



The Leader In Recreational Aviation

March 2010

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Next Event

March 13

Program - Mike Lovelace
Applying Risk Management
to Aviation Projects

- Meal 5:30 PM
- Meeting 6:30 PM



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D.BAKER, J. KILLOUGH

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RUNWAY 35



DETAIL PAINTING OF B-17

By David 'Artist' Baker

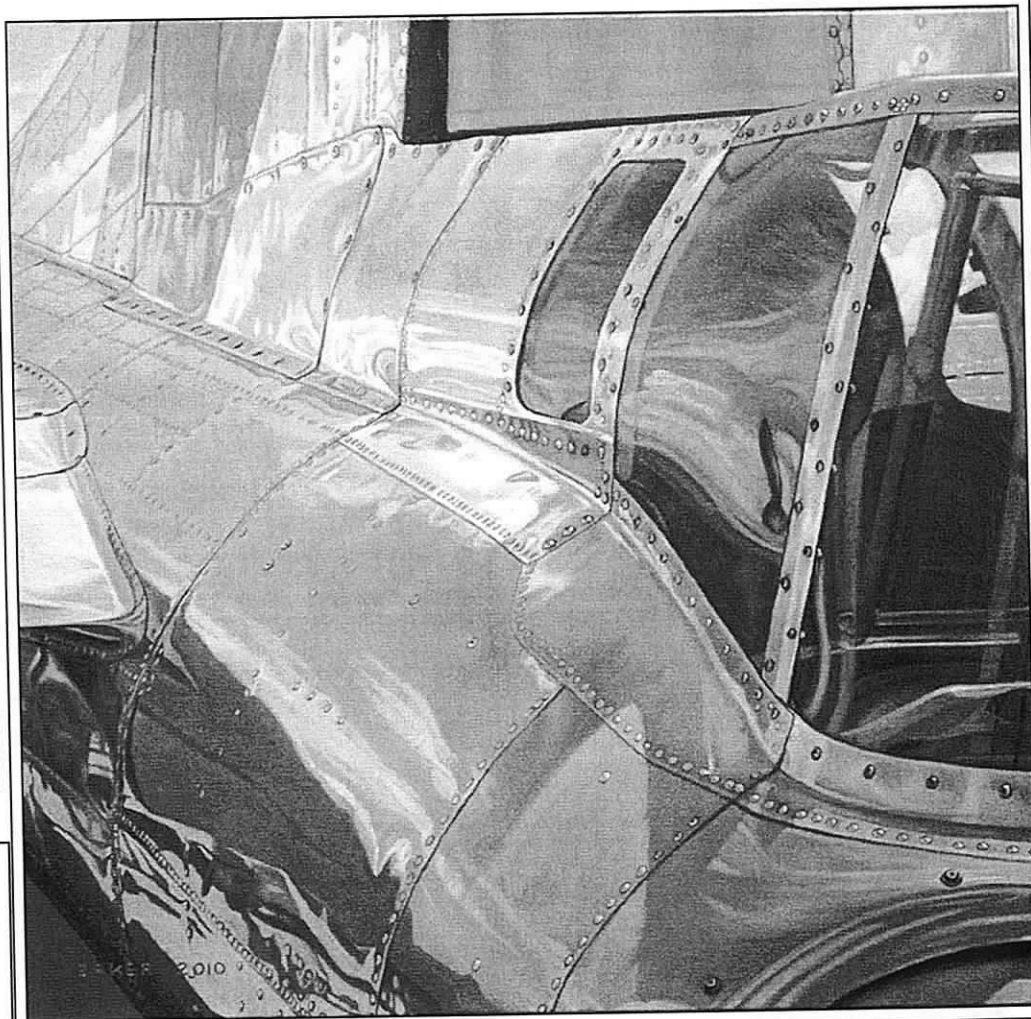
Dear Chapter 35,

I have recently completed a little 2 by 2 foot oil on canvas study of the empennage root of a B-17. I call it Skyview, in part because of the reflections on the polished rippled aluminum and the Plexiglas rear-gunner's position on the far right side. It shows my continued interests in aircraft surfaces and construction detail: note the gobs of

rivets holding together the skin and suggestion the underlying skeleton of this area of the plane. Thought the chapter would be interested, ...and a bit mystified and amused by my peculiar mix of realism and abstract composition. :-)

Show and Tell,

Dave (art) Baker



THE WELCOME MAT

By Oscar Zuniga

Like most builders that I know, I prefer to work on my airplane projects by myself and I seem to get the most done when I work solo. However, there are things that are nearly impossible to do without help (like installing or removing the wings on my Piet) and there are many, many things that I have learned when I've had visitors come to the hangar to look at my project or give me a hand. Besides that, I've come to understand that it is selfish of me to keep my projects to myself and to brush off visitors when they come by the hangar to look, talk, or help. A row of open hangars is to a homebuilder or pilot like a flower garden in bloom is to a honeybee or a hummingbird: irresistible. I know because I'm the same way, so why do I get a little touchy when someone shows up at the hangar to visit, or chat, or help?

Some years ago when we lived in Oregon and I was not yet a homebuilder, I was driving through a residential area on a fairly busy street when I saw something I had never seen before in my life. On one of the side streets just off the main thoroughfare a garage door was open on one of the houses and there was an airplane in the garage! I was in traffic and couldn't stop but I took note of the street and made plans to go back there on the weekend to see what was up. That weekend I went by but the garage was closed. When I went by the next weekend the garage was open so I pulled in and stopped. I couldn't believe what I was looking at; a Lancair's tail sticking out of a garage, and as I got out of the car and approached, it became evident that it was a beautiful piece of handiwork and very close to being ready to fly. The builder was working ahead of the firewall and didn't even look up when I walked to the garage and announced myself. He was working on wiring systems and didn't want to look up, so I just drifted around the airplane and looked here and there while talking into the air, saying who I was and that I was a pilot and that I had seen this beautiful airplane in a garage and had to stop to look at it. No response.

Finally the builder came out from under the airplane and we talked, but it was evident that he was working on the systems and didn't care to be disturbed, but he encouraged me to poke around so I did. See-

ing such a gorgeous airplane in a residential garage was as incongruous to me as finding a fully-plumed pink flamingo in a mall parking lot, and the more I looked at the painstaking amount of work and detail, the more impressed I was. The airplane looked better than any spam can I had ever seen in every facet of construction and finish. The builder, however, was intent on his work so I looked at everything I could and then said my good-byes to his legs, which were about all I could see of him as he continued working underneath the engine.

I came away with mixed feelings. The airplane was incredible but the builder was distant and unwelcoming to the point of resenting my presence. I didn't understand why he never acknowledged my glowing praise of his workmanship and only answered my questions with short answers or sounds. It was not until I began building my own airplane in my garage that I began to understand the focus, the concentration, and the determination that preoccupy a person who undertakes to build an airplane, and how intense the process can become as the project nears completion.

The mind and the hands plan and sketch and calculate as the builder carries on his daily life and routine until the time comes when the hangar or shop or garage light comes on and it's time to build. When that happens the work must flow, the plans and designs and sketches must be converted to parts and assemblies, and the builder is intent on translating ideas into reality. The minutes and hours are always too short; time and energy run until exhausted; money is never enough. The desire to build and finish and fly is always there, but the obstructions and interruptions are too many and too often and sometimes frustration sets in so every work session becomes a choreographed series of tasks and operations. Interruptions begin to be intrusions or even thefts of time and focus to the builder. It is only by determination that the project takes shape and grows from parts and assemblies into a flyable whole, and then into a thing of flying enjoyment that can be shared with others, but only after numerous interruptions and delays have been overcome and dealt with. I am fortunate.

(Continued on Page 3)

PRESIDENT'S COCKPIT**THE WELCOME MAT (CONTINUED)****By Dave Baker**

We'll we have this aircraft (our chapter) off the runway now, climb power set and climbing to our cruising altitude. We had a great start to this years journey with two excellent programs in Jan (David Larson-flying Alaska) and Feb (Nelson Amen-building and first flight of his Starlite). March promises another good program by Mike Lovelace (Risk Management to aviation projects). Jim Feighny is doing a great job in soliciting and arranging these programs. If you are interested in conducting one, please contact Jim.

Don't forget. Brad Doppelt still needs volunteers for the Young Eagles rally on March 20th. Pilots and ground support personnel so see Brad and help him out.

Thanks to John Killian for stepping up and taking on the Pancake Breakfast Chairman's job. I know a lot of you will show up early (7:00am or so) on April 10th to help cook and EAT some of those delicious pancakes and sausages.

We have plenty of interesting and knowledgeable "destinations" planned on this flight, so sit back, relax and enjoy the ride. We'll keep you updated as we continue this journey this year. Oh, and by the way, its a lot more fun when you get involved along the way.

Ron O'Dea notes that the 2010 EAA Chapter 35 Directory is finished. It will be available to Chapter Members at the March Meeting. Each directory is labeled with your name. Please take only the one that has your name on it.

(Continued from Page 2)

Not only do I have a completed and flying homebuilt airplane that I can go fly and take others up in, I also have a project under construction and that constantly feeds my desire to think, to innovate, to plan, to design, to construct. And since my hangar is on an airpark, if the fancy strikes me I can meander among other hangars to see what others are building, flying, improving, or dreaming about. I can ask questions, bother people, distract them from their work, offer to help, and sometimes maybe even be of some use!

So after my Lancair experience in Oregon I try to be tolerant when visitors pop in at the hangar or come walking over to my airplane or project, and I especially savor the moment when someone asks if they can sit in the airplane or get a ride. I think back to when I was a kid, hanging around every airport and airplane that I could get close to. I think back to my first airplane ride in a Luscombe, to the first time I saw a Lancair in a garage, to the first time I made a Flying Squirrel longeron with my own hands. I want anyone and everyone to experience that for themselves, and if it means losing my concentration or blowing an hour of building time while I explain my project to someone, I hope I'll remember why it's worth it to do that. After all, it's not about building the airplane or even flying it. Like someone once said about life: "it's not about the destination, it's about the journey." I need to enjoy the journey, not focus on the destination. And when I need friends to help me hoist an engine or mount the wings, I absolutely must have help since I can't do it by myself. After all, that's what friends are for, so I'd better keep the welcome mat out!

ELECTRONIC EDITION

This newsletter is also available online and in color. Please visit the following URL:

http://www.eaa35.org/ENL/Mar_10/Mar_10.pdf



NEWS CLIPS

GENEIVE WATERMAN PASSES

Geneive Waterman, wife of long time chapter member (the late George Waterman) has passed away in Houston recently. Geneive met George when he went to Houston to look at a Funk aircraft that her late husband owned and she was selling. Well, George bought the aircraft and also ended up with Geneive as his new wife. The aircraft was sold to Bill Cone here at 8T8 and is now owned by Jake White. We send our condolences to the Waterman family.

AVIATION PRINT APRONS

By Dave Baker

Irene Shurson writes to let us know she has a home-based sewing business and she sews very sturdy aprons, with three pockets along the bottom in Aviation Prints.

Each apron is \$19.95. If you are interested, contact Dave Baker, President, 210-410-9235, as he already has 8 names and we get a discount to \$17.95 ea for ten or more. Dave would like to place the order soon so we can have these by the Pancake Breakfast in April.



CHAPTER MEALS

By Gail Scheidt

March 13 Evening meal will feature Ed Seurer's famous SLOPPY JOES. Items that will help complete this meal are chips & dips, Sliced onions & pickles and always fabulous deserts. If you can supply any of these items, please bring them to the meeting. If you would like to help just let Ed know.

Needed early risers to assist Chairperson John Killian, on April 13, for the PANCAKE BREAKFAST. Serving time is 8 am until items disappear. Please note this is also a fly - in. If you can help, contact John.

May 8 dinner volunteer is Roxanne Beavers. Details to follow.

June 5 work day and lunch at 12, noon, by Gail Scheidt. If you can help contact Gail.

June 12 EAA picnic FUN AND FRIENDS. Details to follow.

Volunteer's needed for the following months----
JULY 17, AUGUST 14, SEPTEMBER 11,

COMING NEXT MONTH

Join us for the part three of a multi-part series as we follow RB 'Doc' Hecker's 'Flight of Fancy', a story of a love affair with flying, the joy of piloting a restored 1946 Taylorcraft, and the simple pleasure of visiting friends as he hops from place to place on the Texas breeze.



FLIGHT OF FANCY — PART TWO

By RB 'Doc' Hecker

I continued my pre-flight by inspecting the propeller. The McCauley "Klip-Tip" metal prop looks good on this ship, but the Sensenich wooden prop I found this year would be more historic and authentic for a 1946 vintage. I will try the new prop in the spring as I will need this metal prop for the Aeronca project. After verifying that the magneto switch was "off", I pulled the prop through a few revolutions and heard the carburetor suck gasoline. I decided that aircraft was good for flight. At this moment, my friend Ed, "El Cubano" to me, came by and asked if I wanted to fly to Lockhart, TX for BBQ. The real reason for the flight was to meet up with "RV" builders in Lockhart and talk shop with them. Ivan, another RV owner was also arriving to make the flight. As the RVs are 3 times faster than my Taylorcraft, I laughingly asked them if I could meet them for dinner! Ed said they would wait for me at Lockhart.

I close the hangar door and prepare for engine start. I hear the RVs on the other side of the field start up and they begin to taxi out to the runway. I double check that my chocks and tie-down line are secure, and also verify that my magneto switch is off. Hand propping an aircraft engine is serious work with no margin for error. I crack the throttle $\frac{1}{4}$ " and pull the blade through without success. The second blade pull starts the engine and I move to the pilot side of the ship to idle the throttle at 700 rpm. I confirm that I have oil pressure and then move to the co-pilot side of the ship to remove the chock from that side. I repeat this maneuver on the pilot side and place the chocks behind the seat. One last look at the engine instruments confirm that all is well, and I verify that the throttle is at idle before untying the tail rope. I then enter the cockpit and buckle my seat and shoulder restraints. I set the altimeter to the field elevation and verify

that I have oil pressure and temperature. I turn on the portable GPS unit and set Lockhart (50R) as my destination. It is east of my field and 46 nautical miles away...it will be an easy flight over gentle terrain. I taxi out to the runway and back taxi on runway 16. The checklist is short and the run-up good. I call out my intentions on 122.8 MHz and begin the roll on 16. I push the control wheel forward and the tail lifts up. The ship lifts off almost immediately and climbs upward eagerly. This little engine loves these cool days. I turn out east and declare I am leaving the airport pattern. Ed calls in and tells me he and Ivan are crossing IH-35 22 miles ahead of me. They are already half-way there! I decide to climb to 3,000' MSL and can just seem my shadow at my 8 o'clock. It is a beautiful day with nothing except blue sky seen through the skylight.

The engine turns effortlessly at 2,250 rpm and I seem to imagine that I can faintly hear the valve train clicking along with the staccato of the exhaust. The flight instruments are sparse for 2009 standards...but state-of-the art in 1946. Airspeed, altimeter, engine rpm, slip-skid indicator, oil and temperature gauges are all that I need to fly this little beauty... The elevator trim adjusts easily in the smooth air and the aircraft flies hand-off. The only irritant is the crackling interference in the headphones from the upper engine deck unshielded spark plugs that I cannot get the squelch to completely abolish. There are many pilots calling in on the Unicom frequency today... 122.8 MHz is the most common in this sector. Lockhart seems to be the destination for quite a few airplanes. As they all seem to be RVs, it seems I will be the odd-man out by way of arriving equipment. By the time I cross IH-35, my friends are in the landing pattern at Lockhart. I tell them I am 17 minutes behind them. They choose to ratify that statement by ignoring me.

FLIGHT OF FANCY (CONTINUED)

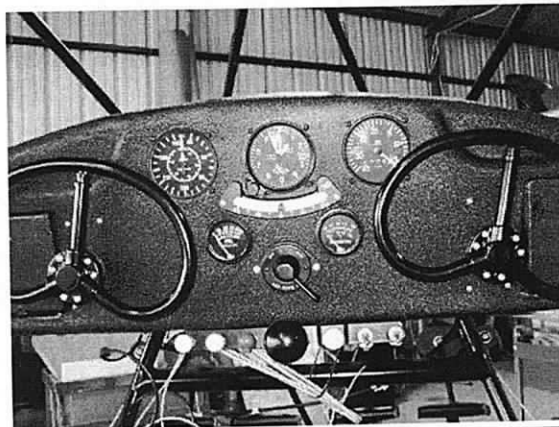
(Continued from Page 5)

It is always amazing to me how far you can see when flying. At my current altitude, I can clearly see 10-15 miles and the airport picture is obvious. I start my descent and enter the pattern at 1,300'. I pull carburetor heat and throttle back to 1,200 rpm while trimming for 60 mph. I call a continuous turn to final on Runway 18 and set up on the centerline. I set my sight picture to infinity and cross the threshold at 55 mph with a left SE crosswind. I pull the throttle to idle and the mains lightly touch with the tail wheel following immediately. Yoke to my belly and I taxi off of the active. I pull up to the RVs and cut the magnetos. The GPS records the flight at 0.6 hours. I exit the cockpit and lift the tail to walk it back into the parking slot. I chock the wheels and go to find my friends.

When people think of rag wings, they think of "Piper Cubs"...those ubiquitous little yellow ships that seem to be everywhere. The "Cub" was born in the 1930's and was designed by C.G. Taylor. The first models were the J-1 and the J-2, both under powered with 40 or less HP, but, all the same, very interesting tandem seated 2-place ships of the day. Bill Piper joined Taylor as his business partner. After the usual acrimonious discussions that ensue between "creative genius" and hard "business acumen", Taylor left the company. Piper went on to continue the Cub line with the famous J-3 and J-4 series that most aviation enthusiasts are aware of. In fact, the name "Cub" seems to encompass all 2-place fabric covered machines of the genre. Taylor set out to build a new airplane that would outperform the Cub. His result was a 2-place, side-by-side, model with a 65 HP engine that he called the Taylorcraft A, and later Taylorcraft B. The post-war version was the BC12-D, the 12 standing for 1,200 pounds gross weight. The C stood for the Continental motor of 65 hp known as the Continental A65-8-F.

I entered the hangar of Ted Jones where I see 3 RV aircraft in various stages of completion. The hangar is suitably named "The Plane Place". These high-speed metal beauties are wonderful to behold, and their craftsmen are the new generation of sheet metal experts. To establish my bona-fides I mention

that I am also crafting a RV-8 with a 200 hp engine. I am asked what I flew in with, and I mention that I am in my newly restored Taylorcraft. Much to my surprise, all of the occupants of the hangar want to see the aircraft, and we walk back up the flight line to where she is chocked. I spent a lot of time going over my restoration work with these men, and I am gratified to see they are true airmen...interested in anything that flies and how it is constructed. The engine seems to fascinate them, as they are all flying with bigger iron up front of their machines. They are very complimentary and tell me stories of the Taylorcrafts they flew when they were younger. I am then invited to join them for BBQ in town. We load up into various vehicles and drive a mile into Lockhart.



This is part two of a four-part series. Join us next month to see where this wonderfully restored Aeronca Champ takes the Doc next.

RB "Doc Hecker" is a FAA Senior AME (20969) who retired from the US Army Medical Department in 1997 after 26 years of service. He holds a Private/Instrument certificate for ASEL and ASES. He has logged over 3,000 hours and prefers small, intimate airparks. He has restored a 1965 Cessna C210E (N4904U), a 1946 Taylorcraft BC12-D (NC43306), refurbished a 1947 Taylorcraft BC12-D (N43928), and is currently restoring a 1946 Aeronca 7AC (NC2241E). His other projects include building a RV-8 (N51TX) and preparing to help restore a Taylorcraft F-19 (N3556T). He has previously owned Cessna C-172 (N61785), a Grumman AA-5B (N74447) and a Mooney M20C (N10AD). In his free time, Doc practices medicine in San Antonio, TX. He is a member of EAA Chapter 35 of San Antonio, TX, EAA Chapter 92 of Orange, CA, and AOPA.

WINTER DOESN'T STOP THEM!

Photos by Joe Killough

It seems normal people pickle their planes and close up the hanger for the winter. "Too cold, bad weather"; you've heard the excuses.

But these are no ordinary people. These are die-hard pilots and the people who love them.

On any given Friday, you'll find them partying, socializing and generally enjoying the camaraderie of people of like passion. In these sessions, you could solve the world's problems, if only you were king for a day.

Ah, remember coach class? Complementary peanuts, and soft drinks, and you didn't have to show your hands and return your rented \$8.00 blanket and pillow one hour prior to landing.



Seems we were visited by a celebrity recently



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CHAPTER CALENDAR

January 9	Program-David Larson-Alaska Flying	BOD Mtg	3:00pm.
		Meal	5:30pm.
		Business Mtg	6:30pm
February 13	Program - Nelson Amen	Meal	5:30pm.
	Building the Starlite	Business Mtg	6:30pm
March 13	Program - Mike Lovelace	Meal	5:30pm.
	"Applying Risk Management to Aviation Projects"	Business Mtg	6:30pm
March 20	Young Eagles Rally - Brad Doppelt	San Geronimo	9:00am
April 10	Pancake Breakfast Fly-in	8:00 to 11:00am	
May 8	Hangar work party	Work Party	3:00pm
	Program -Tour 8T8 builders projects	Meal	5:30pm
		Business Mtg	6:30pm
May 15	Captain Bill Bartlett Aero Event	Times	TBD
June 5	Chapter workday	Work Party	10:00am
		Lunch	Noon
		BOD Mtg	1:00pm
June 12	Annual Picnic / Fly-in	San Geronimo	11:00am to 2:00pm
	Hamburgers / Hotdogs		

EVENTS CALENDAR

Dates	Event Name	Location	Distance
Mar 27, 2010	BiPlane Fly-In	San Marcos, TX	57 miles
http://www.eaa.org/calendar/eventdetail.aspx?id=5890			
Apr 17, 2010	Annual Bluebonnet Picnic and Fly-In	San Antonio, TX	28 miles
http://www.eaa.org/calendar/eventdetail.aspx?id=6148			

Aviation Calendar of Events web sites

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

WANTED AND FOR SALE

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

For Aircraft Hangar Rentals at San Geronimo Airpark, please call Dan Cerna (210) 688-9345, Dave Baker (210) 410-9235 or Dennis Scheidt (210) 688-3210

FOR SALE: RV-9A Empennage completely finished / primed. \$700 or best offer. This set comes with the electric trim pkg. Original value over \$1700.00 (in kit form). Project donated to the Chapter by member Bob Guthrie. Please contact Dave Baker (210-410-9235) if interested and / or want to see finished product.

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 RENT: EAA Chapter 35 Hangar Space. Rent a 10' x 20' space & get free use of hangar Equipment & tooling. Please call John Kuhfahl (210) 365-0120

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 \$14,000. Contact John Behrendt at jbehrendt82@aol.com or call (210)643-1417

FOR SALE: Continental A65-8, 1244 TT, 102 SMOH, has logs, located San Geronimo. Compression 77/71/75/75; Stromberg NAS3A1 carb; Champ exhaust stacks and muff; Bendix mags; taper shaft prop hub. \$3000 ready to go. Add \$500 for Hegy 72x42 wood prop. Oscar Zuniga, (210)213-9936 or taildrags@hotmail.com

FOR SALE: 5x8 Enclosed Trailer. Licensed, Cargo Door, Good Tires, \$1800.00 OBO, Brian Goode 727-709-1159



FOR SALE: 1976 Beechcraft Sundowner C-23 180 TTA&E-2203 Compression all in the 70's. Oil analysis shows no significant wear. KTM MX 170 Digital Nav/Coms, King ADF, King KT78 Trans w/ New Encoder, 3 LMB/ ILS, VOR, STS Loran, great useful load (870Lbs). 9 GPH, 120 MPH. Asking \$30,000. Dave Baker 210-410-9235



FOR SALE: Breezy 1/4 Fractional Ownership. Contact John Latour at 830.612.2232

FOR SALE: 1998 RV 6A, 260 TTA&E (since rebuilt on engine), Lyc 0320 (150hp), Sensenich Fixed Prop, sliding canopy, Nav / Com w/ VOR, 2 GPS units, dual headsets, 18 gal, 6gph @ 150mph. Flies regularly. Hangared at 8T8- \$ 45K. Dale Shaw 210-826-4395



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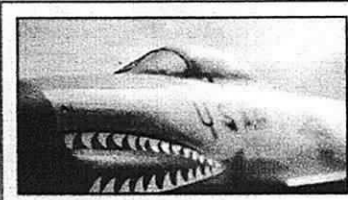
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Richard B. Hecker, D.O.
Senior Aviation Medical Examiner

**Assend Dragon
AVIATION**

(830) 438-7320
CP: (210) 391-1072

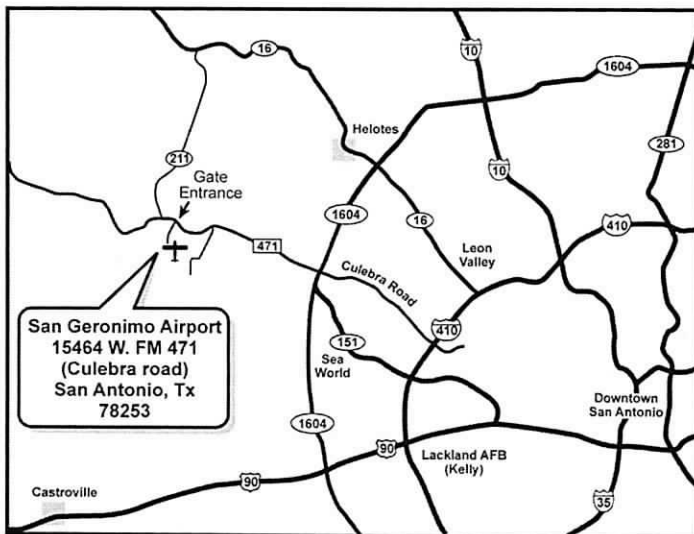
29890 Bulverde Lane
P.O. Box 279, Hangar 38
Bulverde, TX 78163

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

Please support those businesses that support *YOUR* local EAA chapter. Thanks!



When Do You Meet?

Second Saturday of the Month

March 13

Program - Mike Lovelace Applying Risk Management to Aviation Projects

- Meal 5:30 PM
- Meeting 6:30 PM