

# RUNWAY 35



MARCH 2009

Volume 51 Issue 3

### Inside this Issue

CHARLIE'S FLYERS	1
PRESIDENTS COCKPIT	3
NEWS CLIPS	4
SHEET METAL WORKSHOP	5
AIR & SPACE MUSEUM PICS	6
CHAPTER 35 CONTACTS	8
CALENDAR	9
WANTED & FOR SALE	10
SPONSORS	11
DIRECTIONS TO SAN GERONIMO	12

## CHARLIE'S FLYERS

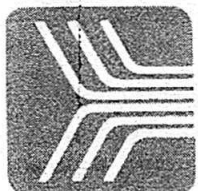
By Oscar Zuniga

Every pilot has a Charlie (or Charlene). Charlie is the person who taught you to fly, or introduced you to aviation, or who was the personification of everything that represents flying to you, or all of the above. My Charlie is Charles E. Avaritt III and I am writing this because he just hung up his instructor's hat and I'm so upset I don't know what else to do but write about it.

Those of you who have seen my airplane have seen the nose art on it and have wondered who, or what, "Charlie's Flyers" are. Back in 1978 when I was a few years out

of college and working hard raising a family and being a consulting engineer, it dawned on me that I might be able to combine my love of flying with the need to compress business travel time for efficiency and I could do that if I got back into aviation. I had begun flying while in college and had soloed in a J-3, but money was very short and I couldn't proceed beyond the solo stage in college so I had to put airplanes and flying way, way down on the list of priorities. Once I was out of school and working and my time was worth real dollars, it began to make more sense to consider personal air transportation for

KELLY ABERNATHY  
Production Department



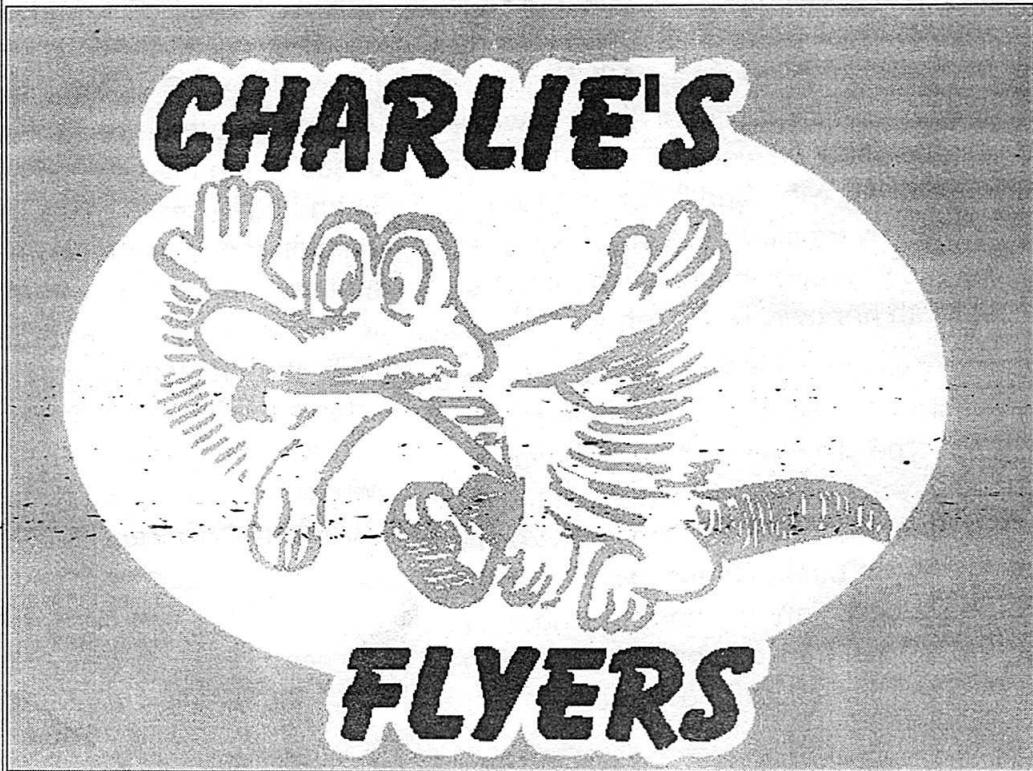
CENTURY  
MUSIC  
SYSTEMS

214 W. RHAPSODY  
SAN ANTONIO, TEXAS 78216  
(210) 496-2050  
FAX (210) 496-3604.

kelly@centurymusicx.com  
www.century-music.com

PHOTOS CONTRIBUTED BY: O. ZUNIGA, S. JONES

RUNWAY 35 PUBLISHED BY  
ED SEURER



## CHARLIE'S FLYERS (CONTINUED)

business travel and I went looking for an instructor. Enter Charlie, who was supposed to be just a tool to help me get from Point A to Point B in an airplane in 1/3 the time that it takes in a car. Instead, over the years, he has turned out to be as close a friend to me as anyone I have ever known in this world and an invaluable mentor besides.

The flightline at Laredo International Airport (the former Laredo Air Force Base) was a very typical post-Vietnam-era place when I decided to get back into flying, with converted military transports busily hauling freight in and out of the border and plenty of interesting ex-military hardware stashed in all the hangars and offices.

Among the motley lineup of transports, FBOs, smugglers, and business aircraft up and down the line at LRD was a little FBO called Charlie's Flyers, providing instruction and charter service. That's where I met Charlie. I walked right in and told him that I wanted to fly taildraggers and that I didn't want to waste a lot of time. I plunked down enough of a deposit to buy a new logbook and a generous block of dual time in the Citabria GCAA that was out on the line, told him that I intended to work my way straight through, scheduled several instructional flights a week for several weeks, and we were off. Charlie's office manager and new wife, Shryll (pronounced "Cheryl"), was every pilot's dream. Besides being a doll, she was cool, calm, savvy, and herself a pilot with her own Tri-Pacer.

I never knew what hit me after that. Charlie is a genuine instructor, not a "never tell the student he's wrong" type. The back of my shirt was drenched in sweat every time we'd exit the airplane to debrief the flight, and the flights came one right after the other. Charlie wasn't rude or violent, he was just firm and correct, and pretty soon I learned that he did everything for a reason. With Charlie, some of those reasons were-

n't in the book, and the main reason was to get me and the airplane from place to place safely and efficiently and to get me home to my wife and family happy and in one piece. It just took me a while to come to that realization because it seemed that the first few weeks of instruction were designed to let me commit every piloting and navigational error ever known, and some new ones to boot. It wasn't that Charlie tried to break me, he would just let me get far enough down the wrong path to see the error of my ways and then he would use the "teaching moment" to show me what I'd done wrong and how to fix it. Before long I was flying solo but he was always in the right seat regardless. I'd hear his voice in my headset, feel his hand on the controls when I got crossed up, see his face when I'd start to make a "VFR flight not advised" decision. And since I'm here today to write about it, Charlie did his job well. He just won't be able to do it anymore and that's what bothers me.

I earned my private pilot certificate and flew plenty of hours on business travel, but I knew I would never stop learning and that I needed to get deeper into flying. Charlie was my passport to new levels of skill and my facilitator when I wanted to pursue additional training. He introduced me to the world of experimental aviation when he noticed my interest in a stack of Sport Aviation magazines on the floor one day, and he sent me home with two boxes of magazines. I don't think I slept more than a few hours each night after that, staying up late to devour one magazine after another and marveling at the fact that an ordinary person could build and fly their own airplane. I knew I'd have to do that one day. **(Continued on Page 7)**

### Electronic Edition

This newsletter is also available online and in color. Visit: [http://eaa35.org/ENL/Mar\\_09/Mar\\_09.pdf](http://eaa35.org/ENL/Mar_09/Mar_09.pdf)

**PRESIDENT'S COCKPIT**

**By John Latour**

February Guest Speaker: Our February guest speakers gave an outstanding briefing of canard designed airplanes.

Aiman J. Al-Kazarii is new to our club. He is on the leading edge of airplane design. Here is a man interested in canard airplanes, willing to devote time and dollars for the sole purpose of improving the canard airplane design to benefit other aviation enthusiasts. Chapter members grasp his every ideas for improving canard design.

Jim Schlattman and Ron Paduh are also on the leading edge of quality control. They compared LSA airplane designs to better fit personal needs. Their trip to Sea-breeze, FL exemplifies the search of a special LSA experimental airplanes to meet the requirement of an over fifty-five pilot.

March Guest Speakers: March brings its own aviation joys and airplane challenges. The weather is colder; it means flying is best. It also means keeping warm and fighting off illness. Visit us at the March 14Th meeting to learn more on the latest requirements of FAA Flight Medical Certification and Human Factors. This is a once in a life time opportunity for us to have two guest speakers: R.B. "Doc" Hecker and LTC Daniel A. Shoor.

R.B "Doc" Hecker plans to brief us on FAA Medical Certification. He promised to meet with individuals for personal consultations after the briefing. The FAA Medical Certification briefing is at noon on Saturday, March 14.

LTC Daniel A. Shoor is highly recommended by Colonel Warner at Lackland AFB. His presentation is on Human Factors in Aviation. Learn more about human factors in pilot performance, airplane design, vehicles and systems. Some psychological and medical aspects are also well documented.

2009 ELECTION YEAR: A Nomination Committee made up of three or more Chapter Members shall take place no later than July 2009. Lew Mason is the appointed Nomination Committee Chairperson. Our goal is to publish the names of the appointed nomination committee in the Chapter 35 newsletter. By the beginning of July, the committee will canvas current Chapter Officers and Directors to determine if they wish to seek re-election to their current position or be nominated to any other position. They will canvas members of all committees and seek those who may be interested in an elected position. Further, they will make themselves available to the Chapter Membership seeking any Chapter Members who may be interested and who are eligible to run for an election position. Our immediate goal is to appoint two members to the

Nomination Committee by the end of June.

CHAPTER 35 VICE PRESIDENT: Bruce Harrison, VP, submitted his resignation last week. Due to his international business expansion, he must devote more time to said endeavor. Currently, time does not allow for him to meet demands of his law firm, family priorities and VP requirements. We discussed how he could fulfill the requirements of a Director at Large by switching position with Dave Baker. Bruce said his new Director at Large position will allow him more time for demanding law firm travel, family matters and Chapter 35 requirements. The position switch is an agenda item for April's Chapter 35 Board of Directors meeting. I wish to thank Bruce for time and effort which he invested to make EAA Chapter 35 a progressive and outstanding club.

**FLY SAFE & ENJOY LIFE LONGER, GOD SPEED!**

Greetings fellow members of EAA Chapter 35 & a belated Valentine Day.

About thirty-five members attended the February 14 meeting. The club was honored with new members, friends, relatives and visitors. Paul Torres, Sally Sagan, David Dean, Patrick Lyons, Tracie & Aaron Stallings were visitors.

Dave Baker collected donations for Ed Seurer's club meal. We enjoyed Ed's traditional "Sloppy Joe." Jim Schlattman delivered grace. He also asked us to remember military men and women protecting our country's security. Dave Talley gave Ed encouragement and assisted in serving the meal.

The business meeting was filled with reports.

**CLASS I DIRECTORS REPORTS:**

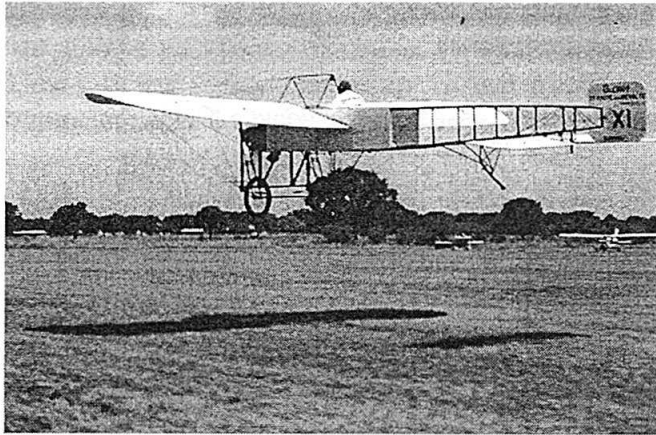
Treasurer Report: Dee Brame is in California but sent in her Treasurer Report. Her husband, Charlie Brame, posted the report on the club house bulletin board; it provides the financial health of Chapter 35. Of interest is the EAA Chapter 35 hangar mortgage balance. Continuous member donations over the last two years helped us reduce the original mortgage by 50%. Our members' cohesiveness and belief in our charter mission & goals are the reasons for our club's success. Dee is doing an outstanding job at a minimum salary: "zero dollars."

Secretary Report: Doug Apsey's Secretary Report is also posted. It is filled with current chapter activities. Doug's time and efforts in developing the minutes of our last Board of Directors meeting is appreciated. His salary is also "zero dollars." I encourage you to read the Treasurer and Secretary Reports as posted in the club house.

**NEWS CLIPS**

**PIONEER FLIGHT MUSEUM FLY-IN**

By Terry Bledsoe



We will be having our "Spring Fly-In on Saturday, May 9th. Also we have a "Fall Fly-In" and that date is November 14th.

We have a great (but) busy guy that updates the web site (when he can find time to hide from his boss). [www.pioneerflightmuseum.org](http://www.pioneerflightmuseum.org) . Just checked the site and the "final" calendar has yet to be posted, but the dates above are the correct ones.

We are a bunch of guys with enormous dreams and small pockets, We would love for you to visit us. Our "Fly-Ins" are just that. A bunch of folks flying in to have an excuse to go somewhere, wind permitting, see some really old airplanes fly (if we can catch the pilot and get him strapped in before he knows what is going on), walk around checking out current projects, future projects, and piles of treasures. The Boy Scouts almost always can con you into "munching" on a burger, sipping a soda, and joining in on the hanger flying.

Sorry about the rambling on, but I love all of the above.

Come on by if you are in the neighborhood and see if you can escape afterwards without being bite, (may be only a "nip") but I think you will

have fun.

Regards,

Terry Bledsoe

**GLORIA TOEDT PASSES**

By John Latour

Our Deepest Sympathy

Col. Toedt:

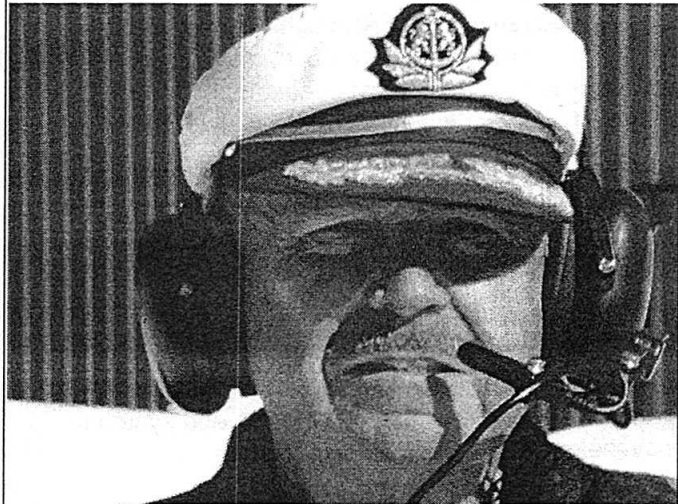
My deepest sympathy for loss of your beloved wife. We at EAA Chapter 35 offer our support and prayers for someone that meant so much to you. We shared with you her memorable moments. [www.toedt.com/gloria](http://www.toedt.com/gloria).

God Speed.

John L.

**NEW SQUADRON**

By Bill Bartlett



I am starting a new Squadron and inviting EAA Chapter 35 pilots and builder friends who desire flying adventures and would like to participate. We will schedule overnight Flights to places like Coughatta Casino Resort

<http://www.coughattacasinoresort.com> (ACP) and day Flights to "\$100.00-Hamburger" locations. Our objective is safe and fun flying. Email me at [bartlettsat@gmail.com](mailto:bartlettsat@gmail.com) if interested and I'll include your name to our Squadron contact list. This is not an EAA Chapter 35 sponsored event.

## SHEET METAL WORKSHOP WITH PAUL McREYNOLDS

### By Doug Apsey

Mr Webster defines "art" as the quality, production, expression, or realm of what is beautiful or of more than ordinary significance. It is certainly true that art is in the eye of the beholder so not everyone may agree when I say that airplanes are true art forms. In fact, to me they are the ultimate in functional art. I dare anyone to look at a P-51 Mustang and not consider those beautiful lines pure art. Or how about the Lockheed L1049 Constellation, (or C-121 for us Air Force types). I spent many hours working on "Connies" during my enlisted days in the Air Force and never grew tired of looking at that sleek old bird. Finally, if you have not had the opportunity to get up close to a SR-71 Blackbird, you need to stop by the parade ground at Lackland AFB and spend some time looking that awesome piece of machinery over. It is, in my opinion, the pinnacle of functional art.

Well, if you agree that airplanes are works of art then you should also agree that the folks who build them have to be "artists." Mr Webster defines an artist as "a person capable of superior workmanship or performance." He goes on to explain that a person who is skilled in a craft or applied art that requires manual dexterity is better described as an "artisan" or a "craftsman." We are very fortunate to have what I would consider several exceptionally talented artists or artisans or craftsman, whatever you care to call them, in Chapter 35. I recently had the privilege of spending several hours with one of these individuals talking airplane construction and looking over his beautifully crafted RV-4.

Mr Paul McReynolds is without question a true sheet metal artist. The workmanship on his airplane is just impeccable. In addition to his superb skills, Paul has a profound knowledge of metal aircraft construction that only comes with many years of building airplanes and an unquenchable desire to learn every aspect about the art of aircraft construction. Paul has built at least five airplanes including four RVs and has assisted with the construction on many others. His first RV-4 won several awards and I am sure that RV-4 number two will win even more. I would urge anyone considering building a metal airplane to visit Paul and look over his beautiful RV. During a visit

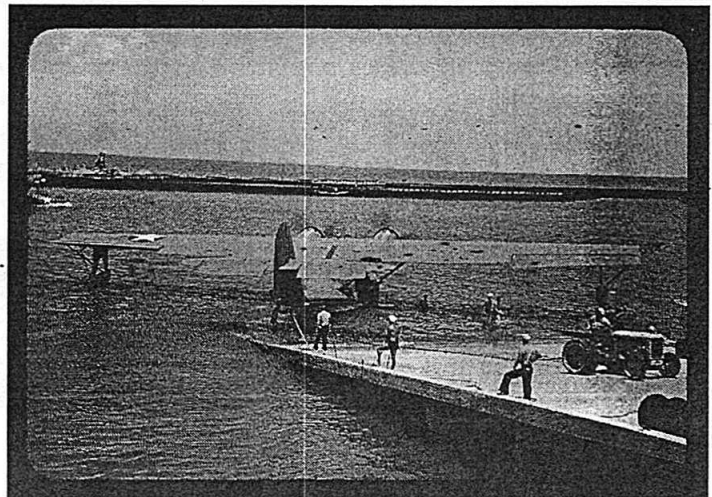
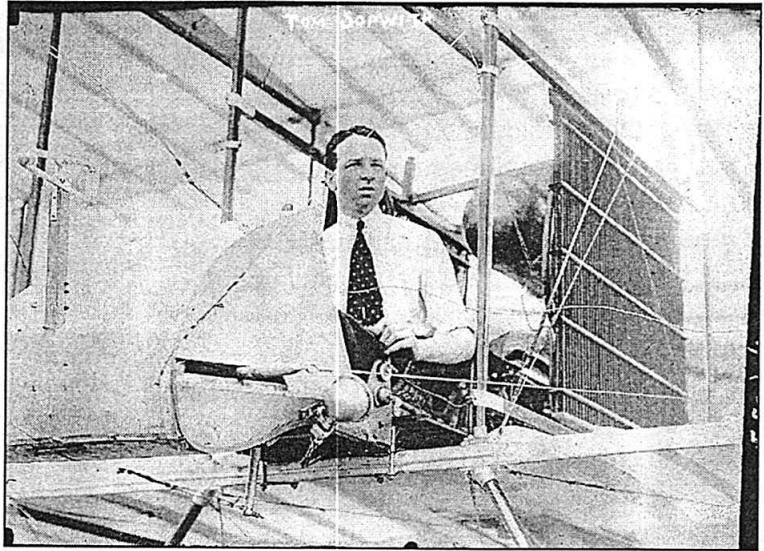
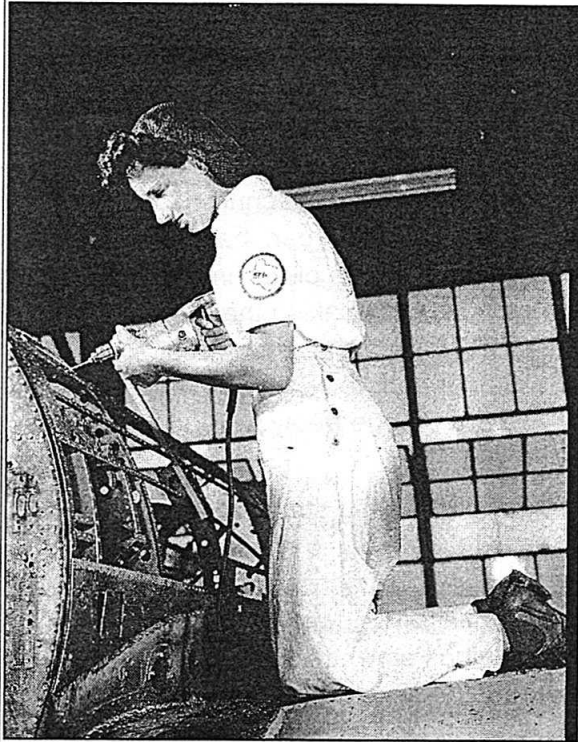
with Paul you will discover that he is not only a living encyclopedia of information on constructing metal airplanes but he also understands the very critical technical aspects of aircraft building such as rigging, engine cooling, fairings, and many other techniques to get maximum performance from his airplanes. Paul is also an experienced EAA Technical Counselor with an eye for detail and a penchant for safety. He has volunteered many hours of his time to ensure projects are airworthy before making that critical first flight. We are truly fortunate to have an "artist" like Paul McReynolds in our chapter whose is willing to share his skills and knowledge freely with us. All we need to do is ask.

At our April Chapter 35 meeting some of you will have an opportunity to learn basic sheet metal skills from the master. We are planning to have a workshop in the chapter hanger starting at 11:00 am and Mr Paul McReynolds has agreed to be our instructor for this event. During the workshop, Paul will be teaching basic metal working skills required to build a typical metal kit airplane including drilling, deburring, dimpling and riveting. The class is intended for those of us who are considering building a metal airplane but who have little to no experience with sheet metal. After attending the class you will not be a sheet metal artist like Paul McReynolds but you should have some idea whether building a metal airplane is right for you. To give each student an opportunity to get some hands-on experience during the class, we will need to limit the class

size to about fifteen students. We are also looking for a couple of our skilled builders to assist Paul with the class so please consider helping us out if you can. We would also greatly appreciate it if some of our members who have sheet metal tools (rivet gun/set, bucking bars, air drill, deburring tool, dimpler, etc) would allow us to use them during the class. Depending on the success of this class, additional classes may be offered. If you are interested in attending the class or would like to provide your skills and/or tools for the class please contact Doug Apsey at 479-8593 or email [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com).

# NATIONAL AIR & SPACE MUSEUM PHOTOGRAPHS

By Steve Jones



## CHARLIE'S FLYERS (CONCLUSION)

(Continued from Page 2)

but I was too busy with family and work to do anything but dream about it at the time.

I started working on my commercial and instrument ratings but the press of work and family kept me from advancing in those pursuits because most of the time all I needed for business and pleasure flying was the rating and rental aircraft that I already had so I never pressed on in those endeavors. However, I knew I needed to overcome every pilot's fear of getting caught in instrument conditions so I made sure that Charlie took me far enough into instrument training where I felt confident enough to fly the airplane and "communicate-confess-comply" if I should ever find myself in that situation. Likewise, I wanted to experience spins and unusual attitudes so that I could recover from them if I found myself in those conditions. The introduction to aerobatics in a Great Lakes and a Starduster was an experience I will never forget!

I have had so many other memorable flights with Charlie in airplanes... a Scout, Citabria 7KCAB, Maule, two different Senecas, a 182 and a turbo 206, a Partenavia, and various other aircraft but it wasn't the airplanes-it was the fact that we were in them together. There is a vast difference between taking a flight in an airplane with a factory demonstrator pilot and going up with the pilot and friend that you know and trust to be the very best pilot in the world. And I secretly dreamed of someday being good enough to go



up in Charlie's speedy little single-place Cassutt Racer, "Hiccup", but knew it was way too much airplane for me. It was enough just to dream, though.

So here I am today, facing the realization that I won't be able to receive actual instruction from Charlie anymore. I know that his will be the only voice I'll ever hear inside my head when I'm flying and something comes up, and his will be the only hands I'll ever feel shaking the stick when my airspeed gets a bit too low on short final. I darn sure know it's his feet I feel kicking the rudder pedals when I start letting the nose veer off the side of the runway when I get lazy on the rudder pedals while landing! I sure have learned a lot from Charlie over the

years, even when he wasn't physically in the cockpit with me. He didn't need to be. He taught me the most important things of all, and those things aren't just skills or judgment or knowledge... they are the appreciation of flight, and of airplanes. For me, Charlie has been the magical bridge between being a groundling, standing outside the fence at the airport, and being the person at the controls of an airplane, leaving the ground and going into the sky with the machine under my command.

Close your eyes and picture yourself on short final as the nose starts to wander a bit off the centerline, or the airspeed starts to sag, or the glideslope and localizer needles start getting uncrossed. Don't you hear your "Charlie" in the headphones, and isn't that him or her nudging the controls to get your attention?

### CONTACTS LIST

POSITION	NAME	PHONE	EMAIL
PRESIDENT	JOHN LATOUR	830.612.2232	latourjohn@att.net
VICE PRESIDENT	BRUCE HARRISON	210.507.2698	nambanone@yahoo.com
SECRETARY	DOUG APSEY	210.479.8593	dapsey@satx.rr.com
TREASURER	DEE BRAME	210.493.5512	deeb@satx.rr.com
AT LARGE	ROCH LaROCCA	210.408.7964	rocbar@live.com
AT LARGE (B)	RON O'DEA	210.488.5088	r2av8r@yahoo.com
AT LARGE (B)	BOB CABE	210.493.7223	bob_cabe@hotmail.com
PAST PRESIDENT (B)	DAVE BAKER	210.688.3358	iflyaerosport@sbcglobal.net
PAST PRESIDENT (B)	DAN CERNA	210.688.9345	dcerna@att.net
PAST PRESIDENT (B)	LEW MASON	210.688.9072	lewnan@sbcglobal.net
BOARD ADVISOR	JOHN KILLIAN	830.438.9799	jckillian1@gmail.com

CHAIRPERSON	NAME	PHONE	EMAIL
AIR ACADEMY	MAARTEN VERSTEEG	210.256.8972	maarten.versteeg@sbcglobal.net
YOUNG EAGLES	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
BUILDER'S ACADEMY	BOB SEVERANCE	210.889.0472	sapropbuster@satx.rr.com
FACILITIES	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
GROUNDS	NANCY MASON	210.688.9072	lewnan@sbcglobal.net
COMM GEAR	JAMES MUNRO	210.685.9306	mr.munro@juno.com
MEMBERSHIP	RON O'DEA	210.488.5088	r2av8r@yahoo.com
NEWSLETTER	STEVE JONES	210.679.8783	eea35news@gmail.com
HANGAR	DAN CERNA	210.688.9345	dacerna@aol.com
WEBSITE	BOB SEVERANCE	210.889.0472	sapropbuster@satx.rr.com
TOOL CRIB	BOB CABE	210.493.7223	bob_cabe@hotmail.com
PUBLIC AFFAIRS	BILL BARTLETT	210.494.7194	bbartlett5@satx.rr.com
FLIGHT ADVISORS	SKIP BARCHFELD	830.363.7649	jmr2@awsomenet.net
	STEVE FORMHALS	210.289.3984	sf3543@sbcglobal.net
TECHNICAL	PAUL MCREYNOLDS	210.363.1434	pmcreynolds@satx.rr.com
COUNSELOR			

*Please Read This...* Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but is not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, 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.



**2009 CHAPTER CALENDAR**

January 10

**GENERAL MEETING**

SOCIAL @ 5:00 p.m.

DINNER - Beef Barley Soup by Dave Talley @ 5:30 p.m.

PROGRAM - Oil Filter Cutting &amp; Analysis by Dave Baker @ 6:45 p.m.

February 14

**GENERAL MEETING**

SOCIAL @ 5:00 p.m.

DINNER - Famous Sloppy Joe by Ed Seurer @ 5:30 p.m.

PROGRAM: Two Briefings

LSA Airplanes at Sea-Breeze, FL by Jim Schlattman &amp; Ron Padua &amp;

Open - E2 Canard by Aïman Al-Khazaali @ 6:45 p.m.

March 14

**EARLY LUNCH MEETING & FLY-IN**

GATHERING OF AIRPLANES, PILOTS &amp; VISITORS @ 10:00 a.m.

LUNCH - Hamburgers by Dave Baker @ 11:00 a.m.

**PROGRAM**

FAA Medical Certification by Dr. Richard (Doc) Hecker @ Noon &amp;

Human Factors by LTC Daniel A Shoor

March 21

FIFTH HONDO AVIATION DAY, From 9:00 a.m. to 3:00 p.m.

YOUNG EAGLES FLY-IN From 10:00 a.m. to 2:00 p.m.

April 11

**BREAKFAST, BOARD, WORKSHOP & FLY-IN**

HOT PANCAKE &amp; SAUSAGE @ 9:30 a.m. by Dave Baker

BOARD MEETING @ 10:00 a.m.

WORK-SHOP by Doug Apsey @ 11:00 a.m.

May 9

**GENERAL MEETING**

SOCIAL @ 5:00 p.m.

DINNER @ 5:30 p.m.

PROGRAM @ 6:45 p.m.

June 13

**ANNUAL MEMBERS MEETING**

LUNCH @ 11:00 a.m.

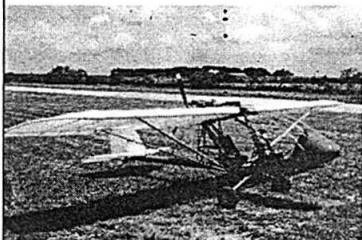
FLY-IN &amp; ORIENTATION RIDE 10:00 a.m. - 2:00 p.m.

**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

**SOLD! Kolb Mark III,** 50 hrs/tach, dual stick, tundra tires, warp drive prop, Hirth 65hp engine, EIS, ELT.



**FOR RENT: EAA Chapter 35 Hangar Space.**

Rent a 10' x 20' space & get free use of hangar Equipment & tooling. Please call Dan Cerna 210.688.9345, E-Mail dacerna@aol.com or John Latour 830.612.2232, E-Mail latourjohn@att.net

**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: Thundergull 2000.** Single seat, 20ft aluminum wing, composite fuselage, Rotax 503 oil injected with 360 hrs TTAF, 3 blade Warp drive prop, ten gallon fuel tank, aluminum Hangar wheels. Basic instrumentation / EIS, ASI, ALT, COMPASS, ICOM radio, 150ft or less take off/ landing, cruise is 90 mph, stall full flaps 35mph, excellent visibility and handles like a fighter for

only \$14,000. Contact John Behrendt at jbehrendt82@aol.com or call (920) 327-9395

**FOR SALE: 1996 Merlin GT** with 110 hp Continental 0-200 engine, approx. 10 hrs on engine. Built by Gary Key and his Father-in-law who is a certified aircraft mechanic. Plane is hangered in



Roswell, NM. 6 pack instrumentation and all engine monitor gauges. Asking \$30,000. If interested contact Gary at 575-623-6537.



Virga to the west of San Geronimo Airpark

Wheels Up for Breakfast at KBAZ



**Thank Our Sponsors (and bring them some business!)**



Distributor of Aircraft Parts  
Paint and Accessories

**TEX-AIR PARTS, INC.**

www.texair.com  
cook@texair.com

**Clint Cook**  
Branch Manager

Office (210) 227-8333  
Toll Free (800) 451-7282  
Fax (210) 227-8337

135 Braniff Drive  
San Antonio, Texas 78216



**Joe Trampota**  
Central Territory Manager  
Tel 210-820-8148  
E-mail jtrampota@eci.aero

9503 Middlex  
San Antonio, TX 78217  
Sales Hotline 800-324-2359  
Tel 210-820-8101  
Fax 210-820-8102  
www.eci.aero

ECi is recognized for Quality Management System Registration to ISO 9001:2000

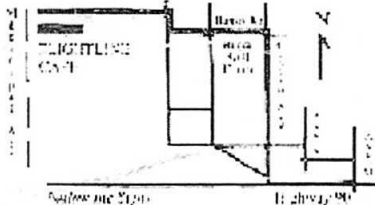


Phone 830-426-4020

**HOURS**

Seven Days 7:30 - 3:00

2507 19th St (HW 90)



**Tony Seurer**  
Owner

(210) 656-3839  
Fax (210) 656-4012

**Seurer Electronics**  
Sale - Service - Rentals

- Dealer of Canon (Copier & Fax)
- Printers
- Paper Shredder
- Dictation Units
- Calculator

4514 Walzem  
San Antonio, Texas 78218  
tony@copiersalesnservice.com



**JANET SHIRES**  
President

(210) 524-9525  
(210) 524-9526 (Fax)  
1-800-205-9525  
Email: pilotshop@aol.com

600 Sandau Rd., Suite 100  
San Antonio, TX 78216  
Mon-Fri 9AM-6PM / Sat & Sun 9AM-4PM  
Website: thepilotshoppe.net

Manufacturer of Quality  
Communications & Navigation Equipment

**1-800-255-1511**  
USA & Canada



**Jim Harr**  
(503) 370-9429  
FAX (503) 370-9885  
email: info@valavionics.com

3280 25th Street S.E.  
P.O. Box 13025  
Salem, OR 97309-1025  
www.valavionics.com

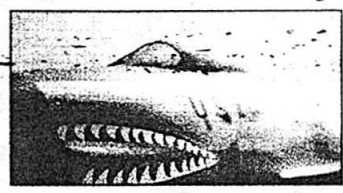
**Torres Aviation Services**

**Paul J. Torres**  
Email: paul211282@yahoo.com

A & P Mechanic  
100 Hr Inspections  
Annual Inspections: No Sign Off.

General maintenance & Repairs  
Sheet metal work  
Composite Work

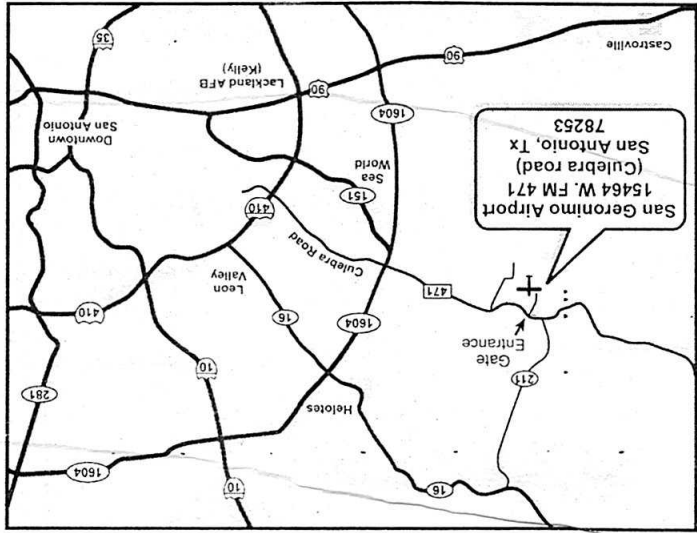
Phone H: 210-673-2693  
C: 210-859-4369



**VECTOR GRAPHICS**

**Kris Niswonger**  
Owner  
210.557.3585  
govectorgraphics@gmail.com  
San Geronimo Airpark  
15464 FM 471 W. Lot 61  
San Antonio, Tx 78253

When Do You Meet?  
 Second Saturday of the Month  
 March 14  
 EARLY LUNCH MEETING & FLY-IN  
 GATHERING OF AIRPLANES, PILOTS  
 & VISITORS @ 10:00 a.m.  
 BOARD MEETING @ 10:00 A.M.  
 LUNCH @ 11:00 a.m.  
 PROGRAM @ 12:00 Noon



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

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

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

Paste Address Label Here