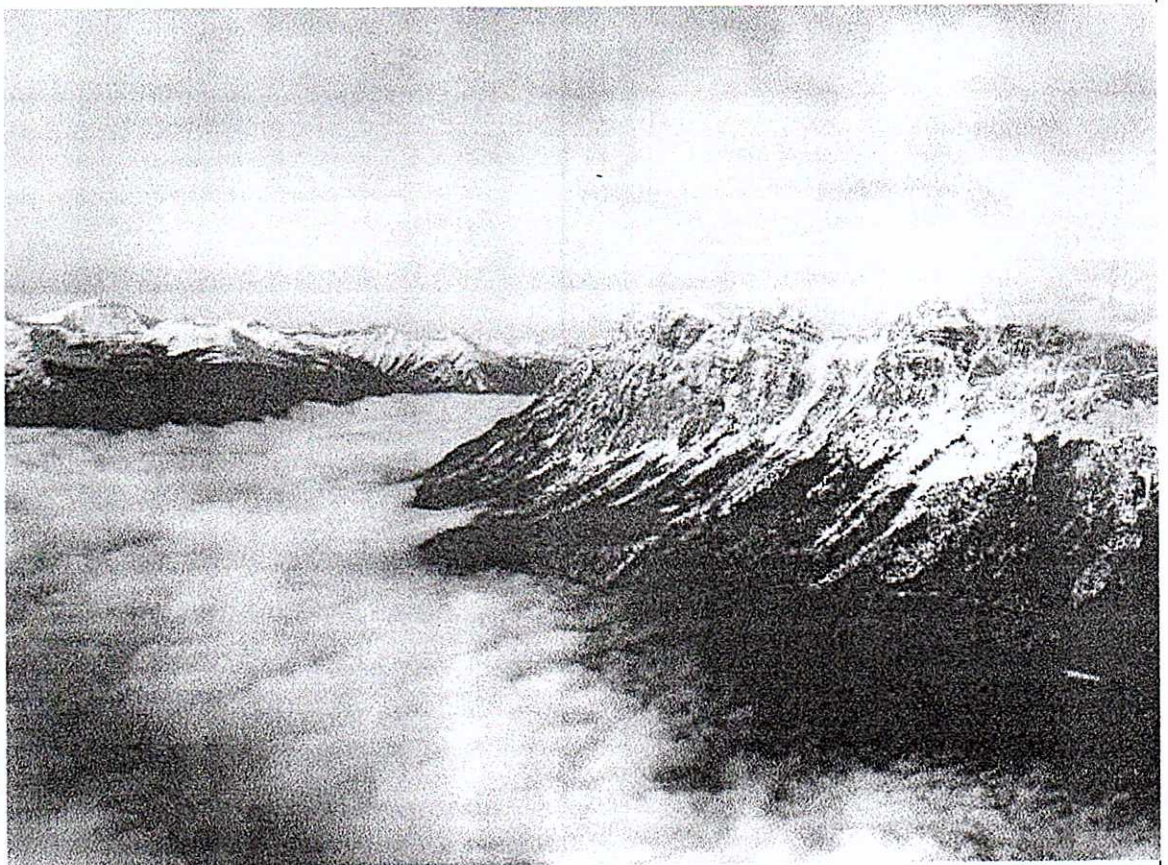
Every now and then, you get lucky. It was my turn. I occasionally get to fly for Integrity Aero, an aircraft broker at SAT. A Canadian who had no experience in a complex aircraft had purchased a Mooney 201. Further, he had never flown in the "lower 48". Therefore he needed an instructor to accompany him back to Canada. I volunteered. The trip was fantastic.

The airplane was nicely equipped. It had a newly installed Garmin 430 and a very dependable KX 155. The autopilot worked fairly well and all other systems were in top shape. I met Ray Germaniuk at about noon. Ray runs a very successful truck accessory business. One of his hot items is a snow plow, understandable considering where he lives. After loading the plane and topping off the tanks, we were off to Prince George, British Columbia : 400 miles north of Seattle.

We departed SAT at 1 PM on Wednesday, November 18th. We filed IFR even though the weather was expected to cooperate. Our destination was Colorado Springs. We climbed to 8,000 to get above some scattered clouds. By the time Llano passed on the right wing, it was severe clear. Abilene and Dalhart soon passed and, maintaining 8,000

feet gave us only a couple thousand feet AGL. ATC agreed that 10,000 would be more appropriate. Approach at the Springs turned us west about five miles east of the field for a left base to runway 18. By this time, the sun was directly in our eyes and we couldn't find the runway. As we got closer, a brilliant sun dropped behind those magnificent Rocky Mountains and the runway could be seen easily. Ray's first landing in his new airplane was very nice. The first leg of our trip took 4 hours and 40 minutes from lift off to touch down and we burned 47.5 gallons. That's about 140 knots and 10.2 GPH.

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Canadian Adventure Bob Cabe

Our goal for day #2 was to get as far as we could before sundown. The weather looked promising once we got about 150 miles to the north. It did not look good at all at Colorado Springs. We had an overcast about 1500 feet AGL with good visibility, a significant headwind and light snow showers. I told Ray that he had a very conservative instructor in the right seat and that we would depart VFR. If conditions did not improve, we would return to COS. We launched and headed for the Denver Class B airspace. It turned out very well. We stayed fairly low for about 30 miles, after which, the overcast went up to a much more comfortable level. The controllers took us directly over down town Denver and off in the distance we could see bright sunshine. We were on our way.

veloped and we bumped it up to 12,500. The ride was smooth, but the wind was about 50 knots, right on the nose.

Our ground speed was 105 knots. Crossing Cheyenne I told Ray that the Air Force had chosen this area to locate many of the missile silos we had depended on not too many years ago. We pressed on to the Muddy Mountain VOR near Casper. By now there was not a cloud in the sky and the visibility was so good you could almost see the curvature of the earth (a slight exaggeration, but you get the picture). We had the spectacular, snow covered Rocky Mountains on the left and picture perfect farm land on the right, as far as the eye could

see. Our next fuel stop was Cody, Wyoming. At Cody, we got gas and sandwiches and checked

the weather. We had a minor problem. The plan was to proceed to Great Falls, Montana and then on up to Kalispell in the northwest corner of Montana.

That would put us over the easternmost part of the Rockies and in a large valley that would lead hundreds of miles into Canada, past Banff and on to Prince George. With absolutely perfect weather at Cody, I was amazed that Kalispell, just about 300 miles to the northwest, was totally IFR.



The selected course kept us just east of the mountains. Some additional broken clouds de-

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Canadian Adventure
Bob Cabe

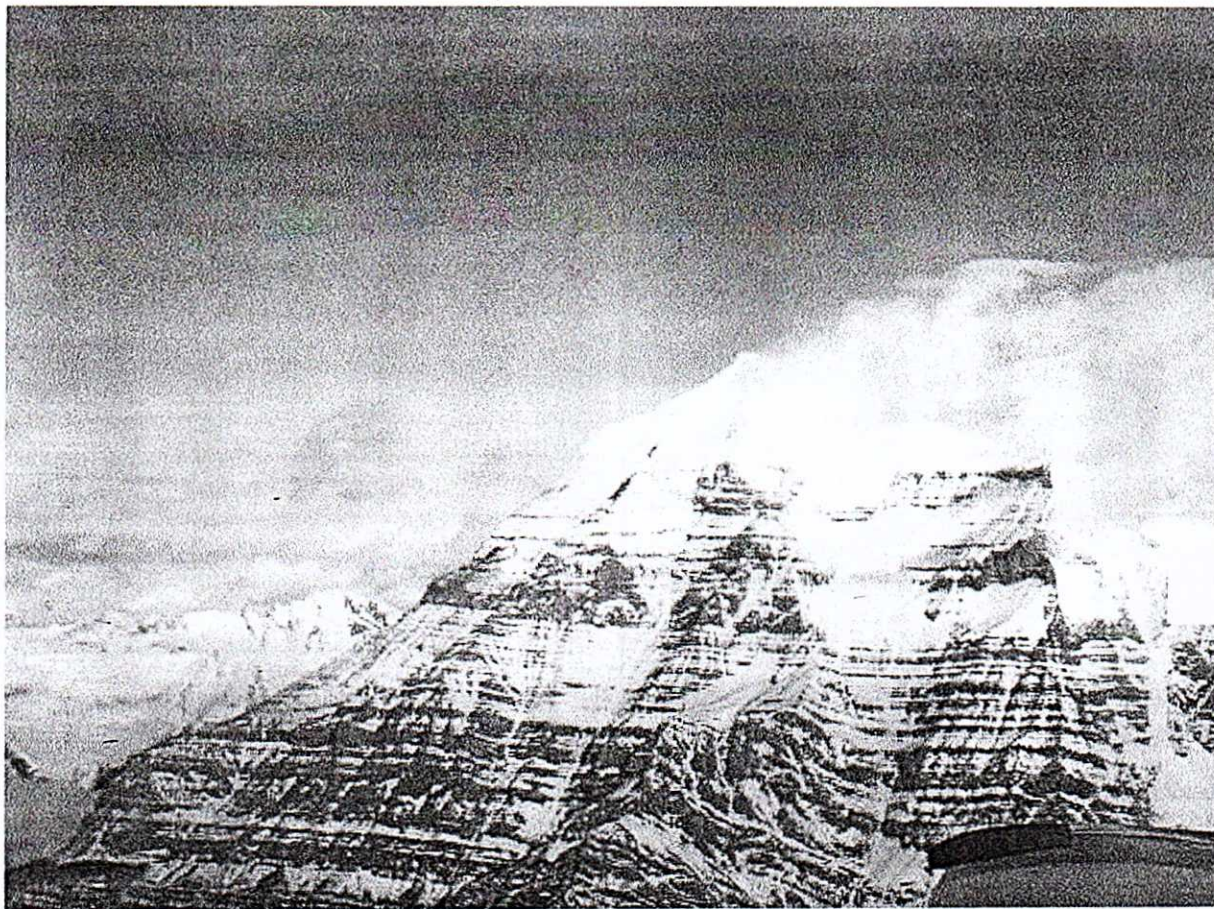
Our new plan was to remain east of the mountains and fly north to Great Fall, then to Cut Bank and on to Leathbridge, Alberta. It was a good plan. Ray had arranged for customs to meet us and, although we were about 30 minutes late, a delightful young lady was waiting for us on the ramp. Customs was painless. In spite of the strong headwinds, we had covered 1150 nautical miles.

The next morning was again clear. Leaving Leathbridge, we would fly north to one of the westward passages through the mountains, to the valley that would take us to Prince George. The GPS was functioning perfectly, well almost perfectly. I can't explain it, but as we were passing Cal-

gary, we were hearing country and western music on the approach control frequency. Strange. Farther north, the scenery changed from expansive farm land to rolling hills and forests. The mountains were ever present to the west. What was missing were towns, highways and airports. An engine failure would

leave you in a very awkward situation. You would have very few options for a place to put it and a very long way for anyone to come to your aid. This was a bit uncomfortable.

Flying in Canada is different. Ray was good at it. They don't have flight following, but they do have a common frequency that all general aviation airplanes use (126.7, the same as clearance delivery at SAT). While enroute, we transmitted



in the blind to ask if anyone had come from the west, through any of the designated routes through the mountains.

We got no reply. Ray then called the equivalent to our Flight Service Station to ask about a westward route. CONTINUED NEXT PAGE

Canadian Adventure
Bob Cabe

We were told that a 737 was reporting a 100 knot wind from the west in moderate turbulence at 41,000. That didn't help. He then told us that the winds at 6, 9, and 12,000 were 270 degrees at 42 to 63 knots. Ray said that those winds would make for an extremely rough ride. He said the best plan was to continue much farther north and then turn west where distance in the pass was much shorter.

Flying north, we came to the first passage through the Rockies at Hinton. Ray said, "That

doesn't look too bad. Do you want to try it?" If it was going to be really rough, we would know it right away and we could easily retreat and go back to Plan A.

As we turned west, I noticed that Ray tightened his seat belt. I did the same. Entering the valley, Ray announced on 126.7 that we were entering the valley, would be at 7,500 and would stay on the right side of the valley. A heli-

copter was below us and would stay there. We were pleasantly surprised when the ride was not bad at all and our ground speed was about 120 knots. The ride through the mountains was a real treat.

The mountains to the left were in the 9,000 to 10,000 foot range. The ones on the right were

about the same except for Mount Robson which rose to over 14,000. The visibility was unrestricted and the view was nothing short of spectacular. The valley was several miles wide, so there was no chance of a box canyon. Ray had flown this route many times. The new Garmin 430 had a terrain avoidance feature that really got a workout. With so much vertical real estate on all sides, the display was continually turning red, telling us that rising terrain was ahead.



It became a full time job clearing the screen. As the valley turned to the right, we saw that it was completely full of fog up to about 4,000. We were still in the clear. The valley took us to Jasper and on to the Frazier River Valley which would lead directly to Prince George.

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Canadian Adventure Bob Cabe

Turning north over Valemont, the fog totally disappeared. This valley is easily ten miles across. This was the home stretch. The rest of the trip was familiar country for Ray. We landed and got a bite to eat. Ray had about 15 hours in the plane, but only a few landings. We went back to airplane to do some landings and air work. It would not start. The starter would not kick in. It just spun. I told Ray to turn both mags on and then keep his hand off the key. I got out and propped it. On the second blade it started. After another hour of instruction, Ray was feeling

A couple of footnotes:

1. The trip home was by commercial airline. The Vancouver airport was socked in with fog. My hat is off to the pilot (or autopilot) who landed. Lots of flights were delayed or canceled. On departure, you could only see a half dozed or so runway lights down the runway. I timed our climb from lift off to breaking out on top. It was 25 seconds. After that, there was brilliant blue sky and no clouds. I finally got home at 4 AM the next morning.
2. In Canada, I joined Ray and his wife for an "American Thanksgiving" dinner. The wife of one of Ray's friends is American. She had a dinner party for 10 of us. We had a delightful, leisurely dinner. It was a real treat for me to spend some casual time with the Canadians and enjoy their hospitality.
3. The entire trip turned out beautifully. It was an adventure I will not soon forget.

Bob



much more comfortable with his new plane. Most of his time was in a 180 HP Cherokee, so the Mooney was a logical step up. He seemed really pleased with the plane. We had flown over 2300 miles and remained VFR the entire way. We had seen virtually every kind of landscape except the beach. It was a comfortable and safe trip. It was a great example of the capability of a typical general aviation airplane.





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2006 CHAPTER CALENDAR

DAY/MONTH	PROGRAM	TIME & CHEF(S)
14 JANUARY	MEETING	BOARD MEETING 4:00 DINNER AT 5:30 PROGRAM AT 7:00
11 FEBRUARY	MEETING	DINNER AT 5:30
11 MARCH		
18 March	YOUNG EAG PROGR	
8 APRIL		
12-14 May		
10 JUNE		
17 JUNE	BO	DINNER AT 5:30 PROGRAM AT 7:00
11 NOVEMBER	MEETI	
9 DECEMBER	CHRISTMAS E	

Wanted and For Sale

WANTED & FOR SALE

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

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: Piper PA 22/20 Pacer. Lycoming O-320, 150 hp with less than 310 hours SMOH with chrome cylinders. New needle and seat in carb, sealed lift struts, Bogert cables and battery box mod, auto gas STC, new throttle cable. Narco 810 radio with flip-flop, Narco AT 150 transponder and Apollo 610 Loran. One owner since 1975. Asking \$25,500. Please, experienced tail-dragger pilots only as it has brakes on left side only. Don Staats. Call cell 830-832-3031 from 8:00 am to 5:00 pm or 830-606-3441 anytime.

For Sale: The Grey and the Green Condo Units at San Geronimo Airpark have been completed. No more spaces are available for rent. Three spaces are available for sale. These three must be sold so that the final Condo Unit can be built. This unit will contain 4 larger hangars (50' wide x 42' deep with electrically operated overhead doors) one of which will be made available to Chapter 35 to sublet to members for various project spaces. Remaining spaces in the Green and Grey Condo Units are 40' wide by 32' deep with concrete floors, corrugated sheet metal divider walls, bi-fold doors w/ smaller entry door. There is water to each space and electrical power at the end of each Condo Unit. These hangars sell for \$35,000 and require a 25% down payment to hold. Call Dan Cerna at 688-9345 or Lew Mason at 688-9072 or Dave Baker at 688-3358. When these last hangars are sold including the final three on the last Condo Unit, San Geronimo Airpark will build no more. For Rent: Enclosed "T" Hangar \$75/month. Call

a person listed above.

For sale Lyc O 320 E2D TT=2600 TSMO=0 Work done By Bela's Aircraft Engines-Dallas New slick mags, Overhauled Carb, Alt., Starter all items new that are required Includes Mounting kit(lord) \$13900 + shipping(has crate) Stan Shannon 3033 White Oak Rd Fredericksburg, Texas 78624 830-997-8802 fax 830-990-0532 cell 830-456-2182

Donation needed : Lew Mason has asked me to find an old aircraft radio or scanner that will cover Unicom frequency, 122.9 mc Nine volt, twelve volt, or 120 volt no problem. We (I), would like to install it in the building in front of the club house along with an outside speaker. This way, when the radio control people come, they can hear incoming and out going aircraft and give them time to land their radio control aircraft. Anything to make a safer airport.

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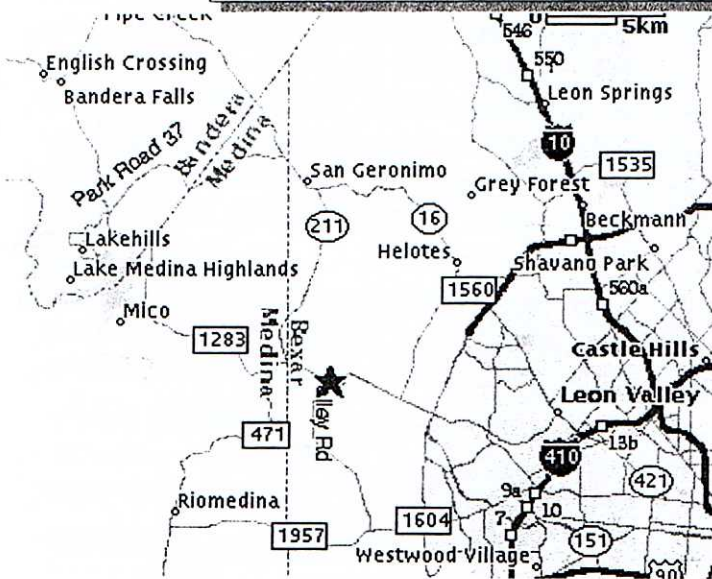
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When Do you Meet?
Second Saturday of the Month