



February 2001 Issue

Volume 43 Issue 2

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**MEETING THIS SATURDAY!**

- Food by Arlis (in celebration of Louie's flight!).
- Cozy Corner talk.
- Great FUN for all!
- C-U-There!

# RUNWAY 35



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

## Front Page News First Flight

As reported in a "flash report" last month, we had yet another FIRST FLIGHT! Louie Viggiano did the deed! He took to the sky in his trusty Aeronca Champ. After flying around to check out the plane and doing a couple of stop and go landings, he shutdown and loaded up his great looking honey and companion, Arlis Olson.

They took to the skies and returned after quite a long flight. Louie made a wonderful landing and it was celebration time! Here is the photographic evidence of "the deed".



Left: Louie Viggiano and his personal support network of one, Arlis Olson get ready for "the deed". Here's a photo taken by the NLE right after pulling the Champ from the hangar. Is that a nervous grin on Louie's face?

Below: Well, it's evident with the smiles and the bubbly that something good happened. See inside for more pictures of the first flight of Louie's Aeronca Champ...



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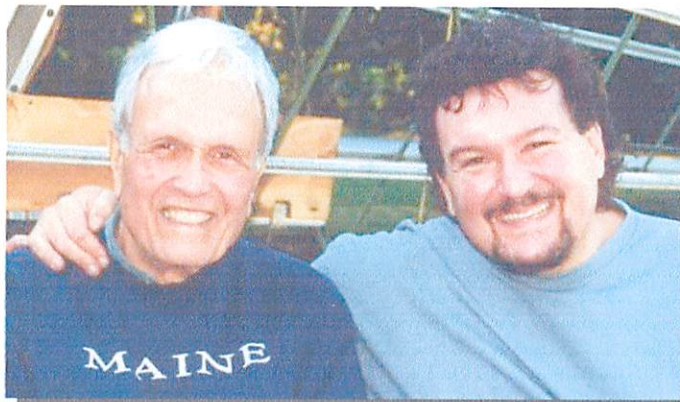
# Clear Prop!!!!

By David C. Talley

This month's edition of *Runway 35* brings to you all of the aviation news that's fit to print. Several chapter members stepped up to the runway and have submitted items of interest. Please sit back and enjoy this "rag". We're still in need of YOUR input. So please submit your article(s) to us soon! You know, like NOW!...

Here's some of the news that's fit for print...

- The Warners have a new ISP. You can find their email address in the column to the left.
- SWRFI STILL needs our help. They are raffling off one of the "Gators" that is used during the event. They have asked each chapter to sell at least one hundred tickets at five bucks each. Now the big question...who will



spearhead this request? If you're up to it (and I know you are) then please contact Ed Seurer to VOLUNTEER. I've got ten bucks for two tickets...how about you!?

- Roy Bailets weighs in with an excellent article on chemicals and protecting yourself. I enjoyed it while setting up this thing.
- Mike Lynch continues with his CFI series on ADM. This is part one of two. We as a chapter are really blessed to have "experts" willing to contribute to our safety and security. Thanks gents!
- Steve Carlson, webmaster and super engineer, has volunteered to set-up our computerized database. As soon as I remember to send him the data...
- Speaking of Steve Carlson...as soon as the database is done, we may actually get new name tags! I have all of the materials, however, the learning curve has been kickin' me bad!

## Dues, Dues, Dues....

Well folks, it's THAT time again. Our dues are due! We're proud that we've been able to hold the dues down to the low, low price of only a \$1.50 a month. You can pay Joanne Warner at the next meeting or forward your payment (made out to: *EAA Chapter 35*) of \$18 to:

**Joanne Warner**  
Treasurer, EAA Chap 35  
719 Oak Hills Road  
Pipe Creek, TX 78063

This is the "cut" off month. If your dues don't make it in by March 1, then we would have to assume you do not want to continue to be a member of this great organization. So please be sure to let Joanne know what your intentions are. Also please do fill out the Membership Application Data Sheet for 2001—it was included in the January Newsletter. We need that sheet in order to print our next chapter roster, so please help us!

**Please Read This...**

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

By Ed Seurer

From the desk or maybe from the computer of the PREZ (or even his daughter)...

February 2001

The new millennium got off to a great start here at EAA chapter 35! We've held our first board meeting and our first monthly meeting.

We had SIX new chapter members sign up in January! We welcome John W. Currier, Sr., Chas Harral, Jerry Jackson, Marc Ripley, Weston Walker, and Keith Zellet.

Please introduce yourselves to these folks and make them feel at home.



The meeting was well attended with Paul McReynolds holding a builder's forum. Status reports were given along with a bunch of ideas interspersed throughout.

Then it was Tim Anderson's turn. He gave a great presentation on a monster of a plans built plane he's constructing. He's well

along the way on his Bearhawk. THANKS Tim!

The food was great with Nancy Mason providing the sandwiches and Bob and Betty Day coming through with some awesome tastin' soup. As usual, there were many hands helping out. Thanks to those who assisted!

I'm havin' computer problems so this will be short. Maybe I need to get our illustrious newsletter editor over here to do some of his magic. Rumor has it Joanne's computer is actually working after nearly tossing her computer out the window. ☺

See the elsewhere in the newsletter for the yearly events that were set at the board meeting.

Take care and see you at the meeting!

# VEEP Report...

By Bob Day

VEEP February 2001



We have a great program for this month and one of real interest to many of our members. Lowell Robinson will speak on building the Cozy. In addition Paul McReynolds will have his usual builders forum. And....get ready for some wonderful chow, possibly with a slightly Italian flavor. Arlis Olsen will host a party in celebration of the completion of Louie V's project. I've sort of kept an eye on this project as Louie has restored his Aeronca inch by inch, bolt by bolt and stitch by stitch, to say nothing of the fabulous paint job. No one I have seen has put more TLC into his work than Louie. With Louie nothing was ever just good enough. Everything has to be perfect...and it is!!! We onlookers were delighted when he flew his pride and joy. After a good shake down he took Arlis for her first flight in a light plane and she loved it. A few days later Louie broke something on his tail-wheel steering and ended putting the prop in a "Bob- Wire" fence. Undaunted and with the patience and perseverance we have come to admire him for, and a new prop I might add, Louie is flying again!

Meanwhile, back at the ranch, (that's Bob and Betty's hanger at #6 Taxiway) the Cessna 150, co-owned by the B&B boys (that's

not bed and breakfast) AKA Bob Day and Bob Steitler, has been pulled out for some rather extensive and much needed TLC. All four jugs are off and on their way to be reconditioned, both gas tanks removed and cleaned of all the varnish and residue that has accumulated these past thirty six years, new rubber chafing strips installed on the holding straps and bottom stringers and new gaskets all around. Add in the work necessary to give her a first class annual and I guess we will be AOCPP for a month or so but...hey, I have a wonderful Cardinal for a backup so I'll still be flying!

With the cold and rainy weather about to depart it's time to think about getting to work on as new BBQ pit and perhaps a nice sidewalk around the flagpole and plaque. Dave Baker told me some time back he would do the necessary welding, and I have some extra brick. A few bucks for steel and concrete would do the trick. I've looked at the one at the San Geronimo volunteer fire department and liked it very much, but we are open to suggestions, ya'all.

Let me mention deserts again. Seems we haven't seen many donated lately... so come on ladies, show how sweet you are by the sweets you bake for us. ☺



# CHAPTER 35 RECEIVES YOUNG EAGLES GRANT!!

by Norris Warner



At the January Board of Directors meeting, it was announced that the largest charitable gift in our chapter's history had just been received. The gift is being made to support the Young Eagles program, and is in the amount of \$2500. Our president, Ed Seurer, and the board have decided to accept this gift as a "challenge grant," meaning that dollar-for-dollar donations from other Chapter 35 members and friends will be needed to actually spend this grant on this most-treasured program. What this will actually mean to our Young Eagles program is a fund that will grow to \$5000, and will be used to pay pilots' gasoline, aircraft rentals, and other costs under a formula to be developed by your board. Joanne Warner, your treasurer, has been instructed by the board to keep these monies totally separate from our general funds so that accurate running accounts would be available. Now about our benefactor.

This Chapter 35 member actually started his flight training at Westside Airport—our chapter's home before San Geronimo was developed—while still in high school. After earning a degree in Electrical Engineering in 1980, our friend signed on as a civilian employee with the US Air Force at Security Service "on the hill" at Kelly (today I believe that command is known as "Electronic Intelligence Command," but is soon to be absorbed by the "Air Combat Command," which, of course, was formed when SAC and TAC were combined).

I might go on to add that sports cars and parachute jumping were part of the maturation process, along with marrying his sweetheart, Linda. I don't think it's accurate to call Linda an "enabler," but she did go along with hubby's acquisition of bent, broken, and unfinished aerial toys. Over the years, this has amounted to some half-dozen-autogyros and one motor glider. His skills as an aviator have kept pace, with over 100 hours of gyroplane time (that's a

lot, when you consider the 40 hour life expected of the McCullough engine in a gyrocopter!) and a nearly completed private license in gliders.

A few years ago, a horrible accident almost took our benefactor's life. While driving his Ford F-150 pickup not far from his Lakehills home, a gasoline fire—coming straight through firewall—erupted instantly. Slowing the truck to escape the fire and opening the door, he was blown out of the cab and landed some thirty feet away, according to the EMS guy I talked with. Our friend was fully on fire as he was shot out like a cannon ball, but was conscious and attempted a PLF (parachute landing fall). And maybe that saved his life—but the burns suffered almost took that life. He was installed as a sort of permanent guest in the famous Brooks burn center, and it was touch and go for a long time. With loving wife Linda and dad, Joe, at his bedside constantly, the slow recovery was under way. Many skin grafts and much pain were endured, but the will to live and the love of family prevailed.

During the long rehab period that followed, one of our chapter members, Paco Moore, introduced me to this young man. Still unable to return to his engineering work full time, he was anxious to remain occupied. And although he couldn't personally work on any of his aviation projects, he really wanted to complete the Moni motor glider kit he had purchased before the accident. So it came to pass that this project was moved to my shop, and I began working on it. My new friend hovered over my shoulder, and soon began doing some of the easier tasks—using an air drill, for example—although he was still in a body wrap and full gloves.

I guess I spent a year on that project, and because of this guy's determination to fully heal, by the end of that time he was nearly all the way back, even doing the tiny and

delicate jobs that require some dexterity! How proud we both were!

Early last month while working with my friend on one of his present autogyros, he told me he wanted to talk something over with me after we quit for the day. We sat down, and with his constant cup of coffee in hand, he started telling me how much he had received as a member of our chapter, the friends he had made, and that he wanted to give something back, expressly to help promote our Young Eagles program.

Jack Ridgway went on to say that Clara Wallace and Sarah Allen, who had represented the Tuskegee Airmen at a presentation to our chapter meeting in July of 2000, had profoundly influenced him. As you may remember, the next month our chapter flew some fifty intercity kids—and Jack cites this as being the most worthwhile thing we could possibly do. And he wants it to continue and to expand, and he has put his money down to guarantee it!

Jack and Linda Ridgway, the chapter is proud of you and your commitment to the Young Eagles program. Your generosity will change lives!

P.S. my \$50 check to help match Jack's grant has just been handed to our treasurer. One by one, we can do it!





# CHAPTER 35 RECEIVES YOUNG EAGLES GRANT!!

by Norris Warner



Jack Ridgeway is shown here in the flight suit back in August of 1989. His love of the gyrocopter is evident. On the left he's sitting in one of his latest acquisitions. Above right he's shown with a concept model (notice the grin!). Maybe he secretly desires to be a "ZOOM Jockey"! Jack, THANK YOU for you example setting generosity. I for one, am looking forward to some Young Eagles flights! That is... changing lives, makin' a difference. Are there any takers in matching funds for Jack's grant?





(Continued from page 7)

forced air system is the only true way to protect against the short term and long term effects of polyurethanes.

Cleanup operations involve the use of industrial grade solvents and thinners. Solvent wiping parts with bare unprotected hands is the single biggest contributor to skin rashes/contact dermatitis. Acetone, MEK, MIBK, lacquer thinner, naphtha and even denatured alcohol act as "drivers", forcing epoxy and other chemical toxins through the outer layers of skin into the tissue below. Ultimately into the bloodstream on it's way to the liver and the kidneys where it has a tendency to accumulate. Cool, huh?! My solution is to wear a pair of solvent impervious gloves (usually butyl) when cleaning with solvents. When my old gloves wear out and I cannot afford a replacement pair, I cheap out and buy a pair of thick dish washing gloves at the grocery store. Cost of dish washing gloves \$3.50, cost of liver transplant \$160,000.00.

My own personal experience with skin rashes occurred when I was first getting involved with composites. Prior to this I was working on metal aircraft where the amounts of solvents we were using were much lower. My big mistake was to wash uncured epoxy off my bare hands on a regular basis. Not every day, yet several times a week. Suddenly one day (after four months) my hands were intensely itchy and red. By the next day I looked like a leper with skin peeling off my fingers and palms. From that day on, I quit solvent wiping with bare hands. I even started wearing a respirator whenever I would use solvents to clean parts, tools and equipment.

Airborne irritants in the form of nuisance dust (see list) can have long term effects, which at first are barely noticeable, yet after years of exposure can cause brown lung in certain susceptible individuals. Why risk it when dust masks--particle masks are available at the modest price of \$25.00 or so for a box of twenty. Airborne lung irritants include: wood, alumi-

num, steel, carbon fibers, graphite fibers, glass fibers, micro spheres, amorphous silica/cabosil, flocked cotton, \*talcum powder, grinding dust from cured composites and grinding dust from carbide cutoff wheels. Read the labels and the material safety data sheets (MSDS's) whenever in doubt.

If you experience itching and chafing during hot humid summer months, you want to do three things. First, wear cotton clothes to work in. Second and third, wash with cool water and vinegar. If you don't mind the cost of a gallon jug of vinegar, just pour the vinegar over your exposed body parts before showering with cool or room temperature water. Don't forget the soap. If you are one of those people that get covered from head to toe in a thick layer of fiberglass, you may want to try the space suit rout.

*\*Talcum powder by law allows a certain percent of asbestos. Yes, asbestos. And we put this stuff on our babies.*

## CFI Corner

By Mike Lynch, CFI

### Antidotes to Bad Attitudes

We now resume our discussion from a few months ago about the two pilots who got into trouble, possibly because they did not use a checklist. And making a habit out of using the checklist properly would have, in my opinion, saved both of these pilots from destroying their airplanes. We also endorsed the entire article with the notion that *proper* checklist discipline is an *attitude*.

Let's see how our attitudes, healthy or hazardous, affect our flying.

Aeronautical Decision Making (ADM) embraces Five Hazardous Attitudes that we, individually, might be prone to. And the theory is: if we learn and practice to apply the *antidote* that counters the hazardous attitude when it manifests itself,

we might be lucky enough to convince ourselves out of a bad situation. A Hazardous attitude may underlie the reason why we respond the way we do in a given situation, even normally. And in the examples of the two pilots, there may be several of the five that explain why they *really* didn't use the checklist properly.

In the case of the bush pilot who did not set the takeoff flaps prior to blasting down the unimproved runway in Alaska, we might find that he was a user of a *mental* checklist! He forgot to set the flaps before applying power for the roll, and so tried to set them while negotiating a "logging trail" runway and getting the tail up on his Piper PA-18 tundra tire-equipped airplane. He lost control while switching hands on the stick and swerved into the trees. Mental checklists or "pneumonics" work great, when you remember to use them! We can guess that because he flew the airplane frequently,

he



simply left the checklist--if it indeed existed--in the glove box or under the seat, and simply used his 'noggin for a checklist. After all, this kind of flying is as routine as driving your car. Right? We can theorize a hazardous attitude may have been present.

But there's a big difference between forgetting to turn your auto headlights on at

dusk, and setting the flaps on your bush plane before takeoff.

This is why we put so much emphasis on hazardous attitude, or ADM training. You can't forget the "small stuff" when you fly an airplane. And what makes us think we don't need to physically use a checklist when we fly? The answer, I believe, is in the pilot's hazardous attitude toward checklists. Here are some possible thoughts:

1) "I have flown this airplane for 15 years and don't need no stinking checklist."

2) "I know this airplane like the back of my hand and am fully confident I can remember everything on the checklist, everything will be fine."

3) "I'll just fly the airplane the way I always have and everything will happen when it's supposed to."

Can you identify the hazardous attitudes in the above reasonings? Let's theorize some more:

1) Not needing a "stinking" checklist is Mr. Macho who says, "I can do it!"

2) Being confident is good, but being overconfident is not good. Mr. Invulnerability ("It won't happen to me.") is about to take a spill.

3) The "cool," go-with-the-flow guy is taunting Mr. Resignation ("What's the use?") and letting "whatever will be, will be," to take over his responsibility of flying the airplane.

These are just three ways of looking at what a person might think if they are prone to these hazardous attitudes. ADM stresses the importance of knowing the antidotes so you can immediately address the hazardous thought with a sure-fire remedy.

Hazardous attitudes, which contribute to poor pilot judgment, can be effectively

dote after the hazardous attitude reveals itself.

1) "I have flown this airplane for 15 years and don't need no stinking checklist." Antidote: "But I do need the checklist because I might forget something and taking chances is foolish."

2) "I know this airplane like the back of my hand and am fully confident I can remember everything on the checklist, everything will be fine." Antidote: "Something could happen to me if I don't use the checklist!"

3) "I'll just fly the airplane the way I always have and everything will hap-

HAZARDESS ATTITUDE	EXAMPLE	ANTIDOTE
Invulnerability:	It won't happen to me.	It could happen to me
Macho:	I can do it	Taking chances is foolish.
Resignation:	What's the use?	I'm not helpless. I can make a difference

counteracted by redirecting that hazardous attitude so that appropriate action can be taken. Recognition of hazardous thoughts is the first step in neutralizing them in the ADM process.

When a pilot recognizes a thought as hazardous, the pilot should label that thought as hazardous, then correct that thought by stating the corresponding antidote. Antidotes should be memorized for each of the hazardous attitudes so that they automatically come to mind when needed.

Here's the three we are dealing with in this article:

Here's how it works: Just repeat the anti-

pen when it's supposed to." Antidote: "Everything may not happen when it's supposed to. I'll take control of the airplane and use the checklist because I'm not helpless, I am in command."

This approach toward Attitude Management is the ability to recognize hazardous attitudes in ourselves and the willingness to modify them as necessary through the application of an appropriate antidote thought.

Next month, we'll explore the last two hazardous attitudes and their antidotes. 'Til then, have a GOOD attitude and fly safe!

**RENEW your DUES**

Yep, it's that time of the year again. Annual membership dues for Chapter 35 are due again. Annual membership is \$18 per year and payment can be made to our treasurer, Joanne Warner. She can be contacted at (830) 510-4334 or send check made out to EAA Chapter 35 to:

**Joanne Warner  
719 Oak Hills Road  
Pipe Creek, Texas 78063**

P.S. Please do complete the 2001 Membership Application/Data Sheet and send it along with your check.

# Scenes From The Meeting

By Miriam Talley

Here's the great time you missed if you weren't at the last meeting!!

- The chapter board met before the meeting to establish the chapter programs and events for the year. See the calendar of events for happen'ins and dates. Block off your calendar and get ready to have some fun. Remember, these activities need volunteers to get'em rollin'. Plus, it seems that we volunteers seem to have a great time with all the commederie!!
- Jack Ridgeway donated a sizeable sum to the chapter. See related note elsewhere.
- Mmmmm Mmmmm. You missed Bob Day's "to die for" chicken soup. Betty Day and Nancy Mason set out the spread for make your own sandwiches. Saw many a feller go up for seconds and thirds. Thanx guys.
- We had 6 new members join and had 3 visitors. We sure are a'growing!!!
- Paul McReynolds graciously agreed to lead the evening by

going through his homebuilders/restorers corner. It was good hearing about everyone's projects...we have quite a group of folks in our chapter...I'm impressed. It does seem that the Cozy Corner gang is moving ahead in high speed with their group efforts. Tim Anderson gave an in depth talk on his building of the Bear Hawk. Thank you gentleman for rounding off a fine evening.



## IT FLIES!!!



Clockwise from upper left: Louie immediately before the first take-off run. IT FLIES!!! Second flight with Arlis as his first passenger. A proud pilot after landing. Congratulations Louie!

**EVENTS AND HAPPENINGS**

*(If you know of any local aviation events or happenings we can share with the chapter, call Miriam or David at 210/521-2359.)*

**10 Feb 01 – EAA Chapter 35 monthly meeting. Dinner & Social 5:30 pm, meeting 7 pm.**

7 Feb 01 – PAISA/GAPA meeting. Gathering of safety minded pilots, instructors and students. Meets first Wednesday of every month, 7pm, at the Hallmark Institute on Wetmore adjacent to San Antonio International. Info: Steve Carlson 545-2376.

1 Mar 01 – Austin, TX. ASF Free Safety Seminar on Collision Avoidance at the Texas DOT. 7 pm-9 pm. 301/695-2375.

3-4 Mar 01 – Dallas, TX. Cessna 182 systems and Procedure seminar by Cessna pilots Assoc. \$400mbr/\$45 non-mbr. 800/343-6416 or [www.cessna.org/coursord.html](http://www.cessna.org/coursord.html)

15-18 Mar 01 – San Antonio, TX. Brooks AFB. First convention for Warbird Squadron 23 (Jets). Contact Bill Geipel 715/268-4980 or e-mail: [czech6@win.bright.net](mailto:czech6@win.bright.net)

8-14 April 01- Lakeland, FL. Sun N Fun EAA Fly-In. 941/644-2431

20-22 Apr 01 – Fort Worth, TX. Mooney Safety Foundation pilot proficiency program for Mooney pilots. Call Lela 210/525-8008 or fax 210/525-8085.

20-22 April 01 - Fort Worth, TX. Mooney Safety Foundation pilot proficiency program for Mooney pilots. Lela 210/525-8008 or fax 210/525-8085.

**21 April 01 – EAA Chapter 35 Fly-In/Drive In Pancake breakfast. Rain or Shine. 7 am-11 am Plus: Young Eagles Fly-In 1 pm-5 pm.**

21 April 01 – Conroe, TX. Chapter 302 Spring Fly-In, Montgomery County Airport (CXO), 281/376-1630.

26-28 Apr 01 – Dallas, TX. 44<sup>th</sup> Annual International Aircraft Electronics Association Convention and Trade Show. 816/373-6565.

28-29 April 01 – Nacogdoches, TX. East Texas Airshow and Fly-In 2001 at Airfield (OCH), 936/564-7212 or [bobaviator@yahoo.com](mailto:bobaviator@yahoo.com)

28 Apr 01 – College Station, TX. Texas A&M Flying Club Fly-In Breakfast at the Easterwood Airport. Call Kari 979/693-4869 or [karbear@tamu.edu](mailto:karbear@tamu.edu).

11-12 May 01 – Fayette County Regional Airport Fly-In.

**9 Jun 01- EAA Chapter 35 Picnic/Fly-In/San Geronimo 20<sup>th</sup> Anniversary Celebration. Chairmen Lew Mason/Ed Seurer.**

23 Jun 01 - Big Spring, TX. 2001 Air Fair and Fly-In at the Hangar 25 Air Museum. Nelda Reagon or Susan Lewis at 915/264-2362.

**24-30 Jul 01 - Oshkosh, WI. EAA Adventure Oshkosh.**

**19-22 Sep 01 - Abilene, TX. South West Regional Fly-In. [www.swrfi.org](http://www.swrfi.org). \*New dates\***

3-8 Oct Sweetwater, TX. Women Air Service Pilots Reunion. 800/658-6757.

**13 Oct 01 – EAA Chapter 35 Young Eagles Fly-In.**

**8 Dec 01 – EAA Chapter 35 Christmas Party.**

**WANTED & FOR SALE**

Chapter members in search of or have items for sale, or need to post a service, may place a free add in this column. Call Editors Miriam or David Talley @ 210.521.2359 or [EAA35@starband.net](mailto:EAA35@starband.net)

**“Remember...Caveat Emptor...buyers beware!”**

**Instructor Available.** Chapter 35 member Cyd Birns has all of the FAA licenses and qauls thru ATP. She is also a tail wheel pilot. Contact her at 830.372.5762

**Instructor Available.** Chapter member Bob Brown CFI SE ME INST Rotorcraft. Will provide free flight review for chapter 35 members. 830/612-2371.

**SAVE OVER \$2,000.00! Buy Today...Build Today!**

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**FOR SALE:** '43 T-craft L2A, DCO-65. Cont. C-85-F. TTAF: 1094, SMOH 127. Contact: Jim Havens 210.680.7882.



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

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**When Do you Meet?**  
 Second Saturday of the Month  
 Dinner 5:30 PM  
 Social Hour 6-7PM  
 Meeting @ 7PM  
**Where do you meet?**  
 (See Map)  
 Call Any member listed  
 On Page 2 for help



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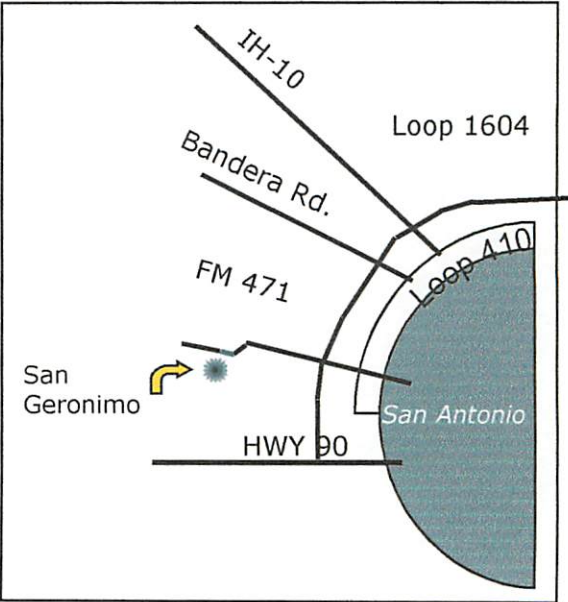
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