



# RUNWAY 35



JUNE 2008

Volume 50 Issue 6

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## A HAZARDOUS TIN ANNIVERSARY

**By Dean Kennedy**

*[Dean's real-life stories are better than any movie/novel/TV show—Ginger Lark-Bauder]*

While I was a freshman at the University of Wyoming the Army lowered the two year college requirement for the Aviation Cadet Program to a high school diploma. I had that and learned about the change on December 15, 1942. Forget classes, forget finals. I caught a bus from Laramie to Cheyenne and before the sun set that evening over Fort Francis E. Warren, I was an Army private.

The journey began that day and that place from buck private to "officer and gentleman" ending

May 23rd, 1944, Luke Field, Arizona when a 19 year old proudly pinned on pilot's wings and shiny new second lieutenant's bars.

A decade later, stationed at Wright-Patterson AF Base in Ohio an Air Show to demonstrate new jet aircraft required extra parking space and the old planes had to be flown off the base. Due for some cross country training this offered several days and plenty of time to fly to Oregon and back. The distance was adequate to accomplish the training and the destination gave a young lieutenant who rode along an opportunity to visit his parents. The destination might also  
**(Continued on Page 6)**



PHOTOS CONTRIBUTED BY: N. WARNER, D. BAKER, S. JONES, U.S.AIR FORCE

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## NOT SO GRAY EAGLE

### By Steve Jones

By any account, it should have been a bumpy ride, but at 2,500 feet we were floating through the air without a care. It was a beautiful Tuesday afternoon. The clouds were few, and way above. The visibility was P6SM. You could see Hondo from the western edge of Bexar County. Joe trimmed the plane for 2300 RPM and about 85 knots and let loose of the reigns for a spell. Like Comet the Wonder Horse, his Cessna tracked straight and true.

Joe Killough, one of the newer members of Chapter 35 would certainly qualify as a grey eagle, were it not for the fact that he puts more time in the air in his Cessna 150 than any other pilot I know. And so it was, this hot still day in May, when Joe decided it was time to leave his hospitality suite in the capable hands of his hanger mate and constant companion, Nina, the watch dog.

Freda excused herself, and pedaled down hanger row to cook dinner. That left Joe and me in the hanger with Nina. "Wanna go?", Joe asked. "I sure would", I responded.

Joe leveled off about 2,000 feet as we headed south from San Geronimo, and after just a couple of minutes, we were directly over the Jones house. I pointed it out to Joe. I was rather proud of myself, seeing I'd had to pass over the house five times in the past year to find it. I'm finally developing an air picture of the surrounding county. Joe circled our home a couple of times and exclaimed what a nice house it was. Then he offered, "Want to see my place?" Off we went. Their home is a little northeast of Pipe Creek, where he and Diana live in a wonderful ranchhouse, tucked into a forest that's nestled atop a cliff. It's a beautiful place to call home.

On the way, I took note of his plane. Niner eight eight is a 1968 Cessna 150, with a plucky Conti-

mental 0-200, a few golf ball dimples 'for speed and long flight', a well appointed panel, a Garmin 396 on the yoke, and an autofuel STC. It has the most lovely red on white paint scheme I've ever seen on a 150. It glows. Joe makes sure it stays in flying trim by taking it up almost daily.

Joe keeps the most meticulous logs I've ever seen. He has cabinets filled with airframe and pilot logs from years of flying ultralights and his trusty Cessna. His plane is festooned with very handy laminated 'cheat sheets', containing vital airport information for every airfield in the local area. I'm going to emulate Joe's success and do the same in ours. Heck, I may just reprint his and laminate them for myself.

As the 40-minute flight drew to a close, Joe explained each stage in the approach and entry into the pattern—this wasn't an instructional flight, but I picked up on a few things I'd missed before, and I think my next approach will be better for it.

Rolling out, we encountered Ron and B.J. O'Dea, and Brian and June Goode, at the Goode's new Hooch and Hanger. Ron waved us in to a convenient parking spot, so we stopped to visit. Joe later dropped me off at the Niswonger hanger, where Freda was 'cooking'.

As Joe returned to his hanger, his neighbor Steve noted that he left with a passenger, but returned alone. "Did he jump?"

Later, in the twilight of the evening, it occurred to me our world grew a little smaller today. Joe and I paid a visit to one another's home in a show of mutual respect. In spite of the distance, we're neighbors.

### Electronic Edition

This newsletter is also available online and in color. Visit: [http://eaa35.org/ENL/Jun\\_08/Jun\\_08.pdf](http://eaa35.org/ENL/Jun_08/Jun_08.pdf)

## PRESIDENT'S COCKPIT

### By John Latour

The Chapter 35 leadership honor the presence of our EAA members, friend and relatives, Program Speaker, Dell Toedt and Chef extraordinaire, Johnny Becker, at May 10 meeting. I want to thank loyal EAA Chapter 35 members for helping us make the May meeting a spectacular event.

Dell Toedt was super with P-51 fighters flying experience. . Dell's story of his experience as a pilot in the North American P-51 was fascinating. The long-range single-seat fighter airplane became one of the most successful and recognized airplane. The Mustang captures for a moment, the experience of piloting a propeller driven P-51 fighter airplane. Dell's episode of his many engine-off, dead-stick landings got our attention. His stories of meeting with a Cubin on the most wanted list left us in awe. He flew airplanes on secret missions resembling best selling movies. What about his story of walking away from a malfunction parachute jump? This is unbelievable!

Johnny Becker gave us a meal to remember. We had the pleasure of sharing an exquisite meal. Johnny's top-notch steak dinner capped off another exciting Chapter 35 meeting. Let us acknowledge his contribution and hard work in preparing for the May meeting.

San Geronimo Airpark local residents, Nancy Mason and Dave Baker, saw a need to help Johnny Becker organize dinner. Without asking, they immediately jumped in to support monthly spread. We recognize their leadership in the name of Chapter 35 loyalty.

Dee Brame, Chapter 35 Treasurer, shares her talent with the San Antonio Women Republican Party as Treasurer. She asks Charlie to act as assistant Treasurer in her absence for May meeting. After parking his RV-6A for static display, he mimics a high roller, casino dealer while collecting donations for the meal. We recognize his support.

Members are asking questions about organizing

a 2009 Chapter 35 Fly-In at Hondo Municipal Airport. Many are disappointed on recent decision to dissolve SWRFI, organize Texas Fly-In and cancel 44th SWTFI/Texas Fly-In at Hondo. The 2009 Chapter 35 Fly-In at Hondo Municipal Airport is an agenda item for Board of Directors luncheon noted below.

End of Second Quarter Board of Directors meeting is tentatively schedule for 10 a.m., July 9, Lackland Gateway Club. This is a first - ever business – luncheon meeting at the Gateway Club. Five agenda items are as follows: 2009 Chapter 35 Fly-In at Hondo Municipal Airport, Chapter 35 Calendar for July – December 2008, Treasurer Audit Committee for January – July 2008, Board of Director Review Committee - 2008 Performance & 2009 Class II Directors, Membership (Regular, Family, Honorary, Special & Life), 2008 Christmas Party

Note: Lunch is a buffet with two choices of main course, green salad, two vegetables, dessert & drink. Please visit website, [www.lacklandservics.com](http://www.lacklandservics.com), for additional information.

Hondo City Manager Robert Herrera promoted Tim Fousse to City of Hondo Public Works Director. Tim will continue duties as Hondo Municipal Airport manager and assume additional duties of Public Works Director.

Pedal Eagle Raffle is on June 14. We received donations for one thousand two hundred fifty tickets to date.

KELLY ABERNATHY  
Production Department



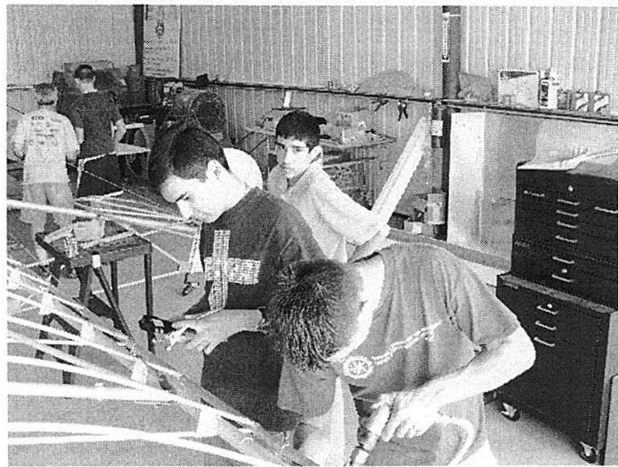
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### NEWSCLIPS

#### BUILDER'S ACADEMY PHOTOS

By Maarten Versteeg



#### CHAPTER 35 CERTIFIED PUBLIC CHARITY

By Norris Warner

We have just received the coveted determination letter from the IRS that certifies that we are a "public charity," rather than a private foundation. Although our "tax-free" 501(c)3 status received in 2004 was not in doubt, there are many advantages in being classified as a "public charity".

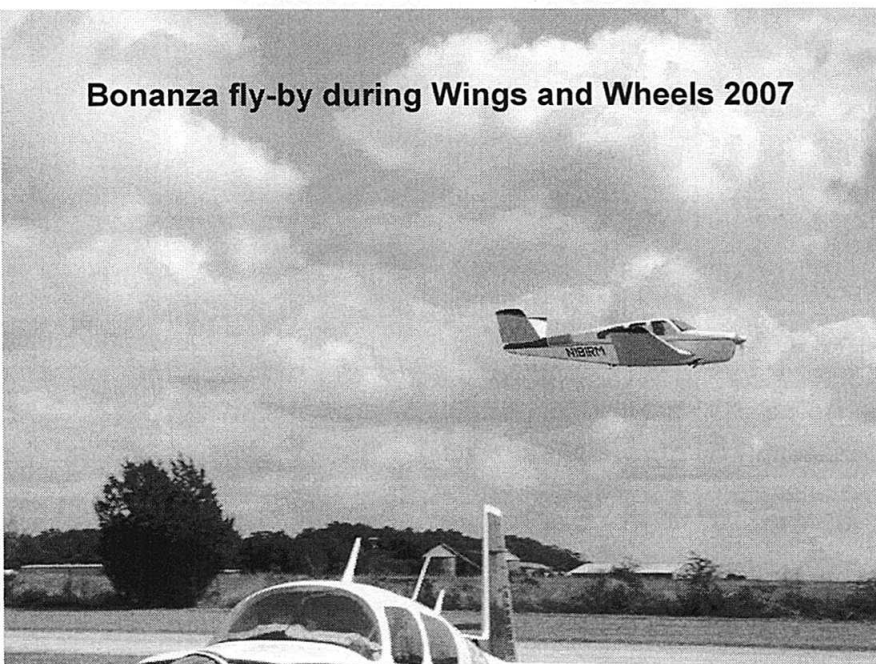
I want to thank those kind and knowledgeable folks who helped us to get to this level: Ms Patti Arthur, Esq. (who is well-known in EAA circles as an expert in the 501(c)3 world), John Killian, Esq., Paul Tillman, CPA, Pat Wegner, and of course, the one person who did all of the accounting digging to flesh out our March final submission—my wife Joanne.

The chapter is now precisely where we wanted to be from a tax standpoint—we can purchase all needed supplies and materials tax free, we pay no county or school tax money on our facilities, and we can continue to accept gifts to the chapter and award letters of donation to those givers.

It has been a bit of a long road, and we have now arrived at our chosen destination.

CONGRATULATIONS, EAA CHAPTER 35!

#### Bonanza fly-by during Wings and Wheels 2007



#### WINGS AND WHEELS

By John Latour

Mark your calendars. Don't miss this event. Wings and Wheels returns to San Geronimo Airpark Saturday, September 13th, 2008.

Benefiting Angel Flights, this event brings together volunteer pilots, EAA enthusiasts, Car Connoisseurs, and Corvette fanatics for an afternoon of camaraderie, friendly concours-style competition and food.

## BLUE SWIFT PAINTING

By David Baker, Artist



*Blue Swift 30" x 40" oil on canvas  
David Baker, 2008*

Notes: The Swift was manufactured as a post war 2 seater civilian aircraft with retractable wheels and lines vaguely like a mustang, and considered a bit of a sports car of aircraft of its day ( late '40s early '50s). This particular one is from a Club Fly-in of Swifts I saw up in Fredericksburg last fall. My father owned a Swift when he graduated from College in the early '50s, but later had to sell it to raise his family. Not an unusual story for young aircraft owners. I was interested in the above and below angle view of the sunlit cockpit and shadowed wheel well and wing edge. The shiny polished leading face of

the wing has worn and frayed a bit on the underside, as revealed by the irregular reflective edge, showing its age.



## A HAZARDOUS TIN ANNIVERSARY (CONTINUED)

### (Continued from Page 1)

have been influenced by the opportunity to spend a day fishing the famed Dechutes River.

That is how on May 23, 1954, exactly ten years to the day after graduating from advanced pilot school, on the return trip I was happily flying over Cheyenne sitting on top of the world—but not for long!

As we approached Cheyenne for a refueling stop, the tower directed a wide landing pattern. I complied and leveled the B-25 at 1,000 feet above the ground. Holding that 1,000 feet suddenly captured my full attention. Picture this: the right engine quit! Typically a single engine out would not be a major difficulty. Now picture this: the left engine failed! Even with the throttle to the stop, it did not produce enough power to hold altitude. A famed understatement made on the Apollo 13 mission addressed to Houston would have been appropriate here: "Cheyenne, Cheyenne, we have a problem!"

To reduce drag, I feathered the right prop. That was not enough. We were still going down.

Instantly it was decision time.

The wide pattern put Cheyenne directly between me and the coveted runway. I might have made it across the town, but I might not have! If not, we would have cut a swath of death and destruction through the city. Pilots make fast judgments based on the situation immediately at hand. My judgment was that the risk was too great to cross the city given our location, altitude and failing power. I turned away.

The town was no longer in danger, but the six souls on board most assuredly were. The left engine lessened our rate of descent but it could not keep us airborne. With the loss of every precious foot of altitude we searched for a suitable open field. My preferred choice had telephone lines barring the approach. I estimated that I

could clear them then touch down in the flat just beyond for a wheels up landing.

My calculation was right and that is exactly what I did. Contact with the earth was smooth and that soft ride lasted two seconds before we were enveloped in a swirling dust and rock storm. We plowed a big pounding screeching furrow in the Wyoming rangeland.

Everyone knows that in the face of impending doom your life flashes through your mind. Not for me. As happened once before during a tumbling car wreck, there was just one thought, "When is this going to stop?" Our slide lasted twenty or thirty seconds, certainly less than a minute, but it went on forever.

There is an old saying: "Any landing you can walk away from is a good landing." Despite my personal eternity, the aircraft did stop. It did not stub its nose and flip, did not catch a wing tip and cartwheel or spin into disintegration, and it did not bounce around enough to cause any major injuries. Looking at that totaled B-25 you would not call it a good landing, but talk to the survivors and it was a jewel.

A radio tore loose and clipped the crew chief a glancing blow on the side of the head. It did not even draw blood. Our still good friend, then Lt. Bill McNeil, was riding in the aft compartment. In the excitement he forgot the side "kick-out" panel from the pre-flight briefing. Had he remembered, it was a short step to the ground. Instead, he came tearing over the bomb bay through the crawl tunnel and barked his shins. (Bill later became Dr. McNeil, a noted marine biologist, specializing in wild salmon).

After cutting the switches I got everyone out through the overhead cockpit hatch then we ran a hundred feet away from the aircraft as fast as possible. There is always danger of fire or

**(Continued on Page 7)**

## A HAZARDOUS TIN ANNIVERSARY (CONCLUSION)

**(Continued from Page 6)**

explosion after a crash landing. Neither happened in this case.

A radio distress call giving our location during the descent alerted the tower that we were going down. Crash and emergency crews were on the scene in short order.

The only injuries were the two mentioned. Once the crash crew was confident that the aircraft posed no danger, they secured it and took us for physical exams.

At that point, finally, a chance to telephone Bettye and tell her that I would be a little late for dinner. Well, truthfully, the concern was to assure our families that we were not hurt before they heard of the crash on the news and imagined the worst.

The Cheyenne Tribune had some complimentary headlines about the pilot averting a disaster and not putting the town in great danger. The newspaper photographs are so dark that I could

not retrieve a decent image to show you, but take my word for it, the airplane was a mess.

Bettye raised an interesting question. "What happened to the trout?" Somehow they just disappeared into that vast Wyoming rangeland long before the first news reporter arrived.

What caused the engine failures? After a detailed technical investigation, the accident board found that the carburetors were faulty. Trouble was not a new problem with this specific model carburetor and a gradual refitting program was underway. This accident caused an immediate expedited retrofit to complete the change of all B-25 carburetors exclusively to one that was trouble free.

We made a lot of scrap aluminum on this "Tin" anniversary, but considering what could have happened, this tenth anniversary also had its bright side along with a couple of surprising coincidences—the stuff of fiction, were they not true. Copyright © 2008 Dean Kennedy, used by permission.



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**2008 CHAPTER CALENDAR**

MONTH / DAY	PROGRAM	TIME
January 12	GENERAL MEETING Spaghetti & Hot Garlic Bread by Bruce Harrison Conrad Netting Presents Delayed Legacy Program	BOARD MEETING @ 4:00P.M. DINNER @ 5:30P.M. PROGRAM @ 6:45P.M.
2-Feb	FLY-IN @ SAN GERONIMO AIRPARK Boys & Girls Club Young Eagles Fly-In Soup & Salad by Gail Latour	We Need Your Help New Young Eagles = 47 10:00A.M. - 2:00P.M.
February 09	GENERAL MEETING Famous Sloppy Joe Lunch by Ed Seurer James Schlattman Presents: Kappa Airplane 2005 KAPPA - KP5 Light Sport Aircraft	SOCIAL @ 5:00P.M. DINNER @ 5:30P.M. PROGRAM @ 6:45P.M. 10:00A.M. - 2:00P.M. 10:00A.M.
March 08	EARLY LUNCH MEETING & FLY-IN Hondo Aviation Day Meeting World Famous Hamburgers by J. Killian & M. Frerich Ken Gilmore Presents: Life of Fighter Pilot Frederick T. Pennell Memorial HONDO AVIATION DAY	LUNCH @ 12:00 NOON PROGRAM @ 1:30P.M.  FROM 9:00A.M. to 3:00P.M. Pilots & Volunteers Needed Brad Doppelt for Pilots John Latour for Volunteers
15-Mar	Young Eagles/Boy Scout Merit Badge Program At Hondo Municipal Airport	BOARD MEETING @ 10:00A.M. 10:00A.M. - 2:00P.M. Breakfast @ 9:00A.M. to Noon PROGRAM @ 1:30P.M. 9:00A.M. - 2:00P.M. SOCIAL @ 5:00P.M.
April 12	Be a Champion - Help Boy Scouts Earn Merit Badge HOT PANCAKE & SAUSAGE BREAKFAST & YOUNG EAGLES RALLY (Target 60 Young Eagles) Debbie Cherry, John Killian & Brad Doppelt Presents: Review of Hondo Aviation Day Activities & Fly-In	
26-Apr	Castroville Airport - Young Eagles Fly-In	
10-May	GENERAL MEETING  Steak,Potato&Green Salad Gourmet Meal by Johnny Becker St. Mary's Prof. Dell Toedt Presents: P-51 / P-47 Story	DINNER @ 5:30P.M. PROGRAM @ 6:45P.M.
June 14	ANNUAL MEMBERS MEETING PICNIC & FLY-IN & ORIENTATION RIDE Calander Planning Program	LUNCH @ 11:00A.M. 10:00A.M. - 2:00P.M. PROGRAM @ 12:00P.M.
July 12	BOARD OF DIRECTORS MEETING & TIRE KICKER POT LUCK / COVERED DISH LUNCH - DONATIONS AC-CEPTED TIRE KICKER - SAN GERONIMO HANGAR(s)	BOARD MEETING @ 10:00P.M.  11:00A.M. to 12 Noon Tire Kicker @ Noon
August 09	GENERAL MEETING Be a Champion & Chef - Help Us With Dinner We Need a Program Speaker	DINNER @ 5:30P.M. Contact Bruce Harrison Contact Bruce Harrison
September 13	WINGS & WHEELS & FLY-IN for ANGEL FLIGHT ANGEL FLIGHT FUNDRAISER Automobile - Corvettes & Antiques Car Show & Airplanes Dave Baker - Ch. 35 Chairman	8:00A.M. to 3:00P.M. Gate Open to Public @ 10A.M. Show Your Wings & Wheels Best of Show Awards
October 11	Kerrville EAA Ch. Old Time Gathering Fly-In Fly-Market - Fellowship - Lunch Proceeds go to the Texas Fly-In Scholarship Fund Lemonade Stand Proceeds to Ch. 35	9AM to 4PM
November 08	CHILI COOK-OFF & FLY-IN We Need a Program Speaker - Contact Bruce Harrison	BOARD MEETING @ 4:00P.M.
December 13	CHRISTMAS BANQUET / PARTY  Dave Baker, Nancy Mason, Gail Scheidt - POC(s)	

**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: Fun Flying RANS S18 Stinger II** Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$37000 firm, Jim Havens, (210)680-7882 home, (210)347-2455 CP



**WANTED: Parts for a Bowers Fly-Baby.** If you have any of the following, please contact Lew Mason: J-3 fuel tank, set of brakes, turnbuckles, spruce of any kind, aircraft plywood, tailwheel. (210) 688-9072 San Geronimo Airpark

**FOR RENT: EAA Chapter 35 Hangar Space.** Rent a 10' x 20' space & get free use of hangar equipment & tooling. Please call Roch LaRocca (210) 408-7964 (C) 210 218-9445 or John Latour (210) 287-1701

**FOR SALE:** Scot Chesler, 37HP 1/2 VW Engine Zero time, still in shipping container. Paid \$3,275 (Shipping container not included) Price negotiable. Please contact Jim Munro at (210) 685-9306.

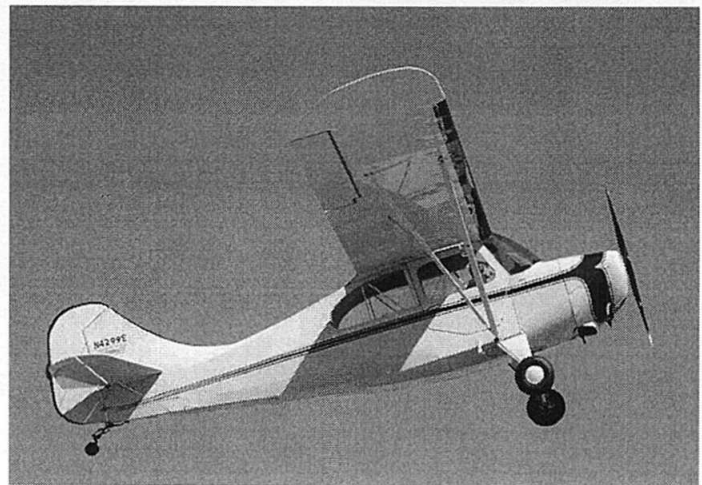
**FOR SALE: Skyboy 2 seat side-by-side S-LSA** Beautiful Red and Yellow factory paint job Picked up new on the east coast, flown to San Geronimo and ground looped. Nose wheel and right gear are bent. A rough ending to an otherwise great journey. Specifications (approx): 30 ft

wingspan, 4 gals/hr, 520 useful load, Rotax 512, only 30 hours TT Available for viewing in Nelson Amen's hangar - 283-2773 (ofc), 340-0992 (home) - at San Geronimo. Fully equipped including optional baggage pod and BRS Asking \$65,000. New cost was over \$85,000 in July.

**FOR RENT: 1/2 of Bartlett's 30x30 Hangar** at Boerne Stage Airfield. \$120.00 per month. Contact Bill Bartlett: bartlettsat@gmail.com.

**FOR SALE: Thatcher CX4 Plans (#169),** material and partially built airplane. Asking \$1,000.00 for \$3,000.00 worth of material. I have completed the center and wing spars with the left wing approx. 80% complete. Material consists of 4' x 12' sheets of aluminum (I have all the sheets listed in Dave's material list), angles, rods, etc. Trailer needed to haul the sheet aluminum. Contact Bill Bartlett: bartlettsat@gmail.com

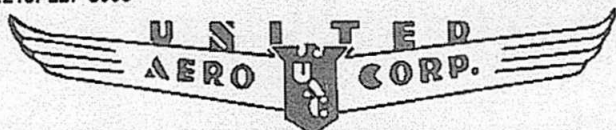
**FOR SALE: Merlin GT Kit** for a Small Donation to EAA Chapter 35. Engine not included. Please call John Latour at (830) 612-2232 for more information.



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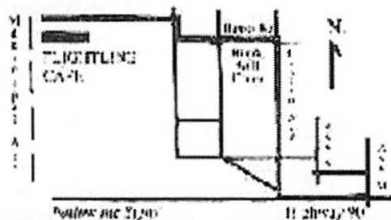
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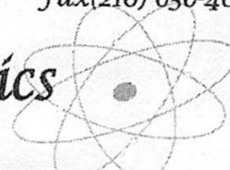
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San Antonio, Tx 78253

Paste Address Label Here

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

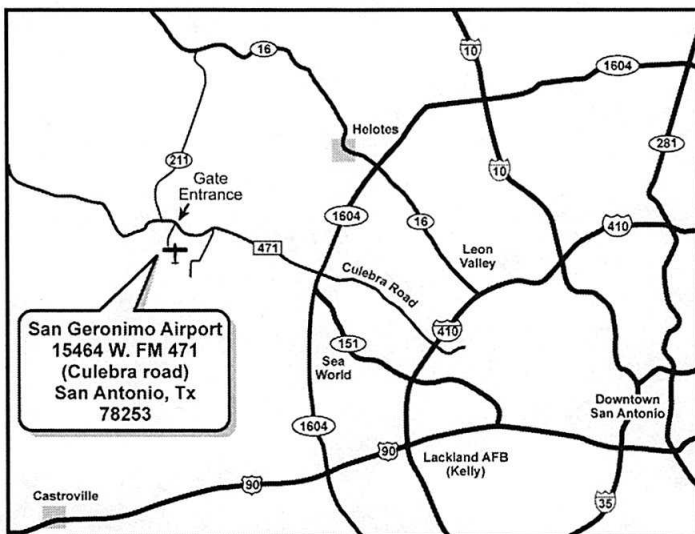
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Please support those businesses that support YOUR local EAA chapter. Thanks!



**When Do you Meet?**

Second Saturday of the Month

**JOIN US FOR OUR MONTHLY MEETING**

**JUNE 14th, 2008**

**PICNIC FLY-IN 10:00 A.M.**

**LUNCH 11:00 A.M.**

**PROGRAM 12:00 P.M.**

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