



RUNWAY 35



MARCH 2006

Volume 48 Issue 3

On the Web:

WWW.EAA35.ORG

MARCH MEETING TIME CHANGED

MEETING IS MARCH 11TH AT 2:00 PM

BRING YOUR AIRPLANE, PROJECT, OR PLANS

PLEASE BRING A SMALL SNACK

—PRESENTER—

R.WILLIAMSON: STRATUS SUBARU CONVERSION

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PHOTOS CONTRIBUTED BY: A ROCCA	

RUNWAY 35 PUBLISHED BY
ED SEURER

2nd Annual

**Boy Scout Aviation Merit Badge and
Young Eagles Weekend**

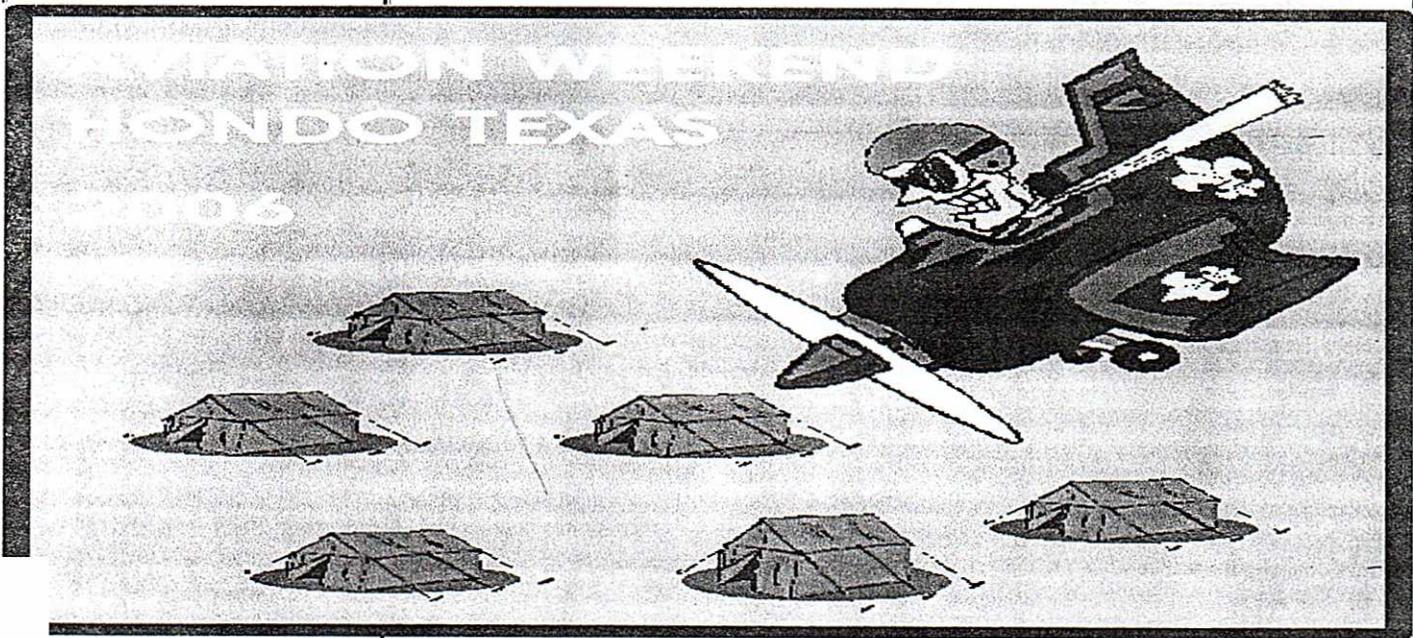
March 18th at Hondo Airport (HDO)

**Pilots and volunteers needed to fly 600
Young Eagles!**

**Pilot and volunteer briefing at 9:00 AM on
March 18th**

**Free breakfast and lunch
for pilots and volunteers**

Fuel discount provided to Young Eagle pilots



Dave Baker By Alice Jacobson

In 1981 Dave Baker became one of the original founders of San Geronimo Airpark. "The object was to fly without being hassled. We started out with 28 home sites and have developed thirteen more. Then there are the many hangers that have recently gone up. Most of the residents are EAA members.



We get to enjoy the serene quietness and the gorgeous sunsets."

Dave was born in Atlanta, Georgia, eight minutes after his identical twin. "I have two sisters and two additional brothers beside my twin," he clarifies. Our dad worked with Western Electric Company. His goal was to be a pilot during WWII but he was told that he was color blind.

Try explaining that to a man that works with colored wires all day long. Dad passed away in 1968 but before he died I managed to take him flying in my plane. He had flown before but never in a small airplane: that is, until I took him.

I was in the Navy and served on an aircraft carrier with my twin. Watching the planes shoot off and land on the carrier was how I'd spend a lot of my time. That carrier took me to the Far East to places like: Hong Kong, Singapore, Japan, the Philippines, Thailand and Viet Nam (three

tours off of Yankee Station). Then after 3 years, 10 months and 18 days I was back home once more.

I moved to San Antonio in '75 with Handy Dan's and worked there for 15 years. Handy Dan's was the first home center store in Texas and was the forerunner of Builder's Square (where I spent 10 years) and Home Depot. Presently I'm with World Savings. My employers have always been good to me and for me.

During my 31 years as a member of EAA Chapter 35 at San Geronimo Airpark I have also served as president twice and as vice-president twice. In '75 I became the Runway 35 Newsletter editor for five years. Going in cold turkey leaves a lot of room for growth and learning. I always try to be there to help because it is the members that make a club what it is. All members need to volunteer and need be a part of activities to make an organization viable and progressive," he says with a nod of his head. Then he watches as a plane circles the airfield, lines up to the runway and attempts a landing. After the pilot and the plane land he continues, "The club (EAA Chapter 35 at Geronimo Airpark) has seen an evolution of change. It started out with 50 to 60 members.



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Dave Baker By Alice Jacobson

I'm privileged in that one of my best friends, Dan Cerna, is also a member (since 1968, I think). Jim Crabtree is another one of my best friends and the person who got me started in flying. Jim retired from Continental after 35 years. My companion and wife of 34 years (this December 7, 2005) is Shirley (Also my best friend!). My first plane, an Ercoupe was bought in conjunction with my brother. I flew but he didn't. It seems that we disagreed about issues while flying. When I moved to San Antonio, we sold the plane. Then in '86 I bought a Beechcraft Sundowner. It's a low wing, four-place: easy to fly and easy to maintain. Given proper care, it'll last forever. All toll, I have flown 30 different types of airplanes, 2 helicopters and 1 glider. My commercial license with instrumental rating has logged 1,200 hours.

Aviation is becoming a 'Rich Man's' hobby. The costs have continued to escalate but then so has the technology that makes flying easier. Kits costs two to three times more than building a small plane from scratch," Dave says as he watches another plane glide in. "If you want something badly enough, you can do it," he says as that plane taxis to a stop. Dave Baker is a man that wanted to fly; he helped build a residential airpark and a club so that he and others could do that.!

Colonel Rufus Barnes—Guest Speaker

Members of EAA Chapter 35 were treated to a light-hearted tale by one of America's "Greatest Generation" at the February meeting. Colonel Rufus Barnes, then a 19 year-old P-38 pilot in the South Pacific, kept the audience in stitches as he told the story of borrowing an Army L-4 "Grasshopper." The short flight to the Southern coast of New Guinea was meant to repay a missionary priest for helping to rescue downed airmen. The priest's reward was a requested bottle of whiskey, and it was delivered safely. The adventure turned to a misadventure involving night flight in the totally unlighted Cub, and a night takeoff on a river gravel bar—which was rudely interrupted by a large log. The L-4 was definitely non-amphibious, although it tried! Colonel Barnes told how he rescued his non-swimmer priest passenger from the river, and then trekked through the jungle for hours to find a native village where the priest was well acquainted. A trip backup the river by dugout canoe was made, and with lots of manpower, the damaged Cub was dragged up on the beach. Eventually, with bailing wire to rig the landing gear somewhat where it was supposed to be, and along with a new propeller, our fighter pilot flew the liaison aircraft off the beach. Of course, you really had to be present to appreciate all of the facets of the story, but the crowd reacted eagerly to every bit of the extremely well told tale. This was, all-in-all, a bit of near-comedy in the war zone where altogether too many lives were lost. It was a real privilege to have Rufus Barnes as our story spinner. At the close of the meeting, we all got to see a small publication which retold the event, complete with pictures. *Editor's note: Colonel Barnes has flown 50 types of Army Air Corps/Air Force airplanes; has logged over 14,000 hours, and at age 83 is still a current CFI.* Contributed by N.WARNER

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Membership Directory Available at March Meeting By Joanne Warner

In addition to names, addresses, phone numbers and e-mail address, our membership directory includes information about who is building/has built a specific airplane(s); who has owned/now owns/flys a specific airplane(s), and this year I will also include current and future projects. In order to condense space, a "legend" is included at the bottom of each page to help understand who has specific skills and certifications.

main open to suggestions.

The chapter prints sufficient copies of this directory so that we can provide a copy to all new members at the time they join our chapter. This gets them connected with like-builders at once.

Of course, as suggested by member Paul McReynolds, a bulletin board at the Chapter house to chart the progress of projects may be a very good idea. All builders could update this at each meeting, but we know that many builders rarely attend a meeting.

On a different subject, the new data sheet asks for volunteers in many areas. I can retrieve this info from our database--and I have furnished information to chapter officers in the past. In addition, information is available to all project chairs upon request.

In conclusion, the data sheets which must be renewed each year allow us to construct a most valuable tool—your EAA Chapter 35 Membership Directory!

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We try to educate our members, through articles in our Chapter 35 Newsletter, about the valuable information that is included in this directory.

Each March meeting we have these directories available--address labels attached--for all of our current members. After the Apr meeting, the remainder are mailed out to those who were not in attendance at these two meetings.

As a bit of history, after I was elected treasurer the first time, I built the database for this directory based on the format that Chuck Imken had created years before when he was the Chapter 35 president. Chuck's format consisted of personal info, name, address, and phone numbers etc. My husband Norris encouraged me to include the information about types of aircraft; skills; certs etc. In addition, over the years, I have tried to incorporate ideas from interested members, and I re-

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Calling All EAA Pilots and Non-Pilots

Wonderful Attractions at The EAA Texas Fly-In By Deck Yoes

Experimental Aviation Association members who arrive by airplane at The EAA Texas Fly-In at Hondo Texas this coming May 11th through 14th will enjoy a number of special perks and privileges. These include special fees for pilots flying in, a raffle for luxury hotel stays, a free breakfast on Sunday morning, May 14th and special fuel prices.

Pilots flying in to Hondo--and their passengers--will be charged just ten dollars (\$10.00) each person to register and receive an event pass; other aviators who arrive by road, rail, or horse-and-buggy will pay twenty (\$20.00) and general admission event passes will be \$25. However, only pilots who fly in to The Texas Fly-In will be eligible to take part in a special raffle with two prizes: a two-night stay at the Hangar Hotel on the Fredericksburg, Texas airport (T82) or a two-night stay in the newly reconstructed Alsatian Inn at Castroville, Texas, a five-star hotel and spa. These will be two separate prizes.

The drawing for these two prizes will take place at The EAA Texas Fly-In Awards Banquet on - Saturday night, May 13th; pilots must be present to win.

Other attractions at The EAA Texas Fly-In are available to all who attend, such as an opportunity to hear Mike Melville, the world's first civilian astronaut, describe the work that carried him into space as pilot of Burt Rutan's SpaceShip One. Melville will take part in Forums and will be the featured speaker at the Awards Banquet on Saturday night..

Aircraft camping, Recreational Vehicle Camping, golfing, showers, food from sun-up until sun-down, Aviation Forums, a Fly-Market, an array of product exhibitors, and a ramp full of aircraft of all kinds to inspect and discuss are among the

traditional elements of The EAA Texas Fly-In at Hondo to be enjoyed by one and all.

An information meeting of EAA Southwest Regional Fly-In will be held on Saturday, March 18th at West Houston Airport (IWS) to which all EAA members are invited. There will be reports, discussions of plans and general participation which will disclose the depth and complexity of preparations for The EAA Texas Fly-In.

Further information of all kinds, including flight approach control, lodging, camping, advance reservations, admission, schedule of events and pictures of award-winning airplanes can be found on the official EAA Texas Fly-In website at www.swrfi.org or www.eaatexasflyin.org.

The EAA Texas Fly-In at Hondo

By Norris Warner

The biggest event for EAA in our area of the country is the SouthWest Regional Fly-In (SWRFI), now termed The EAA Texas Fly-In. This event is fast approaching, and now we must call on all Chapter 35 members to volunteer their services. If you can help with the set-up on May 6th, a Saturday, or on the following Wednesday, May 10th—and especially on the actual fly-in days of May 11th through the 14th, please call Norris Warner at 830.510.4334 (Metro) or cell 210.363.1282, or e-mail njwarner@ev1.net. Please, please do this at once so that we can match our volunteers against the needs of this great event!

Flying my Zodiac to Mexico City

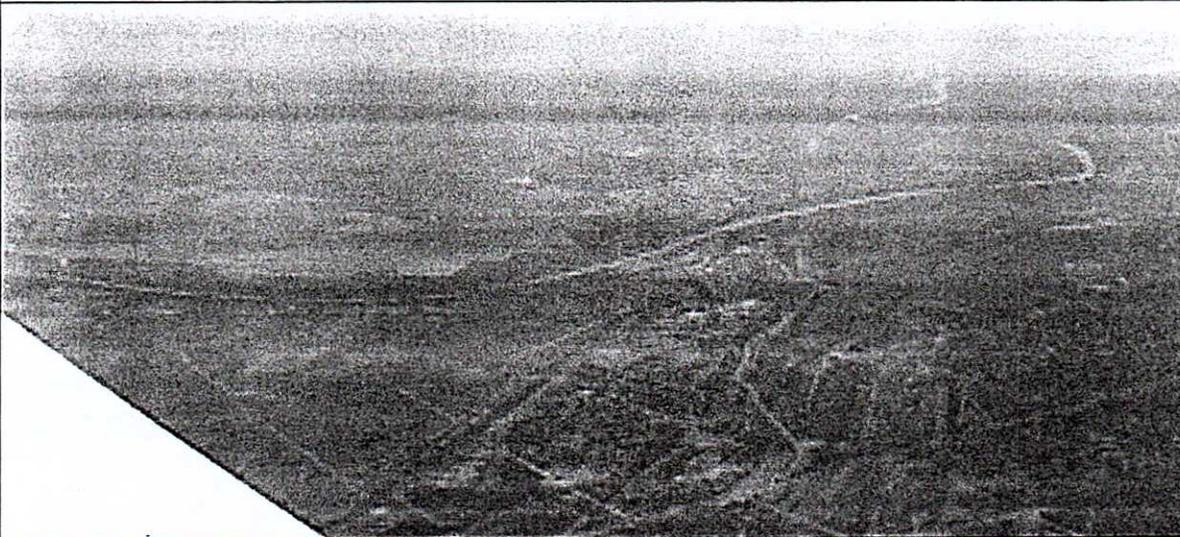
ALEX ROCCA

How would anyone think of flying a Zodiac to Mexico City! Well ... leave it to me! It all started with the ideas of flying down to surprise my mother on her 80th birthday celebration. It was a wonderful and most exciting trip. Full of surprises I must say. After many hours of research, I learned that I only needed to acquire an FCC license for my radio, obtain liability insurance that is backed by a Mexican insurance company and have all the required documentation (Pilots license, Passport, Registration, Airworthiness

and request information such as your name, origin/destination, aircraft type, etc.

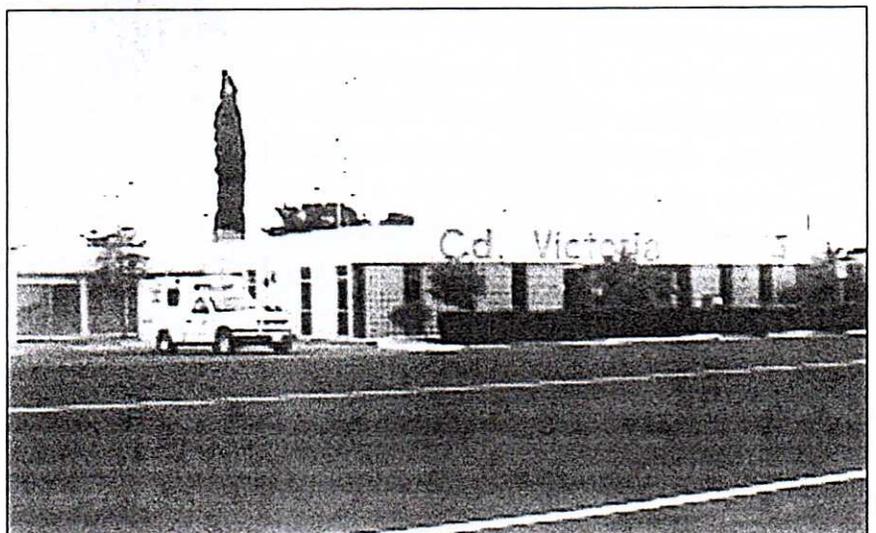
My flight plan took me from San Antonio to Laredo TX (1 hr 20 min flight) where I picked up at the local FBO my liability insurance for Mexico. Then I filed my DVFR flight plan to cross the boarder and landed at Nuevo Laredo at around 10:00 A.M. Took about 2 hours taking care of the typical "Mexican bureaucracy" (hope I don't offend anyone – but it's true – that is... go to this office and pay, come back get a stamp, then go

to this other office and pay, get another stamp (and repeat this about 4 times). I finally took off from Nuevo Laredo at around noon towards my next destination, which was Ciudad Victoria (2 hrs and 20 min



Certificate and your Medical) and have a mode C transponder to cross the boarder (filing a DVFR flight plan). Experimental aircraft are aloud in Mexico, and in fact I was surprised to find the Zodiac listed in the Mexican official aircraft list as a CH60. Most flying regulations are the same as in the U.S with the exception that night VFR is not permitted in Mexico. All flight controllers are bi-lingual and very helpful. The only one thing you have to get used to is the fact that most airports are guarded by military guards. As soon as you land they will come up to your aircraft

flight). I flew VFR on top for a while; there was an overcast layer of clouds at around 6,000 feet,



42nd Annual SW Regional

EAA Texas Fly-In

A Texas-size event ~



- Mike Melvill, world's first commercial astronaut, scheduled to speak during educational forums and at the Saturday night awards banquet
- Forums and Workshops, Friday and Saturday
- Air Show on Saturday afternoon
- 2,560-acre airport with uncongested airspace and campgrounds for all types of camping
- Over 10,000 square feet of hangar space for indoor exhibitors
- All aircraft and outdoor exhibitors located on concrete
- Permanent restrooms and shower facilities at on-site Recreation Center for campers as well as shower facilities in other areas
- Recreation Center also includes gymnasium, game room, work-out facilities, and more
- Meals on the field each evening
- Aircraft Judging — awards Saturday evening
- 9-hole golf course on Hondo airport site
- For general information, please contact 830-889-8802; generalinformation@swrfi.org

May 11-14, 2006
Municipal Airport in
Hondo, Texas

www.eaatexasflyin.org

SW Regional

EAA Texas Fly-In



Camping Information | campinginfo@swrfi.org

Exhibitor Information | exhibitor@swrfi.org

General Information | generalinformation@swrfi.org

Parking Information | aircraftparking@swrfi.org

Volunteer Information | volunteers@swrfi.org

From the President's Cockpit

I have enjoyed the presentations at the last 2 meetings but I think it is time to get back to basics. I am very excited about the upcoming meetings because we have some really interesting building related speakers in the coming months that will help our builders as well as spark an interest in prospective builders. Roger Williamson will be speaking on 11 March about his Subaru conversion Stratos. He hopes to fly the aircraft into San Geronimo so we can really see and put hands on the aircraft. Hopefully the weather will cooperate with us so many of our members as well as our guest speaker will be able to fly in.

The months of April and May will be a time where Chapter communication may be a little lacking. In April, many of our members, including me, will be in Lakeland, FL for Sun-N-Fun and our meeting will be the pancake breakfast at San Geronimo so it will not really be a full meeting. May will be the Southwest Regional Fly-in (SWRFI) at Hondo so there will really be no meeting at all that month. If you have not been contacted about helping out at SWRFI and you want to pitch in, please let Norris or Joanne Warner know ASAP.

I wanted a way to better communicate with the Chapter members in the coming months so I have put everyone's email on my home computer. I emailed most of the group members last week in hopes of having a more direct dialogue with you all. I understand that some of you don't have emails but I feel that information is "life" for our group and this may be a good supplement to the newsletter. I figure if something out of the ordinary is happening that the group really needs to know, we will be able to get the information out to most of the members quickly. I have almost all the emails set up so if you didn't get my email about the 11 March meeting, please let me know or email me at rocbar@sbcglobal.net and I will make sure you are on my list.

I have found out that I will get to pilot the USAF T-1 into Hondo on March 18th to be a static display during the Boy Scout Aviation Merit Badge event and YOUNG EAGLES flights. I want to invite all the members to consider coming out on Saturday and see the Young Eagle flights as well as the T-6 Demonstration team from Randolph AFB. If you are interested in more information about it, see or call Brad Doppelt or Skip Barchfeld.

I want our Chapter to be moving in a direction that is good for our members and builders so please feel free to give me suggestions, comments, and gripes any time you like. I'm here to serve you.

Thanks,
Roch

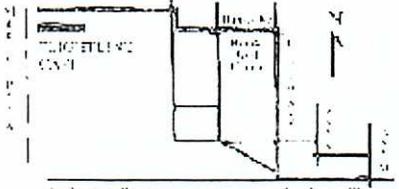
Flying my Zodiac to Mexico City

but as forecasted, once I got to Ciudad Victoria, there were some scattered clouds and visibility was great. Once I landed I re-fueled (which by the way was 7 pesos a Lt + tax = \$2.94 USD per Gallon). I was impressed with the Airport's terminal (very nice). I ordered a hamburger to go at the local cafeteria and then headed towards Mexico City.

Flying towards Mexico City was beautiful (2 hrs and 40 min flight). There was an overcast layer at about 6,000 ft. that formed close to the



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dication of thunderstorms. I called Mexico's Control Center and they advised me to deviate to 210 degrees, so I did, but it was hard to stay VFR for a moment. Once out of the storm I was over the city, which by then was already lighted (awesome sight).

For those of you who are not familiar with this city, it's huge! Mexico City the third most populated city in the world (estimated over 20 Million) at an altitude of over 7,500 ft surrounded by mountains and a couple of volcanoes (which are rarely visible given the air pollution). I was about ten miles from my airport of destination (Atizapan) when I tried contacting them. Atizapan is a small airport located on the north west

"Cierra Madre" mountain range, so you could see the peaks of mountains showing up above the cloud layer (beautiful!). Once over the mountain range it was clear all the way to Mexico City (flying a 11,500 ft). It was getting close to sunset and I had Mexico City right in front of me. As you can imagine, the only thing I could see is this big blob of smoke and haze. Once closer, I all of a sudden saw this huge lightning bolt come out and split in two (at my 12 o'clock position). Not good! The forecast had no in-

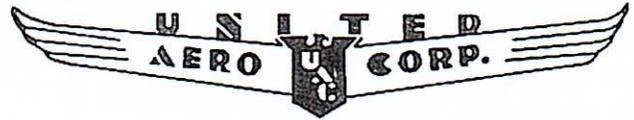


Flying my Zodiac to Mexico City

end of the city (Towered; elevation of 8,150 ft). To my surprise ... no one answered. I then learned that the airport had closed. I still had enough light and with the aid of my GPS, I was able to find the runway and land (knowing that night VFR is not allowed in Mexico, I did not want to fly to an alternate airport at that point). Once I landed, at about 6:40 P.M., I was received by military guards As expected, they were cordial and nice. They ask a bunch of questions and scribbled with a pencil on what seemed like an old broken down notebook. I had to pay \$30 to the airport manager for "extended services fees".

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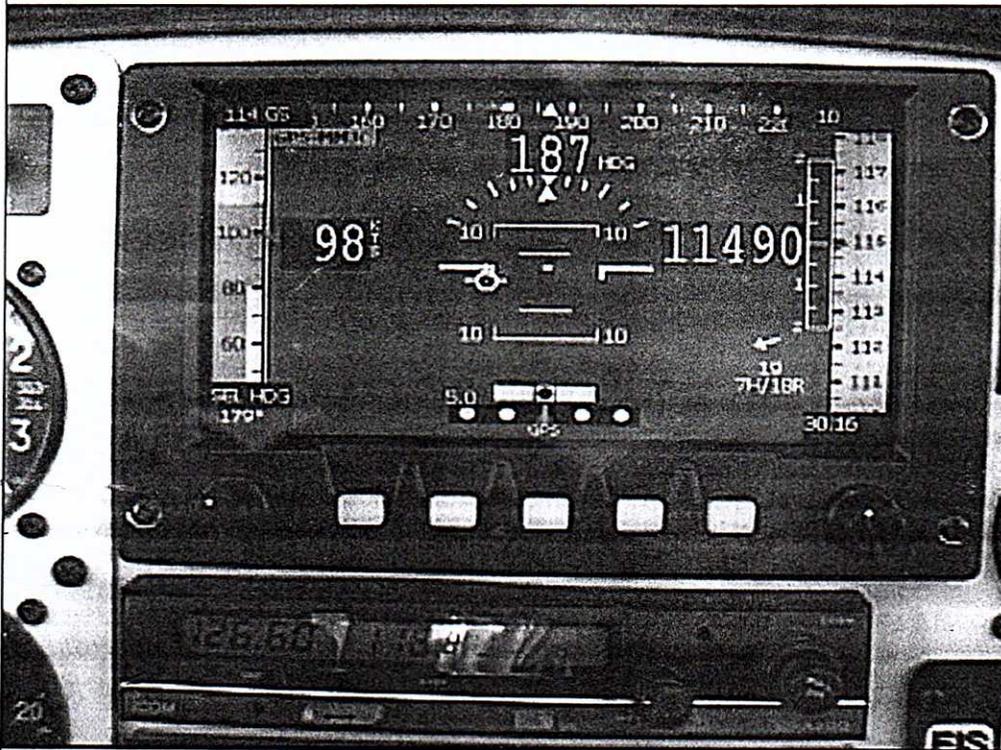


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try (this time it was only about 1.5 hours of bureaucracy), then landed in Laredo, TX to clear customs (which took about 10 mins tops). I finally landed at 4:30 P.M. at 5C1. Total distance flown that day was little over 620 nm with 2 fuel stops. So.... If there was anything to learn from this trip is that you have to plan for the Mexican bureaucracy (add at least 2-3 hours) and also plan for the possibility of bad weather even though the forecast does not call for it. Mexico City is so big that it has it's own weather pattern! It can be clear in the morning and afternoon, then out of the blue... thunderstorms de-



Oh well.... I was just glad to have made it! The Jabiru did not have any problems handling those altitudes. I took off Sunday morning at around 7:30 A.M., full tanks, and given the high humidity that morning, with the carb heat on, climbing at 500 ft/min. It was sure a longer take off roll than usual (I estimate about 2,000 ft). I refueled in Ciudad Victoria, Landed in Nuevo Laredo to close my aircraft permit into the coun-

velop over the city. This seems like a good excuse for me to add WX radar to my Grand Rapids EFIS (here comes my next project!).

As I landed at back at Boerne Stage (5C1) on January 29th, I realized that I was only 5 days away from my Zodiac's first year of flight anniversary. I would not have imagined that a year later I would be flying to Mexico City. For all the builders out there, keep building! It's worth it! AR

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2006 CHAPTER CALENDAR

DAY/MONTH	PROGRAM	TIME
14 JANUARY	MEETING USAF –Major Wade Buxton: Local Area Flying and Military Conflicts	BOARD MEETING 4:00 DINNER AT 5:30 PROGRAM AT 7:00
11 FEBRUARY	MEETING Rufus Barnes –USAF RET	DINNER AT 5:30 PROGRAM AT 7:00
11 MARCH	EARLY MEETING ROGER WILLIAMSON: STRATUS SUBARU CONVERSION	COFFEE AT 2:00 PROGRAM AT 2:30
18 March	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	PILOTS AND VOLUNTEERS NEEDED
8 APRIL	PANCAKE BREAKFAST	SERVING 9:00 – 11:00
12-14 May	SWRFI AT HONDO	
10 JUNE	MEETING BOARD MEETING @4:00 BRUCE KING PRESENTER ON BK-1.5	DINNER AT 5:30 PROGRAM AT 7:00
17 JUNE	YOUNG EAGLES	
8 JULY	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
23-30 EAA @OSH	OSHKOSH FLY-IN	
12 AUGUST	MEETING ROCH LaROCCA “BUILDING THE E-RACER	DINNER AT 5:30 PROGRAM AT 7:00
9 SEPTEMBER	CHAPTER PICNIC	11:00 — 3:00
16 SEPTEMBER	YOUNG EAGLES	
14 OCTOBER	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
11 NOVEMBER	CHILI COOKOFF	DINNER AT 5:30 PROGRAM AT 7:00
9 DECEMBER	CHRISTMAS BANQUET	6:00 SOCIAL HOUR

Wanted and For Sale

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

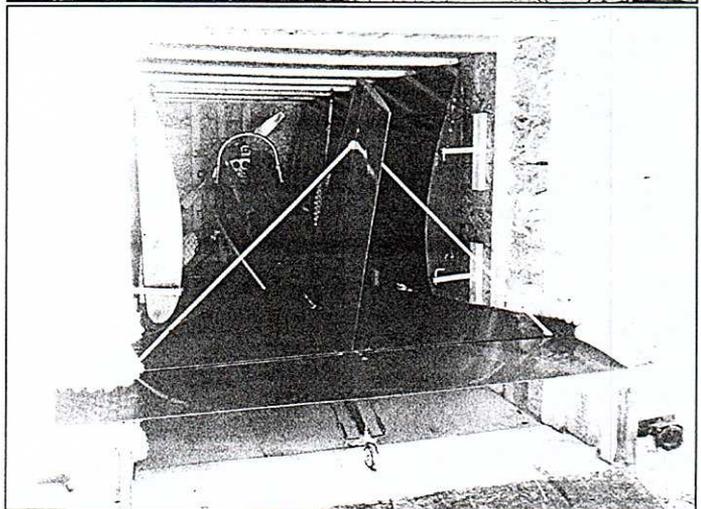
Instructor Available. Chapter member Bob Browne CFII SE ME INST Rotorcraft. Will provide free flight review for Chapter 35 members. 830-612-2371.

For Sale: The Grey and the Green Condo Units at San Geronimo Airpark have been completed. Three spaces are available for sale. These three must be sold so that the final Condo Unit can be built. This unit will contain 4 larger hangars (50' wide x 42' deep with electrically operated overhead doors) one of which will be made available to Chapter 35 to sublet to members for various project spaces. Remaining spaces in the Green and Grey Condo Units are 40' wide by 32' deep with concrete floors, corrugated sheet metal divider walls, bi-fold doors w/ smaller entry door. There is water to each space and electrical power at the end of each Condo Unit. These hangars sell for 35,000 and require a 25% down payment to hold. Call Dan Cerna at 688-9345 or Lew Mason at 688-9072 or Dave Baker at 688-3358. **For Rent:** Enclosed "T" Hangars \$125/month. Open "T" hangars \$75/month. Call a person listed above.

FOR SALE: TURBINE ENGINE. Solar T 41M-9A turbine driven power and heating unit as found in the KC-135A. Total unit is very large and weighs 600 lbs, but turbine unit when removed is very small and lightweight. Reasonable offers accepted. Norris Warner, 830.510.4334, or cell 210.363.1282, e-mail: njwarner@ev1.net for more info or picture.

For Sale: Ring Mount for Dynafocal Lycoming. Just add your connecting tubes to your fire-wall hard points. Not pretty, but sound. Donated to chapter 35 by Stan Shannon, SWRFI President. \$75.00. Contact Norris Warner 830.510.4334 (Metro) or Cell 210.363.1282.

For Sale: JDT Minimax 1500R Sport with Custom Trailer Aircraft: Airframe (less than 2 hrs) - Polyfiber Finish (Pontiac Red) - Rotax 447 Engine 40 HP (less than 2 hrs) BRS (Blastic Recovery System) - Leather Seat - Wheel Pants - Wing Tips - Tennessee Wood Propeller Anti-collision Beacon - Instrumentation: Altimeter, Airspeed Indicator, Cylinder Head Temperature Gauge, Exhaust Gas Temperature Gauge, Accelerometer (G-Meter), Slip Indicator, Hobbs Meter **Trailer:** 16.5 Ft Custom Built Enclosed Trailer - Internal Mounting for Wings - Designed for Anti-Shifting **Asking \$15,000 for aircraft and trailer** - For more information/photos call Jeff at (210) 658-8337 or after 6pm (210) 310-0329. E-mail: jeffk@calvarychapelsanantonio.com

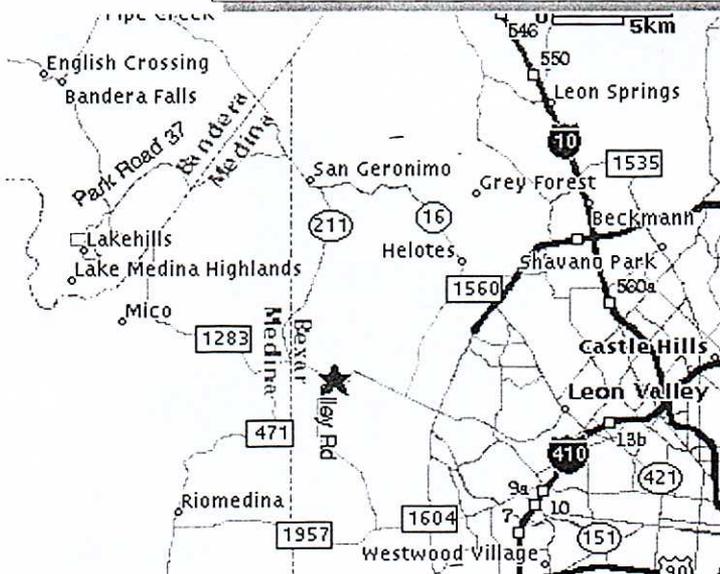


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17111 Blanco Park Cove
San Antonio, Texas 78248

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
VOLUNTEERS NEEDED
BOY SCOUT AVIATION MERIT
BADGE FLYING DAY
MARCH 18 @ HONDO
PILOTS, TEACHERS, GROUND
COORDINATORS NEEDED.
PLEASE SUPPORT THIS MISSION