



January 2013

Volume 55 Issue 1

Inside this Issue

Presidents Cockpit	2
Holiday Pics	3
Builders Corner	8
Name the Plane	9
Bulletin Board	10
Country Store	11
Contacts	12
Calendar	13
Classifieds	15

Next Event
JAN 12th

BOD Meeting
First Annual San Geronimo
Day and Progressive Lunch

EAA Club House
1200 Start/Lunch

BOD Meeting 1030

Runway 35 is published monthly by
EAA chapter 35.
Ed Seurer: Publisher
Chuck Fisher: Editor
eaa35news@gmail.com

NOTAM Notes

Doug Apsey

!SJT 04/197 8T8 OBST TOWER
3048 (1501 AGL) 14.68 WNW
LGTS OTS (ASR 1058179) TIL
1205032339

So, when is the last time you actually checked NOTAMs before departing 8T8



<http://www.airdisaster.com/photos/aca143/1.jpg>

or where ever you fly out of? And if you did read them, did they make much sense to you? The above is one that you would find if you checked out 8T8's NOTAMs recently. This is an example of a "D" NOTAM and OBST indicates it addresses an obstruction near the airport

(Continued on page 3)

The Spirit of Hondo

Chuck Fisher

Darned trains. It was December 17th, barely a week before Christmas, on an absolutely clear afternoon in Hondo, Texas. As I surveyed the adobe storefronts of the stores and buildings along the westbound road, I suspected they had changed little in the last century. To the right



across the always busy train-tracks was an old Army airfield, most recently used by the Air Force until their T-3 trainers earned an ugly reputation for crashing. The Air Force abandoned the place in a blink and the huge airfield and massive ramps now sits nearly vacant. Somehow, on this clear 80 degree afternoon a week before Christmas, the relaxed quiet of this

(Continued on page 4)

Featured Speaker

YOU

This month's meeting will be a progressive lunch showcasing several members and their projects or "caves". Volunteers are needed. See page 8 for details

PRESIDENT'S COCKPIT

Chapter 35 Friends,

I hope all of you will continue to have a safe and enjoyable New Year. Keep those projects moving forward, the airplane in tip-top shape and treasure those moments when the wheels lift from the pavement. Our hobby is way too much fun!

As a follow-up to my meeting presentation in November, I will share the following that was in my AOPA membership materials this year. As in past years, I signed up in their Legal Services Plan and this material was enclosed as a pocket card:

Accident/Incident Briefing

You are generally under no obligation to call the FAA, give a statement, or otherwise discuss the particulars of an accident/incident or an alleged pilot deviation. If requested, you are obliged to present your pilot and medical certificates and photo ID to the FAA, TSA, NTSB or Federal, state or local law enforcement. REMEMBER only accidents and a few itemized incidents are reportable, and they are reportable to the NTSB, not the FAA. Assess the damage (or injuries) to determine if NTSB reporting is required in accordance with Part 830. Unnecessary reporting may produce unwelcome scrutiny.

Would I have reported my Star*Lite incident differently? Probably not, but there was definitely an ignorance on my part as I went through the process. I still have a few copies of the NTSB reporting handout I distributed at the Chapter meeting. Just let me know if you would like a hard copy.

On another topic, it is somewhat interesting having hangar doors that open onto the runway and at the same time having no airplane! I have transported a partially completed homebuilt project to my hangar. Of course, a 12 ft. by 12 ft. constructed package required a little outside-the-box thinking on my part to transport 42 miles down Texas roads with an 8 foot width limited. After dodging a few trees (including those on the entry driveway) I also managed to fit it through my 10 foot back door.

Enjoy the photos and swing by my hangar during the January meeting for an inspection of the parts and pieces. I have ordered a fresh batch of epoxy and building materials to test my composite skills before I commit to the construction of my second homebuilt. We'll see

Be safe, fly safe, taxi safe, fly happy,

Nelson Amen



2012 HOLIDAY PARTY

(Continued from page 1)

you need to know about.

You could probably pretty much figure out enough of what it is saying to know that there appears to be a tower in the vicinity of the airport with its' lights "out of service". But do you know what everything in the NOTAM really means?

!SJT is the facility accountable for the NOTAM and in this example indicates that the NOTAM was issued out of San Angelo (probably the San Angelo Flight Service Station) and is the 197th NOTAM they issued in April of this year. 8T8 is the affected airport – San Geronimo Airpark in this case.

The rest is as follows:

OBST

OBST TOWER 3048 (1501 AGL) 14.68 WNW LGTS
OTS (ASR 1058179) TIL 1205032339

Obstruction: The lights are out of service on a tower that is 3038 feet above mean sea level (MSL) or 1501 feet above ground level (AGL) 14.68 miles West Northwest of the field. The FCC antenna structure registration (ASR) number is 1058179. The lights will be returned to service 2339 UTC (Coordinated Universal Time) on May 3, 2012.



These days, checking and deciphering NOTAMs is quick and easy on your computer or smart phone. (Yes, there is even an app for that!) NOTAM Helper and NOTAMS are two apps available for your iPhone. NOTAM Helper will decipher a NOTAM for you while NOTAMS checks for current NOTAMS and will also convert them to plain English. The flight planning programs such as DUATS, ForeFlight and Wing X Pro also provide instant access to NOTAMS. AirNav is also another good source for airport information including current NOTAMS.

So, don't forget to check the NOTAMS. Once in a while, you might just be surprised to find your destination airport is closed or there are other issues at or near the airport that you really need to be aware of before you take off.

Here is one you'll find if you check NOTAMS for Hondo. Can you decipher it?

!HDO 09/007 HDO TWY C CLSD BTN RWY
17L/35R-TWY A WEF 1109281300

"It's a Plane!"

The Chapter 35 Holiday gathering was a great success. The clubhouse was filled to capacity yet there was plenty of room and opportunity to socialize with old and new friends. The Master of Ceremonies (Dave Baker) seemed to rather enjoy himself and created a spirited gift exchange for all. Hobby Lobby apparently benefitted as well judging by the full squadron of tin and wood aircraft exchanged this year.

Thanks as always to Gail Scheidt, Acadiana restaurant, and all who helped put this special and memorable evening together. We made memories!



SPIRIT OF HONDO (CONTINUED)

(Continued from page 1)

southwest Texas town seemed to all fit together. I could have just put my feet up and watched the sun set...

Click, Click... my turn signal blinked helplessly as I waited for what must've been a mile long train stopped on the tracks between me and the airport. I had learned an hour or so before that, after 5 years and thousands of man-hours of work, the "Spirit of Hondo" was to fly. I, like many south Texas aviators, had seen the old C-47 parked at the end of

the lonely ramp for years and wondered when or if she'd ever fly again. There are hulks of wonderful classic aircraft rotting at airports around the nation, but I knew the folks working on this aircraft would not let her die, and now I knew they had succeeded. I needed to be there.

My eye was drawn suddenly to a flash in the sky ahead. Then, silhouetted against the lengthening sun, there she was. Afternoon sunlight glinting off her polished skin, like a scene from "Casablanca" against the historic old buildings around me, the unique outline of arguably the most successful aircraft in history materialized against the dusty blue sky. They had done it. Realizing a belated dream, a group of mechanics, volunteers and enthusiasts described inclusively by the aircraft owner as "just a bunch of guys that like to fly" had brought the 1945 C-47 back to life. And, this late afternoon, mere days before Christmas, they had delivered an early gift for owner Karl Ritter – and for everyone dedicated to preserving aviation history.

Dubbed the Spirit of Hondo, C-47 serial number 16693 was born a late WWII war-baby in 1945 as an Air Transport Command aircraft. Along her journey she was leased to Canada, retired and eventually entered private hands as a charter aircraft. At one time she was painted in a wild red paint-scheme with a blue swirling tail and later was repainted again a more placid white over gray as a cargo hauler. But, she was eventually abandoned and left to rot until Texas oil-man and pilot Karl Ritter found her derelict in Edinburg, Texas. He bought her about 5 years ago and dreamed of restoring her, not so much for himself, but for a



community of aviation enthusiasts. Asked "why a C-47?" Mr. Ritter told me "Well, I love warbirds. My friends have P-47s and P-51s and the like. But I can stand up, stretch, and I can take my friends along with me!" Modestly, he rebuffs even being called the owner reflecting that this is an aircraft to share. He'd just as soon be considered just part of the team with a role to play.

Mr. Ritter assembled a small team of mechanics and planned to restore her in time for a C-47/DC-3 anniversary. Back then, he figured the process would be relatively quick, and he was willing to put resources into acquiring a stock of parts and labor as needed. The process turned out to be much longer and much more complicated than anyone anticipated and is far from finished. Sound familiar?

The C-47 (Army)/R-4 (Navy)/Dakota (RAF) was the military version of the Douglas DC-3 modified with a troop/cargo door and a cargo floor. Pressed into mass production during WWII, over 10,000 were manufactured in factories in Long Beach, Santa Monica and Oklahoma City. N346AB is an Oklahoma bird. The aircraft quickly became the mainstay of US and allied air transport services. They were used as cargo aircraft, aeromedical evacuation planes, VIP transport, gunships, glider tows, and parachute planes in every military theater and by nations worldwide. Some were even fitted with floats. C-47s were used by the US military at least into the late 1960s. After their military service ended, surplus C-47s were coveted by passenger services, cargo carriers and militaries of countries around the world. Now, over a half century later, C-47s and their DC-3 siblings are still in active service around the globe and some are even being modified into a growing fleet of highly modified turbine powered aircraft.

Like most original C-47s N346AB is powered by a pair of Pratt & Whitney R-1830-90 twin wasp radial engines. Each fourteen cylinder beast churns out up to 1200 HP and the pair consumes a planned fuel burn of around 100gal/hr. Cruising around 180-190

(Continued on page 5)

(Continued from page 4)

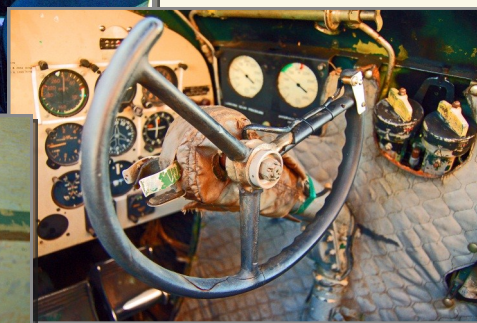
MPH, she was a speed demon for a passenger liner when first produced in 1935. Yet the DC-3/C-47 is described as a forgiving aircraft with few if any bad habits. They stall in the mid-60 MPH range and their beefy high landing gear makes them suitable for almost any type field. Its tremendous versatility made the C-47 a fixture in three US wars as they were routinely flown from dirt, gravel, grass, and hastily constructed metal mesh strips without difficulty in WWII, Korea and Vietnam.

The DC-3/C-47 cockpit is of simple design and spacious enough for comfort, but relative to the size of the plane actually seems a little small. A large throttle quadrant dominates the cockpit with long handles and knobs for throttle, mixture and prop controls looks somehow more complex than a twin should. The yokes are 2/3 circle wheels on side pedestals characteristic of 1930-40 vintage airliners. Racks and shelves behind the pilot and co-pilot once held massive tube-type radios and navigation equipment, but in

N346AB they now provide storage. A 1980s vintage center stack and flight instruments are an inevitable upgrade as the aircraft continued commercial service for decades, and though electronics have replaced the venturi driven gyros that originally dominated the panel the venturi's are still affixed. The yellowed faces of the aging engine instruments and well-worn controls and switches reflect the age and history of the aircraft. This is a warbird, she was there...

Despite decades of varied service, multiple owners, innumerable paint-jobs and upgrades N346AB still retains her original olive drab and zinc chromate interior. Panels and ribs are stenciled with placards for litters, life support equipment, and load points from her military beginning. A jump line runs down the center, terminating at the wide cargo door. And, although 346AB currently sports 70's colored passenger seats, I can easily imagine

her with parachute benches and litter stanchions instead.



After buying the plane Mr. Ritter needed a home for her. A Fredericksburg native, he looked there first but flew on to Hondo. He didn't intend to stay there, but the whole community rolled out the red carpet. In Hondo he found aircraft enthusiasts eager to help, abundant ramp-space, and a warm welcome from the entire town. So, N346AB found her new home in Hondo, and Mr. Ritter was so impressed by the endless outpouring to community support he named her "Spirit of Hondo".

Mr. Ritter had hoped to take the plane to Oshkosh in 2010 for the C-47/DC-3 mass gathering. However, after months of preparation and anticipation, the right engine failed less than a half hour into her test flight. She and her owner would not make it to Oshkosh

that year. Thus began a journey that would last for several years.

Many South Texas EAA members feel a bit of kinship with N346AB through chapter members and friends who

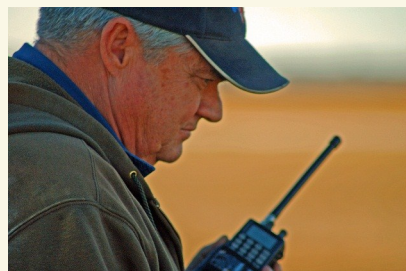
have dedicated themselves to the restoration project. Mr. Ritter hired Mike Meyers to coordinate the mechanics and owner/business end of the project. Early in the project the then lead mechanic asked Jake White, an A&P IA to help repair some control surfaces, just a little project, "a few hours of work..." Unwittingly, Jake eventually found himself leading a comprehensive mechanical restoration and guiding even more volunteers and enthusiasts to help.

After the engine failed N346AB was grounded for an extended

(Continued on page 6)

(Continued from page 5)

duration, providing an opportunity to really go through the systems and begin restoration. The cloth control surfaces were removed and completely rebuilt, oil coolers were removed and rebuilt, every hose was made new and replaced, and the entire aircraft was re-rigged with yards of new cables. All this was done in the sweltering south Texas sun by a mechanic and a group of volunteers, some with little prior experience but all with a love of aircraft. Mr. Ritter purchased parts literally by the truckload, and located correct parts big and small to bring her closer to original. Among those parts was the decking. Somewhere along the line N346AB had been equipped with a makeshift plywood floor. Mr. Ritter scrounged up the correct C-47 floor. With the help of a group of troubled youth providing community service, who lugged the heavy parts in and out of the plane while the mechanics meticulously repaired and replaced every fastener, the old plywood was removed and original C-47 cargo decking re-installed.



Meanwhile Jake had to wrestle a new challenge. The aircraft had always been a Part 141 aircraft, but was now in private ownership as a pleasure aircraft (Part 91). However, there were no inspection guides and the like for “pleasure” DC-3s and every individual FAA region has sole authority to approve such documents. Even though there are some elsewhere...there are none in San Antonio. So, Jake literally had to “write the book”, demonstrate its accuracy and earn Flight Standards Division Office (FSDO) approval of the documents to garner certification under part 91. With a determined gleam in his eye, Jake reflected that despite

thousands of mechanical challenges, hours of work in the sweltering heat, back-breaking gymnastics, and innumerable scrapes, bangs, bumps and cuts during the repair; earning FSDO approval was probably his proudest accomplishment.

Throughout the project volunteers and workers spent hours helping with whatever might be needed. Somewhere along the line, as the aluminum oxidized in the sunlight Jake figured they needed to get it polished to prevent irreversible damage. Enter Jim Fry and Wayne Nelson. They rushed out and got polishers and henceforth at the end of each day polished a

little bit more of the peeling paint away. To observers the new shine reflected the resurrection of the plane as she neared readiness to fly. And, as they polished away layers of paint, the history of the aircraft was uncovered. A faint shadow of “International Air” is still visible just above the windows. And, beneath all that paint, the outline of “Military Transportation Command”, presumably from its first insignia, is again visible on the reflective aluminum just below the windows. For 5 years, on the scorching South Texas ramp the “Spirit” has been dis-



sembled, re-assembled and slowly transformed from an aging derelict into a gleaming, polished aluminum “thank you” for the town.

Finally across the train tracks, I joined a half dozen enthusiasts

(Continued on page 7)

(Continued from page 6)

and team members gathered at the end-of-runway tower left over from initial flight training at Hondo. The airfield was deserted except for us. Mr. Ritter paced nervously stopping to watch the graceful turns of the "Spirit" above him, as the rest of the small entourage followed the plane on the horizon. Jake walked the catwalk of the short tower with a hand-held radio and binoculars. Pilot Cliff Walker and Co-pilot Richard Pulley were flying Spirit of Hondo for the first time but had abundant experience in other C-47s. Cliff had flown his pristine Cessna 195 down to Hondo for this flight, and he and Richard had spent the better part of the day meticulously checking systems and planning this first test-flight.



47 minutes had elapsed as the sun flashed off the shiny fuselage. Jake asked for a status update. "Standby - we're working a squawk" crackled over the handheld radio. All eyes now turned to Jake. Mr. Ritter who had been leaning against his



truck as if in a trance, mesmerized by the plane, was suddenly alert. The plane turned back toward the field.

To everyone's relief, the squawk wasn't critical, but there would be no touch-and-goes today and it was about time to land. The test flight had met all of its objectives

So, on this day, the 109th anniversary of the Wright Brothers flight and the 77th anniversary of the first DC-3 flight, the "Spirit of Hondo" again graced the skies of Texas. Mr. Ritter swears that was not planned.

Gliding past the small gathering, the rumble of the big radials



drowned out long awaited cheers. And on the taxi back, the pilot and co-pilot pumped the air and smiled with joy, not relief.

After embraces, hand-shakes and the requisite hand-flying, the small team swarmed over their baby to give her a thorough post-flight. Nothing broken, nothing missing and nothing leaking (well, not too much - they are radial engines after all).

And as I watched this group of enthusiasts work over the plane I could understand the magnetism of these old planes. Sure, she is beauti-

ful in an art-deco sort of way and is a remaining tribute to Soldiers and Airmen from a terrible war. But what I saw that day was that the dream of one man, to restore a warbird, had created its own community of enthusiasts and friends drawn to her not as a job, but as a passion. N346AB was, as Karl Ritter wanted, all of theirs.

Mr. Ritter tells me that this plane will eventually honor those who served. He plans to display her at the LBJ National Park in Stonewall, Texas from time to time. Although not a pilot, Lt Commander Lyndon Johnson logged combat sorties in World War II and eventually resigned his commission in the US Navy Reserve to become president. It is likely he spent a least a little time aboard a C-47. N346AB will be right at home at a site that commemorates a defining period in American history - and aviation.

Congratulations Mike, Jake, Jim, Wayne and every volunteer who worked so hard to return "The Spirit of Hondo" to flight. And to Mr. Karl Ritter a highly successful Texas Oil-Man to be sure, but when it comes to old airplanes, one of us: Thank you for sharing your warbird with all of us.

Merry Christmas Mr. Ritter....you did it! You and a bunch of guys that love to fly.



JANUARY MEETING—A PROGRESSIVE THING—YOUR HELP NEEDED

Doug Apsey

For our January meeting we are going to try something a little different. This will be a daytime meeting so don't show up at 5:30 or you will miss all the fun.

Here is the basic schedule for the day:

Board of Directors Meeting: 10:30 - 11:30 in the clubhouse (open to all members)

Lunch: 12:00 to ???

Program: 12:00 to ???

So, you may be wondering why lunch and the program are scheduled for the same time? The reason is they are going to be combined events. Lunch will be a "progressive lunch" with at least three different stops. We are planning to start out with appetizers and drinks in the Chapter 35 hangar followed by pulled pork sandwiches with side dishes in the clubhouse. Desert (apple and/or peach cobbler with ice cream) will be served at Brian and June Goode's hangar. We originally planned to make January a "potluck" but we'll save that for another time. Plan to just come and enjoy the day - although we won't turn down any good stuff you might want to bring to share.

That takes care of lunch, now what about the program.

Well, if you have been around San Geronimo for very long, you know there are some great airplanes that are being built or have been completed that you may not get the opportunity to see very often. There are also restoration projects and some restored airplanes that you may be interested in seeing. In addition, there are some very nice certified airplanes that our members own that you might like to see. With that in mind, the January program will consist of visiting different hangars/airplanes on the airport that may be of interest to our members. By the time of the meeting, I hope to have a list of airplanes on San Geronimo that you can visit. We'll provide a map showing where they are located on the airpark and will do our best to have some transportation to get you around.

For this day to be successful, I need our members who have airplanes at San Geronimo to share their pride and joy with the other members of our club. If you have a project, please consider opening up your hangar so we can visit you. If you

have a finished project or unique airplane you are willing to show off, you can either include your hangar on the tour or taxi the airplane to the clubhouse for members to view. For our builders/restorers not home based at San Geronimo who have completed projects, please plan to fly your airplane in to SG to share with us. I would also appreciate it very much if our members who have golf carts at SG could help with transportation around the airport that day.

If you are willing to let us visit your hangar on the 12th or can help with transportation that day, please contact me at 210-913-2539 or email me at dapsey@satx.rr.com. See you all on the 12th, Doug

BUILDERS ACADEMY

The Builder's Academy work team concluded a productive and steady work year on Dec 15, 2012. The Dream Classic ultralight continues to look better each month. The yellow base coat was completed recently and the trim colors (designed by the stu-



dents) needs only a slight touch-up. Assembly of the major components and engine installation are the next steps.

Our December workers included (L-R) Ewan Nolte (new member), Mike Nix and Devin Easley.

We meet the 3rd Saturday of each month, 1-4pm, and we welcome any new students who want to get hands-on experience with the airplane. Call 210-414-8453 for more information.

DECEMBER MYSTERY PLANE REVEALED

Doug Apsey

Congratulations once again to R.B. "Doc" Hecker for correctly identifying December's Mystery Plane. The plane is a Consolidated Fleet PT-6A, or in this particular case, a YPT-6A. The civilian version was called the Consolidated Model 2. Over 200 Model 2's were produced of which only 16 were purchased by the military. YPT-6A was the designation given to the earliest of these 16 planes sold to the military and they were used to evaluate the design for use as a primary trainer. The PT-6 was powered by a 5 cylinder Kinner K-5 engine that produced 100hp.



Brooks Field August 1918

It had an empty weight of 1,100 pounds, a maximum weight of 1675 pounds and a maximum speed of 105 mph.

This particular airplane can usually be found at Sun 'n



Fun and is owned by a couple from Vero Beach, Florida. The restoration took them 7 years and was completed in 2009. While researching the history of the airplane, the owners dis-

NAME THE PLANE

Doug Apsey

OK fellow EAA'ers, guessing who made this month's "Mystery Plane" should be a no brainer by looking at the tail. Of course you could look up the N number also but that would be cheating.

So, who will be the first to tell me:

What company built it?

What was its designation? i.e. C-172, PA-24, etc.

What did the manufacturer call it? i.e. Skylane, Cherokee, etc.

Within 5 years, what year did it first fly?

What was the intended purpose of this airplane?

Did it ever go into production?



covered that it was one of five YPT-6's sold to the Army Air Corp in 1930. This airplane was initially assigned to Brooks Field, San Antonio, TX and may have been the only PT-6 to ever see duty there. After evaluation at Brooks, it was sent to Long Beach, CA and re-designated as a PT-6.

If you would like to read more about this airplane and the fascinating story behind it, I recommend the article available on the Vintage Aircraft web site (www.vintageaircraft.org). Type YPT-6 into their search option on the home page and a link to the article should come up for you. You can also cut and paste the following link into your browser to go straight to the article if you are reading the electronic version of our newsletter.

<http://www.vintageaircraft.org/featured/2010%20-%20Vol.%2038,%20No.%2012%20-%201930%20Consolidated%20YPT-6A.pdf>

CHAPTER BULLETIN BOARD

January Meeting

Main course provided but feel free to bring something to go with it

See Page 8 for details

Have a happy and safe NEW YEAR,
Gail

Bulverde Fly-In Lunch JAN 13

Anderson Aviation @ Bulverde Air Park
January 13th at Noon
Food and Refreshments Provided



Fly-In to Bulverde Air Park on January 13th and join us for our monthly get together > with other general aviation pilots. Anderson Aviation will be providing lunch and refreshments. We look forward to seeing you and hope to see more planes than we had last time. Last month we had a great turn-out and hope to see more of you in January.

The Anderson Aviation Crew

Help Needed: Young Eagles Flight Rally and Scout Merit Badg. Event 19 JAN

Volunteers are needed for pilot and ground crew to assist with Young Eagles and with the Boy Scout merit badge activities.

Young Eagles pilots and assistants will meet at 0900 at the clubhouse to begin mission planning.

Please contact Brad Doppelt
(brad_doppelt@yahoo.com) for more information.

YOUR Articles Needed

Chuck Fisher

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em!

Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your

EAA 35 COUNTRY STORE

Brian Goode

The Tervis Tumblers with our EAA Chapter 35 embroidered logo have arrived and are selling at a good clip. They will be on display at all Chapter functions until they are all sold.

These high quality double walled tumblers are made in Florida and carry a Lifetime Guarantee. Lids for them are available at many local retail stores.



The Chapter 35 logo is a piece of embroidered cloth between the walls of the tumbler, not a stick-on decal.

They are available for \$16.00 each and come to us in packages of four. If you are looking for an exclusive EAA Chapter 35 Valentines gift for your sweetie, or for your own use, please call or email Brian Goode at (727)-709-1159, or lady-bgoode@msn.com.

They are available at the Goode's hangar (#53), or at Joe Killough's green pilot lounge hangar (#64H). Stop by and pick up a four pack.

You will be glad you did, and so will the Chapter.

News flash

Rumors abound about the aircraft that has been parked near the Goode's hangar since around Christmas. Although Joe Killough was recently heard to say he was contemplating yet another aircraft purchase, he has remained coy regarding the aircraft and has made no public comment regarding his connection to N123JK.



We will keep you apprised as we learn more. Inquiring gossipers want to know!

This is of course a joke and the aircraft is in no way linked to Joe Killough. However to know this you must read the fine print, and we all hate to read the fine print. However, if you did happen to read this, congratulations on your excellent eyesight and attentiveness, and I hope you enjoyed the humor!

EAA CHAPTER 35 CATOLOGUE

Caps:

Cloth Chapter 35 and EAA Notional caps

\$10

Mesh Chapter 35 logo caps

\$5

SWRFI caps (collector's item)

\$8

Denim Shirts: Only 2 Large Short sleeve left

\$20

Tervis Tumblers

\$16

Chapter 35 cloth logo patches (sew on)

\$3

Bumper stickers

\$2

Chapter 35 logo stick-on stickers (Per inch)

\$2



2012 EAA Chapter 35 Contacts List



President: 210-834-1991	Officers Nelson Amen nelson.p.amen@gmail.com	Builders Academy 210-688-9072	Lew Mason lewnan@sbcglobal.net
Vice President: 210-912-2790	Doug Apsey dapsey@satx.rr.com	Young Eagles 210-380-2025	Brad Doppelt brad_doppelt@yahoo.com
Secretary 210-204-0772	BJ O'Dea iknit8t8@yahoo.com	Flying Start 210-380-2025	Brad Doppelt brad_doppelt@yahoo.com
Treasurer 210-493-5512	Dee Brame DeeB@satx.rr.com	Tool Crib 210-382-9658	Don Woodham dwh_2@yahoo.com
	Board of Directors	EAA Hangar: 210-382-9658	Don Woodham dwh_2@yahoo.com
	Past Presidents	Public Affairs 210-494-7194	Bill Bartlett bbartlet5t@satx.rr.com
John Latour	860-612-2232 latourjohn@att.net	Membership 210-488-5088	Ron O'Dea r2av8r@yahoo.com
Lew Mason	210-688-9072 lewnan@sbcglobal.net	Website 210-410-9235	Dave Baker iflyaerosport@sbcglobal.net
Dave Baker	210-410-9235 iflyaerosport@sbcglobal.net	Country Store 727-709-1159	Brian Goode ladybgoode@msn.com
	At Large		June Goode junegoode@msn.com
Brad Doppelt	210-380-2025 brad_doppelt@yahoo.com	727-439-1159	Flight Advisors
Brian Goode	727-709-1159 ladybgoode@msn.com	RB 'Doc' Hecker	210-391-1072 tcflyingdoc@yahoo.com
Ron O'Dea	210-488-5088 r2av8r@yahoo.com	Mark Julicher	210-382-0840 mjulicher@earthlink.net
	Chairpersons		Technical Counselors
Facilities 210-688-3210	Gail Scheidt gailps@att.net	Brad Doppelt	210-380-2025 brad_doppelt@yahoo.com
Newsletter 210-878-5561	Chuck Fisher eaa35news@gmail.com	Mark Julicher	210-382-0840 mjulicher@earthlink.net
Air Academy 210-256-8972	Maarten Versteeg maarten.Versteeg@sbcglobal.net	RB 'Doc' Hecker	210-391-1072 tcflyingdoc@yahoo.com
Garden & Grounds 210-688-9072	Nancy Mason lewnan@sbcglobal.net	Lew Mason	210-688-9072 lewnan@sbcglobal.net
Board Advisor 830-438-9799	John Killian jmkilliani@gmail.com		

The FINE PRINT: Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but is not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.

CHAPTER CALENDAR

JANUARY 2012	12	BOD Meeting First Annual San Geronimo Day and Progressive Lunch	10:30 am Noon to ???
	19	Scout Campout/Aviation Merit Badge and <u>Young Eagles Flight Rally</u>	Pilot Briefing 9:00 with flights to follow
	19	Builders Academy	1:00 To 4:00 in the Chapter Hangar
	26	Scout Campout and Young Eagles Weather Make-up date if needed	Pilot Briefing 9:00 with flights to follow
FEBRUARY	9	Evening Meeting Speaker TBD	Dinner 5:30 pm Meeting/Program 6:45 pm
	23	American Institute of Aeronautics and Astronautics (AIAA) 50 th Anniversary Celebration (Lunch, family oriented aviation & aerospace related events sponsored by the AIAA with EAA Chapter 35 volunteer support).	11:00 to 3:00 EAA Chapter 35 Clubhouse
MARCH	9	Evening Meeting Speaker TBD	Dinner 5:30 pm Meeting/Program 6:45 pm
APRIL	13	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Club House 8:00-11:00 am 11:00 am
MAY	11	SPRING CLEANING!! Yard/Chapter Building Work Party	EAA Club House 10:00 am
JUNE	8	FLY-IN LUNCH EVENT	EAA Club House 11:30 am to?
JULY	13	FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed BOD Meeting	EAA Club House 8:00-11:00 11:00 am
AUGUST	10	Evening Meeting Speaker TBD	Dinner 5:30 pm Meeting/Program 6:45 pm
SEPTEMBER	14	Evening Meeting Speaker TBD	Dinner 5:30 pm Meeting/Program 6:45 pm
OCTOBER	12	Evening Meeting Speaker TBD	Dinner 5:30 pm Meeting/Program 6:45 pm
NOVEMBER	9	ANNUAL CHILI COOKOFF Speaker TBD	Dinner 5:30 pm Meeting/Program 6:45 pm
DECEMBER	14	CHRISTMAS PARTY	Social Hour 5:00 pm Dinner 6:00 pm

Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>

EAA <http://www.eaa.org/calendar>

Fly-in calendar <http://www.flyincalendar.com>

Fly-ins <http://www.flyins.com>

13 JAN

Bulverde Fly-In Lunch

1T8 1200 Food and drink provided

WANTED AND FOR SALE

FOR SALE: Complete RV-8 Quick Build Kit with O/H Lycoming IO-360 engine (minus starter/mags/prop) - \$50K
Contact: RB "Doc" Hecker at
www.assenddragonavaiation.com or tcflying-doc@yahoo.com

FOR SALE: 1946 Aeronca 7AC Champion Continental A65-8 65HP / wood prop / Restored 2010 - \$35K OBO
Contact: RB "Doc" Hecker at
www.assenddragonavaiation.com/ for photo of Champ and e-mail link, or tcflyingdoc@yahoo.com. Items can be viewed at 1T8 (Bulverde Airpark)

FOR SALE: Early RV-3 kit. Tail; feathers, flaps and ailerons finished and primed. Wings are finished but are the old version and only useable for parts. Have cowling, windshield structure, gear parts, wheel pants, engine mount, etc. All sheet metal and formed bulkheads for fuselage. Zero time Lycoming O-320-E3D engine with all new parts. Include engine log book and builder's log. Health forces sale. Tom Gould 830-663-4448 or nazca9t@hughes.net



FOR SALE: Stolz Star-duster Too SA 300. Eng. Lyc O320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying sur-

faces rejuvenated. MUST SELL-Make Offer. Call Dan Cerna at (210) 688-9345.

FOR SALE: Subaru EJ-22 engine, Ser. # 589390. Includes single 4-barrel carburetor, Mallory ignition, planetary reduction drive. Proven system, removed from flying aircraft. \$3100 Chuck @ 979 218 6153

FOR SALE: Hegar brake master cylinder. 7" single control, Bore size - 5/8" (0.625). Includes brake bleeding kit, misc. fittings. \$95 Chuck @ 979 218 6153

FOR SALE: Main wheels for UL or light experimental. One pair Matco Model MH6B wheels, with brake calipers, new brake pads, new wheel bearings, new Air Trac 15X6.00X6 4-ply tires. \$295 Chuck @ 979 218 6153

FOR SALE: One unused Air Trac 15X6.00X6 4-ply tire. \$40 Chuck @ 979 218 6153

FOR SALE: Garmin GPS 195 with all original accessories. Outdated, but simple and fully functional, good for navigational assistance in VFR conditions. \$100 Chuck @ 979 218 6153

FOR SALE: 1976 Beechcraft C-23 180 Sundowner 2250 TTA&E, compressions mid to upper 70's, oil analysis shows no wear. Dual KXM Digital radios, ADF, ILS/Mkr Bcn, VOR and Lo-ran. Extensive annual, \$5,000 spent: new plugs, wiring harness, mags, hoses firewall forward, brake drums, brake pads, encoder, rebuilt turn indicator and new tires on the mains. Paint is about a 6/10, interior 7/10. Continuously hangared for the past 25 years. \$25,000 Contact Dave Baker, 210-410-9235



FOR SALE. All items were functioning normally prior to being removed as part of the panel upgrade on my RV-6A.

- Apollo GX-60 GPS/Com, Apollo ACU (annunciator), and Jeppesen Skybound The GX60 is TSO-C129a Class A1 approved for IFR non-precision approach operation. The com function supports monitoring the stand-by frequency. I'll also include a Trans-cal model SSD120 altitude encoder (passed IFR check (3/12)). - \$2500.
- Vertical Speed Indicator - United model 7030, 0-3000 fpm, \$100
- Altimeter - United part no 5934PD-3, Lighted (passed IFR check 3/12), \$150
- Airspeed Indicator - United part no 8125, \$100

Pictures available on request. Contact Dick Flunker, email RFlunker at ATT dot Net, or call 214-793-5546.

Please Visit Our Sponsors!



Wash Wax All
All surface non-stick cleaner
Leaves a non stick protective coating on every thing you clean
Aircraft, Auto, Marine, RV




AERO COSMETICS.
Spray On Wipe Dry!
It's that easy!



Wash Wax ALL Degreaser
For tough, hard to clean areas such as aircraft fuselage, exhaust and engine areas, wheels, and more. Also removes bug streaks.

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



9503 Middlex
San Antonio, TX 78217
Sales Hotline 800-324-2359
Tel 210-820-8101
Fax 210-820-8102
www.eci.aero



TITAN
NEW ENGINE PRODUCTS
MANUFACTURED BY ECI

ECi is recognized for Quality Management System Registration to ISO 9001:2000




The Pilot Shoppe
JANET SHIRES
President

(210) 524-9525
(210) 524-9526 (Fax)
1-800-205-9525
(210) 367-3477 (Cell)


600 Sandau Rd., Suite 100
San Antonio, TX 78216
Mon-Fri 9AM-6PM / Sat 9AM-4PM
pilotshop@aol.com

Tony Seurer
Owner

(210) 656-3839
Fax(210) 656-4012



Seurer Electronics
Sale - Service - Rentals

- Dealer of Canon (Copier & Fax) 
- Printers
- Paper Shredder
- Dictation Units
- Calculator

4514 Walzem
San Antonio, Texas 78218
tony@copiersalesnservice.com

Manufacturer of Quality
Communications & Navigation Equipment

1-800-255-1511
USA & Canada



VAL AVIONICS LTD.

Jim Harr
(503) 370-9429
FAX (503) 370-9885
email: info@valavionics.com

3280 25th Street S.E.
P.O. Box 13025
Salem, OR 97309-1025
www.valavionics.com



TEX-AIR
Distributor of Aircraft Parts
Paint and Accessories

Clint Cook
Branch Manager

Office (210) 227-8333
Toll Free (800) 451-7282
Fax (210) 227-8337

TEX-AIR PARTS, INC.

www.texair.com
cook@texair.com

135 Braniff Drive
San Antonio, Texas 78216



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

Assend Dragon AVIATION

CP: (210) 391-1072
Fax: (830) 980-8866
Email: tcfllyingdoc@yahoo.com

29890 Bulverde Lane
P.O. Box 279, Hangar 38
Bulverde, TX 78163

Torres Aviation Services, LLC.

Paul T. Torres-GM
Email: torresaviation@yahoo.com
Website: torresaviation.com



A&P Mechanic
100 Hr Inspections
Annual Inspections

General maintenance & Repairs
Sheet metal, Composite, Avionics & Electrical Work

Phone C: 210-859-4369
H: 210-673-2693

Paste Address Label Here

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

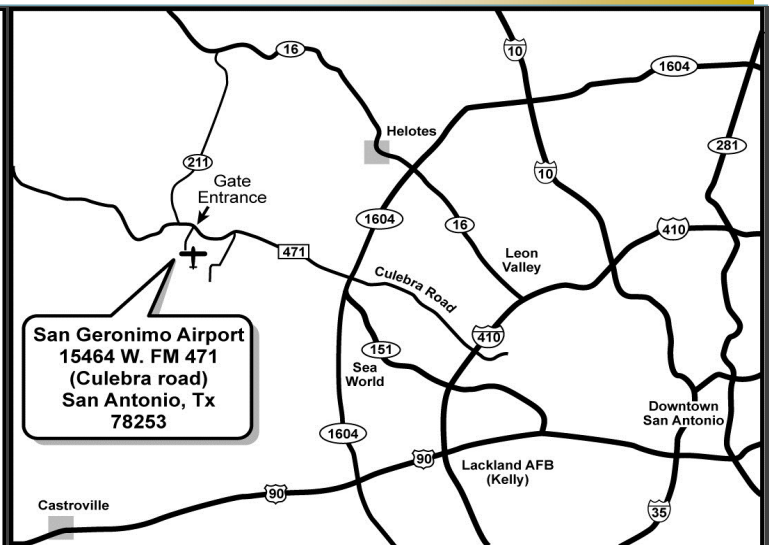
The Official Newsletter of EAA
Chapter 35, San Antonio, TX

Chapter 35 meets
Each Second Saturday of the Month

Jan 12th

EAA Club House

1200 Progressive Lunch
and
"San Geronimo Day"



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For over 50 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS

www.35.eaachapter.org