



RUNWAY 35



June 2011

Volume 53 Issue 6

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Next Event

Jun 11th

- Chapter Pic Nic
- 12:00 PM



PHOTOS CONTRIBUTED BY: D. BAKER, B. SEVERENCE

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CHAPTER OFFICER NOMINATIONS

By Jim Feighny

As chairman of the Nominating Committee, I wanted to take this opportunity to update the membership on the election process.

The Chapter by laws layout the process as follows:

"Nominating committee consisting of five Chapter members shall be selected by the Board of Directors no less than 90 days prior to the annual membership meeting (November).

The Committee shall select at least one candidate for each Principal Office to be filled at such meeting and shall present the slate of candidates to the members not less than thirty days prior to the meeting, either by mail or by including such slate in a publication mailed to the members"

Your nominating committee is as follows: Jim Feighny (Chair), Dave Baker, Doug Apsey, John Latour, Ron O'Dea.

As Dave mentioned in last month's article, Dee Brame has agreed to continue as Treasurer, leaving the following positions open for nominations: President, Vice President, and Secretary.

The Chapter has many talented and more than qualified members for these positions and like any organization, we are looking for folks who are committed to the goals of the organization. As a reminder, the purposes of the chapter as defined in our charter are as follows:

1. Promote aviation education
2. Assist the community in education development for aviation.
3. Introduce youth to aviation
4. Establish an aviation oriented library
5. Provide scholarships to summer camps
6. Promote grass roots research / development
7. Foster fellowship thru exchange of ideas
8. Operate a local EAA Chapter

If you are interested or want to discuss the positions, please call or e-mail any of the committee members.

Jim 210.834.6906

Dave 210.688.3358

Doug 210.479.8593

John 830.612.2232

Ron 210.488.5088

The future of the Chapter is very strong: We have a great meeting home, the hangar is paid off, we have new projects coming on line every year and our relationship with the public is building with every Young Eagle event and fly-in event.

Thanks

Jim Feighny EAAVP/Programs

Nominating Committee Chairman

HONDO FLY-IN

By Steve Jones

Word from our Chapter 35 representatives, Dave Baker and Ron O'Dea was that by all accounts, the 2nd Annual Hondo fly-in was a success. The chapter was praised for our support of the event, and was offered additional responsibilities for next year's fly-in. The organizing staff was very receptive to suggestions for the next event, so among other things, General Aviation parking will be much more convenient. Additional security will be provided for the vintage and GA aircraft, and visitors will receive additional reminders via the public address system about the importance of looking but not touching.

The B-17, Texas Raiders loomed large over the tarmac, offering visitors a ground tour and certain lucky passengers a flight to remember. Doc Hecker has featured the restoration of the rudder assembly in a previous issue of Runway 35. It was quite a sight, seeing that rudder in place on this flying museum.

The Navy B-25, Devil Dog displayed the versatility and ingenuity of our 'great generation'. In place of the bombardiers position was a nose full of punishment — eight machine guns in the nose, and four additional guns in cheek pods. When this aircraft drew a bead on its prey, it was...quick.

For some reason, the Tiger Moth, based out of Boerne Stage drew special attention. Even Biplane pilots took notice. The T-28 was noticed, as well. The pilot of the T-1A Jay Hawk, LtCol Rasmussen would like to invite the T-28 to their event at Randolph AFB in October.

The Air Force showed us the F-16 can still do the job. After hours of grueling practice out in the Military Operating Area, a four-ship of F-16's flew by to thunderous acclaim. It was either acclaim, or the roar of the engines. The presentation was awe-inspiring. They made me proud to be a retired Master Sergeant. And so did the Air Force Band of the West. This group of five or six musicians belted out tributes to each service in soul-stirring quarter time. They didn't let a little rain dampen their enthusiasm, either.

Chapter 35 brought in over \$450 in sales of water and chapter merchandise. Great job, everyone!



PRESIDENT'S COCKPIT

By Dave Baker

Here we are at the mid-point of this year and we have experienced some great meetings and programs so far. Thanks to Jim Feighny for these programs.

The work party on May 14th was well attended by 26 people who all pitched in and we accomplished a lot of projects that were pending on the chapter building like re-inforcing the counter top, trimming it out, re-nailing the soffit and fascia on the north side of the building, washing the windows, repairing the gutter over the entry door, painting the trim on the north side, fixing the broken sheetrock and access entry to the ceiling in the closet, replacing the AC filter, straightening the hangar and repacking the chapter's trailer wheel bearings, mowed the grass and trimmed and other areas that needed attention. Then we had a nice lunch prepared by Gail. Thanks to Gail, Don Woodham, Ira Wagner, Jim & Mary Ann Schlattman, Brian Goode, Freda Jones, Roxanne & Danny Beavers, Monroe Frerich, Randy Stout, Brad Doppelt, Bob Severance, Julius Braun, Ron O'Dea, Al & Elaine Lewallen, Jon King, Steve Powell, Mike Lovelace, Doc Hecker, Dennis Scheidt and anyone else I did not mention for all of this help. When you have members who jump in like these did, you get a lot accomplished in a short time.

On Friday, May 20th, Chuck Sharrar brought his enclosed trailer to the clubhouse and we loaded the chapter's canopy, including the heavy bases, all of the bottled water, the tables & chairs along with Chuck's 6 place golf cart and then went to the Hondo Airfield and put the canopy up. Thanks to Chuck, Ron O'Dea, Dennis Scheidt, Charlie Brame, Richard Gramling, Ed Seurer, Brian Goode, Jim Schlattman and anyone else who I've forgotten to mention for your efforts that day. We had the canopy up in about thirty minutes!!

The Hondo Fly-in on May 21st started out the day with low ceiling and poor visibility. The sun did not break through until about 11:00am and then we had a few aircraft arrivals to park! There was a fly-by of two F-16's that was awesome and later a couple of T-38's did some more impressive airwork. All in all we had about 15 warbirds and about 12 or so spam-cans that were able to make it in. The road traffic was some where around 500 cars or so at last count, I heard. The chapter sold around \$450.00 in water and caps / shirts. Once again, Chapter 35 members turned out as promised and we succeeded in accomplishing the tasks we signed up for which were aircraft parking and general admission gate duty. We had the honor of hosting four WWII dignitaries under our canopy. I did not get their names but I know one was a 2 star General and two were P-38 pilots. A big Thanks to these members who supported our efforts: Jim Feighny, Ed Seurer and Monroe Frerich for admission gate duty, Roxanne & Danny Beavers, Jim & Mary Ann Schlattman, Richard Gramling, Freda Jones. Hannah Jenkins, B.J. O'Dea and Dee

Brame for chapter water sales / merchandise sales, to Ron O'Dea for supervising the aircraft parking along with Brian Goode, Steve Jones, Doug Apsey, Ira Wagner, Victor Encarnacion, Doug Jenkins, Charlie Brame and J.C. Woods, and last to Chuck Sharrar for bringing his 6 place golf cart and using it to supply water to all of the volunteers. Dennis Scheidt and Bob Cabe also helped Chuck with this task. These members are a great reflection of what makes our chapter stand out above many others. It is this type of support that generates remarks like a couple that were made at the fly-in "We don't have to worry about aircraft parking, Chapter 35 members have that totally under control" and "You guys (chapter 35) have some great volunteers and that really helps us a lot".

Now, our Annual Picnic is coming up on Saturday, June 11th, starting at 11:00am and we will have hamburgers and hot dogs provided by the chapter. We need side dishes (beans, potatoe salad, chips, dips, pickles, onions, tomatoes, deserts, etc.). Please call or e-mail Gail to let her know what you can bring (Ph-210-688-3210, e-mail-gailps@att.net) This is a family event for all members, so come out and enjoy the day and food. If you or a "Grill Master" please come early, around 11:00 and help me cook the burgers and dogs. If the weather is good, please fly in and if you are based at 8T8, then taxi up!!

Our last event for June will be a Young Eagles rally on Saturday, June 18th starting at 09:00am. Brad Doppelt is in need of Pilots and ground crews to help. At the last Young Eagles rally we learned how to make this really go smoother for the pilots and "passengers". We will assign one ground support person to each pilot. That person will be responsible to take a passenger(s) to the aircraft they are assigned too and to retrieve each passenger(s) after each flight. We will have other people who will have the passengers awaiting in order for each flight and then hand-off these to each ground support person to be escorted to the aircraft that they are assigned too. Jodi will provide the flown passengers with their certificates as she has done so for the past 1500 or more Young Eagles this chapter has flown since we started this endeavor! Thanks Jodi. Call Brad at 210-380-2025 or e-mail him at brad_doppelt@yahoo.com to let him know you can fly or be a ground support volunteer.

I am really proud to be associated with the caliber of people this chapter has as members. You, the members are what make the chapter one of the leading chapters in all of the EAA Family. THANK EVERY ONE OF YOU,

Dave Baker

CHAPTER 1088 FLY-IN

By Dave Baker

Chapter 1088 is having a fly-in and we are invited to fly in to this lovely hill country airport.

The fly-in will be at Russ Luig's Flying L Ranch (see attached info) on Saturday, June 25th from 11:00 AM until 2:00 PM. Chapter 1088 will be serving BBQ sandwiches with potato salad, beans and ice tea at 12:30. The suggested donation will be \$7 per person. They will need an accurate count of how many planes and people we will be bringing as we get closer. Attached is the information on the airstrip. Please respond to me via e-mail (iflyaerosport@sbcglobal.net) or telephone (210-410-9235) by June 18th to confirm this info and I will relate this info to Steve Allen, President of EAA Chapter 1088. Let's have a great turn-out to support our sister Chapter.

TE90

3600' x 60', TURF
ELEVATION 1375'
CTAF/UNICOM 123.05
Bandera, Texas

LAT. 29° 45.50 N
LON. 99° 09.11 W



From KERRVILLE
Airport (ERV)
13.5 NM @ 188°
From CENTER POINT
VOR (CSI)
10.4 NM @ 154°

MORE HONDO FLY-IN PHOTOS

By David 'Artist' Baker



ANOTHER WAY TO SATISFY A FLIGHT REVIEW

By RB “Doc” Hecker, EAA Technical Counselor #5453

Another Way to Achieve a Required Flight Review

I was recently reviewing my flight experience for the dreaded chore of renewing my aircraft hull insurance when my train of thought segued into thinking of how to best accomplish my next flight review. To remain in compliance with the provisions of FAR § 61.56, all certificated pilots must complete a formal flight review by a qualified flight instructor every 24 calendar months. Additionally, FAR § 61.56(d) states that “A person who has, within the period specified in paragraph (c) of this section, passed a pilot proficiency check conducted by an examiner, an approved pilot check airman, or a U.S. Armed Force, for a pilot certificate, rating, or operating privilege need not accomplish the flight review required by this section”. In other words, successful completion of the oral and practical (check ride) aspects of the required Practical Test Standards (PTS) for a certificate upgrade or additional rating satisfies the Flight Review requirement.

According to my logbook, the last rating I received was in 1995 for a single-engine seaplane addition to my Private Pilot Certificate. This add-on rating was accomplished during a one-day course offered by Sheble Aviation in Bullhead City, AZ where I qualified in a Piper PA-18-180 on Edo 2000 floats. Interestingly, the seaplane rating does not differentiate from float planes or amphibians, even though they are quite different pieces of equipment. One of my aviation goals was to also fly an amphibian, and I hoped one day to add that experience to my knowledge base. And, is there a private pilot who does not dream of flying a multi-engine aircraft? In reality, the expense, complexity and insurance costs of owning one of these advanced aircraft precludes most of us from that experience. Over the years, I had received a smattering of training in “twins”, but had never completed the formal training. A multi-engine rating was another item for my “dream list”.

Like most private pilots, my initial flight experience was limited by family, time and money, and flight time was therefore sporadic. Formal flight training fell off as flying was done mainly as a hobby or weekend avocation. As my professional life began to incorporate the use of aircraft for travel, it became necessary to add an instrument rating, which I completed in 1986. At that time I transitioned into more powerful and complex aircraft, eventually cementing a long-standing 19 year relationship with my 1965 Centurion. With a normally aspirated engine producing 285 HP and retractable gear, it was a

reliable aircraft that could carry 4 passengers for 4 or more hours at a reasonable speed of 160 knots. My current flying profile ranges from the business use of the Cessna 210, which regularly required me to make use of my private instrument airplane rating during long-cross country IFR legs, to weekend day VFR flying of small tail-draggers to local airports. Although I had originally trained in conventional gear aircraft when I began my pilot training in the late 1960s, I found it prudent to obtain a more recent tail-wheel endorsement for insurance purposes, even though I had been “grand-fathered” by prior experience. According to the FAR’s, an endorsement is not the same as a rating, but is necessary to operate certain types of aircraft.

I have always admired pilots who held a Commercial Pilot Certificate as this implied a level of aeronautical knowledge and training that usually translates to a higher standard of flying expertise, and (hopefully) lower insurance premiums. Since it is a professional grade of pilot certificate, the process to acquire this “ticket” requires successful completion of advanced knowledge (written), oral and practical examinations. Commensurate with this grade of certificate is a fairly high requirement of flight experience. The flight experience needed to qualify for the Commercial Airplane Pilot Certificate begins with a minimum of 250 hours flight time, which must include 100 hours in powered aircraft, 100 hours Pilot in Command (PIC) of which 50 hours must be in airplanes, and 50 hours of cross-country time of which 10 hours must be solo PIC in airplanes. Holding an Instrument rating satisfies the 100 hours PIC time. In addition to this experience, the applicant needs to have documented 20 hours of post-private pilot dual training that includes 10 hours of dual training in complex aircraft, a 2 hour dual day straight-line VFR cross country in excess of 100 nm, a 2 hour dual night straight-line VFR in excess of 100 nm, and a 300 nm cross-country with 3 full stop landings, one of which is a 250 nm straight-line distance from the point of departure. There is also a very specific 5 hour night solo requirement of which 10 takeoffs and landings must be made at an airport with an operating control tower. Dual instrument training requirements are waived if the applicant has already received an instrument rating, but include 10 hours if not so rated. A Commercial Pilot Certificate without an Instrument Rating restricts a pilot to day VFR and a 50 mile distance for hire.

So, a review of my logbooks revealed that over the years I had actually met the necessary flight requirements to obtain a Commercial Pilot Certificate. I then

ANOTHER WAY TO SATISFY A FLIGHT REVIEW (CONTINUED)

decided to reacquaint myself with the folks at Sheble Aviation to inquire of them just what it would take to complete the Commercial Certificate. In addition to completing the Commercial written examination prior to my arrival, I was told I could take their accelerated training course to “polish” up my flight maneuvers (Chandelles, Lazy Eights, Turns on Pylons, etc.). The scheduler thought it might take only 2 days. Emboldened by this, I then asked about a multi-engine rating. Since an original Commercial multi-engine rating has very specific flight requirements, I was pleasantly surprised to find out that if a multi-engine rating was sought after a single engine Commercial program was completed, it was considered an “add-on”, and only flight proficiency was required to take the oral and practical examinations. The scheduler thought that this would only take another 2 days. At that point, I decided to take a vacation in the Arizona Mojave desert during spring break. My wife and 2 daughters would tour potential colleges, and I would pursue a long-held dream of obtaining advanced pilot certification. I purchased an ASA home-study course for the Commercial Pilot Knowledge exam, and successfully passed this exam after 10 hours of home study. Sheble Aviation had me download a thick packet of Commercial and Multi-Engine information that I would have to study prior to my arrival at their facility. My training was scheduled to be in a Cessna172RG for the Commercial Pilot upgrade, and a Beechcraft BE-95 Travelair for the multi-engine add-on rating. I also downloaded an abbreviated Pilots Operating Handbook (POH) for each piece of equipment I would train on.

My journey began on a Friday afternoon when I flew the Cessna 210 to Houston for required annual crew training on the Commemorative Air Force’s B-17G “Texas Raiders”. On Sunday morning, I left Houston for Fort Mojave, AZ with a fuel and rest stop in Las Cruces, NM. It was a pleasant trip, and I arrived in the late afternoon where I was met at Sheble Aviation by staff members who were closing up one of the maintenance hangars. To my pleasant surprise, I was given a “crew car”, directed to one of the nearby “casino resorts” on the Colorado River, and asked to come back at 1030 the following morning. At that time I would begin training after my paperwork and logged flight time had been verified.

Monday morning began with my producing required pilot and security documents which were then placed into my training file. My assigned flight instructor verified my logged flight experience, introduced me to the internet based FAA Integrated Airman Certificate and Rating Application (IACRA) program, and then took me to the classroom for ground school training. At that time I was in-

formed that my training aircraft had been changed to a Mooney M20, and a new abbreviated POH packet was given to me. Fortunately, I had extensive time logged in the M20 series so this was not even a hiccup. The ground school review was quite thorough, with heavy emphasis on VFR sectional flight planning and airspace knowledge. I was given a 300 nm cross country pilotage / dead reckoning problem to complete prior to my oral examination. It was estimated that after the training day was over I would have 4-6 hours of homework in order to prepare for the practical test. Flight training Monday afternoon consisted of basic air work in the Mooney with later emphasis on flying the required maneuvers. Tuesday morning began at 0700 with another flight in the Mooney to verify my ability to demonstrate the required flight maneuvers. Flight training was completed after I was able to demonstrate emergency procedures. I was then informed that I would be given a Commercial Pilot oral and practical examination at 1000. At that time I met with the DPE who then opened a Phoenix Sectional and quizzed me for an hour on a multitude of subjects, to include an intense review of my cross country flight planning. Once that was completed, we went out to the Mooney where I briefed the examiner on our flight, answered his questions regarding the airplane’s systems, and verified that I had pre-flighted the aircraft. A major problem occurred during the pre-takeoff run-up when the right magneto had a drop greater than 100 RPM that would not correct with aggressive leaning. I aborted the flight due to equipment malfunction, and taxied back to the flight line. At that time, the DPE asked me if I would consider taking my check ride in a 1947 North American Navion. He briefed me on its systems, gave me a complete cockpit checkout, and we left for a basically uneventful check ride. Despite its unusual and awkward hydraulic systems, I found the Navion to be an absolutely delightful airplane to fly. I was dutifully congratulated upon my successful attainment of a Commercial Pilot Certificate, Single-Engine Land Airplane.

While closing out my Commercial training file I was asked by the scheduler if I would like to begin ground school for the multi-engine rating after lunch. I readily acquiesced, and was introduced to my new instructor who brought me back to the classroom for another 2 hours of intensive ground school on aircraft systems and fundamentals of multi-engine operation. After this was completed, I opted to immediately begin flight training in the Beechcraft BE-95 Travelair, which I found was a very easy aircraft to transition into. Air work with both multi-engine and single-engine maneuvers was stressed, as well as Vmc demonstrations, propeller feathering, and slow flight. The day’s

ANOTHER WAY TO SATISFY A FLIGHT REVIEW (CONCLUSION)

training was completed with single-engine instrument approach procedures to the Bullhead City towered airport, and multiple take off and landing procedures with single engine and twin engine scenarios. Homework that evening was a review of aircraft systems and emergency procedures. I was scheduled to fly the next morning (Wednesday) at 0700. Following dinner that evening, I hit the books.

The Wednesday morning flight was an intense review of single-engine procedures followed by 2 single-engine instrument approaches to landing while under the hood. Runway take-off abort procedures rounded out the morning flight. I was scheduled for my check ride at 1000 with the same examiner I had had the day before. The oral examination and practical check ride were pretty straightforward, and my distraction event was the examiner failing my critical engine while under the hood as I was both turning to intercept the VOR approach radial and descending to the assigned altitude – the discriminator was his telling me to actually feather the left propeller while establishing myself on the approach. When reaching decision height for the Circle-to-Land pattern entry, I took off the hood, unfeathered the left propeller, and set the engine for minimal thrust in order to make a single-engine landing. The final tested maneuver was an unexpected waive off on my short final at our home airport, followed by a normal landing. Incredibly, I was now a Commercial Multi-Engine Airplane pilot. I was pretty tired. I had completed my training a day early. I was ready for something else!

I asked my DPE about the Lake 04 (Buccaneer) Amphibian) and was told it was a fairly easy aircraft to fly. He promised me that if he could arrange for another DPE to examine me for a Commercial add-on rating in that aircraft on Thursday afternoon, he would instruct me in it the following morning. I took the abbreviated POH and reference material for the Lake back to my hotel room. Needless to say, it only took about an hour in the seaplane to become familiar with the amphibian...and the afternoon oral and practical check ride with the other DPE was a lot of fun. It felt good to have the private ASES replaced by a Commercial ASES. Other than the trip home, I was finally finished with my week of aircraft adventure. I was happy, tired and somewhat financially depleted, but I had achieved a level of flight experience and certification that I had only previously dreamed about...and it was completed in 4 days.

So, my required Flight Review has been satisfied for another 24 months, and I departed Fort Mojave with a sense of confidence in my flying ability that had only been nas-

cent prior to my tackling this opportunity. I would strongly recommend to any pilot that he or she try something new when it is again time to demonstrate competency in the cockpit. The type of accelerated training program that Sheble Aviation offers can quickly upgrade your certificate or add a new rating to your skill set. It will definitely boost your confidence level...and bolster the passion for flying that we all share. As the saying goes, "it is only limited by time and money". The personal satisfaction and wealth of stories for future hangar flying are priceless.

More Pictures from the Hondo Fly-in



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CHAPTER CALENDAR

APRIL	09	PANCAKE BREAKFAST AND FLY-IN Free for Fly-in pilots, \$5 donation all others Mixers, Cooks, Servers Needed	Breakfast at the Club House 8:00-11:00
MAY	14	Yard Work party	10:00am at Club house Lunch at 12:00
	21	HONDO FLY-IN	Chapter 35 parking aircraft
JUNE	11	CHAPTER PICNIC	BURGERS/DOGS/FIX'NGS @ 12:00
	18	YOUNG EAGLE FLYING Pilots and Ground Crew needed	9:00 Briefing 10:00 Flying

JUNE 18 Builders work day 1:00

JULY	09	BREAKFAST FLY-IN AND GREY/BALD EAGLE FLIGHTS	EAA Club House 8:00-11:00
	25-31	EAA Convention	OSH
AUGUST	13	PROGRAM TBA	5:30 DINNER 6:30 MEETING

EVENTS CALENDAR

Dates	Event Name	Location	Distance
Jun 4, 2011	Coulter Airfield Aviation Expo	KCFD—Bryan	147 miles
Jun 11, 2011	EAA Chapter 35 Annual picnic	8T8—San Antonio	0 miles
Jun 18, 2011	Kittie Hill Airport Annual BBQ lunch	07F—Leander	83 miles
Jun 25, 2011	EAA Chapter 1088 Picnic Fly-in	TE90—Bandera	30 miles
Jul 9, 2011	EAA Chapter 35 Fly-in Breakfast	8T8—San Antonio	0 miles
Jul 22-24, 2011	DFW Summer Balloon Classic & AirFest	JWY—Waxahachie	202 miles

Aviation Calendar of Events web sites

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

ELECTRONIC EDITION

This newsletter is also available online and in color. Please visit the following URL:
http://www.eaa35.org/ENL/Jun_11/Jun_11.pdf

WANTED AND FOR SALE

FOR SALE: White "T" Hangar units complete with cement floors, interior galvanized walls, vertical bi-fold doors and a 40'w x 30'd cement apron. Only 5 units available! The price is \$40,000.00. Call Dave Baker 210-410-9235, Dennis Scheidt 210-688-3210 or Mason Hunt 210-688-9260.

FOR SALE: Stolp Starduster Too SA300 Eng.



Lyc 0320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying surfaces rejuvenated.

Asking \$24,000. Call Dan Cerna (210) 688-9345

FOR SALE: Fun Flying RANS S18 Stinger II



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

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

Warp drive prop, ten gallon fuel tank, aluminum Hagar wheels. Basic instrumentation / EIS, ASI , ALT, COMPASS, ICOM radio, 150ft or less take off/ landing, cruise is 90 mph, stall full flaps 35mph, excellent visibility and handles like a fighter for only \$13,000. Contact John Behrendt at jbehrendt82@aol.com or call (210) 643-1417

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

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



FOR SALE: Two-Place Fisher Super Koala 1700 cc VW Engine w/1.6 to 1 Belt Reduction. Dual Ignition and Electric Start. 3 Blade Ground Adjustable Ivoprop. 35 hrs TTSN. For color picture of airplane in Military paint, contact Norris Warner by e-mail at njwarner@hctc.net. Built by Ron Morton, DAR, formerly of Elm Creek Airpark. Priced at \$11,000 for quick sale. Contact Norris Warner at 210.363.1282 for further info.

Amanda Franklin Heads West



It is with a broken heart that I tell you that my beautiful girl Amanda passed away at 10:10 central time this evening (Friday, May 27th). Beside her was her adoring husband Kyle, her mother Jeanie, her brother Matt, her sister-in-law Michelle and her devoted mother-in-law Audean.

Thank you all again for your love,

Goodnight and God bless Amanda,

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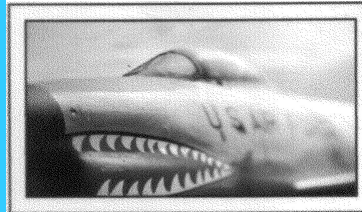
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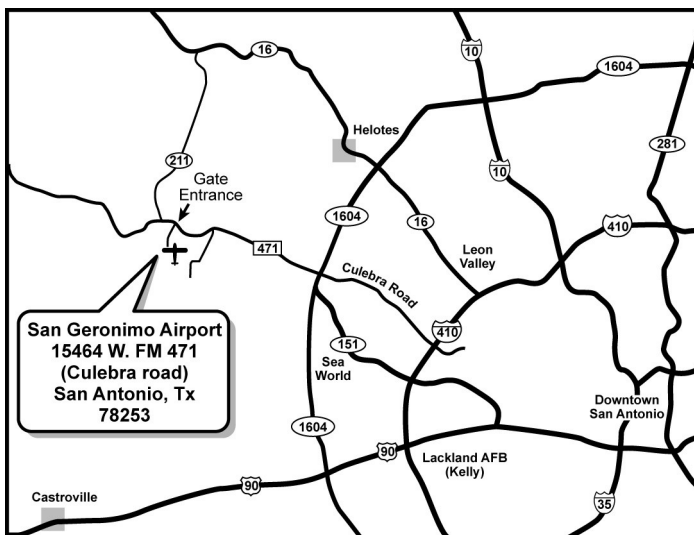
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When Do You Meet?

Second Saturday of the Month

JUNE 11th

- Chapter Pic Nic
- San Geronimo Airpark - 8T8
- 12:00 PM