



The Leader In Recreational Aviation

May 2003

Volume 45 Issue 5

RUNWAY 35



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

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Front Page News

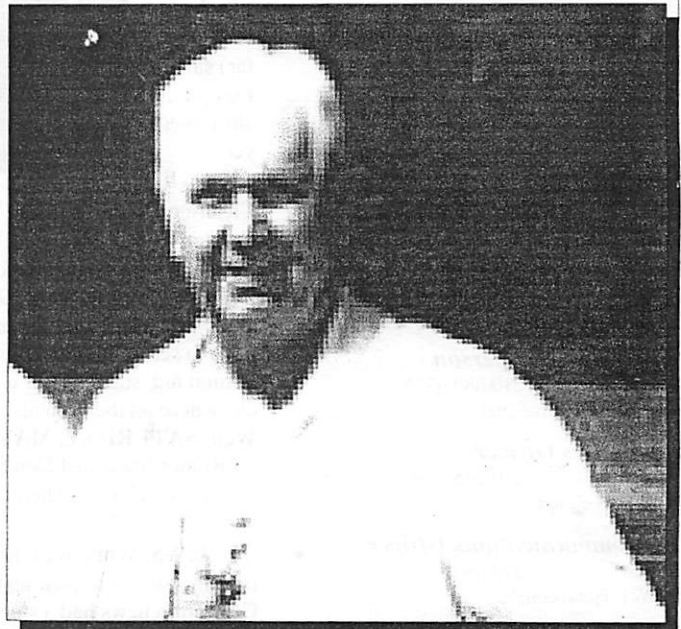
Tomas W. Meredith 1927-2003

Along the road of life, many people cross our path. Some just to pause briefly; others must linger a while. These people are sent our way either to give something we need, or require us to fulfill their need. They help complete the journey.

It is certain that I have received much from the people that crossed my path.

Thank you,

Tom



May Meeting

May Meeting

May Meeting

May Meeting

May Meeting



"The History of Homebuilding!"

Presenter: Paul M^cReynolds

Food by Ed and Brad!



The 1st Place Award Winning Chapter Newsletter of the Experimental Aircraft Association!

Key Members 2003

President

Norris Warner 830.510.4334
NJWarner@indian-creek.net

Vice-president

Don Staats 830.606.3441
(Hangar Phone: 210.509.6129)
dstaats@ev1.net

Secretary

Miriam Talley 210.521.2359
Miriam@satx.rr.com

Treasurer

Joanne Warner 830.510.4334
NJWarner@indian-creek.net

Board Members

Dave Baker 210.688.3358
Lew Mason 210.688.9072
Bob Masters 210.545.4849
Skip Barchfeld 830.363.7649
Don Woodham 210.688.3052
Jim M^rIrvin 210.481.3308

Newsletter Editor(s)

D + M Talley 210.521.2359
EAA35@satx.rr.com

Webmaster

Steve Carlson 210.545.2376
carlson3@sbcglobal.net

Young Eagles Coordinator

Brad Doppelt 210.558.8909
Brad_Doppelt@yahoo.com

Membership Chairperson

John Latour 210.680.0332
johnlatourpe@earthlink.net

Public Affairs Officer

Jim M^rIrvin 210.275.7780
mcirvinj@swbell.net

Radio/Communications Officer

Jim Munro 210.680.3629
KB55YW1@juno.com

Facilities Manager

John Kuhfahl 210.688.9473
johnkuhfahl@yahoo.com

Flight Advisors

Skip Barchfeld 830.363.7649
Norris Warner 830.510.4334
Jim M^rIrvin 210.275.7780

Technical Counselors

Norris Warner 830.510.4334
Paul M^rRenolds 210.697.1434
rv4paulmc@aol.com

Safety Officer

Your Name Here Your # Here

Chapter Historian

Your Name Here Your # Here

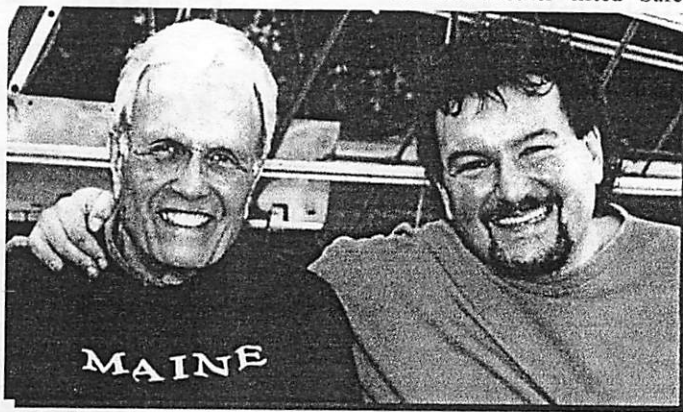
Groundskeeper

Jeorg Thees 210.593.1516

Clear Prop!!!!

By David C. Talley

- Unfortunately, I have some sad news to bring to you this month. I was informed by Skip Barchfeld, that his brother-in-law, and long-time friend, Tom Meredith, has passed on. Tom was a big supporter of our chapter when he was in town. Tom, you'll be missed sorely by all of us. Godspeed.
- OK folks. Please continue to pray for our troops, our leadership and our country. Lori M^rIrvin is (so far) safe in Europe. It ain't over yet!
- BIG" AI is coming together. Team 35 has been helping with the building process.
- Bruce King reported into a VW engine group. It was found and submitted here. Wait until you read what Bruce was up to!
- We have another "lifted" Safety Corner from the PIASA/GAPA folks.



Quick! Look to the left column and then down a bit. We still need two positions filled. You know you've been wanting to step up to the plate.

- Clean-up Day is upon us. Noooooo, not the chapter shack...this time it's the Clean-up and Set-up at New Braunfels for the upcoming SWRFI. Things start at 0900 down near the café. The need a head count. Remember, we have to set-up for our "Profit Center", er, uh, Lemon aid stand, along with helping out elsewhere on the grounds. The date you ask? Well, SATURDAY, MAY 10th, of course! © Rumor has it that Don Staats is buying lunch! Wow! C-U-There!
- YE NEWS: While waiting at the stoplight near the airport to pick up the spousal unit, CBS radio news had a story about the Young Eagles and the EAA. This was @ 10 PM on Friday, 2 May. Brad reports in on a more local note...
- The B-17 is coming and well, it will be here before the June newsletter. So get ready to have some "adult" fun!
- Skip's Millennium tour continues this month. This is the third in a series of five. Sit back, relax and enjoy!
- Now's your chance! Contact Norris Warner (his info is in the same column, just up a bit) to sign up. Thanks!
- Hey! Where's that article you keep thinking about writing? Please send them in! We especially need some "Homebuilders Corner news"! Paul M^rRenolds... (and anyone else), submit those inputs, ideas, tips, tricks and whatever else you can think of.
- Cody Kelly is makin' progress. Thanks to those who made his dream a reality!
- We had a WASP join us at the YE event.!
- Funk, Funk, Funk brothers, that is. Don Staats writes up an interesting story on a Funk.
- There's much, much more...please read on and enjoy your copy of Runway 35, the "Best Award Winning" Newsletter of ANY EAA Chapter!

Please Read This...

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From the President's Desk

By Norris Warner

By golly, it took me all day Sunday, April 13th, to unwind from a great Chapter 35 performance on the 12th. But let me backup to the Friday preparation day.

You know, the most fun outside of airplanes is working with your friends to make things better. And on Friday, we had nearly 20 folks there tending to all sorts of things so that we could start off on the right foot Saturday. Jeorg Thees outdid himself making the landscape even prettier with the installation of a Sago Palm in the newly constructed area. Jim Havens had even "beaten the clock" by doing a bunch of mowing and trimming a day in advance. I brought down a couple of mowers from my Hill Country home, and at least a couple of us helped the Airpark mower in trimming things up. Charlie Brame did a bunch of weed eating and generally made himself useful. Jim Munro, when not mowing, was getting our PA system and ground-to-air radio set up, while Bob Cabe, John Latour, Fred Pennell and Ted Eckardt, among others assembled our "Tower." As usual, Terry Gombert was early, and carried an extra load in many areas. Brad Doppelt scurried to get the Young Eagle admin area organized, and hard-hat diver Danny Daniels showed us the smart way to do stuff (as always!). John Kuhfahl had the clubhouse about ready to go, and Lew Mason and Don McCarley worked at getting the grill and griddle around. Ed Seurer was a little late arriving, but he brought a written excuse (from his bowling team!). Don Staats and Dave Talley were big help, especially when it came to the flightline safety fencing. New member Johnny Becker showed up to lend a hand, and impressed us with his organizational skills. Terry Winnett and E.D. "Deck" Yoes found all sorts of things that needed doing while Gene Tobias worked up a sweat scouring our new griddle up. I know I've omitted some, but hey, I was working too! (I did scrub out three Johns—no fooling!). And at the end of the day, John Latour and I installed the

highway signs. Also thanks to John Latour who did the repair on one of our outdoor lamp posts.

All in all—we had a lot of fun, told a lot of stories, and in general, enjoyed each other's company. Try to make the next event preparation afternoon—it's a chance to get to know some great folks.

Then came the big day. Brad Doppelt, Young Eagle Coordinator Extraordinaire, tells you all about his successes later in this newsletter, but I'll reveal one fact: Our pilots flew 178 kids!

We had helpers everywhere, and I guess we could have used even more. Our pancake breakfast was some kinda success, with a net profit of \$464.

We had helpers everywhere, and I guess we could have used even more. Our pancake breakfast was some kinda success, with a net profit of \$464. We served a bunch of grilled patty sausage, about 20 gallons of orange juice, and many pots of coffee, in addition to hundreds of pancakes.

Later on, when somehow the Young Eagle youngsters thought lunch was to be free, we served up 240 hot dogs, and mostly to the kids. We also served up some 48 gallons of lemonade, keeping it coming until well after 3:00 PM.

I know Brad will list his hard working



staff and thank them, so here's some of the others who really shouldered the load. On the griddle and grill were Gene Tobias, his wife Ute and their nephew Lucas Houk (running sausage and pancakes from grill to warming ovens), Steve Counts, and Guy Smith—working from early morning to mid afternoon. And Lew Mason kept the fires going with more and more propane. Kitchen staff and servers included Al Almond and Betty Day, who worked tirelessly. In that same group were Sherryl and Sarah Jewett (my daughter and granddaughter), and my son Norris II. Many others filled in during the day—too many to remember! Oh yes—John Latour tried to keep up with the coffee, orange drink and lemonade—a daunting task! Just too much to do! At the "Country Store" sales table, Bob Kindred and Terry Winnett started it off, and then our rising star Cody Kelly and his mom, Denise, took over for the rest of the day. They reported donations of over \$450! And I would be remiss (and downright dumb!) if I didn't express my appreciation for all that my favorite redhead did. From making all of the signs to managing the food line sales and more, I'm grateful, Joanne. Thanks!

I'd also be remiss if I didn't commend Jim Haven's sidekick Matthew. Matt is not only a perfect gentleman at age 12, but he is a self-starter of the first rank. He filled in with Joanne—without being asked, as well as working at several other stations. Matt, you are a special member of EAA Chapter 35!



Comments from the VEEP

By Don Staats



I looked in the mirror the other day and didn't recognize the old guy staring back. Do I really look like that? I can't, I've been too busy to get old! Norma and I were in a restaurant last week. Apparently, it is frequented by the "Senior Set." I said to Norma, "Look at those old folks, some of them can hardly get around. No hair or white hair and wrinkles in every direction. I'll tell you something else, we look at those old folks with a touch of pity to see them looking so bad. Do you suppose they are looking at us with the same thought?" Needless to say the rest of the meal was very quiet.

event I saw a lot of volunteers. Some volunteered their check book as well and we thank them. What a great event that was. Volunteers are what makes our

Volunteering is the name of the game in any organization, especially one like ours. As I said it keeps one young to jump in and participate.

good many of these gaps. One of the first volunteer efforts will be the work-day on May 10.

We meet at 9:00 am at the Airport Café at BAZ. I ask that a lot of you show up so we can finish early and get to our own meeting at San Geronimo.

We all tend to look at ourselves in a somewhat romantic manner and go about our business buoyed up with our sense of self. Even in these more advanced years we can make that dream more real if we keep busy and have something to do that keeps us young. For me and a lot of you that involves airplanes. It seems the more I volunteer to do things for the Chapter and for the SWRFI the younger I get. I'd better be careful or I will be back in short pants! Come to think of it I see grown men wearing short pants now. Hard to believe. When I was a kid I couldn't wait to get out of them.

Chapter go and that can do spirit is what will make the Southwest regional Fly-in a big success in its New Braunfels home. I know that our Chapter is doing quite a bit with our representation on the Board of Directors and some of us serve as officers or directors. When the assignments for the fly-in were being passed out, however, we limited Chapter 35 to handling the Young Eagle event. It will take a concentrated effort of a few members during mid-day on Saturday.

At our Chapter 35 meeting Paul McReynolds will talk about the history of the EAA from the standpoint of the key developments in the homebuilding effort---from lines on paper in the early days to the kits of today. Paul is one of our most knowledgeable members and is worth listening to. I have never heard Paul expound on any subject that I didn't come away wiser. I sure don't want to miss it.

Volunteering is the name of the game in any organization, especially one like ours. As I said it keeps one young to jump in and participate. Won't you all come out to BAZ, share the day with me, and shed a few years? If you can't make it there we still need someone to head up the lemonade stand project and put a few bucks in our treasury. See you on May 10th.

At the Pancake Breakfast/Young Eagle

We deliberately kept our load rather light, because this first effort in our new home will expose a lot of gaps that need to be filled. I expect our members will fill a

Don Staats



News from Around the Patch...



Speaker and Food...May 2003

The speaker for the May program will be Paul McReynolds. Paul is known throughout the EAA community for his work on the RV series. His talk, however, will be based on his many years in our great, world-wide organization. He will discuss the evolution of the EAA as seen through the eyes of the builder.

Food for the program will be provided by Ed Seurer and Brad Doppelt. We hope they will take into account that many of us will be coming in from SWRFI work day at New Braunfels airport and will have quite an appetite! Remember, Don Staats is buying lunch!



SWRFI...News from Around the Patch

SWRFI Set-up Day

SATURDAY, MAY 10, 2003 IS WORKDAY FOR THE SOUTHWEST REGIONAL FLY-IN. MEET AT THE CAFE AT THE NEW BRAUNFELS AIRPORT AT 9:00 AM. IT IS EXTREMELY IMPORTANT THAT WE HAVE A GOOD TURN OUT FOR THIS. IT WILL BE OUR FIRST SET-UP AT BAZ AND WILL TAKE A LITTLE MORE TIME AND EFFORT AS WE GAIN EXPERIENCE. THE MORE PEOPLE WE HAVE THE FASTER IT WILL GO. PLEASE COME OUT AND HELP.

SWRFI Arrival Procedures

After we've all cleaned-up the place, we'll return home for the week...then it's onto the BIG EVENT! However, all pilots must realize there's a FAA tower, and well arrival procedures. You can get them from the following website:

<http://www.swrfi.org/arrival.htm>

Remember SAFETY, SAFETY, SAFETY!

SWRFI Banquet

The Banquet will be held in a hangar at the airport this year. Our guest speaker will be astronaut Charles Duke of Apollo 16.

On the menu is:

- Grilled chicken breast
- Green beans almandine
- Nan's Worlds best cookies
- Party potatoes
- Salad

Chapters can reserve tables so that members can sit together. Tables must be reserved and paid in full no later than May 10. Minimum purchase for a reserved table is 6 and a table will seat 8. Tickets are \$ 17.50 each pre-purchase and \$ 20.00 at the door.

Chapter 35 members make your check payable to SWRFI and send to:

Norris Warner
719 Oak Hills Road
Pipe Creek, Texas 78063

For more information: Norris Warner, 830.210.4334 or njwarner@indian-creek.net

EAA 35 and the Lemonade Stand Saga

OK folks. It's been a few years, however, most of us remember the days out at Kerrville (before the French threw us off the ramp) where we as a team (remember there is NO "I" in "T-E-A-M!") sold lemonade to the masses. Now, as you recall, this was done in October, you know, when it's not too warm (read HOT). Folks used to line up for a tall class of that wonderful thirst quencher. This year you're kidding yourself if you think it is gonna be as cool as it is in October. Bottom line? More thirst to quench! Bob Masters is leading the way and is mostly ready for the big event. Be sure to ask him if you can help out a bit during the fly-in!

EAA 35 to Drive "Miss Daisy"

The Abilene Chapter of the EAA has, well, how can we say this in a politically correct manner, decided they can't support the SWRFI this year. Their job was to drive the trams around the airport. With their "late departure" from the scene, Stan Shannon asked if we could provide drivers. Norris Warner has lined up some folks to help out in "Driving Miss Daisy". Be sure to see if any additional folks are needed! Thanks!

SWRFI Exhibitor

New Chapter 35 members, Phil and Deb Capestany, owners of JPM Aircraft Instruments Service, will have Booth 32B at SWRFI.

If you haven't met these enthusiastic folks, please stop by and introduce yourself. Besides, you can't get better deals on repairing instruments any where!



...News from Around the Patch

It's SWRFI Time!

Volunteers—Volunteers—Volunteers Needed at New Braunfels!

Saturday May 10

Our make-ready day. Please be at the flight line café at 9:00.

(Our regular meeting will be that same evening, so plan on leaving New Braunfels by 3:00 PM—we wouldn't want to miss supper!)

Friday, May 16, Saturday May 17 – 10:00 AM to 6:00 PM

Lemonade Stand (in the Food Court)—this will be our year's biggest fund raiser and we'll need extra help to keep ice and water supplied. We have 23 (yes, 23!) volunteers committed to serve during these two days, but we'll need more than that. Please stop by our tent and offer your help.

Friday, May 15, Saturday May 17 – 10:00 AM to 4:00 PM

Manning the people-mover trams on the flightline. We have 18 Chapter 35 members already signed up to drive these tractors for two-hour shifts, but we should have a spare body or two around if someone is forced to cancel at the last minute.

Please know that the best way to make friends in the chapter is to work along side of other members. Try it—you'll like it!

WASP VISITS CHAPTER 35

by Don Staats

We missed a great opportunity during our last Young Eagle event to interview a Women Air Service Pilots (WASP). Ed Benson brought a dear friend, Ann Holaday, to our pancake breakfast. I had the pleasure of chatting with her for a few minutes just before they left. Ann spent her flying career out around the west coast ferrying trainer aircraft during WWII. She also spent some time towing target sleeves!

Last year at OSH I attended a forum about the WASPs and heard the stories they told. They were all exceptional people and Ann seemed to fit the mold. By the way she can still fit in her uniform. How many of us can say that? Ann is truly a charming and gracious lady. I hope she returns to us.



I don't know about the rest of you but I think she should have gotten combat pay. More than one WASP landed to find holes in the fuselage from pilots that led the target sleeve too much.

We have such wonderful opportunities at flying events to capture a piece of aviation history from the people who lived it. These are precious moments to be treasured forever.



...News from Around the Patch

A Poem from Tom



Tom Meredith along with Skip Barchfeld and members of Skip's family.

To Those I Love

When I am gone, release me, let me go.
 I have so many things to see and do.
 You mustn't tie yourself to me with tears.
 Be thankful for our beautiful years.

I gave to you my love, you can only guess
 How much you gave me in happiness.
 I thank you for the love you each have shown,
 But now it is time I travel alone.

So grieve a while for me, if grieve you must,
 Then let your grief be comforted by trust.
 It's only for a time that we must part,
 So bless the memories within your heart.

I won't be far away, for life goes on
 So, if you need me, call and I will come.
 Though you can't see or touch me, I'll be near
 And if you listen with your heart, you'll hear
 All my love around you soft and clear.

And then when you must come this way alone,
 I'll greet you with a smile and say
 Welcome home!



Always up for an adventure. Here Tom gets ready to accompany Skip on their Millennium tour. It's amazing how he is sitting there so calm, so at peace. Godspeed, Tom, Godspeed!



Skip's Millennium Tour

by J.P. (Skip) Barchfeld

Installment II – Northbound

That evening, before going to bed, he checked the weather. It appeared that they would not have to leave early the next morning as they were promised good weather for the entire route to Atlanta.

Off to the airport for take off the next morning, and a sad farewell from Janine to her "favorite Uncle." The wind hadn't changed much, so once again a good portion of the long runway was used in getting off. They climbed to 5500 feet and the air was smooth and clear. They got a good view of Cape Kennedy as they passed by and continued up the Eastern coast of Florida, once again enjoying the ocean view for a while. Then turning inland at Jacksonville, there were green fields and forests. These were eventually broken up with blotches of red Georgia clay showing through the greenery.

This portion of the trip was going so smooth that he decided to tinker with the autopilot and the GPS. As he manipulated the switches, he actually surprised himself, for at one time he actually had the GPS coupled to the autopilot. As he tinkered, he finally deciphered that he had inadvertently installed the GPS/VOR selector switch the reverse of what he had planned. He was attempting to couple to the GPS with the selector switch in the VOR position. With this realized, he was then able to couple to the GPS, or the VOR, at will. Now this made flying a whole lot easier on this segment of the trip. Just set the GPS course direct to Lawrenceville, Georgia, and sit back and let the autopilot take them straight to the field.

As they progressed northward, Stone Mountain came into view on the left, about forty miles out, and was passed by them on the east as they completed the flight to Lawrenceville. Another crosswind landing and a pick-up by his niece Yvonne completed their flying for this day.

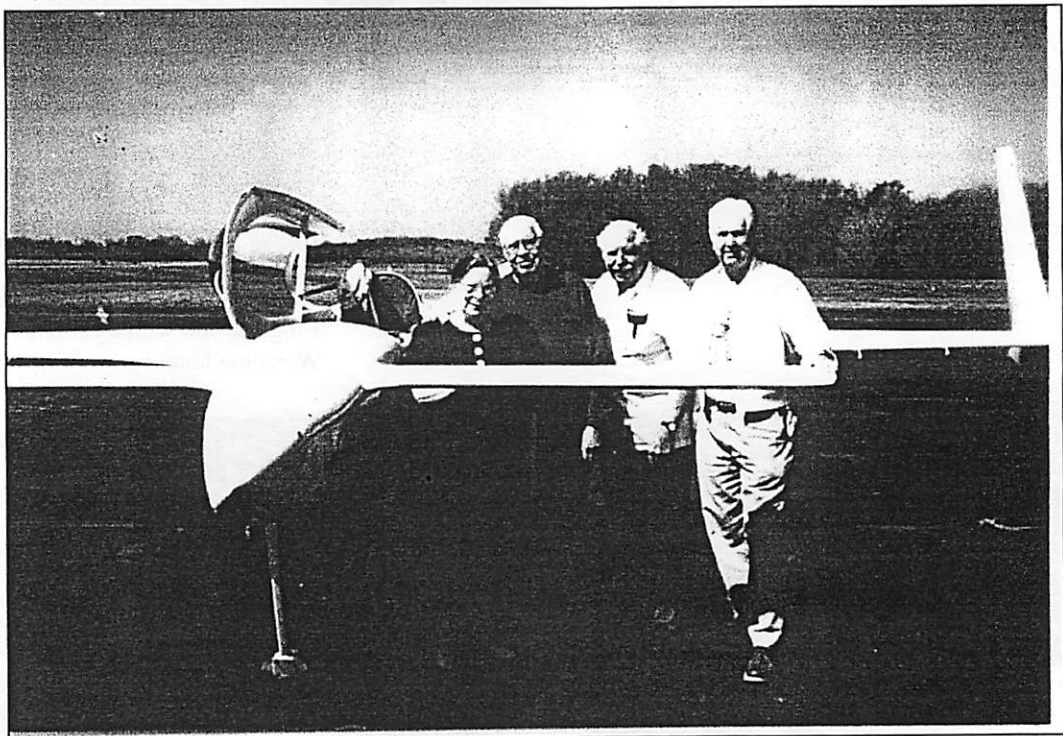
The plan was to spend a day showing Yvonne and her family video tapes of passed family affairs. This accomplished, it was off to dinner at the first spectacular restaurant of the trip. Dinner was at the "Gulf Coast," a seafood restaurant, in Duluth, Georgia. He ordered blackened grouper and dirty rice. The food was sensational. A good recommendation for this eatery would also be in his chronicle.

While eating, the rains came. When they returned to Yvonne's home, the weather channel was disappointing: a front was moving through and that would make the next day mostly unflyable. So, on the morrow, Yvonne and George gave them a rainy day tour of Stone Mountain and the park around it. The area had changed quite a bit in the 25 years since they had last visited it. This area has

sisted of Sauerbraten (marinated sour meat) served over homemade noodles. This is the meal that her grandmother would serve when her sons were still living with her and when they would come to visit in later years.

With all of the outstanding food up to this point, they knew that this was going to be a very good trip.

The next morning was clear and windy (so what's new!). They loaded up the Eze and departed Lawrenceville for Greensboro, North Carolina. Fifty five hundred feet was a good smooth altitude and the winds were crossed, so the speed was just normal. The Greensboro stop was to see an old college roommate, Les. They met at the airport, had lunch and enjoyed a video version of the old 8 mm films of their college days. The films were now about 50 years old and Les's reaction was, "I knew



grown greatly and has been highly commercialized.

Being forced to stay an extra night proved ok as Yvonne prepared them a dinner. This dinner was an ethnic Alsatian meal that her grandmother, and the pilot's mother, had taught her father to make, and he had passed it on to her. So now, this is a recipe you will never be able to find in any restaurant. It con-

there was a free spirit in me someplace. I guess it just got suppressed these past 50 years." Then it was off again.

Once again, it was up to 5500 feet and smooth air. Course was set direct to Lancaster, Pennsylvania. This would have taken them directly over Dulles. As usual, they were in contact with ATC enroute. When they were handed

(Continued on page 9)

Skip's Millennium Tour

(Continued from page 8)

off to Dulles approach, the controller said that he could not read their transponder, so he would not clear them through the Washington airspace. And here is where the new GPS came in handy and worked perfectly. As they approached the Washington area, the controlled space was highlighted in color on the GPS moving map. It was then an easy matter just to skirt around the western edge of the area, remaining just outside the restricted area, using the moving map as a reference. Once on the north side of the area, it was direct to Lancaster. It seemed very strange to them that during the remainder of the trip, no other controller reported trouble with the transponder.

Now the scenery was really changing. The hills were deep green and very rolling with little villages, with their groups of houses and church steeples, passing by beneath them very regularly. This was completely different from the scenery in the Southern part of the country.

After landing at Lancaster, a rental car took them on a very scenic drive into Philadelphia to visit another relative. This was a very short visit topped off with a stop at one of his all time favorite restaurants, "Bookbinders" at Penn's Landing, on the river. The specialty of the house is Snapper soup. And that is probably the reason this is one of his all time favorite eating-places. For every time he had eaten here, he had been reminded of his father. Back in Pittsburg, during the '30's depression, his father, Carl, made soup for his neighbors. He would go to the fish market and buy several turtles, bring them home and dress out the meat. Then he would borrow his wife's copper clothes boiler, (the reader may need to be a little old to remember when mom would use a large oval shaped copper boiler in which she boiled the "whites" to get them clean) and proceed to make this very large pot of turtle soup. The word got out that he was making the soup and as it was finished, the neighbors

would bring their beer containers (one has to be really old to remember those) in which they took home their soup. One must remember that this was during the depression when a large can of soup like that, and a loaf of bread made a pretty good meal!

His father became very famous in his little neighborhood for that turtle soup. He remembered his father as a good man who thought of his neighbors and shared what he had. He was very young when his father made his famous turtle soup and he could not really remember the taste, but the snapper soup (Bookbinder's doesn't call their soup turtle soup) made by Bookbinder's has a gourmet taste for which they are known all over the Northeast. After the great food at Bookbinder's, it was back to a motel for the night and an early arrival at the airport next morning for the next leg of the trip.

That next leg was not very long, just from Lancaster northeastward to Meriden, Connecticut. He recalled making this trip many time in the past and the scenery was always fascinating. They passed the Delaware River Water Gap, Interstate 80, the Throgs Neck Bridge over the Hudson River, and the low hills of Connecticut. A low pass over Rosalie and Bob's home in Cheshire, Connecticut, brought them out into the backyard waving towels as they had done so many times before. By the time they made the pattern and landed at Meridan Airport, Bob was there to greet them.

Once again, the next three days were spent visiting neighbors and friends and there was very little time to relax. Besides enjoying Rosalie's great Italian cooking, they had to make a trip to the most famous pizza restaurant in all of New England. Should you ask anyone in that entire area where you can get the best of all pizzas, the response undoubtedly would be, "Go to Pepe's in New Haven." So, as they had done so many times when they resided in Cheshire, they all traveled to the old

Italian section of New Haven, Wooster Street. They were told that Pepe's had been remodeled, but soon found that remodeling meant a new coat of paint: it was still the same old Pepe's with the same old booths, the same old coal fired oven, the same menu and the same grumpy waiters.

There is a very limited menu here. It consisted of fresh clams in season, pizza, pitchers of beer and pitchers of soda. There were eleven in their group when they arrived there at 5:00 PM, and were seated in their same old favorite, very large, oval booth. And it was good that they arrived at five, as by the time they left at 6:15 the usual line had formed outside, extending about 100 feet down the sidewalk. For the eleven in their party they ordered three extra large pizzas, a sausage pepperoni mix, a cheese, and the very special fresh clam with bacon pizza. Although they didn't need to order any additional pizza, there was not a crumb left over for a doggie bag. Then out the door and turn left to Libby's Italian Pastry Shoppe for dessert. Any Italian pastry you may desire, they have, and good.

The next day they were in for a very pleasant surprise. Rosalie and Bob both work at Choate Rosemary Hall School in Wallingford, Connecticut. This is a very exclusive private school where the likes of the Kennedy's and the Melons send their children. They were invited to lunch at the school and spent the lunch hour with, among others, Peter Jennings's son, Chris, and Ivana and Donald Trump's daughter, Ivanka. With all of this good company, they didn't pay much attention to the food but they knew it had to be good.

That evening a cold front passed through Connecticut, leaving the next morning clear, windy and with an overcast at about 3000 feet. Also, a northwest headwind was included in the forecast.



Young Eagles 2003!

by Brad Doppelt, EAA 35 YE Coordinator

The Final Countdown...are you part of this historical event?

Our chapter's commitment to the Young Eagles program reached a new plateau at our last event on April 12th. We set a new record by flying 178 Young Eagles in a single day! The large number of people at the airport really put us to the test. We started flying Young Eagles before the first pancakes were off the grill at around 8 a.m. and finished up at around 4 p.m. The whole event required over forty volunteers including twelve pilots.

Through the efforts of the many volunteers we were able to provide each Young Eagle with a safe and enjoyable experience. In addition to their flight, each Young Eagle received a T-shirt, certificate, and picture. I would like to thank everyone who volunteered to make this event so successful.

The next Young Eagles event will take place at the SWRFI in New Braunfels on Saturday, May 17th from 12 - 3 p.m. The Young Eagles area is located at the far northeast corner of the airport next to the self-service gas pumps. We will be using the building across from the pumps as a staging area for computers, pictures, and shade. As always, we need many volunteers to keep the event safe. Ground volunteers are a critical need since there will be many aircraft flying in and out of the airport. Volunteers should plan on being at the Young Eagle site by 11:00

a.m. on the 17th for a briefing of the day's events. This event will be a joint effort between our chapter and Chapter 958 in New Braunfels.

We will be having a workday at the New Braunfels airport on Saturday, May 10th to get the airport ready for SWRFI. This workday is to prepare for all of the SWRFI events, including Young Eagles, so many volunteers are needed.

The next Young Eagles event at San Geronimo will be held on Saturday, June 21st. We usually have a Young Eagles event on June 14th, international Young Eagles day, however, the chapter is supporting the 99's with their event at Castroville on that day.

The national total for Young Eagles is now at 895,000. Our chapter's goal of 600 Young Eagles is well within reach. With the tremendous support from our chapter I am sure we can achieve our goal.



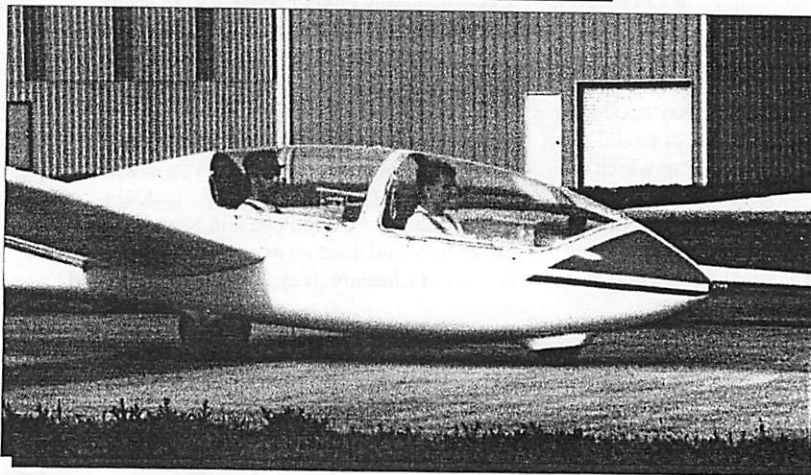
Cody Kelly Update



Kelly's Glider Training Continues

On April 13, Cody got in flights number six and seven, and his instructor is very pleased with his progress. Flying a beautiful 2-seat white fiberglass Grab sailplane—well it just doesn't get any better than this, Cody says. Funded by chapter members Jack and Linda Ridgway, this chance-of-a-lifetime couldn't happen to a finer young person.

While at Boerne Stage Airport, Don and Geraldine Copeland flew in in their gorgeous Mooney, and rumor has it that Cody may get to try his hand at that flying carpet on April 27th



Cody and instructor ready to go. He's pluggin' away at his flight training.

Scenes From the Meetin'

by Miriam S. Talley, EAA 35 NLE

The Day Couldn't Have Been any Better!



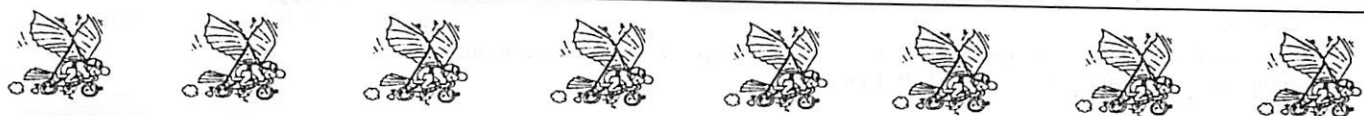
Wooo Weee!! What a gorgeous day for a pancake breakfast fly-in and Young Eagle Rally. Lots, and I mean Lots, of different chapter members pitching in to make all go smoothly. I apologize ahead for not being able to name all of you hard workin' folks, or if I misspell a name. But you know who you are and it was because of everyone's efforts it was a very successful day.

As we pulled up to the chapter house we couldn't help but see the landscaping cleaned up dramatically and some new plantings. Wow, what a great new look. All thanx to the green thumb of Jorge Thees. Then we picked up the sweet smell of pancakes and sausages grilling. Huddled around the Bob Day Memorial Grill were The Tobias clan of Gene, Ute and Lucas, Steve Corents and Guy Smith. Sarah Jewett and Al Almond were running heaps of food into the chapter house. Later Al spent hours cleaning and cleaning and cleaning... he is every woman's dream. Taking our breakfast donations the ever lovely treasurer Joanne Warner and her able bodied assistant young Mat Sanchez. Mat was later seen literally helping out everywhere... chapter house and flight line. We were then greeted at the serving lines by lovelies Betty Day and Sheryl Jewitt. The Chapter "Country Store" did some great business as it got kicked off by Terry Winette, Bob Kindred, then taken over by Randy and Sandra Stout and then again by Cody Kelly and his clan. John Latour was seen here and there and everywhere, pinch hitting anywhere there was a need.

and crew aboard. The parking lot was full to overflowing. So the breakfast could be called a success. Soon our young eagles started lining up in anticipation and the pilots cranked their engines for the flights. Brad Doppelt with younger son Ryan in tow started off the registration. As things picked up Skip Barchfeld stepped up to the plate with another lovely young lady (whose name I forgot)... her able bodied husband spent hours parking airplanes. Over the microphone, E.D. Yoes' FM voice called our Young Eagles to the plate. As Gene Kent and Bob Cabe controlled the planes in the sky from their control platform, Mike Jewett ran up and down the flight line helping planes park safely. Our photographer, whose name I also forgot, who was not even a chapter member yet, took the award for most miles run up and down the flight line, ensuring every child had a photographic memento. Joe Paduh finally got his golf cart and assisted our photographer. Numerous folks pitched in to help escort our excited young charges and to hand prop our two Champs.

At the end, 178 Young Eagles flew. Lots of tired but happy folks sat around at the end of the day. What a great ending to a day, sitting on flight line, cold lemonade in hand (mixed by able bodied Norris Warner), airplane sounds in the background, cooling breeze kicking up under a big beautiful oak tree, talking airplanes....had to be there.

A good number of planes flew in with hungry pilots



Touring Texas Airways

by Cheryl Casillas

FEATURED AIRPORT - BRENHAM MUNICIPAL (11R)

I've had the privilege of visiting one of the nicest, cleanest and newest airports in the State, if not the whole dang nation. Last weekend I even picked up a brochure on the airport and its wonderful café the Best Little 50's Diner housed in the new terminal. The runway is a decent size at 5496 x 75 and smooth as silk hardsurfaced and almost level-which is a feat in hilly country. There is plenty of parking for aircraft, but the restaurant attracts so many people on a weekend that you might want to arrive early. Be careful in the pattern and be patient. The food IS worth the wait! Once inside you will be served by young ladies wearing poodle skirts, white blouses and bobby socks. To complete the image, they have pony tails tied in place with netting. The pilot's lounge rivals any I've found and is both spacious and comfortable. It is appropriately decorated in an aviation theme and has a great view of the pond on the south side of the terminal. You can eat your lunch

inside the air conditioned diner or outside on the deck overlooking the pond. You can get a variety of burgers or salads and various other sandwiches as well as sides such as freedom fries or onion rings.

There are four instrument approaches and avgas and Jet-A are available seven days a week. Rental cars are available by pre-arrangement. Brenham sits in the eastern edge of the Texas



Hill Country in Washington County. It's known for its bluebonnets and Blue Bell Ice Cream!

To learn more about the airport contact them:

3001 Aviation Way
Brenham, Texas 77833
979-836-8356
979-836-5462

www.brenham-municipalairport.com/

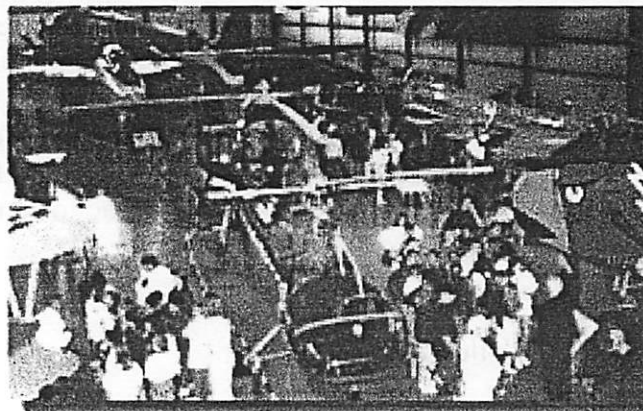
(Don't put the "-" (dash) in there...it's all one word.

Kalamazoo Air Zoo Revisited

by Miriam Talley

Recently, while working in Kalamazoo Michigan, I had a great time visiting the Kalamazoo Air Zoo museum. David and I were there about 10 years ago, and oh my, it has grown. They have well over 70 historic aircraft on display, with the latest addition being the SR-71B Blackbird which is on permanent loan from the USAF Museum in Dayton, Ohio. This "B" model is the only dual seat trainer left in the world. They also have a fantastic complete collection of "Cat" planes. The interactive displays, simulators, special exhibits make it an exciting visit. A special room paying tribute to the Guadalcanal campaigns was especially moving. In a separated hangar Suzy "Upjohn" Parish's pink P-40 will be

undergoing some restoration as Suzy has hung up her wings, flowered hat and flight suit and moved to California. I have had the pleasure of sitting under the wings of the very same pink P-40, up at Oshkosh, listening to Suzy recall her days as a WASP. Also in this hangar is the restoration project of an XB-55 on loan from the Smithsonian. Needless to say, this museum is busting at the seams. The week I was there, the museum had the ground breaking ceremonies for a new, huge museum building which is to be completed by Spring of 2004. So if you are ever in southern Michigan, this is worth



a stop. Or you can go on line at www.airzoo.org.

Safety Corner

by William L. Czervinske

A Few Thoughts to Ponder

A few weeks ago I was privileged to talk to a group of helicopter pilots at a safety seminar. I entitled my talk "The Hostile Environment". I started out by talking about the number of general aviation accidents that have occurred in the month of January and how many of those were helicopters. Amazingly the statistics indicated that most of the accidents occurred on Friday, followed by Saturday and Wednesday respectively. (Normally, 10, 9 and 7 on each of the days.) January is normally a bad weather month, however, General Aviation flying is reduced due to this factor. The total number of accidents for the period was 115, with 194 serious injuries and 30 fatalities. For your information there was 28 reported accidents in the first 11 days of March, of which there were 17 fatalities. These same statistics, although a little better than last year, still account for a slug of aircraft and people lost to accidents. Most of which could have been avoided and that were classified as pilot error. Some old probable causes listed were: flight into IMC, CFIT, loss of control and some were just plain dumb decision making. I utilized a NTSB report in a section of the April edition of Flying Magazine. Here are just a few issues to think about.

Piper PA-28-181 Archer Rollinsville, CO, 3 injuries.

The pilot obtained a weather briefing for a cross-country daytime flight from Boulder, CO to Steamboat Springs, CO (which is approximately 85 miles Northwest of Boulder), with a SIGMET for severe turbulence due to strong winds in the vicinity of the mountains and AIRMETS for mountain obscuration and moderate to severe turbulence. (Any clues so far?) Also the winds aloft were forecasted to be 310 degrees at 48 kts (9,000 ft.), 320 degrees at 56 kts (12,000 ft.) and 310 degrees at 66 kts (18,000 ft.) Any

clues now? Probably you'd say good weather briefing, right? Okay. Next the pilot thinks about renting a car. Clue? Probably a good decision -- BUT --- decides not to rent a car and proceeds with the flight. Clue? Have you heard anything about the pilot requesting flight following?

While en route he encounters low visibility and obscuration due to blowing snow and mountain obscuration. (No duhh!) Height of the terrain on the route of flight, ranges from 9,500 msl to 13,000 msl plus. The pilot then decides to turn around and descend and was then caught in a powerful smooth air downdraft. (Don't you usually expect this condition to exist close to mountainous terrain, especially when the condition is forecasted?) (But - I might add that the pilot executed a successful 180.)

The aircraft impacted the ground and the right wing and left landing gear were sheared off. According to a witness, weather conditions at the time of the accident included "snow, blowing snow, limited visibility and winds gusting to approximately 40 mph - A stormy day to be sure" (By the way the accident site, Rollinsville, CO, is only about 15 miles Southwest of Boulder.)

The pilot had 18 years of flight experience, the majority and most recent of which was conducted in California. He was unfamiliar with the Geographic location and with mountain flying. (How did he get to Colorado in the first place and don't they have high terrain in California as well?) The NTSB listed the probable cause as the pilot's inadequate decision to continue flight into deteriorating weather conditions, which included a downdraft, which resulted in a loss of control and collision with terrain. Contributing factors were: the pilot's lack of familiarity with the terrain, high winds, obscuration

and mountainous terrain.

How hard was that one to figure out as what might be the outcome of this flight. Fuel management could have been a problem even if he hadn't slammed into the ground. Why do pilots make these dumb decisions and risk the lives of their passengers, people on the ground, damage to property, themselves and the loss of another aircraft. That's why decision making is so important, regardless of what phase of flying it may be considering. In this case the pilot was totally unprepared for the flight and an accident occurred as a result (and I might add not unexpected looking at the before and after actions/facts).

How is YOUR decision making process? Remember it includes more than just flight planning, preflighting, of both yourself and the aircraft, and the other conditions surrounding your flight. Let's continue to be on guard to possibilities: aware of the need for good decision making and taking all conditions/situations into account before the flight. Summer is upon us and flight activities will be picking up, so let's help make it a safer year in aviation, by doing your part.

Have a safe flight.

William L. Czervinske

Destination: Sun-n-Fun in N88BK

by Bruce King

The following was sent in by Randy Stout. It was from Bruce King as he wrote in from the road to a VW group on Yahoo. Here we go:

My 1835 and I are getting to be really close, especially over those miles of swamp after Tallahassee.

Well here we are in Florida. The experiences of traveling here have instantly become the best part of the whole building experience. All during the time building N88BK thought that the best part was going to be having an airplane of my own, to fly anytime the weather and time allowed. But that idea was just my inexperience fooling me. Had to plan the flight north of the Houston and New Orleans Class B airspace (no transponder) which took me over a series of really off the beaten path airports by little town no where near an interstate. Here were these people minding their own business and out of the blue, literally, a little silver bird drops in unexpectedly. How do they treat strangers? I am ashamed to say much better than I would have.

At the first stop in Livingston, they could not find the key to start the pump. Glad the plan was to land with an hour reserve. During departure saw the gas cap depart. Had just set it back in when the pump did not start and now it was lost in the weeds somewhere. Felt like a complete idiot. made "I learned about flying note", do a proper pre-flight before every departure. 2 hours into my dream trip and it's already over! A man in a red shirt came walking over from the other side of the airport and ask me what was up. After a short explanation he spent the next half hour with me looking for the cap. When all hope was lost he said "Is it that thermos style cap?" Told him yes. He told me he could fix me up in a few minute. Taxied my capless plane about a 1/4 mile on a dirt road over to his house. He then made by hand on a sander a perfectly round tapered wood plug that fits so snug it is really hard to get out when you want. Ask what I could give him, he said nothing, just let me sign it. So I now have a wood gas cap signed, Jack Nelson - Livingston, Texas. It will be a family heirloom, you bet. Called my wife to have a new cap air shipped to Tampa, and went on to Cleveland, Texas and bought 8 gallons of gas for \$25, YIKES!!!!

Had enough daylight left to fly half the next leg. Found the De-Ridder, Louisiana airport to

be 100 miles away, so landed there just before sunset. So here we are, it's getting dark, no one is in site, the terminal is locked, and I feeling very alone in a town that was not even a planned stop, with a wood plug for a gas cap. There was a piece of paper on the terminal door with the numbers of some motels. Called one, and ask if they could call a cab. No need, we will send Jerry right over, just look for the green Dodge Ram Pickup and open the gate for him. Next thing was about 10 mile from the airport at the Roadway Inn; room 131. Jerry said he made breakfast... it was free. Next morning Jerry Davis (the owner of the hotel) took me back to the airport and thanked me for staying with them.

The weather looked awful to the west and clear to the east. Took off and made it about 30 miles before running into some low clouds, right where Allen Parish airport, the next point on my GPS, was. Landed and waited about a half hour for it to burn off more then headed east again. About 25 mile farther the clouds were still too thick, so I turned back and landed at Allen Parish again. This time just as I shut down a huge long limo with a tuxedoed driver pulled up. "Nice reception", I said. The tuxed driver said he was picking up some high rollers to the nearby casino with the 5 hotels and 14 restaurants. The airport owner, Tommy Dubroc, after letting him sit in the plane, invited me to stay the night at his house if needed, and to sure plan to spend the night on the way back.

The weather got better about an hour later so after filing my flight plan, took off for a two hour run. Climbed above the clouds to 5500ft for smooth air and watched the Mississippi River go by in awe. Landed at Griffen Memorial, Alabama, pulled up to the pumps, filled up. Ask if there was a place to get lunch nearby, and they said "Just take that red El Camino over there, go out this way, turn right and you will see the Burger King on the left." Stunned again by human kindness, got in the 248K old truck with the iffy brakes and went for lunch.

During the next 2 hour run, the cloud tops got too high and I had to descend into the bumpy air down below. Started to feel real far away from home and could not get comfortable. Began to think about landing, taking off the wings and renting a U-Haul to go home. Then a wide gap in the clouds appeared and to the South I saw Mobile Bay, a spectacular site! Landed at Tri-County air-

port, got the same great treatment, and encouragement to press on. They gave me a bottled water and held the plane while I propped it. Was still a bit discouraged about spending another two hours tied down to N88BK.

Just after takeoff looking at the map I realized for the first time that I was in Florida! That gave me a real shot in the arm and the rest of the way past Tallahassee and down to Cross City went like a dream. Landed just before a beautiful sunset. While taxiing in got a call on Unicom. "Airplane taxiing in, what are your intentions?" Said, "I need to overnight here, ran out of daylight to make Lakeland". He said "Tie down next to the blue Cessna". Just as the ropes were secure a brown Crown Victoria pulled up and the driver said, "Called the Carriage Inn about 1/4 mile down the road and they have a room for you". "Thanks, can you give me a ride?". He said "No, just take the car, we will be open tomorrow about 7:30, but it will be foggy, so just sleep in". "By the way the restaurant is great". So in my second free car of the day I drove to the motel gave me the pilot rate of \$41. The great dinner, meat, salad, and baked potato cost \$5, and a huge breakfast was \$3.

I had to wait to near 11:00 before the fog broke and flew to Hernando County airport North of Tampa to meet my relatives for lunch. Looking at the weather decided to fly on to Lakeland so as not to get stuck by weather so close to the final destination.

Landed at Lakeland and was directed to call EAA ground control. They started asking questions on that frequency as I taxied past about where we came from, what the plan was like and so forth. Directed to the homebuilt parking, they waved me to a spot at middle front right next to the entrance from the convention grounds. They helped me get the \$10 with \$10 deposit tie downs screwed in and ask me all the now standard questions. Seems building this bird and flying it 1100 mile to their Convention rates something in their books.

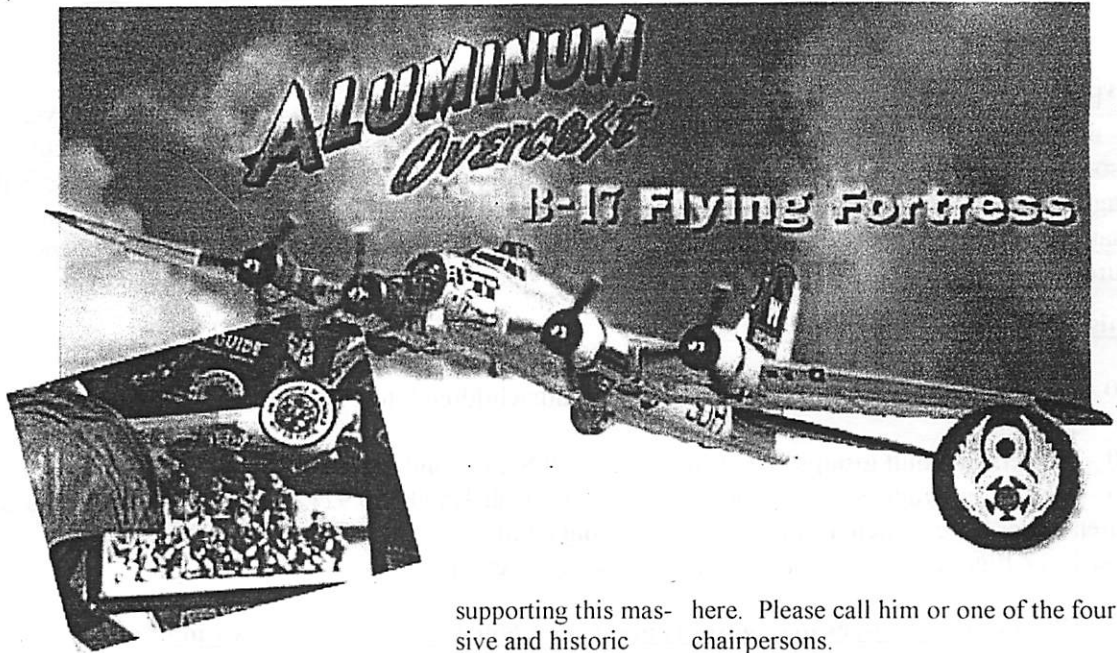
Just think of this, this trip has already been more than worth it, and Sun-N-Fun does not even start until next Tuesday.

Will be staying with relative in Tampa till then, but got a good walk around of the convention site. It is going to be Disney World for flying.

Thanks, Bruce King

Aluminum Overcast News

OK folks. Aluminum Overcast, the EAA Aviation Foundation's flying B-17 is almost here! It will be arriving on Monday, June 9th. (Some tours may be conducted into the evening.) Tours, and flights will be given starting Tuesday, June 10th and will continue through Thursday, the 12th of June. On the 12th the plane will be flown to the Houston area.



We need to turn out in mass to support our chapter's efforts in

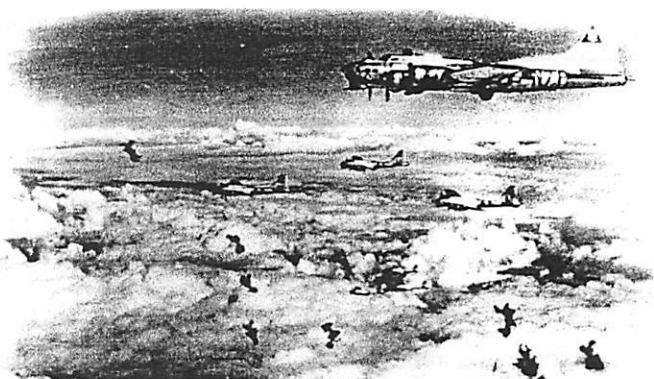
Bob Kindred is coordinating the visit

supporting this massive and historic aircraft. Please call him or one of the four chairpersons.

B-17 Help Needed

Hey folks, I have volunteered to oversee the B-17 Merchandise and Ground Tour Sales on 10 and 11 June when the B-17 comes to Stinson Field. Can't do it alone. So if you have a couple of hours during the day to help me sell merchandise and tickets I'd be grateful. Please give me a buzz at home... 210/521-2359.

Thanx Miriam Talley



You, too, can be a part of history. Come on out to Stinson Airfield and have some fun, see an awesome plane, and be a part of history!

Remember, this event is in early June right before our monthly meeting!

The Aluminum Overcast—B-17!!!

by Bob Kindred

The EAA's B-17 is coming to San Antonio June 9th, and our chapter is the sponsor of this visit. I will try hard not to tell you more than I know about the event. The Overcast is expected to arrive at 2:00 PM local time at Stinson Municipal Airport barring weather or mechanical problems. The first order of business is the Press Flight. Enough members of the local press have been contacted to fill the flight. As of this writing I have received no confirmations. After the Press Flight the plane will park in front of the terminal building and opened for tours through the aircraft.

Admission charges for ground tours

\$6.00 - per person (18 & up) \$10.00 - per family (adults/children 8 to 17)
 \$5.00 - per student
 \$3.00 - per person Adult groups (10 or more) & High School and older
 \$1.00 - per person Grade School Groups (10 or more) Call 1.800.359.9217 to make arrangements ahead of time
 Children under 8 free when accompanied by paying adult.
 Former B-17 flight experience participants and WW II vets free.

Two B-17 flight experiences to choose from – Call 1.800.359.6217 for reservations

\$350.00 - Flight Experience-scheduled flight
 (current EAA members and immediate family)
 \$395.00 - Flight Experience-scheduled flight (non EAA members)
 \$300.00 - Flight Experience – seven EAA members can fly for the price of six
 (all must be on the same flight, so get your group around soon)

All passengers should arrive 1 hour before flight time and sign an application and participant release form. If under 18, parent or guardian must sign.

Flights are scheduled for the following times June 10 and 11:

08:00 08:45 09:30 10:15 11:00 11:45 12:30 01:15

To be followed by ground tours 2:00 PM till?

EAA will sell souvenirs and flight jackets (\$150.00) from a trailer at the site. Chapter 35 will sell lemonade and what ever else we can think of. This event could generate a good deal of revenue for Chapter 35 if volunteer response matches that of past events. When the volunteers for the different aspects of this operation ask you for help it is not they who need your help but the Chapter. PITCH IN!

You may contact me at 210.653.5625.



Funk Brothers

by Don Staats

Joe and Howard Funk, twin brothers from Akron, Ohio, may not have had college degrees, but they were truly engineering geniuses. They designed, built, and taught themselves how to fly gliders, and in 1938 received type certification from the Civil Aeronautics Authority for their Funk aircraft.

The Funk is a high-wing, side-by-side two seater with a steel tube fuselage (having a triangular structure aft of the cabin); the wing structure has two parallel spruce spars with wooden ribs, fabric covered and hand-stitched. Until light weight air cooled engines became available, Funk airplanes were equipped with Ford Model B automobile engines. It was with the Ford engines that the Funk brothers first showed their engineering skills: they inverted the engine (to put the propeller at an acceptable height), and this required that they design and manufacture a pressurized lubrication system and the first internally mounted radiator for the liquid cooled engine. Temperature was adjusted primarily by controlling the out flow of air from the cowling.

Joe and Howard got the first really public showing and acceptance of their airplane when they took it to the 1938 Cleveland Air Races when World War I German Ace Ernst Udet demonstrated the Funk's aerobatic qualities.

Funk N77712 was one of five Funks owned at various times by the late Cliff Waterman of Pipe Creek. While Cliff repainted the plane his wife Jeffie made new headliner

and upholstery, and John Lundblat overhauled the engine. It was acquired by T. R. (Tilman) and Juarene Thomas in 1982, was flown a few times to Coffeyville, Kansas (where the Funk factory had relocated shortly before World War II) and displayed at a number of E.A.A. and other aviation events over the past twenty years. Tilman had been involved in aviation in one way or another from age 10, so as he reached his 78th birthday he decided it was time to quit.

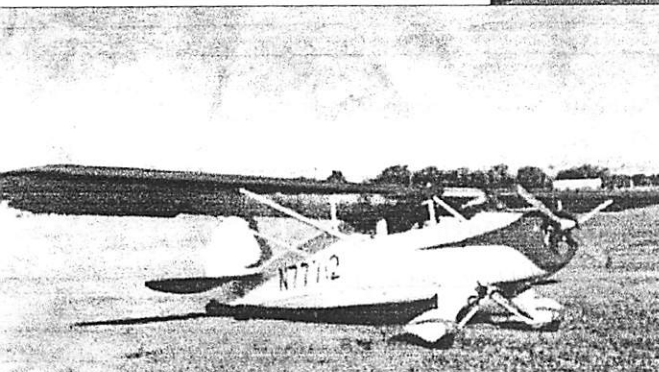
He donated the plane to the Texas Air Museum (which has Hangar 7 and a museum building and office at Stinson Municipal Airport). In order to complete the plane's circle of active life, Funk N77712 was flown to Stinson field by G.E. (Gerry) Cooke, retired Major General, U.S.A.F., who had been the original test pilot at the factory when the plane was built. It so happened that as W. W. II ended, Gerry was a P-38 pilot stationed at Coffeyville, and got a job at the Funk factory. Subsequently, he went on to fly missions in Korea, over cold-war targets, plus the SR- 70 Blackbird and the U-2 spy-plane (once, both on the same day!)

Thus, his signatures are the first and then the last entries in the log book of Funk N77712 - which now shares display space with Lowell Haack's Bucher Jungmeister, Max Kruger's Waco 10, and a Luftwaffe Focke- Wulf 190.

TEXAS AIR MUSEUM



Stinson Chapter
San Antonio, TX



The Texas Air Museum (San Antonio Chapter) now has Funk N7712. The museum has a presence on the web at www.texasairmuseum.org

Also, you can contact them at 210.977.9885.

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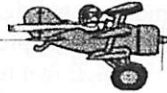
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FAX (210) 921-9281

EAA Chapter 35 2003 Calendar

- 08 Feb: Board & Regular Meeting
- 08 Mar: Regular Meeting
- 11 Apr: Chapter Clean-up Day 1300-???
- 12 Apr: Pancake Breakfast & YE Flights
- 10 May: **SWRFI work party at New Braunfels**
- 16-18 May: SWRFI @ New Braunfels
- 9-12 Jun: **Aluminum Overcast; B-17 in town!**
- 14 Jun: Assisting 99's w/ Air Event @ Castroville Airport.
- 21 Jun: YE Flights
- 12 Jul: Chapter Picnic
- 09 Aug: Regular Meeting
- 13 Sep: Pancake Breakfast & YE Flights
- 11 Oct: Regular Meeting w/ **CHILI COOK-OFF!**
- 08 Nov: Regular Meeting w/ elections for 2004 Officers
- 13 Dec: Chapter Christmas Party

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.)

7 May 03 - 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.

10 May 03— SWRFI EAA Work Party! 0900 by the terminal bldg. Bring gloves & an appetite. Rumor is that Don Staats is buying lunch!

16-17 May 03—BAZ SWRFI located on New Braunfels airport. Bring the entire family (& some of your friends!)

31 May 03— Kingsland, TX. Hamburger Happening: Shirley Williams (44TE) 512-756-6999

1 Jun 03—Schaumburg, IL: Young Eagles Rally: Schaumburg Regional Airport: 640-546-9213

4 Jun 03—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.

24-26 Oct 03 - Reklaw, TX. Flying M Ranch Fly-In.

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



EAA Regional Fly-Ins

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

2-8 April 03 - Sun N' Fun EAA Fly-In, Lakeland, FL.

16-17 May 2003 - South West Regional Fly-In, New Braunfels, TX.
www.swrfi.org

28-29 Jun 03-EAA Rocky Mountain Regional Fly-In, Longmont, CO.

9-13 Jul 03-Northwest EAA Fly-In, Arlington, WA.

29 Jul-4 Aug 2003-EAA AirVenture Oshkosh, Oshkosh, WI.

WANTED & FOR SALE

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@satx.rr.com

"Remember...Caveat Emptor...buyers beware!"

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: The items listed below are being offered for sale. If you are interested in any of the following please contact: Bill Miner, Flying RV Ranch, 830-995-3490, miner@hete.net. We are located in Comfort, Texas approximately 40 miles NW of San Antonio off Interstate 10. * Pair 12 Full Lotus Floats with spreader bars. \$1,000 firm. * Avid Flyer/Speed Wings project with trailer, airspeed, tack, water temp, volts, compass, master switch, hydraulic brakes, other misc. parts. NO FIREWALL Forward \$4500 FIRM. *Rotax 503-DCDI, muffler, E-Box w/Elect. Start, oil injection, air cleaner, 15 hours \$3,000 Firm

For Sale: Clean IFR Piper Pacer. Call Roger Humphrey 830-895-9641 or email at txflyt@kfc.com

For Sale: 1946 TAYLORCRAFT BC-12D • Total time 2700hrs 175 since engine overhaul. New fabric on wings, new paint, brakes, tires & tubes, ELT, tail

wheel spring and tail wheel overhaul, upholstery, bungees. Auto Fuel STC. Always hangered. Plane located at Comfort, TX. No electrical system...day VFR only. A great flying plane that is Sport Pilot Legal. \$15,000. Also one RagWing Parasol RW-6, 37 hp Hummel 1/2 VW engine with 35 hrs on it: \$5000. Contact John Weikel (830) 895-1285 or email jandd@maverickbbs.com.

For Sale: Evans VP-1 Volksplane project. Contact Danny McCormick for details: 210-872.3959 or 599.2679.

For Sale: 2 encoders -brand new- never used- still in boxes. model 120-15 Transcal - 14 to 28 volts-solid state -\$100.00 each please cal Mel @ 210-651-5086.

For Sale: Ken Brock nose gear retract assembly for Long EZE or Cozy, 1/2 of Ken Brock Prices. Call "Skip" Barchfeld @ 830-363-7649.

For Sale:

1. Rocky Mountain Instruments MicroMonitor includes sensors for: Fuel Pressure, Oil Pressure, Fuel Flow, Ammeter Transducer plus Warning Horn and Manuals. \$600. Specs available at <http://www.rkymtn.com/>
2. Mateo Wheel and Brake Set. Model #W62 \$200 Specs available at <http://www.matcomfg.com/specs/w62.htm>
3. 12/14 Volt Cessna Flap Motor Assembly from C150 \$100
4. Spinner and back plate with a Lycoming O-235 bolt pattern for a 2 blade prop. \$50

Contact information:
Burke Bristow 210-637-5281 or

bkbristow@earthlink.net

For Sale: Three (3) BIG Plugs of roofing tar. Have melted together so it's heavy. FREE! Contact Al Almond 210/674-1597

For Sale: Due to current restoration projects under way, I have the following items for sale:

- 1- King KLX 135A Com/GPS (VFR). \$1200
- 1 - Apollo 612 LORAN. Make offer.
- 1 - PS Aerocomm II intercom. \$25.
- 1- Sigtronics 400 Intercom. \$50.

All were working when removed, although the Loran has not had a database update for years. I also have an old audio panel (Markair or something) that I will donate to a good cause and a Terra transponder that was NOT working when removed. All of the above are "make offer" condition... Contact Jim McIrvin at 210-275-7780.

For Sale: House and hangar @ San Geronimo (878). Also, a 1969/70 Cessna C-150. A Varivigan Project. To see everything contact Dan Cerna (representative) @ 210.688.9345. This is Elmer Benson's stuff.

For Sale: 2 Cencil bags in good condition \$20 and \$25. 4 Jeppesen plastic binders \$2. Call Terry Ross at (210) 566-2765

For Rent: Shop Space. Danny McCormick has approx. 2,000 sq.ft. of shop space for 4-5 folks who need a place to build their planes. Bldg is located near the main post office. 210-872-3959 or 599-2679.



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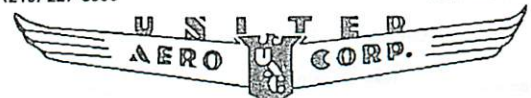
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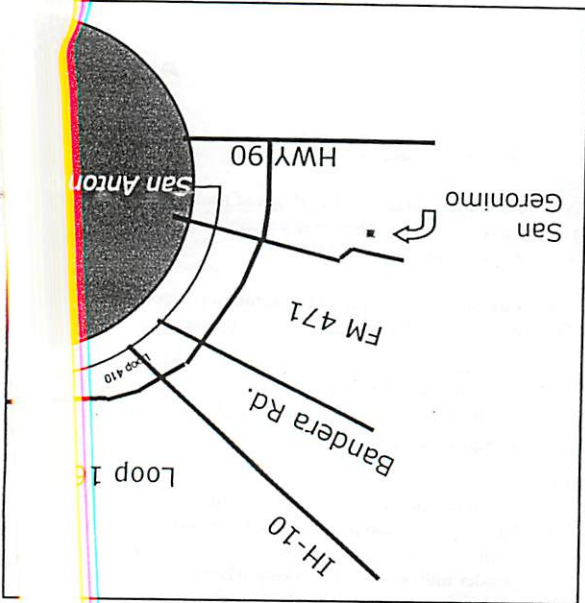
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When Do You Meet?
 Second Saturday of the Month
 This month: "Normal Meeting"
 Dinner @ 5:30 PM
 Social Hour @ 6:00 PM
 Meeting @ 7 PM
 Depart Time @ Who Knows

Where do you meet?
 (See Map)
 Call Any member listed on Page 2 for help
 C-U-THERE!



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

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

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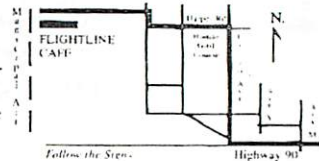
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