



OCTOBER 2004

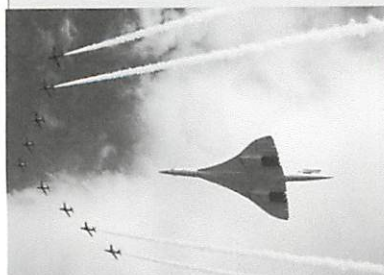
Volume 46 Issue 9

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**Inside this Issue:**

Hangar Talk	1
Presidents Desk	4
Stolen article and Reklaw	6
Builder Reports	7
Calendar	9
Food for Thought	10
JPM By Don Staats	13
Picnic Pictures	14
SWRFI Moves	15
Local events	16
Wanted & For Sale	17
New Chapter Members	17
Approved Parts?	18
Chapter Donations & Check Six Open House	19
Directions to San Geronimo	20

PHOTOS CONTRIBUTED BY  
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# RUNWAY 35



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## Hangar Talk

I am inclosing several articles that I received from members and other chapters regarding the proposal of a Chapter Hangar. Thanks to all of you who helped by sharing your thoughts and information. Jim Feighny, News Letter Editor.

### **RANDOM THOUGHTS ON CHAPTER HANGARS**

As Chapter 35 contemplates various expansion plans, and even whether or not expansion is necessary, one of the things your board felt important was to air out the different ideas-proposals, if you will-and opinions surrounding each one. It would be exceedingly difficult, if not impossible, for one or

two or three individuals to identify, explore, and expound on the pros and cons of the differing ideas. That is why we have asked you, the chapter members, to do your own research, present your own ideas to be published in the newsletter, so that each of us can benefit from your wisdom. Opinion is desired-just keep us straight on what is your opinion and what is fact or the observed experience of others.

Having said all that, here is some information I have gathered. At Airventure 2004, I had the privilege of talking to Pat Donovan, EAA Chapter 186, Manassas, VA. Their chapter has successfully had a chapter hangar for several years. The original concept has served them well and the hangar remains primarily available to members who need a place either to finish a project (final assembly), or do work that cannot normally be done in their personal hangar. They also maintain the chapter's supply of 'specialty tools (e.g., a brake, engine tools, and so on) in the hangar.

Chapter members who desire to use the hangar sign up on a waiting list-first come, first served. They have imposed a three month time limit on a member's stay. While occupying the hangar, the member pays rent, but their rate is approximately 50% of the going hangar rental rate in the local area. This has proven so successful that the chapter ended up buying a 2nd hangar when it became available and they rent it out to 'regular' customers at the normal rate. This generates money the chapter uses for upkeep, utilities, and general fund.

Access is available to all chapter members via a combination lock. This surprised me, but Pat said they have never had a problem with tools or interference with the airplane project inside. All in all, Pat said Chapter 186 has gotten good use from their 'hangar project' and they would do it all over again.

The EAA chapter in Memphis (Gen Dewitt Spain airport) also has a chapter hangar, but I have not connected with anyone yet to get their corporate opinion/experience.

CONTINUED PAGE 2

## Hangar Talk

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This is just my observation from when I lived in MS. My observation is a direct result of pancake breakfast fly-ins that this chapter hosted throughout the year, and the 'Sport Air workshop' that I attended in this hangar. They seemed to get good use of the hangar and used the breakfasts and workshops as answers to multiple "needs"-fund raising, social event for the chapter (and surrounding EAAers), and skill development (Sport Air workshop taught fabric, composites, aluminum, wood, electrical, engines, and painting). I wish I knew what they did with the hangar "the rest of the time."

In closing, here are some of my thoughts. A chapter hangar could provide space for a multitude of activities. The obvious utilization is for 'final assembly' and maybe even annual inspections or 'major maintenance'. The hangar definitely provides a home for the chapter's tool crib-something that is currently dependent on one or two individuals. A well designed facility can offer much more. Almost everywhere I've been, hangars have been cleaned out and 'dressed up' for annual Christmas parties and other formal functions. An open hangar provides shelter from the sun and wind during fly-ins and Young Eagle rallies. Serving tables and the like can be in the hangar instead of being exposed to the elements or inside the main building. During functions where the hangar is getting the 'heavy traffic', the current building is ideal as the 'chapter headquarters' or registration center or staging center for the caterer.

Now it's your turn, fellow members, to give all of us your thoughts! I look forward to reading them.

Jim McIrvin

**"FOR WHAT PURPOSE?"**

As you know, I am involved in Civil Air Patrol and have flown most of my cadets under the Young Eagles program... I believe in the nurturing of our young Americans and educating our citizenry on the impact of aviation and space...

I believe a hangar is a worthy goal. Our public school systems can't provide an aviation based curriculum. Chapter 35 could motivate youngsters through our Young Eagles program and take them beyond merely experiencing flight. I believe we could link EAA Young Eagles, CAP, AOPA, SSA, and other aviation associations (possibly building our Chapter 35 membership, in the process); With support as well from commercial interests (both aviation, and non-aviation companies like Wal-Mart HEB, Home Depot, Lowe's, etc.)... Soliciting for the cause in order to "...serve America by developing our nation's youth" [...part of the Civil Air Patrol Mission statement]. I has other ideas, as well, to make the hangar comply with the letter and the spirit of the law for a tax exempt facility... But, I am not a lawyer, so there might be other issues, as well.

I am willing to serve in a committee or on a board for designing, building, and maintaining an Aerospace Education structure... Possibly on public land for a long-term, shared use, facility for introducing young people (12-18 years old) to aviation and space technology.

We want to attract young people to our gathering of eagles and excite them with the spirit of flight. I would suggest a place more central to the region... Perhaps, Stinson Field, or maybe an existing structure... We may find local education institutions that would be willing to join with us, or provide political support...

CONTINUED PAGE 3

## HANGAR TALK

Palo Alto College, St. Philips College, UTSA, Embry-Riddle Aeronautical University, etc. Without students, their programs will die on the vine. Most youngsters are looking for an exciting career to train for, but don't know of the possibilities for them in aviation. Some need a "leg up" to get there (didn't we all?)

The program I envision would attract and motivate youngsters to build, maintain, and fly aircraft under the Sport Plane/Pilot regulations. That plants the seed... The sky is not the limit... If the Wright Brothers could see us now... Space Ship One, etc.

EAA Chapter 35 could provide some mentors and the facility to motivate, guide and direct youngsters. That is what leaders do. We can lead, where others will follow. With San Antonio's rich aviation heritage, and in the tradition of the Alamo... Let's lead the way.

It will be hard and difficult work. In 7 months I will retire... I endeavor to spend the next 60 years by paying back my mentors (long since deceased) for their guidance in my aviation career and the bountiful life experiences that I have enjoyed. I will continue with CAP, regardless, and building my L-16A for my cadets to fly under Sport Plane rules.

That's my thoughts.

This is a great country, May God Bless America,

Bob Sabia

### **WACO Chapter Training Facility:**

**EAA Chapter 59 is very pleased and proud to announce that we have been selected to receive a generous award from the prestigious Alfred L. and Constance C. Wolf Aviation Fund. The Wolf Aviation Fund is widely recognized as one of the most prestigious Aviation Educational funding organizations in the world. The Wolf Aviation Fund is a member of the National Coalition for Aviation Education. The funds and the grant award will be used to help in the construction of the EAA Chapter 59 Aviation Training Facility. We would like to express our appreciation and gratitude to the Wolf Fund organization for their generous donation to this Training Facility. Information about the Wolf Aviation Fund can be obtained from the following sources:**

**The Alfred L. & Constance C. Wolf Aviation Fund  
c/o Wolf, Block, Schorr, & Solis-Cohen  
1650 Arch Street, 22nd Floor  
Philadelphia, PA 19103-2097  
Internet web site, <http://www.wolf-aviation.org/>**

We believe expanding our current chapter house toward the runway would be the most beneficial for most of the members.

THE CURRENT CHAPTER HOUSE IS OVER FLOWING NOW AT MOST MEETING, WE NEED A LARGER CHAPTER HOUSE. ALSO MYSELF AND MANY MEMBERS HAVE A HANGER, OR HAVE ACCESS TO A HANGER, MEMBERS THAT NEED A HANGER, SHOULD JOIN OTHER MEMBERS AND GET THERE OWN HANGER. WE SHOULD NOT HAVE TO SACRIFICE WITH A SMALL CLUB HOUSE, FOR A FEW THAT WANT A HANGER, THAT A FEW THAT WOULD OR THAT COULD USE.

CONTINUED PAGE 8

# From the President's Desk

By Steve Carlson



**The general membership meeting will start at 5:30 Saturday, 13 November with a meal by John Kent and Doug Aspey. This culinary duo needs no further introduction and I could not provide one if they did. This will be followed by a discussion of the aircraft design approach used to create two renowned homebuilt designs, the Starlite and the Pulsar. The designer, Mark Brown, will lead this discussion. You'd better get there early. I have had emails from as far away as Canada, (this is true), to get more information on this program. This is the kind of program our chapter needs to strengthen our goal to become**

**a builder's chapter.**

The meeting will be preceded by our year end board meeting at 4pm. This meeting is the keystone to our chapter for next year and beyond. Please make every effort to attend. Failing that, make every effort to make your wishes known for how you would like to see our chapter grow. This meeting will establish baseline plans for the next year's calendar. Did you like having more meetings and moving Young Eagles to off-meeting weekends? Would you still support the annual Young Eagles Picnic event in June? What can we do to revitalize the chapter picnic? How much support do you think the chapter should provide to SWRFI? Should we volunteer to cook a meal one night at SWRFI? Chapter-provided meals work very well at Reklaw. We will have more tire kickings next year, and if we can get volunteers, we will have more hands-on programs. Other agenda items will be added at the meeting.

The biggest single decision for our chapter in some time is coming upon us. It comes down to three paths. Grow the chapter house. Build a chapter hangar. Do nothing. The last choice is the easiest to make, and, I think, would be the decision most likely to set us on a course to nowhere. In order to continue to grow, we need to set high goals and high standards for ourselves. We can't be held back by naysayers and pessimists worried about the details. If we can chart a course now toward a chapter that has the facilities and talent to educate our members and the public, then we can grow a chapter we can be proud of and enjoy. This will not be the easy course. As your president, I know I cannot be the one to manage the building of our facility. Someone from the chapter with the time available, and the knowledge and experience necessary will have to come forward to be the project manager for the building phase. We will need to heed the advice of our national organization and give this manager the authority and, of course, commit the funding, to complete the project. If the chapter members really want to grow the chapter, we will need to have this project manager named.

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# From the President's Desk

By Steve Carlson

I intend to call a straw vote at the November meeting as we discussed in previous newsletters. If you cannot make the meeting, email me at [carlson3@sbcglobal.net](mailto:carlson3@sbcglobal.net) or call me at 414-3809 and provide your input. Remember the three choices and pick one for the future.

Chapter notes. Tickets for the Christmas Party are now available, but going surprisingly fast. Get your money in to the secretary, Lee Ann Carlson, as soon as you can. The tickets are \$15.00 each. Lowering the price is supposed to increase the attendance and I think it's working. You will want to get your tickets now to share in the celebration of last year's triumphs and, at least, to hear the melodic play by play gift exchange by our own Dave Baker. This will be memorable. Do you want a calendar? These EAA World of Flight 2005 calendars will be available until meeting day. They are incredibly

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cheap at \$10, and I am taking a big risk here. If you tell me you want one, I will order one for you and you don't have to pay me until you get it. Unprecedented, I know, but I'm a risk taker. The amazing thing about these calendars is the way they tell the future. You can look on these calendars and tell what day of the week will fall on May tenth in 2005, or even August twentieth.

You need one of these calendars, or even two or three. You do have friends don't you?

We also have chapter shirts, and hats, and Christmas ornaments, so please show your support for Team 35.

May we live in interesting times,  
Steve Carlson

**Bob McCabe, his RV-6, and Steve broadcast from the grounds during the Chapter Picnic.**



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## Stuff Stolen from other newsletters

### THE BEACON, JAWHAWK CHAPTER 88

If you're involved in Chapter activities, you know this title is an oxymoron; too many volunteers is not possible. If you have an idea for the Chapter, get involved and make it happen. I have to warn you up front, though; getting involved is very contagious and will greatly increase your satisfaction of the organization. Still reluctant?

Let me take a moment to respond to a couple frequently used excuses I have heard for non-participation.

Excuse 1 - Fred has been doing the job for years and is good at it. Reply: Fred may be tired of doing the same job and may be looking for fresh ideas. He may also want to move on to another volunteer opportunity. Who knows what could be accomplished if the two of you worked together!

Excuse 2 - I am not good at it. Reply: Two years ago our newsletter editor, Paul Fiebich, had not written a newsletter and was worried about not being good at it. Later this month Paul will be recognized at Oshkosh for having one of the top 5 newsletters in the nation! Congratulations, Paul.

People tell me that I put a lot of time and effort into EAA (and I do), but EAA has given me more than I can ever give back. Volunteer now and start reaping the rewards today! THANKS To RON BLUM, PRESIDENT CHAPTER88.

## Reklaw 04

### Reklaw – The 4<sup>th</sup> Weekend EVERY October!

Quite of group of Chapter 35'ers made the trek to East Texas again this year. A few drove, but the lucky ones flew in. With descent weather, the turnout of beautiful, and sometimes rare airplanes was good medicine for all who attended. One fellow remarked that his blood pressure goes down 30 points while at Reklaw. That seems likely, since the favorite activity was kicking back in a lawn chair while being shaded by the tall pines.

Years ago, Don Staats introduced the chapter to this completely laid-back, low-cost event, declaring that “if you only go to one fly-in a year, make Reklaw the one!” There is no registration fee, and good meals are served three times daily for a five dollar bill. But even better is the chance to roam the woods, watch youngsters at the fishing pond, and check out all the airplanes. Speaking of airplanes—well, they ranged from light twins to amphibians to all sorts of factory airplanes, with perhaps the biggest group being home-builts, followed by Cubs and liaison types. And there certainly were some gorgeous antiques, from a Tiger Moth to a Fairchild F-24W to two Stinson Reliants and several others. Put this remarkable event on your new EAA calendars for 2005. It's the real thing! NW



**BUILDER REPORTS AND INFORMATION**

Norris Warner II and Jack Ridgeway use years of old Sport Aviation Magazines to weight down the fabric on the Breezy wind as the glue set up. The process used is the HIPEC System out of Canada and requires no rib stitching.



**Maiden Flight for Tom Gould**

Tom reports that his recently completed Challenger II had a perfect first flight on Friday, October 8<sup>th</sup>. He compares the handling qualities to his old J-3 Cub, and that equates to good!

Tom's beautiful 2-place airplane perfectly fits the brand new "Light Sport Aircraft" category, and therefore he can fly this airplane without taking a medical exam. Additionally, as the builder, he can maintain the airplane, resulting in significant dollar savings.

If you would like to contact Tom, he can be reached at 830.663.4448, or e-mail [condor@devtex.net](mailto:condor@devtex.net). Tom's ranch and airfield is roughly 10 miles east of Devine, and he welcomes "drop-ins." Just call first.

Tom, your chapter has a white silk scarf to present to you—perhaps at our Christmas party. NW

Chuck Imken passed on this builders tip.: The way to get a new engine Hung: Relax and have a Red Dog Beer.. The delivery truck arrived at 3PM. Before the trucker could open the door, guys appeared out of nowhere and by 4:30 the engine was on and almost everyone had vanished....an hour and a half from crate unload. What a great bunch of guys. NW



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## HANGAR TALK

James,

I've been to visit you' all at San Geronimo about 2 years or so ago when you were having a big Young Eagles Fly-In at your Club House. I was TDY at the Air Base for a couple of months, nice facility you have. I am also the Sec./Treas. and news letter editor of our Chapter 1219 in Lufkin, Tx. We were donated a 60 X 60 hangar that was in bad repair by the Angelina County Airport, and we are repairing, rewiring, and re-painting it. We charge our members a reduced hangar rent and are set up for projects in the hangar also. It is a great place to meet all out members and we keep 5-6 aircraft in it at all time

Don Lymbery

Hi Jim- Usually chaptet774 meets in Leonard Millholand's hangar at Sports Flyers Estate in Brookshire. You may know Leonard - he is famous for the legal eagle and double eagle ultra lights. If his hangar isn't available we meet at West Houston Airport. The type hangar usage you are thinking about sounds good to me.

Several years ago we were in San Diego and visited the chapter at Brown Field. One of their guys had designed a multi sided hangar that could house several experimentals or be used as individual work shops. I think it was written up in Sports Aviation.

Best regards Jack

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Below: Chapter 35 members Dalton Kuder and wife Robin Moore camped out with their gorgeous Cessna 185 in the piney woods of the Flying M ranch during the Reklaw Fly-in. World travelers since Robin Retired from the Navy, we don't see our Corpus friends as often as we like.



David Day  
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 Larry Tate

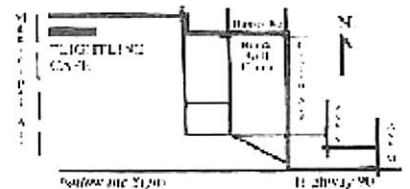
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**CHAPTER CALENDAR**

DAY/MONTH	PROGRAM	TIME
13 NOVEMBER	AIRCRAFT DESIGN-THEORY MARK BROWN	DINNER 5:30 TO 6:00 PM PROGRAM 7 :00 PM
10 DECEMBER <b>TICKETS ON SALE NOW....\$15.00 EACH</b>	EAA 35 CHAPTER CHRISTMAS PARTY AT GRADY'S BBQ PARTY HOUSE TURKEY OR BBQ	6:00 PM SOCIAL HOUR 7:00 PM DINNER IS SERVED

**Editors Note: If you have indicated you are willing to get the Newsletter via e-mail, we will not send a B/W printed version. It really helps reduce cost and volunteer labor time to distribute the NL electronically. If you have a slow internet connection, please let us know you want the B/W version and we will drop you from the e-mail list. Also, you can get the NL at the Chapter 35 web site. Jim Feighny**



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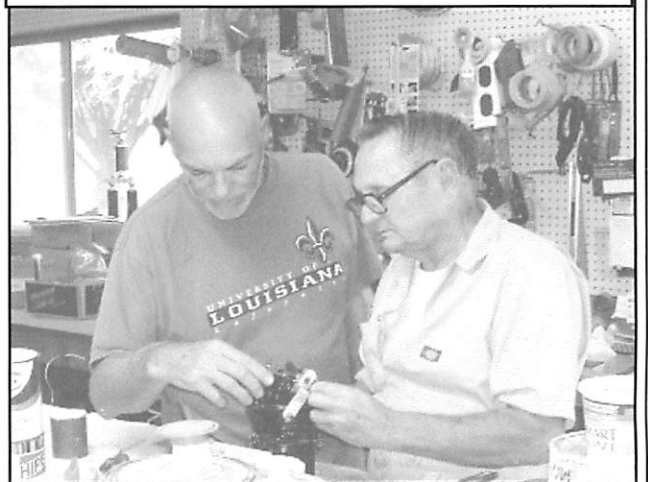


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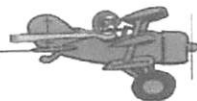
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**WILL THEY GET MY GRANDCHILDREN TOO?****ANONYMOUS**

Yesterday, the chapter's annual picnic saw weather that was clear, serene and perfect; better than many days lately. A magnificent day to fly to San Geronimo and enjoy the company of the other members of the chapter. After arriving and consuming a great lunch of hot dogs, hamburgers and the greatest salads and desserts ever, it was so nice just to sit there on one of the benches in the beautifully landscaped entrance, under the gently flapping flags. Just sitting there was enough to get one to relax and to let the memories flow.

It was not long ago that I was able to do this very same thing, just sit there, in that same setting, and relax. I believe it was the meeting this year just following Memorial Day. Only on that day there was more concern about the war that was being fought in Iraq. So naturally, on that day my memories went back with the military and how my family had been called to help out in struggles of a different time. My first memory is really of stories that I had heard as I was growing up. And so my father came into my minds eye, for not only did I hear many, many stories about this great man, but my most vivid memory was of him was of seeing him in his casket. It was his wish to be laid out in the uniform that he had worn when he served in the Spanish American war. I was 11 years old when he died. During those eleven years, I got to know him pretty well for in the evenings, after listening to Amos & Andy, I would sit on an ottoman at his feet and ask him questions. My questions were varied and I was instilled with great knowledge from him. He was one of the greatest "do it yourselfers" i have even known. I am sure that is one of his many traits that I inherited from him; this helped me immensely in the building of my airplane, and my other projects. Although he was as only 16 years old in 1896, he lied about his age in order to enlist in the army. In the best remembered and most vivid of his stories was his account of going "up the hill" with teddy Roosevelt in 1898. After his return from that service he joined the city police force and served there until he retired some 30 years later.

He was a founding, and charter member, of the Spanish American war veterans, and of the Veterans of Foreign wars. I can still see him clearly every memorial day as he marched in the local parade, in his Spanish American war uniform. and then at the end of the parade he would be privileged and honored to place a wreath at the local veterans memorial monument.      CONTINUED PAGE 11

The black and white photos of him doing these things are quite faded now, but not my memory of him doing them. He was so engrossed with the leaders of world war one that he named his fourth son after the leading French general, Joefrey, and his fifth son after the leader of the American forces, Pershing.

Thank goodness that by the time i came along, the war was over and I inherited an old family name that was handed down on my mothers side.

The next big war was WW I. Once again, my memories are made up mostly of stories that were passed to me by my older family members, as yes, I was the "baby" of the family. I heard many stories of uncle August and his exploits in France, along with pictures of him. But the world war also gave me another relative to remember. For when I married, I inherited an in-law that fought in that war; only he was on the other side. My father-in-law was from Germany and served in the German army. He saw most of his action on the Russian front. His story about the long march back from Russia to his home in Germany was very sad. He and his cohorts had to walk the entire journey back to his home with minimal clothing and food. A few years later, he and his fiancée became disillusioned with life in Europe. They came to the United States, married, started a family, and

raised that family in this superb country.

And then came along World War II. My brother, Pershing, got the opportunity(?) to live up to his name. He was in the first draft in 1940 and was one of the first from our area to be called to service. He served in the Army Air Corps, and then when the name was changed, the Air Force. He was discharged after that war. He did not, however, make the rank of general.

And then came the Koreans. In 1950 he was called back to the us Air Force. This time when the war ended he decided that he would stay in the air force, and did for a total of 31 years before he retired. During that war he met a navy wave and married her. So here i now had another relative, my sister in law, that served during war time. And, of course, they could not leave family completely alone. So it was, that I graduated from high school on June 19th, 1943 and after volunteering for duty, found myself in the army, leaving home on my birthday, ten days later.

After i frightened the Germans half to death by letting them shoot me, they gave up, and i finished off that war in very short order.

And now is where I wish my memories would have ended. but they didn't and don't.

CONTINUED PAGE 12

It seems like the people in the Middle Eastern countries just can't seem to get along among themselves. So once again the world heated up and war was upon us. This time it was the raid against Gadhafi and Libya, the Gulf war, and the Iraqi war.

That is where I do hope it ends with our family; for that was the time that my son was involved. He flew missions in all of those actions in F-15's and F-16's. I now sat there, in that garden, waiting for the time when he would come home again. My memories of him growing up and choosing to do what he did were just overwhelming to me.

Flash ahead!! To this day on the bench. Now as I sit here eating the great hot dogs and hamburgers that were prepared for this feast, I can tell you that he has returned home again and is trying to get back to a normal life.

You know, I don't really need any more memories like these; memories of my family's participation in the defense of this country for the last 108 years. I pray to

the great and good God above that this madness of war will end with this generation of my family; but I also say those same prayers for the mothers, fathers and families of this, and future generations, that the insanity of war will not touch them.

Do you really think I have a chance of my prayers coming true? My grandchildren are coming to that vulnerable age now, when they too could be asked to serve.

Editors Note: During the Vietnam war, my father Jim, found himself wondering to his good friend and sometime partner, Willis, why in the world his two sons had gone and got themselves involved: One as an AF fighter pilot, the other as a 19 year old Green Beret/Ranger Lieutenant. When his friend responded, "Maybe it was the way they were raised", he was left to ponder that thought for the remainder of his life. When my brother's oldest son, raised in a quiet and gentle family and schooled by Jesuits, joined the infantry, we both asked....What is it about American that creates the marvelous people who make up our Warrior Class.

The Warriors all came back: Willis's' two sons died: One in a farm accident, one in a traffic accident.. Willis committed suicide a few years later when he was in his 60's At 87, my dad passed away peacefully and happy, the former warriors at his bed.

jf

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JPM – A Great Company

By Don Staats

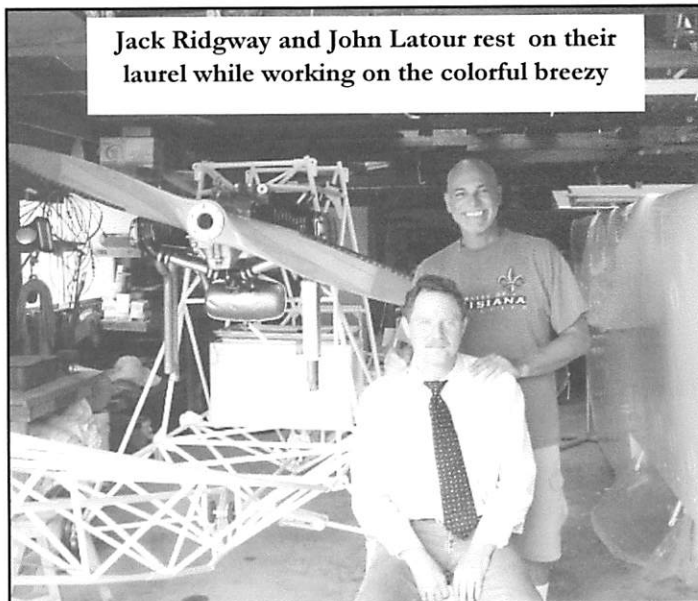
I just finished building my instrument panel for the Baby Ace. It's going to be really high tech---airspeed, altimeter, tachometer, compass, oil temp and pressure. I plan to stay above highways and railroad tracks and below the clouds so I don't need anything else to fly slowly from point A to point B. I had a bunch of old instruments that might have worked. Repeat, might have worked. Several years ago I treated myself to a couple of very expensive overhauls on my DG (whatever its called now days) and it still doesn't work very well. That was an \$800+ bad experience. What should I do about the instruments for the Baby Ace? Use them as they are and hope for the best or have them refurbished (note that I did not say overhauled)?

First thought. What about JPM Aircraft Instruments Services, Corp.? Phil Capestany is the General Manager of JPM. He has given several seminars to aviation groups in this area to educate them on what to look for in an instrument shop. He even has a brochure that spells out the do's and don'ts in dealing with the people that run them. Sometimes your first thought is the best. In this case it was better than best. I took my old instruments to Phil and asked to have them inspected, repaired and calibrated as necessary to restore them to a safe operating condition. That's exactly what I got. They all have new faces and range marks for my application. They have all been calibrated for accuracy. The very best part from my perspective is the shape of my wallet. Clue---it is NOT flat

and empty. Phil is that honest businessman that sells a quality service at a good price. He gives you an estimate of costs that is close enough to the final bill to make you happy. He does outstanding work and does not allow himself shortcuts nor less than complete rehab of an instrument. If you need instruments, Phil also has some used, rebuilt ones for sale. I bought a lovely little compass at well below the retail market for a new one. It looks brand new. He has several other goodies on his shelf waiting for the right customer. If you have an instrument need I would suggest JPM as your first stop. Whether you have some instruments to be refurbished or need to fill a hole in your panel give Phil a call at 210-921-9211. He is located in the old Hallmark hangar at Stinson.

Phil will treat you right!

Jack Ridgway and John Latour rest on their laurel while working on the colorful breezy



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# CHAPTER PICNIC

TOP: Ian Heritch with Jabiru powered Sonex  
 BELOW: Joanne Warner and **New Member:**  
**Bruce Richardson**

TOP: Al Almond, Paul McReynolds and Charlie Brame in front of Bob McCabe's RV

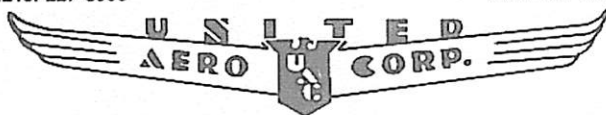
BELOW: Lee Ann Carlson, Joanne Warner, and Lori McIrvin in the kitchen.

**Note: Volunteers are always needed in the kitchen....**



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## SWRFI MOVES

### A Hard Day's Work—Well Done!

By Norris Warner

On Sunday, October 10<sup>th</sup>, a great group of Chapter 35 members assembled at the New Braunfels airport to load up our fly-in equipment and supplies. Sunday is not a great choice of days to get a large number of volunteers out, and especially at 8:30 AM!

Well, once again we learned that volunteers have the most fun, and we surely did enjoy the camaraderie. Some of those who I can recall doing the hard work of loading the several trailers were John Latour (and wife Gail, who stayed with us all day), Dave Sanford (who even volunteered to come back later in the week to clean up some debris), Alex Roca, Alan Lawson, John Kuhfahl, Jack Ridgway, Don Staats, Jim Feighny (both Don and Jim flew in), Bill Bartlett, Steve Carlson, Steve Counts (and his grandson, who really worked!), John Currier, Fred Pennell, Ted Eckhardt, Terry Gombert, Gene Tobias, George Tovar and Bob Kindred. My apologies to those I've missed.

With near-heroic effort we had five trailers loaded and ready for the road by 11:00 AM. Three of those are owned by The EAA Texas Fly-In (our new SWRFI handle) and the other two were brought in by Steve Counts and John Latour (Thanks!). And we sure did have quite a convoy as we headed first for Sequin, and then west on IH-10 to San Antonio and continuing on to Hondo on US 90. Our trailer pullers also included Gene Tobias, Steve Carlson, and Norris Warner (thanks go to Michael Jewett, chapter member and Norris's son-in-law for lending us his beautiful Ford diesel pickup).

Other workers who made the trip to Hondo to help unload and store our items included Jack Ridgway, John Currier, Terry Gombert, George Tovar and Don Staats. Greeting us at the Hondo Flight line Café was fly-in President and Chapter 35 member Stan Shannon, as well as workers from the New Braunfels chapter and fly in board members. Lunch was good, and well deserved.

The chairman of the Hondo Airport Commission, Michael Corrigan, also greeted us, and escorted us onto the huge airfield. Once there, chapter member John Killian also



welcomed our caravan, and even made room to store two of our trailers in his big hangar. Thanks, John.

And yes, as a show of the city's support, the mayor, Ed Fisher, introduced himself all around. Let me tell you—these are nice, nice folks that we're dealing with!



By 3:30, we were done for the day, mercifully. My Mom's old adage "many hands make light work," was certainly true once again. We did necessary work, and in working together, we forged new friendships. **Volunteers do have the most fun! NW**

LOCAL EVENTS AND WEB SITES

If you know of any local aviation events or happenings we can share with the chapter, call Jim @ 210-822-7229 or send it via email to: [jfeighny@satx.rr.com](mailto:jfeighny@satx.rr.com).

Shooting Star Museum, Devine, TX, Open every Sunday 1-5 PM or by appointment – Proprietor Pat Wegner, 830-931-383

***Sad, Sad News***

*Our long time member of EAA Chapter 35 and a personal friend to many of us, has lost his wife to cancer. Betty Tubbs, wife of Jimmy Tubbs, passed away October 7<sup>th</sup>, 2004. Betty was a nursing professional, and had been an institution at Churchill High School for more than 30 years.*

*Chapter members who attended the funeral in New Braunfels said that the out pouring of love from the packed church was quite inspiring.*

*Our most sincere sympathies go to Jimmy and his family.*

**New Product Found at Oshkosh by Miriam Talley**

While perusing the “Fly-Market” at OSH, a small tent with only a few pair of sunglasses on display caught my eye. Obviously this was not one of the many sunglasses carpet baggers that littered the air show. This company was called “Peak Vision Sports” and the founder/CEO, J.Paul Moore, was standing behind the table. “Well”, I challenged him, “what’s so great about your sunglasses”. After listening to his spiel and trying on a pair, I was sold. Here’s why. Peak Vision’s first markets were golfing and skiing and he is now expanding to aviation and water sports. All these have in common the need for clarity of sight, glasses that can stand up to abuse and be comfortable. The lens is made from an unbreakable optical polymer technology. This technology

was commissioned for our military helicopter cockpit “glass”. It had to be distortion free as it curved around the cockpit. It had to take gun fire without shattering. Paul showed me a block of this polymer with a bullet lodged in it that had been fired at close range. Not a crack. Paul then tried scratching the surface of a pair of glassed with a set of car keys...nothing. “Wow”. I then put on a pair and looked around...a second “Wow”. Not only were they very light and comfortable, but the clarity was just amazing. It seemed like everything just popped out at you. The lenses provide a two zone tinting. The upper is a distortion free gray for distant vision, the lower zone a light amber to allow clear vision of cockpits. They come in two basic styles, a standard frame for about \$130 and a titanium frame for \$229. The same if not less than some fancy name brands out there. I never spend this much on sunglasses, usually \$20-\$50 at Wal-Mart. However, after wearing them non stop since Osh up in the cockpit, in the car and outside in the hot Texas sun, I have to say that these glasses were worth every penny. I even put on my old pair to compare...no comparison. Check them out on the web [www.peakvisionsports.com](http://www.peakvisionsports.com). If you need prescription frames contact the founder directly at [JPM@peakvisionsports.com](mailto:JPM@peakvisionsports.com).

**Below: Hal Stanford and sister Millie enjoy lunch at the picnic.**





**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 the Editor: Jim Feighny 210.822.7229 or e-mail: [jfeighny@satx.rr.com](mailto:jfeighny@satx.rr.com)

**For Sale: Citabria 7KCAB:** 4600TT, 205SMOH, Garmin GNC 250, KT 76 X-Ponder, Aug 04 Annual, excellent condition, new glass and interior. Clean. \$39,700 **Terry Ross 210.566.2765**

**For Sale: Dynafocal mounts** for Lycomings available. Manufactured by Barry, part #94011-40. Look like Lord mounts and interchangeable with them. Full set \$80.00. Retail is around \$300.00. **QUICKSILVER MX Hirth 2702 40 hp (62 hours TT) POWER-FIN Propeller--3 Bladed (new) Original Price \$7,200 Now Reduced to \$6,500. RV-6 Empennage Kit.** Still in boxes. Giveaway price is \$495. **Contact Norris Warner at 830-510-4334.**

**For Sale: RV-4,** 180hp O-360A1A, Hartzell constant speed prop, KX155, encoding transponder, GPSMAP 195, wing leveler. Lots of fun, and good cross country too. Located SAT. \$49,500.00 **Bob Fodge 210- 822-5725**

**For Sale** English Wheel 40 inch arm \$2,000 **Contact David Hedges 210-913-0074**

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

**For Sale:** 3-2-2 Ranch style home, stucco/stone, on runway at San Geronimo Airpark. Under construction. **For Info call Tom or Bob @ (210)415-2818**

**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: VW type IV** new zero hour aero engine (Revmaster conversion) \$9,500.00 invested for \$4,800.00 For more information call : (210) 680-2757

**For Sale: San Geronimo Airpark Hangar Condo Units.** San Geronimo Airpark is building on more "Condo Hangar Unit" just like the Tan Unit. This building will have 10 hangar units and will be in the area that is between the EAA Building and the Blue Condo Hangar . Units are 40'w X 32'd, will come complete with cement floors, corrugated divider walls, Bi-Fold doors w/smaller entry door. Electricity to the end of the unit and water to each. Price for these units is \$30,00 and a minimum of 25% down to hold a unit Six of these units are already sold and it is on a "first come" basis. If you want one of these units, **Contact Dan Cerna 688.9345 or Dave Baker 410.9235 804.0090 688.3356**

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**New Chapter Members:**

**BRUCE RICHARDSON, WELCOME ABOARD.**

**Call for Volunteers:**

**Warren HS Dream Catcher: It's time to get together and plan this semester's construction. Can anyone suggest a good day to meet here at the school shop at 1600 local?**

**Contact Don Copeland**

**APPROVED PARTS**

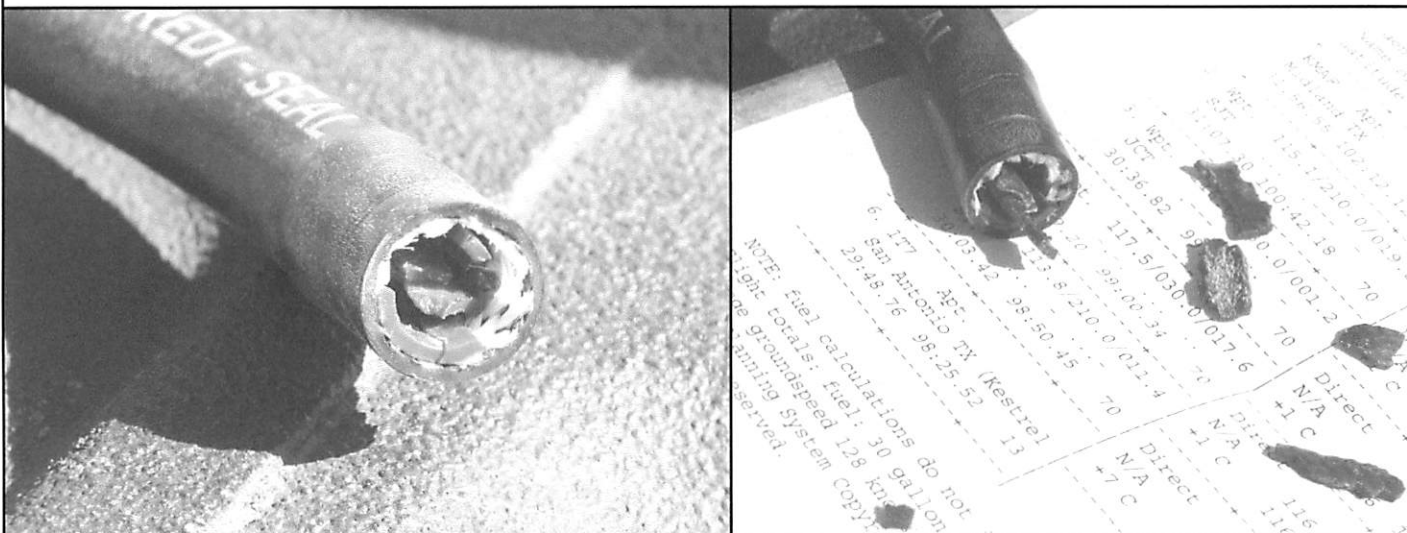
JIM MCIRVIN

Over the past couple weeks, I've noticed the attitude indicator (AI) on the RV-4 starting to get lazy. At first I thought it might have spent too much time with some of my USAF students, but then decided that was irrelevant—I didn't want to fly IFR with it in any case!

So, this past weekend included an adventure in gaining access to and removing the offending AI (note: I am among the many who chose the ultimate fast build option and bought an already flying experimental!). Examine the two photos I have attached, and you will probably notice the beginning clues as to the AI's laziness—or, maybe, more fairly described as a sort of hypoxia.

A trip to the local instrument shop confirmed that the AI seemed to be fairly healthy for a middle-aged sort of device (sound familiar?); and considering the condition of the vacuum hose, the AI almost assuredly was not getting adequate airflow through it. After replacing the offending hose, the AI seems to be behaving much more like a young healthy specimen again.

The real moral of the story is here: This is the second hose I have replaced on the RV that suffered significant deterioration under conditions that are normal for aircraft, but obviously beyond the scope of what the hose was designed for. In both cases, the hoses were exposed to oil; in both cases the hoses were not designed for this, and failed. (The first one was a automobile heater hose used as the crankcase breather—it would serve well as a sample of what a blocked artery looks like.) My recommendation is to carefully consider the implications before using parts and materials not specifically designed for your application. Fly Safe,



**Need a Dar?**

Is it time to have your homebuilt beauty inspected? Have you found a conscientious Designated Airworthiness Representative of the FAA to give your baby a birth certificate? Well—one of our members, Tom Gould, had a grate experience recently, and you may wish to file this inspector's name for future reference. The fellow, who provided grate service to Tom, and at an affordable price, was: Tim Martinez Jr., DAR F743010SW, 5423 San Benito, San Antonio, TX 78228. Home: 210.435.3790; Work: 210.824.9421.

Those of you who have had a good experience with a DAR may wish to publish their guy's name and address also.

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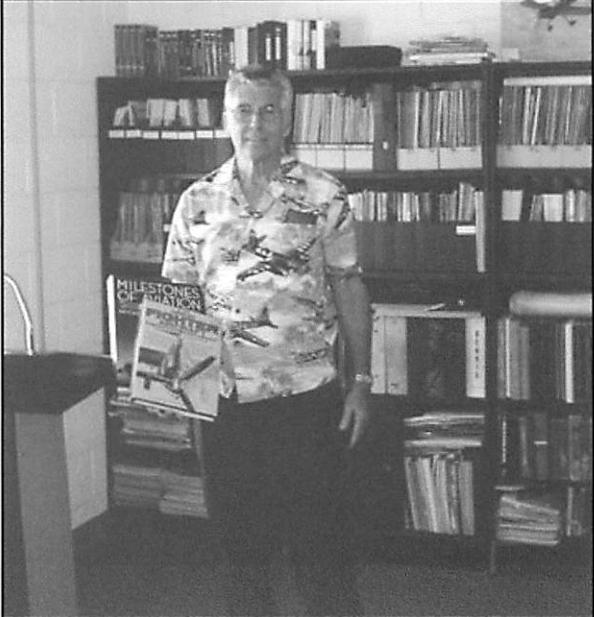
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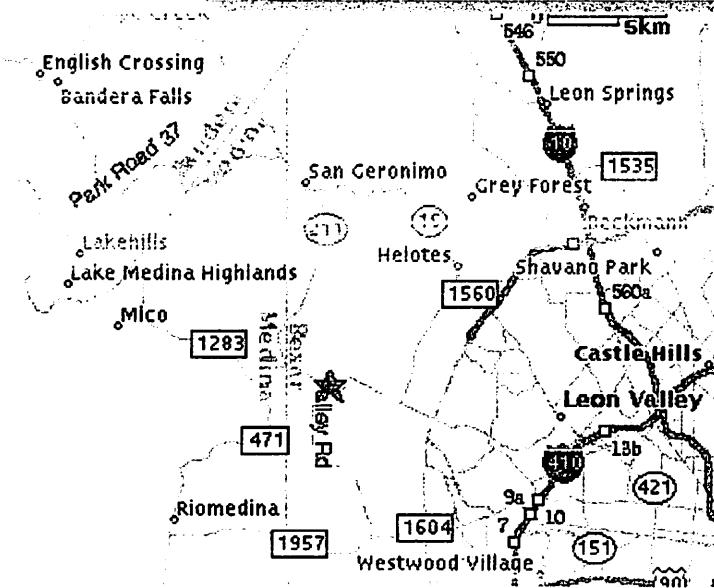


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**When Do you Meet?**

Second Saturday of the Month

**OCTOBER 9TH Chapter 35 Meeting  
CHAPTER PICNIC 11:00**