



RUNWAY 35



The Leader In Recreational Aviation

November 2000 Issue

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

Inside this Issue:

Clear Prop!	1
President's Corner	1
Chapter Directory	2
Please Read This...	2
VEEP Report	2
Up Close and Personal	2
Scenes from the Meeting!!	4
Maintenance Moment	4
CFI's Corner	5
Oceans and Airplanes	6
Abilene 2000	7
The Brits are Coming!	8
Moment in History	9
...More Scenes...	9
Events and Happenings	10
Wanted & 4 Sale	10
Christmas Party News	11
Directions to the Meeting	12

Clear Prop!!!!

Editor's Mouth...

by David C. Talley



This month's edition of Runway 35 is jammed packed with everything you need to know with all of the aviation news that's fit for print. Read on, my fellow aficionados...

NEWS, NEWS, NEWS...

- Food, food, food...this past month's food was prepared by Don and Norma Staats. They prepared beef stew and I have to confess it was probably the BEST beef stew that has ever crossed between my teeth. Thanks, you two! Maybe again next year??? (I only hope I spelled their last name correctly...this time!) ©
- Clean-up time once again! Yup, folks...it's that time of the year again! We're hoping to have a BIG CREW to assist in the maintenance activities. C-U There!
- Dues, Dues, Dues. Yup, folks...it's that time of the year again! As you know by now, there has been a drastic increase in the chapter dues. They've gone up fifty cents a month. We're now up to eighteen bucks a year. Sorry. Will you ever get over it? All right, stop crying. © Please get your check or cash to our illustrious treasurer, Joanne Warner ASAP. Please note that in years past we've "milked" a few along. With the rising costs of running the chapter, we're not gonna be able to do the same this year. No pay, no newsletter. So please be a great member. You know what to do...
- A BIG THANKS Goes out to Seurer Electronics for the SECOND Canon copier that resides in our chapter house. It seems that someone wore out the first, so through the generosity of Ed and his son, Tony, we now have a fresh copier. Please be sure to thank these two when you see them. Please use the copier ONLY for official EAA Chapter 35 needs.

President's Corner

By Ed Seurer

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

November 2000

Hi!!

We got some needed rain and I hope it fills up the cracks at the airport.

Thanks to Don & Norma Staats and their crew we had another great meal.



Get your tickets early for the Christmas

Party. It should be a real Good Time. The Christmas Meeting will be December 9 starting at 6 p.m. The tickets cost \$ 11.00. We will be having dinner and the gift exchange as in the past years - so start shopping for a fun \$10 aircraft related item.

Does anyone know who George ??? is that has the VP-1 on the Bulletin Board? If you do please let me know.

Last week for orders of the 2001 EAA Calendars. They cost ~\$8 and this year EAA is offering 2 designs (Ultralight pictures or Warbirds with General Aviation pictures). If you want one, please call me. I will send the order in the first week of November.

Remember, we meet at noon (12:00 p.m.) on November 11 for a 'Fix-Up & Clean-Up' Day. We need a few chainsaws, hammers, paintbrushes, etc. If we have lots of help it won't take long at all. The evening meeting and meal start at 5:30 p.m.

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VEEP Report...

By Bob Day

November 2000

Our October meeting was a smash hit. Roy Bailets, our guest speaker from Fiber Art, gave a wonderful presentation on composite building and all the goodies it takes to build these plastic aeroplanes. For those of you who may have missed the program I hope he will honor us again in the not too distant future. Roy's background in the air craft field includes sheet metal/structural assembly, electrical wiring installation and virtually the whole field of production/manufacturing, proof of concept, prototype development, and design using epoxy thermoset resin and fiber resin composites. Roy said he would like to be a technical consultant for the members of our chapter who are building composite projects so if you have a question you may ask him at 830-914-4924 or e-mail roybailets@hotmail.com



After our meeting Roy and his lovely wife, Violeta, visited with Betty and me at our home on San Geronimo Air Park. A very educational evening for me and we talked into the wee hours of the morning. Roy was particularly impressed with the depth and breadth of our members' knowledge relating to aviation and our hospitality. And Don, he was even delighted with your stew (as was everyone else).

Our November meeting and guest speaker will feature one of our very own, Ron Paduh. I asked Ron a while back to give us a program. He begged off at the time saying that some of the material he wanted to use required permission in as much as it was copyrighted and he just didn't want to give an off the cuff program. His background with the Air Force and

then the FAA means we are going to have another top-notch evening.

I have a special request to our members. If you are able, could some of you bring a covered dish to the November meeting? Also we need some help to do the mashed potatoes, gravy and dressing. Herman and Kathlene White are doing the turkey. If you would like to help out in any way give me a call at 210-520-4414 and I will try to coordinate things.

Betty and I attended the SW Regional fly-in this past weekend and managed to get very wet. Saw a number of our chapter members there. The weather was terrible so we came back to San Angelo and visited with our daughter and family Saturday evening and Sunday. I understand they are moving the event up a month (September) in an attempt to beat Mother Nature. I'm sure the Talleys will fill in all the details on the Fly in so I'll make no attempt. See you at the meeting or before!

De Veep

Up Close and Personal...

Julius Junge

By Miriam S. Talley

We have here a Texas native. Born in Dallas in 1931, Julius Junge, was then raised and lived in Fort Worth until the 1970's when he moved to the deep south of San Antonio. As with all our other aviation boys, he grew up building models.



(Continued on page 3)

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 it 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. EAA HQ and EAA chapters, along with any viable aviation organization may reproduce any material within these pages if appropriate due credit is given. ©2000 by EAA Chapter 35 unless otherwise noted.

(Continued from page 2)

These models just got a whole lot bigger as he got older.

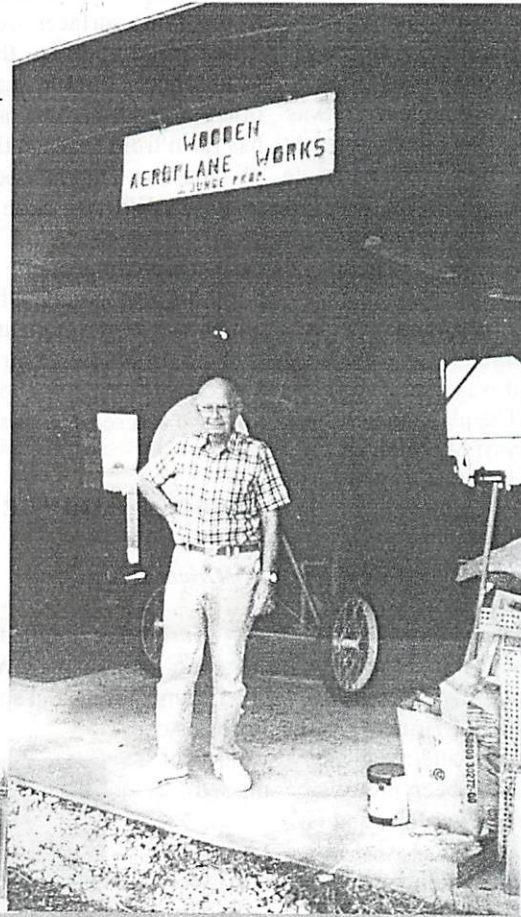
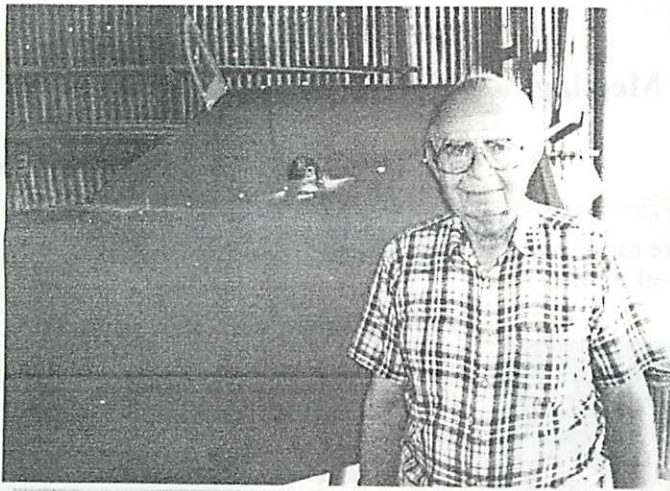
In 1948, Julius had a friend that was a pilot. They would regularly head out to Russell Field to rent a Piper Cub for \$7.50 wet. His friend would let Julius take the controls and get some hands on flight time while in the air. Well this one day, as they were getting ready to land, his pilot friend tells Julius to "follow him in" with the controls. As they came in for the landing the plane hopped and skipped and wobbled down the runway. Julius exclaimed, "What was with that landing". His friend answered, me?! You landed the plane! It seemed that with no one at the controls, the old girl landed herself. Later, they had looked at buying a Funk for \$400. But in those days, \$400 was a lot of money.

not distinguish between the resistor color stripes. So, he was sent over to maintenance...painting. I guess color was important only in radios. Julius eventually got to Carswell AFB in Fort Worth. When reporting in to obtain a clearance to drive on the flight line, he was asked for his military ID. What ID? With 2 1/2 years in service, he still had no military ID. Well, come time to re-up...it was hasta la vista. Julius was not to impressed with military service.

With GI Bill in hand, Julius

stuff just sounded too exciting, the juices started flowing...what should he build? After considering the VP-1 and a KR, Julius settled on a F.R.E.D (Flying Runabout Experimental Design). Why a FRED?? It was designed in England, where there is no space to store anything and hangar rates are outlandish. One just

folds up the wing and tows it to and from the airport. To fill up, one just pulls into a gas station and tops her off. Towards the end of the construction of his FRED, Julius decided a pilot's license would be nice. He placed an ad for a tail dragger instructor in the newspaper and received three responses. He went with Dale Jackson from Hondo who had an Aeronca L-3 to fly in. After about 9 hours of instruction he soloed. With a solid 45 minutes of solo time with which he slipped the surely bonds... it was off to try out FRED. Julius did take the precaution



1951 found Julius raising his hand for service in the US Air Force. He arrived at Lackland to find tent city. The base had more recruits than it could handle. Along with the tents, latrines had been dug on the parade field. It was 6 weeks before his group got any uniforms. They had to find something for these recruits to do. So, everyone who knew how to type was to raise their hand. This group was hustled out to administration. Those with ROTC backgrounds raised their hands next. This group was hustled off to drill for the next couple weeks. Julius got really good at drilling. Come time for tech school, Julius requested radio school and was sent off to Scott AFB, Illinois. One glitch, Julius was colorblind and they were afraid he would

went back to school and earned a BS in Commerce from Texas Christian University in Fort Worth. After graduation Julius worked in his father's insurance business. He later transferred to another company working in commercial underwriting which eventually brought him to San Antonio.

So where does all this airplane building come into play?? Julius was always into antique cars and restoration. But then on a 1980 trip to the National Air and Space Museum, Julius purchased a book written by an Englishman entitled "How to Build and Fly Your Own Airplane". The book described in detail how to build a VP-1, along with biographical data of the author's aviation career. Well, this building

of having someone else try out FRED for the first flight, but after that Julius racked up 90 hours of solo time in FRED. He first flew with a Volkswagen engine and then a Subaru engine. When asked about the pilots license, Julius with a grin and a toke on his cigarette said "Dale ran out of space on the back of my student license for solo endorsements, and after 90 hours of flight time in FRED I realized I liked building more than flying". (Obviously, Julius never flew a Stinson, behind that throaty Franklin). The FRED had some peculiar flight characteristics. If one let go of the stick, the plane would just nose over. Even adding a spring didn't help much. Then to perform a normal coordinated turn, cross controls were necessary. At first, Julius

(Continued on page 4)

(Continued from page 3)

thought it was his building skills or lack there of that caused these peculiarities. But reading articles from other FRED builders, he realized, it was the plane. And to this day Julius states he likes to fly an airplane that needs flying vs. a plane that flies itself.

FRED was just the beginning of a distinguished list of projects. After getting his hands on a catalog of plans from Gordon Coddling in Arizona. Julius bought the plans for a 1912 White Monoplane. It was very unique and Julius never really thought about flying it. However, in 1990, he wrote an article about building the monoplane. A letter response to his article came from a gentleman in California, where in great detail he explained why the monoplane would never fly...the aerodynamics were wrong. Even after making some suggested changes to the plane, it was hard as hell to taxi, never mind fly. The plane never flew, but was sold to the city of McAllen and is now proudly displayed in the local airport.

Next to be built were a Mini-Max and a Hovey Delta Hawk. Julius then saw the movie "Those Magnificent Men in their Flying Machines" and was hooked on the 1910 Roe Triplane...he just had to have one. He was just about to fly the Triplane when someone from the Rio Hondo Texas Air Museum saw the plane and made an offer. The offer must have been pretty good, because the plane never flew and is now in the museum. The Texas Air Museum at Stinson then asked Julius to recreate a Marty Monoplane, which apparently had something to do with the Stinson family. Six years ago, Julius built his famous Bleriot for Roger Freeman. The 80-inch mahogany prop is a work of art in itself. Then after seeing a picture of the Bleriot in a magazine, Don Campbell, of Chicago, also had to have one. A third Bleriot project is planned for early next year. Julius credits the WWI Aero Magazine and organization for providing much detailed research, information and supply lists on these magnificent old birds. However, I give credit to the artist in Julius for bringing it to fruition.

A visit to Julius' working hangar at Cannon Airfield, on the south side of town, is a must. Tucked in the corner is a cute, bright

yellow 1930's Flying Flea or Pou du Ciel in French. Literally translated this means, "louse of the sky". The Flea has been taxied and even broke ground for a short hop while still in its testing phase. Can't wait to see this cutie fly. In the middle of the hangar is the current project, a 1919 Farmin Sport, in arrest me red colors and bright yellow wheels. This bird is quickly taking shape. The scalloped trailing edges of the flying surfaces are a work of art. This Farmin Sport has the original landing gear, wheels, throttle quadrant and a few other pieces and some pictures. The rest has risen from ashes in the creative hands of a master. The rhetorical question comes to mind...When is an airplane art?

Perusing pictures on the walls that proudly boast his projects and albums filled with old photos is mesmerizing. Julius, our hats are off to you. You are bringing history out of the picture books and into a form we can see, touch and hear. Thank you!

Scenes From the Meeting

By Miriam Talley

For those of you that missed the meeting...for shame! We had a great food, camaraderie and speaker. Here is a synopsis of what you missed...

Don Staats and lovely wife Norma created a Beef Stew to die for. John La-tour even brought some home made bread that was still warm from the oven. Thanx guys!



We got an update on Skip Barchfelds bilateral knee replacements-he's ready to go dancing with the pretty lady in red shoes.

Da Veep, Bob Day, brought up giving a donation to the local volunteer fire department. They were instrumental in the quick and expeditious treatment of our own Herman White after his ultralite crash. A \$100 donation was voted on and approved by attending chapter members.

The chapter house and grounds clean up has been rescheduled for 11 Nov., 1200-1700. Be there or be square.

The Christmas banquet menu was voted on by attending members. London Broil won by a land slide. This is Texas...beef country. Hmmm, I'm hungry already just thinking about that mushroom sauce.

Betty Day had a huge smile on her face after winning the 50/50.

Bill Haskell gave us an update on the South East Regional Fly-In at Evergreen, Alabama, which is held the first weekend in October. Said it is an awesome fly-in, great airport, good time and worth the trip. Gotta keep it in mind for next year. Also, Brenham Airport (home of Blue Bell Ice Cream), is under new operations, has a new building.

Guest speaker Roy Bailets presented an excellent talk on composites...see synopsis elsewhere in newsletter.

Al Almond offered lots of hugs....to lovely ladies of course.

Maintenance Moment

By Julius Junge

Most of us have wished, at one time or another, that we could weld aluminum sheet. I have found a relatively easy way to do this. A company by the name of Chronatron makes an aluminum brazing alloy rod that is very easy to use with a torch.

A liquid flux is applied to the base metal. This is heated with a soft flame until the flux dries and begins to melt. Apply the rod and a small ball will form. When the ball begins to flow, move



(Continued on page 5)

(Continued from page 4)

down the joint for the seam. The rod will flow out making a joint as strong as the base metal.

The secret is that the aluminum rod melts at a temperature 10 to 15 degrees before the base metal. With practice and care it is next to impossible to blow a hole in the base metal.

Chronatron also makes a brazing rod for steel rated at 100,000 PSI. While 4130 steel should not be brazed, 1000 series steel, i.e. 1018, 1020, 1025, is rated at 85,000 PSI-less than the brazing rod.

Chronatron makes a wide variety of high quality welding supplies for all types of welding. They sell direct only and I am not sure if they have a salesman in San Antonio now. You can order by phone, however.

If interested in any of their products stop by my shop at Cannon Airfield. I don't sell anything but have a book that describes all of their products.

Remember, the secret to a good weld is to have the metal shiny clean.

Checklist Discipline is an Attitude

By Mike Lynch, CFI

Most of our piloting decisions are affected by how we think and respond to things in general on any give day. In layman's terms, our *general attitudes* dictate how we respond to things. And for some of us, that can be a very scary thought, in itself. Imagine for a minute a person who might generally be a little forgetful in his everyday life. He may be one of the guilty ones who doesn't remember his wedding anniversary, or he may just simply forget things like his keys--in the ignition of his own locked car! Now, as a pilot he is "Joe Cool" and never misses a beat...usually.

Of course, none of this ever happens to *any* of us! But the point I'm trying to make, is that we, as humans, have little frailties that we, ourselves, don't really make a big deal about when stuff happens. And most of the time, we blow it off when we make a little mistake because that's not the way we *normally* behave. There are

usually mitigating circumstances that cause us to behave *abnormally*. Like, a few weeks ago on vacation I locked the rental car keys in the car. I never do that at home! I did it because I was relaxed and on vacation, and it was a different set of circumstances because I wasn't doing things at that time that I *normally* do. And that's most often when it can and *does* happen to all of us. Right? Not necessarily. Let's check out this story from the NTSB files:

On September 26, 2000, at 1645 Alaska daylight time, a Piper PA-18 tundra tire equipped airplane, (N-number withheld to protect the individual) sustained substantial damage when it struck brush and trees during takeoff from an airstrip between Seymour Lake, and Visnaw Lake, in Wasilla, Alaska. The private pilot and sole passenger on board were not injured. The personal flight was being conducted under 14 CFR Part 91, and departing for Lake Clark Pass, Alaska for a hunting trip. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed. The pilot told the NTSB investigator-in-charge during a telephone interview on September 28 that he normally sets 10 degrees of flaps prior to takeoff. He stated that he applied full power, *and then noticed he had not deployed the flaps*. He indicated he removed his left hand from the throttle and reached down with his left hand for the flap handle. The right wing contacted brush along the narrow airstrip, and the airplane swerved right into trees. The airplane sustained substantial damage to both wings, and the fuselage. The pilot stated he lives nearby, and normally operates from this airstrip.

Now, I rest my case. This poor gent normally sets 10 degrees of flaps prior to takeoff, and he normally operates from this airstrip. Right? If all of this was normal, what happened to him on this particular day? For some reason, he engaged the throttle before checking the flaps.

It's true that mitigating circumstances cause us to respond abnormally to familiar situations. And that's what we've been studying about in the school of Aeronautical Decision Making (ADM). For those who attended the seminar last month, you know what I'm talking about. Our attitudes have a larger bearing on our decision making than any other factor. Now many will ask what the above example has to do with

attitudes, but before I answer that question, let's move on to another example:

The pilot of a Cessna 210 was vectored onto a long final approach to Runway 30 at Albuquerque, NM. About three miles from the runway, he slowed the airplane to 140 knots (V_{go}), then slowed further to the flap operating speed (V_{fo}). He was going through the final prelanding checklist when a "bright" annunciator light on the GPS display panel illuminated. The pilot said he was distracted by this light and was trying to turn it off. The pilot wrote, "With this



distraction, I failed to check for the gear down green light and landed with the gear up. The gear horn came on as I flared, but it was too late."

Here's a case where a normal, routine procedure is interrupted by a distraction. The pilot *forgot* to lower the gear because he was distracted from the checklist, we shall assume.

Going back to our first example, the normal, routine takeoff must have

had some sort of distraction also, since the pilot *forgot* to lower the flaps before pushing in the throttle.

OK. In both cases (and many others you, yourself can recall) we *forget* to do something and all hell breaks loose. That's why we have checklists, right? Why didn't these folks use the checklist? One of them *may not have had* a checklist, the other just stopped using the one he *had*. This would be a classic case of "failure to use the checklist," in any CFI's book. But again. Not necessarily!

After all, I have had the pleasure of flying with many different types of pilots and out of the corner of my eye have observed every one of them on this point. Some stuck to the checklist with a professional tenacity, while others tried to throw the thing into the back seat. *Checklist discipline* is an individually developed piloting skill that requires a proper *attitude* to perform effectively. Simply spoken, "If you don't want to use the checklist, you won't."

And making a habit out of using the checklist

(Continued on page 6)

(Continued from page 5)
properly would have, in my opinion, saved both of these pilots from destroying their airplanes. I say "properly" because a checklist can be used, but not followed. That's because the user is simply either trying to impress me, or he/she never learned to use it as it was meant to be used. That is, say the checklist item, then *do* it! Many will say the item, then....say the next item without actually doing anything! Our Cessna 210 pilot got permanently distracted from using

the almighty checklist. *Proper* checklist discipline teaches you to *complete* the checklist before moving on to the next problem! And proper discipline is an *attitude*.

So you say, "So what's the big deal? I believe in using the checklist!" Our two featured pilots may have said that, too.

In the world of ADM, we study the Five Hazardous Attitudes so we can be aware which

ones we, individually, might be prone to. Then we learn and practice to apply the antidote that counters the hazardous attitude when it manifests itself. A Hazardous attitude usually underlies the reason why we respond the way we do, even normally. And in the above examples, there may be several of the five that explain why they *really* didn't use the checklist properly. Which ones, do you think, apply?

(Continued on page 7)

JOANNE GOT THE OCEAN and I GOT AIRPLANES!

by Norris Warner

By late summer, it was clear that both of us needed to get away. We were both deeply involved in a very contentious school bond issue in our Bandera school district, and win or lose, after the September 30th vote, we would need to wind down.

Joanne loves—*really* loves—the seashore, and so she proposed we spend a week in the beautiful capitol of British Columbia, Victoria. Often called "more British than Britain" this flower-filled, quaint seaside city is filled with things to do and see, and abounds with great restaurants and pubs. Joanne booked us into a seaside B&B, owned by Gary Bowles, which sported only two guest suites. Gary gave us VIP service and gourmet food—but he also came up with one of the great arctic aviation rescue stories of all time.

Gary had sized me up as an aviation nut pretty quickly, and so he asked me if I remembered the movie "Hey, I'm Alive!", which had starred Sally Struthers and Ed Asner. He quickly went on to tell me about his uncle, Charles Hamilton, who had risked his life to rescue Helen Klaben and a Mr Flores after they had survived 49 days in the Yukon.

After the Flores/Klaben Cessna crash-landed, they had been able to gain some shelter in the wreckage and even some heat by burning aviation fuel. Having gone down in early February of 1963, they were to endure some of the most vicious cold and blinding snowstorms imaginable. Search flights went on day after day, but finally the obvious had to be recognized.



Operating as Yukon Airlines, Charlie and partner Harold Comish operated both Beavers and Otters out of their home base, Watson Lake, Yukon Territory. Winter flying on skis in those vast and unpopulated areas is always a risky proposition, but charter trips—especially freight runs—were flown on every flyable day.

On one such flight Charlie seemed to feel that he should detour around a mountain chain just to recheck an area that had been scanned time and again after the Cessna had turned up missing. Dismissing the urge, he completed the planned trip, only to find that on the very next day he had the same urge to over fly that area.

Bingo! From his Dehaviland Beaver, Charlie made out the "S O S" in the snow, but there was no suitable terrain anywhere near to land. Sizing up all of his options, and knowing that if anyone still survived, no time could be wasted on calling in a ground party. His closest possible landing site was a snow-covered lake about two miles away, and the landing was uneventful. Breaking out some of his survival gear, Charlie headed overland to either confirm worst fears or to meet arctic survivors of incredible resourcefulness and courage. Fortunately, it was the latter.

After 49 days, the effects of their prolonged exposure, coupled with injuries suffered during the landing accident, neither Flores nor Helen Klaben could assist themselves in reaching the Beaver. Charlie Hamilton, working against both the daylight and medical emergencies at hand, devised a sled out of a portion of a wing panel for Flores, and finally decided he could carry the emaciated woman on his back while he pulled the sled over the two miles of rough country.

Arriving exhausted back at the Beaver, we can only imagine the effort required to gently load these survivors and then to warm the oil in order to start the big Pratt & Whitney radial.

So there it was, a breath-taking story of a courageous aerial rescue in one of the most difficult and uninhabitable areas imaginable. As a footnote, the long-retired Charles Hamilton is still going strong, and I was invited to talk with him right there in Victoria. I passed up that offer on that day, a decision I now regret. God speed, Charlie.

1. Antiauthority (don't tell me!). This attitude is found in people who do not like anyone telling them what to do. In a sense they are saying no one can tell me what to do. They may be resentful of having someone tell them what to do or may regard rules, regulations, and procedures as silly or unnecessary. However, it is always your prerogative to question authority if you feel it is in error.

2. Impulsivity (do something quickly!) is the attitude of people who frequently feel the need to do something-anything-immediately. They do not stop to think about what they are about to do, they do not select the best alternative, and they do the first thing that comes to mind.

3. Invulnerability (it won't happen to me).

Many people feel that accidents happen to others, but never to them. They know accidents can happen, and they know that anyone can be affected. They never really feel or believe that they will be personally involved. Pilots who think this way are more likely to take chances and increase risk.

4. Macho (I can do it). Pilots who are always trying to prove that they are better than anyone else are thinking I can do it - I'll show them. Pilots with this type of attitude will try to prove themselves by taking risks in order to impress others. While this pattern is thought to be a male characteristic, women are equally susceptible.

5. Resignation (what's the use?). Pilots who

think what's the use? do not see themselves as being able to make a great deal of difference in what happens to them. When things go well, the pilot is apt to think that's good luck. When things go badly, the pilot may feel that someone is out to get me, or attribute it to bad luck. The pilot will leave the action to others, for better or worse. Sometimes, such pilots will even go along with unreasonable requests just to be a "nice guy."

Next month, we will discuss the antidotes and some practical application of this principle. In the meantime, think smart, fly smart, and enjoy the sky!

Abilene 2000

By David Talley

A few things come to mind as I think of a way to describe the happening formally known as Kerrville, now Abilene.

Let's see... there's Car Wash, Prop Wash, Wing Wash Out, and then there's just "plane" old WASHED OUT! Yup, for definitely two of the last three years Mother Nature was not happy with the move from Kerrville. All said there were very few airplanes on the ramp, once again.

Miriam and I were all ready to go. Wednesday, I test flew her Stinson after changing the oil and filter. Then it was over to the wash rack. She got the royal treatment with a thorough wash and dry job. Of course, a small rain cloud happened by and dropped a few thousand rain drops *after* I dried her off. Like we say in the Nuclear Navy, "oh well". Miriam came by after work and brought the vacuum. The interior was spiffed-up ready for the "show and tell". Heck, the Plexiglas® was even polished. We were both getting excited when "Da VEEP" rides up on one of his machines. He declared that it was gonna rain. I replied that I watched the weather channel and just knew that things were gonna be good. His reply was that "it changed". Hum.

Miriam taxied the plane to the hangar and we tucked her away all ready for the trip in the morning. We drove home after making it through the Taco Cabana drive thru. We turned on the weather channel and began to cry. Maybe *next* year.

We loaded up the car and drove up on Thursday. The weather was cloudy but flyable. We arrived and checked things out. We started bumping into Chapter 35 folks from the get-go. All told, we ran into 21 members and families. What a showing!!! We can't say that we bumped into everyone but we did for the following:

Ken Kartys and wife Debra
 Bob and Betty Day
 Gene, Ute, and Nathan Tobias
 Terry Gombert
 Chris Christianson
 Louis Hastings
 Burke Bristow, his brother Brandon and their dad
 Mike Canion
 Frank Ross
 Brad and Judy Dopplet and their two boys
 Harry and Mable Kentner

Friday night was pretty wild. The local EAA chapter holds an outdoor shindig over in the T-hangar area west of the big hangars. Food and drink and a band. All, for a donation of your choice. Not bad at all. We met a bunch of nice folks. There was a big contingency from the Lubbock area. When we told one of them we were from San Antonio, he went on to tell us about a fellow who was stationed at Lackland and was building a Cozy. I mentioned that that would be Terry Winnett and he about fell over. All-in-all, it was a great night with a great band. This year was country and western, last year was the blues. They're not sure what style they're going to have next year, but we are all invited.

Saturday was rained out. There were forums to attend and people to meet. Other than that things were washed out. They did have a few planes up for a mini airshow. The weather cleared early in the evening, however, there were those pesky showers still coming through.

Sunday showed up sunny and cool. We loaded up for the trip home. There were some low clouds around but I think we could have flown home. We visited two small airports on the way south and are looking forward to flying to them some day. Next year the fly-in has been moved up on the calendar to the 20th and 21st of September. So mark them up and start praying for good weather. Maybe we'll see you there!

STORIES of the BRITISH COLUMBIA AVIATION MUSEUM
by Norris Warner

Not large by most standards, but a completely enjoyable and fascinating museum, thanks to the craftsmen and docents. In fact, visiting with these gents was so enjoyable that we squeezed in a second visit late in the week of our seven-day holiday. Let me introduce you to a few of these fellow aviation enthusiasts.

In the restoration shop, we were introduced to C.J. "Jeff" Phillips, retired cartographer for the territorial government. I guess that someone who had spend a lifetime performing exceedingly meticulous work would be well suited to do detailed restoration work, but I was completely "blown away" by Jeff's current project.

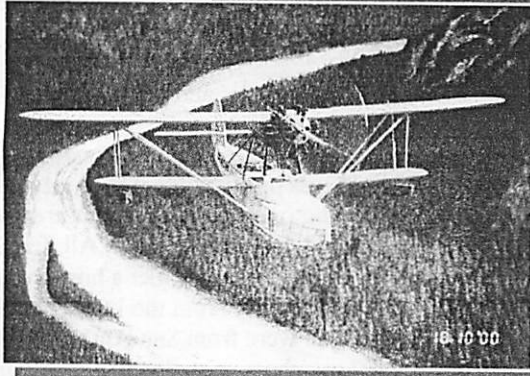
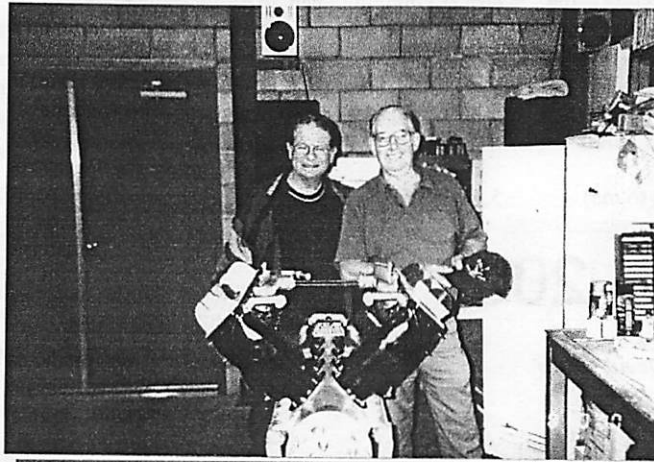
I'm guessing many of us can visualize the World War I French "Hisso" V-8 engine, which became quite notable here in the states as an upgrade engine for the war-surplus Jennys. It was, of course, famous during the war as the SPAD power plant, but in today's rush to build scale versions of famous airplanes, where do you go for a 7/8 scale Hisso? The answer is simple. Jeff Phillips!

Jeff has invested about two years of volunteer time to build an absolutely perfect 7/8th scale replica of the real thing—and he has done this all from two 8 1/2" X 11" sheets of drawings of the original. Of course, he had to first draw up the engine full size, and then reduce everything by 1/8th. That alone took three months of daily work. And when I say everything is reduced by 1/8th, I mean everything: bolts, sparkplugs, etc, etc. And the work is as near perfect as perfect can be. I'm sure Jeff would say my mouth was hanging ajar, and it was.



is one of 16 built in Detroit, and one of five that were flown to the Yukon Territories in 1932. Built as a sports aeroplane, when the depression really set in, commercial work seemed to be the way out for the pretty Curtiss Challenger-engined biplane.

It so happened that the docent who took Joanne and I on the guided tour that day, was also the fellow who had restored this seaplane. This most interesting, crack restorer, Bert Clark, served nearly 25 years in the RCAF as a pilot, and at one time, was actually current in six different RCAF types—from trainers to jets. Yes, we did have a lot to talk about of our military careers, but we had even more fun in talking about his "baby," which he had spent 10 years rebuilding.



The museum has a completed 7/8th scale SPAD setting there ready for Jeff's engine. Oh yes, Jeff has had to build the exact scale wooden engine mount, radiator, cowling, etc. so that his jewel can be dropped in early next year.

A couple of other notes: 1) No, the engine is not operable, but you would not know it by looking, and 2) his next project is likely to be a 7/8th scale rotary for a museum-owned 7/8th scale Nieuport. Durn these guys that keep building scale airplanes and then just quit when they get to the engine! My hat is off to you, Jeff!

One of the museum's proudest displays is the only surviving Eastman E2 Sea Rover, a 1929 3-place flying boat. Their example

Apparently not all of the pieces of this display airplane were from the same original, but the bulk of it is of the same registry now displayed, CF-ASY. The fuselage contains oak frames, and the aluminum skin is actually bolted on using stainless steel bolts. Bert said that it was not uncommon for the flying boat to land on snow, which means this fuselage was plenty tough. He went on the point out that although the front cockpit was meant only for the pilot, they have seen pictures showing two in it, making for a four-place ship. This particular airplane was apparently last flown in 1945, when it was aban-

(Continued on page 9)

(Continued from page 8)
 doned by an aging owner.

Thanks, Bert, for a wonderful few hours!

It wouldn't be fair to close this out without telling you about the Memorial Room, which is meant to be a tribute to Allied Airforces of both world wars. Our docent that day was Eric Crump, who allowed that his restoration work really centered around



Ford Model "A's." In fact, Eric was not a pilot, nor even really an "airplane guy,"

and his military service was with the Royal Canadian Navy, years ago.

Of course, we toured all areas that day with Eric, but when we got to the Memorial Room, he seemed a bit more formal and deliberate. Full of artifacts of all kinds, the area really was a room of memories and memorials. In looking through one of the listings of airmen lost, Eric allowed as how his older brother was lost in an early-war British bomber daylight raid. When the three-bomber formation ran into trouble, only three chutes were spotted. Eric could only bring himself to say "well, that was a long time ago."

It sort of occurred to us that Eric's service with the museum was probably dedicated to his brother's memory. And what a wonderful and ongoing memorial to his brother and the "greatest generation".

Moments in Aviation History

By Miriam S. Talley

This month's selection comes from "T-Hangar Tales" by Joseph Juptner.

Back in 1937, Al and Les were two pilots from Kansas who owned an OX-5 powered "American Eagle" as partners. They both loved to fly, but they could never agree on who would be boss! Finally, in heated disagreement Les took the engine, fuselage and landing gear, while Al took the wings, tail group and propeller. Thus it was until they settled the issue. Many more partners have felt the same way, but lacked the initiative to do it!



...More Scenes from the meeting...

Here are a few pictures from the meeting. We have a shot of our guest speaker and his lovely bride. Thanks to Roy and Violetta Bailets for visiting our group. Also, as you can see, there was too much "funning" going on in the kitchen. Enough good things can't be said about the meal. The food was awesome! Look at the smiling faces of one of our webmasters along with his family. Thanks to the Staats for the great eating. Also, thanks to smilin' John Latour for the warm bread!



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.)

4 Nov - Seguin, TX. Annual Elm Creek Fly-In 2000 (OTX6) Fly-In, Drive-In, Walk-In. Start 10am, lunch at noon. Traffic patterns to the east. Freq 122.9. Fuel available at New Braunfels. For info call 830/303-0060 or 6577

4 Nov - Grandbury, TX. Chapter 983 Fall Fly-In at Pecan Plantation Airport (OTX1), 817/279-7420

11 Nov - EAA 35 Chapter House and Grounds Clean Up - 12-5pm.. Be there or be square! Food and meeting follow.

11 Nov - Galveston, TX. Texas Aviation Hall of Fame Fly Day, 409/740-7722.

11 Nov - Conroe, TX. Chapter 302 Fly-In BBQ, 281/376-1630

11 Nov - Grand Prairie, TX. Old Festival Fly-in. Contact Jack Tyler @ 817/461-4888

13-14 Nov - Dallas, TX. Business Aviation Training Conference & Tradeshow. www.at-events.com/bats

9 Dec - San Geronimo Airpark. Chapter 35 Annual Christmas Dinner. Tickets on sale now.

28-20 April 01 - Nacogdoches, TX. East Texas Airshow and Fly-In 2001 at Airfield (OCH), 936/564-7212 or bobaviator@yahoo.com

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 talley@flash.net

"Remember...Caveat Emptor...buyers beware!"

Instructors Available: Chapter 35 member Zyvonne Langau has the following certifications: CFII, SE, ME, Ground Instructor, Advanced Instrument.. She is available for instruction in your plane. Contact her at 210.692.9851

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

FOR SALE: 1986 Honda Spree. Looks good, runs perfect. Good airport runner. \$375.00

Sheet Metal Toolbox. Comprehensive set with mostly new tools, shavers, squeezes, clecos, cherrymax, etc. Very few pros or businesses have a set like this. \$4,000.00 OBO.

Contact Alan Lawson 210.698-1559.

FOR SALE: San Geronimo Airport Lots. Due to continued interest in lots at San Geronimo Airport (8T8), it has been decided to develop property between the main road and the runway. If interested, contact Dan Cerna @ 210.688.9345.

FOR SALE: AN turnbuckles-
130-16L \$8 ea., 130-32S \$7 ea.,
135-16S \$6 ea., 140-22L \$8 ea.,
150-16L \$8 ea., 150-32S \$7 ea.,
135-32L \$9 ea.

Also have nuts, bolts, washers, plate nuts, tinerman nuts, adel clamps, two-part metal primer, fuel tank sealer, pair 600/6 wheels and some smaller wheels.

Wall props (not airworthy). Your choice \$50 each. SOLD OUT!

Everything half price current catalogs or less.

Contact Julius Junge 210.628-1251.

FOR SALE: Air Command Gyrocopter, approx. 20 min. TT. Geo Metro engine package, Warp Drive 3 blade prop. Prefer to sell airframe and engine package separately.

Stewart Windeler, 698-3649.

Submitted by:
Greg Smith
EAA #371659
Chapter 35 Member in Absentia (or is it exile)



FOR SALE: Corbin Baby Ace "D". Contact Woody Haston for details. 830.379.0719



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

Abilene 2000...a Pictorial View



IT'S CHRISTMAS PARTY TIME!

By Norris Warner

Our annual Christmas banquet and gift exchange is just a month away, so now is the time to get your tickets. Just like last year, the tickets are only \$11 each, and for a sit-down dinner, served to you on china plates, this is one terrific bargain.

At the October meeting, the chapter voted to have this menu:

- Dinner Salad – choice of Ranch or Park Schenley (French blue cheese)
- London Broil (6 oz.) smothered w/sautéed mushroom sauce, twice-baked stuffed potatoes, green beans ala Billie (green beans prepared w/bacon & onions)
- Peach Cobbler ala mode (vanilla ice cream)
- Homemade & baked rolls – butter, Iced Tea

With past president Skip Barchfeld again doing the arrangements with the caterer, you can be assured that this banquet will be simply superb!

Ticket sales began with the October meeting, and we hope to sell out our 80 ticket limit at the November 11th meeting. If you can't make this meeting, please send your check made out to:

EAA Chapter 35
 % Norris Warner
 719 Oak Hills Road
 Pipe Creek, TX 78063

Or for further information, please call me at (830) 510-4334 (METRO free from San Antonio).

The highlight of this fun-filled evening is the gift exchange, chaired by Dave Baker. This hilarious event always has the house rocking, so be ready! Please bring your Christmas-wrapped gift to put under the tree. Try to limit the value to around \$10, and if it has an aeronautical flavor, so much the better. Remember; bring one gift for each ticket you hold.

This event, as always, is our Christmas party, and not an official EAA meeting. Therefore, should you wish to enjoy a libation prior to or with dinner, feel free to bring your favorite.

In closing, last minute requests for tickets make my easy job much tougher, so please do buy your tickets now!

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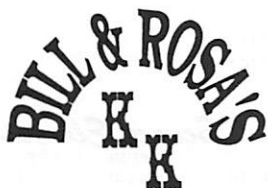
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The Official Newsletter of EAA
Chapter 35, San Antonio, Texas

Norris Warner, Membership Chairperson
719 Oak Hills Road
Pipe Creek, Texas 78063-5652



Name & Address here

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

