



THE SPIRIT OF AVIATION
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in the Nation

RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX



Keeping an Airplane in Your Life

Doug Jenkins

After reading this article some of you may feel cheated. You may decide that it was about people and not about airplanes. You may be right. But, the people are good people and they are pilots and there are plenty of airplanes involved. If you'd like to come along for the ride please feel free to read on. I certainly hope it will be worth your while.

Our story begins in the spring of 1982. A 14 year-old boy by the name of...me...is driven by

his parents (as I was not yet old enough to drive) to Alamo Soaring at San Geronimo Airpark on the outskirts of San Antonio, Texas. I had dreamed my whole life of being a pilot and May 22nd was the day I would start to make that dream come true. After some ground instruction my instructor and I climbed into a Schweizer 2-33 and got towed aloft behind a PA-18. It was everything I hoped it would be and I was hooked for life!



<http://bestmomstv.com/files/2013/12/kid-with-plane.jpg>

After landing I was eager to figure out how I could continue flying on a regular basis.

Fortunately for me these were the "good old days" of aviation and here is the generous deal that Alamo Soaring offered me:

Work for us as a "line boy" and we will pay you the princely sum of fifty cents for each tow you hook up. (For those of you unfamiliar with glider operations, the line boy grabs the

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January 2014

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Next Event 11 Jan 2013

EAA 35 and San Geronimo
Airpark Open House and
Progressive Lunch

1200 Noon

EAA Chapter 35 Clubhouse

Runway 35 is published monthly by
EAA chapter 35.
Ed Seurer: Publisher
Chuck Fisher: Editor
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Next Meeting

Progressive Lunch and Open House
Come see what's happenin' at San Geronimo
1200 Noon till done



PRESIDENTS COCKPIT



[For Swedish Click Here](#)

Esteemed EAA35 members,

It is a great honor for me to be elected President of EAA Chapter 35 in San Antonio, one of the finest and oldest EAA chapters in USA. San Antonio has a long tradition and history in aviation activities, with the second

oldest public airport in USA, the Stinson Airfield and with formerly four USAF bases in the city. However, Kelly and Brooks Air Force Bases are both gone, but the oldest USAF hangar, Hangar 9, at the former Brooks AFB, is still there to remind you about the pioneering flying activity around the city.

A short presentation of some of my activities: I have been flying first in Sweden and then here in Texas for many years in many different types of aircraft. I have had one emergency landing in Sweden due to engine failure in a Piper PA-28 at low altitude, and a slight ground loop with a Cessna-205 due to a sudden flat tire upon landing. I have also had a failure of an alternator in a Piper Arrow at night in IMC, when the air traffic controller evacuated the air space beneath me and allowed me to turn off all not so essential electrical and radio equipment, so I could reach the destination airport in Stockholm without problems. Most importantly, though, is that in these cases the airplanes were not damaged and I was not hurt.

I have not been flying so much as I wished during the last years, due to that I have been busy with building the Zenith STOL CH 701 together with Lex Brown and Thomas Morgan. I hope that now, as the new EAA35 President, the building will be so much more efficient, that we will be able to make our first test flight in the near future here at San Geronimo Airpark. However, the term near future is flexible. To complete the aircraft is important, because I have found out that the EAA35 President will not get an EAA35 experimental private business jet to fly around with during his period of service. And for all other members of EAA35, I would like to inform you, that the President's policy for the next two years will be, that if you would like to keep your plane, you can keep your plane, the EAA35 will not interfere in that important decision.

As the new President I would like to thank the EAA35 Officers, who are now leaving with a very honorable discharge: President Nelson Amen, Vice President Doug Apsey and Secretary BJ O'Dea for very nice jobs during the past two years. All of the meetings were successful with interesting speakers and demonstrations,

valuable information and, not the least, good food. Dee Brame is also very much appreciated for what she did as Treasurer, but she has kindly accepted to continue her good job another period. So hopefully, we will not bankrupt during the next two years either. And a reminder: all of the 4 Officers, 6 Board of Directors, 14 Chairpersons for the many different activities, 2 Flight Advisors and 4 Technical Counselors are non-paid volunteers, who are dedicating their time and work for EAA35 for free. However, in the new authority as President, I will declare that their salaries (except my own, of course) will be doubled during the next 2 years. The Club House and the EAA35 Hangar with all its equipment are in good shape, thanks to very good care from the responsible Chairpersons (such as Gail Scheidt, Nancy Mason, and Don Woodham) and other members involved. Finally, many thanks go to the Editor of the Runway 35 monthly Newsletter (Chuck Fisher), whose editorial skills resulted in an EAA Award for the best EAA Newsletter in USA (and maybe in the world, since EAA is also an international organization).

Except for a new President, EAA35 has also elected two new very dedicated Officers: the Vice President, Steve Jones, who also will be responsible for the meeting program and scheduling and the Secretary, Darren Medlin, who will make reports of the activity at the Board of Directors meetings, etc. Both are also elected for two years. I am very much looking forward to work with all Officers, Board of Directors, Chairpersons, Flight Advisors and Technical Counselors and, of course, all the members during the next two years.

EAA35 has currently about 160 members, but there is room for more members. So, if you have a friend, who wants to fly and doesn't have an airplane, tell her/him to buy a kit and build a new airplane in his/her garage (or hangar if she/he can afford that) with just a screwdriver and a hammer. And after their purchase of this kit, tell them to join EAA35 to receive excellent advices, and the airplane will be finished in just a couple of days, weeks, months, years or decades (certainly not centuries).

The preliminary yearly schedule (from Steve Jones) will include a monthly meeting as usual during the second Saturday each month with a lunch/dinner and a speaker or other activity, such as inspecting already completed aircraft or in progress in the Hangars at San Geronimo. It will also include Fly-In Breakfast Events, Spring Cleaning (oh yes), Annual Chapter 35 Picnic, Annual Chili Cook-off with Fly-mart and finally a Christmas Party.

Best wishes for a Happy New Year with joyful aeroplane building and prosperous flying with what you built,

Ulf Balldin

CHAPTER BULLETIN BOARD

EAA 35

Second Annual Progressive Lunch and Open House!

Jan 11

**Noon till we run out of stuff to see
Main Course—Lasagna & Salad in the
Clubhouse**

**Then we'll have munchies and things to
see around the airpark.**

**Members are encouraged to open hangars
and show off their projects and fliers.**

**We'll have transportation of sorts and
hope to show off lots of experimental and
certificated aircraft.**

Come Join us!

Jointly owned by three EAA chapter 35 members: Bob Sabia, Doc Hecker, and Mark Julicher; this original L-16 is slowly coming back to life in its original colors. Bob flew his first sortie as a CAP cadet in one like this back in upstate New York. Doc learned to fly in a Champ and has had some year's remorse about letting go of his other Champ last year. Mark rebuilt a Champ in 1987 as his second-ever project on his way to getting his A&P ticket. So there is certainly nostalgia and personal interest in getting this up in the air. Bob got a copy of the original CAP manuals and used it as a guide to mask out the insignia. It was a lot of effort to hand mask the star and bars, and the result really pops! Shooting from lightest color to darkest, the entire insignia shape was sprayed with Insignia White, then the Insignia Red bars were added, and finally Insignia Blue. Where there is a bit of overspray we will "erase" it with ultra fine grit sandpaper and retouch the sanded spot with a detail spray gun. If you use Soft-edge masking technique and plenty of retarder, the touchup will blend perfectly. And for you sharp eyed eagles - yes, we need to extend the red bars another 1/4 inch.

We are waiting for a shipment of Mark II paint to do the cowlings. This is a new catalyzed, waterborne system from PolyFiber and we are hoping to get an excellent finish with this non-toxic system. We will let you know how it works sometime soon.

YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: ea35news@gmail.com

DECEMBER EAA 35 GATHERING

SOME PHOTOS BY NELSON AMEN—THANKS!



DECEMBER EAA 35 GATHERING



CHAPTER BENEFITS—TOOL CRIB AND HANGAR

Dave Baker

Did you know that being a member of Chapter 35 has a lot of privileges? Besides being able to rub shoulders with so many people with all kinds of talents and knowledge, you also have the equipment and tools to do just about any type of aircraft repair and fabricating at your convenience to use for FREE. The Chapter hangar located across the parking lot from the chapter building at 8T8 has all types of tools and equipment that members can use. Now, some of these do require some level of expertise, like the metal lathe, but most are usable for those of us (like me) that just have some common sense!!



For example, there is a 8' metal bending brake, a 5' metal shear, a band saw, a drill press, a sand

blasting cabinet, dual wheel grinder, and several workbenches, air compressor with 30+ gal tank and more.



Another source of tools is the large blue tool box within the hangar. In it one can find a lot of different hand tools that are used in aircraft maintenance, building and repair. These include spark plug cleaner, mag timing set, brake pad riveter, compression gauges, drills, grinders, and the list just keeps going. There is a set of dye penetrant donated by Ron O'Dea that is still usable for anyone needing to do a dye check on something. A full inventory can be found in the Tool Box log that is on the ledge just above the tool box.

Now, you can't just walk in the hangar and start using this stuff because of security and liability BUT all one has to do is call the hangar manager, Don Woodham (210-382-9658) or Dave Baker (210-410-9235) to obtain access to the hangar. You may check-out any of the tools in the tool box (you will sign the tool out in the log book so



we know who has it and sign it back in when you bring it back). If one needs to use any of the stationary tools we will quiz you on your knowledge of proper ways to use these. If we feel you need assistance we usually can find someone willing to help you.



Maarten Versteeg

For 2014 the Chapter has again decided to sponsor a candidate to the EAA Air Academy in Oshkosh. The candidate we are looking for should be between 16 and 18 years old and will be visiting the Air Academy from July 22 to 30 2014.

The Chapter will pay the travel and camp fees (including room and board), and give one selected candidate the opportunity to learn more about aviation and airplane construction and as a bonus visit the Air Venture in Oshkosh. In a group of about 50 campers the candidate will learn about Airplanes, Navigation, Weather and Practical airplane construction techniques in wood, composite and aluminum. And as said the last two days of the Air Academy coincide with the EAA AirVenture where he or she has the opportunity see the thousands of visiting airplanes there.

An interested candidate will need to provide a letter describing him or herself and why he or she should be next years candidate. He or She will also have to present a recommendation letter from an EAA Chapter 35 member. The Chapter 35 board may want to talk to or interview the candidate as part of the selection process.

If you know a high school student that matches the above criteria and is interested in aviation ask him or her to apply.

To Apply:

Download and complete the application at https://secure.eaa.org/academy/airacademy_app.pdf

Our reservation is for the EAA Advanced Air Academy Session #1

Scan and Forward:

- 1) **The completed Application**
 - 2) **The applicants letter addressed to the EAA 35 Air Academy Selection Board**
 - 3) **The nomination letter by a Chapter 35 member**
- To ea35news@gmail.com. The editor will forward the applications to the coordinator.**

Questions may be directed to the Chapter 35 Air Academy point of contact at: (210)-256-8972 or maarten.versteeg@sbcglobal.net or via the editor at ea35news@gmail.com



CHECK YOUR SNOROMETER

RB "Doc" Hecker

In media res ("to the heart") - A literary technique where the tale begins in the middle.

On November 19, 2013, EAA News published an email entitled "FAA Sleep Apnea Policy Would Set a Dangerous Precedent". As an active pilot blithely enjoying my avocation, I am somewhat concerned about this new policy. As an active FAA Senior Aviation Medical examiner, I am very concerned...but I am getting ahead of myself...

During my attendance at the most recent FAA Aviation Medical Examiners Seminar that was held in Sacramento, CA on the weekend of November 15-17, I listened to Dr. Fred Tilton, the Federal Air Surgeon, announce that the FAA would immediately implement a policy that would require all pilot applicants for a medical certificate to undergo review for Obstructive Sleep Apnea (OSA). OSA is now considered a disqualifying condition for issuance of a medical certificate, and I have many pilot applicants who have been under treatment for this condition with Continuous Positive Airway Pressure (CPAP) support. Most of these pilots have complained to me of the burden of expense and electronic documented use of the CPAP therapy, although some have conceded that they have felt some improvement in their daily sense of wellbeing. As a physician who deals daily with the ramifications of obesity and airway compromise, I am sympathetic to the clinical needs of treating true disease. As a pilot, I am wary of any agency mandating a medical screening process that is in reality the practice of predictive medicine. None of us are required to undergo definitive cardiac testing to find disease unless we are showing symptoms of the disease. As an example, ECGs are not predictive...they show disease in progress. Cardiac stress testing would be predictive and diagnostic.

Dr. Nick Lomangino is the FAA's Washington staff physician who was tasked with formulating and implanting the new policy. In essence, any airman with a Body Mass Index (BMI) of 40 or greater, or any airman with a neck circumference measurement of 17" or greater would be required to undergo an evaluation by a Board Certified Sleep Specialist. The FAA feels that OSA is "almost universal" in this group. If the airman was then diagnosed with OSA, he or she would be required to undergo successful therapy prior to being issued a Special Issuance for this disorder. The BMI is a ratio of height and weight. I can only assume that the requirement for a Board Certified Sleep Specialist was put in place to preclude the airman's personal physician from commenting on the presence or absence of this disorder. If you are interested in finding out your BMI, then do an internet search for "BMI" and find out your number. A BMI less than 18.5 = underweight for height, Normal is 18.5-24.5, Overweight is 25-29.9, and Obese is 30 or greater. Dr. Tilton has stated that "...once we have appropriately dealt with every airman examinee who has a BMI 40 or greater, we will gradually expand the testing pool to lower BMI measurements until we have identified and assured treatment for every airman with OSA".

So...what is OSA? Obstructive sleep apnea is a condition characterized by episodic occlusion of the airway due to pharyngeal muscle

and cardiac irritability. The main ramification is the disruption of normal restorative sleep. It is characterized by snoring and gasping at night, daytime fatigue, headache, irritability, and intermittent periods of micro sleep during daily activity. As stated by Dr. Tilton, OSA is usually seen in any individual with a BMI of 40 or greater, and this may be the group to target at this time.

And...what drove this decision? In 2009 the NTSB directed the FAA to change the airman medical application (FAA Form 8500-8) to include questions that would inquire about previous or current diagnosis obstructive of sleep apnea, or to ask questions that would screen for this disorder. In 2008, a commercial passenger carrying operation in Hawaii overflew the destination airport and the pilots reported that they had fallen asleep. The Captain was subsequently diagnosed with OSA and the 1st Officer successfully argued that he was tired from prior duty cycles. Rather than change the FAA Form 8500-8 to reflect the NTSB recommendation, the FAA Aeromedical response was to require evaluation for certain groups to satisfy this NTSB request. My concern is that OSA can be present in normal and underweight individuals as well, and my fear is that ALL pilots will eventually undergo evaluation for this disorder.

I had Sunday breakfast with Dr. Lomangino and predicted to him that there would be a "firestorm" of protest regarding the way the FAA rolled out this decision. At the current time, it now appears that the FAA will screen new applications for medical certificates using BMI calculations and send a letter to airmen who meet their new criteria for testing. We as AMEs were asked to calculate BMIs on every applicant and comment on that number during the examination. We as AMEs suggested that the FAA do the calculation themselves until we receive more detailed instructions as to how to proceed. At the present time, all of us are unsure as to how this will sort out.

So...check your snoreometer and contact your AME if you feel this policy will affect you (it will!). We can advise and assist you prior to any enforcement action. As a Senior AME, I wish to remain a pilot advocate and will assist the airman in any way possible to avoid a disruption in the medical certification process.

Editors Note: As of this publishing the FAA has agreed to delay implementation pending comment from user groups and experts. The Civil Aviation Medical Association (the advocacy group for AME's) has opposed the current rule and Congress had also entered the debate, as a bill introduced in the House of Representatives would prevent the FAA from implementing the policy without a full rulemaking and public comment process. That bill has yet to be approved by the House.

RB "Doc" Hecker (EAA 789419) a FAA Senior AME (20969), retired from the US Army Medical Department in 1997 after 26 years. He holds a Commercial Pilot Certificate for ASEL, ASES, AMEL, AMES, Glider, B-17 SIC and Instrument Airplane along with an A&P Mechanic Certificate. He has restored a Cessna C210E, 1946 Taylorcraft BC12-D, 1946 Aeronca 7AC, refurbished a 1943 Aeronca O-58B / L-3B and a 1947 Taylorcraft BC12-D. He is currently refurbishing a 1945 Stinson L-5CVW Sentinel, and assisting the restoration of a 1947 Aeronca 7BCM / L-16. Doc practices medicine in San Antonio and Bulverde TX. He is a member of EAA Chapter 35 of San Antonio, TX, EAA Chapter 92 of Orange, CA, and is an EAA Technical Counselor and Flight Advisor. In addition, he is a Life Member of the Commemorative Air Force.



AN AIRPLANE IN YOUR LIFE (CONT)

(Continued from page 1)

tow rope behind the tow plane, runs it to the glider, connects it to the glider, signals the tow plane then runs along the wing of the glider during takeoff roll until the glider pilot has aileron authority.)

On a good day there are 30-40 tows to hook up.

And, since you work for us, you get to fly for half price.

When I did the math what this meant was that for each weekend I worked I earned a soaring lesson! Find me an aspiring teenage pilot who would turn that deal down!

Thus began a pattern of weekends that started with a tow pilot or instructor picking me up at my house (still too young to drive) and driving to the airport to spend the day getting progressively dirtier (San Geronimo was a grass strip at the time and I spent my days being prop blasted by a 150 HP Super Cub), more sun burned and happier knowing that the pay

-off of a flying lesson was drawing closer.

As a boon to my count of "tows hooked up" several glider pilots from the local area would bring their own sailplanes out to take

advantage of our Super Cub. One of these pilots noticed the dirty, sweaty kid busting his hump to set up tows and decided that I just might have what it takes to be helpful.

In the spring of 1984 he approached me and asked me if I would like to be his "ground crew" for the upcoming soaring competition season. Always eager to gain new aviation knowledge my only possible answer was...absolutely. Having answered in the affirmative, I decided that I should ask what the job entailed. The list of tasks didn't seem too daunting.

1. Drive an RV (I was finally 16!) pulling a glider trailer across the country.
2. Sleep in said RV.
3. In the mornings assemble and load the sailplane with water ballast.
4. Move the glider to the launch line and run the wing during takeoff

5. During the flight monitor the radio in case of an off-airport landing and be ready to respond with the trailer in tow.
6. In the evening disassemble and put the sailplane back in the trailer.

Meals were included (cereal for breakfast, dried beef sandwiches for lunch and dinner out!) and I would be paid the overly generous sum of \$20 per day! Heaven on earth! Our first contest was at Littlefield, Texas.

During one of the evenings early in the contest there was to be an outdoor screening of "The Sun Ship Game" a remarkable film about competition soaring which you should make an effort to find and watch. While waiting for darkness to fall and the movie to begin I found a copy of *Aero Trader* magazine lying around and began to browse its pages with no real intent, I was just killing time. Then I saw her.

What had begun as an idle time-killing endeavor was now



The ad that changed the course of my life

something quite different. I was instantly in love. With the stars under her wings, with her nose thrust jauntily into the air, with her third wheel solidly under her

tail parked in a field of overly tall grass was I in love. She was enchanting. It

all screamed "you need me to teach you how to fly, really spread your wings and fly." The stats in the ad looked reasonable and the price of \$5800 also seemed within reach of my 16 year-old-kid budget. I decided then and there that I was going to have this airplane. I kept the magazine for the rest of the contest and admired the picture in my free moments.

After returning home from Littlefield it just remained to convince my parents that this was a good idea. Well...I explained my immediate and overriding need for an airplane, how it would save money over renting (feel free to scoff this), etc. My parents were not completely averse to the idea but insisted that I have a solid plan in place to pay the bills that an airplane would generate (the loan, hangar, gas, etc.). Needless to say the fifty cents per tow that I was investing in gliders was not going to cut the mustard. Luckily I had some

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AN AIRPLANE IN YOUR LIFE (CONT)

(Continued from page 8)

inside information that the current line boy at another nearby airport was moving on and that his old job would be opening up. I drove to Bulverde Airport, north of San Antonio to talk with the owner. After a lengthy interview process (did I have a car and could I be on the field from 0800-1700 Saturday and Sunday) I got the job! I was going to make the unbelievable sum of \$5 per hour! And, since I worked there my hangar was going to be half price. This just kept getting better. I contacted the broker who posted the ad and he assured me that the airplane was still available and he would ferry her to San Antonio for \$800 extra, \$400 of which would be refunded if I decided to buy the airplane after he delivered it for an inspection. This was quite reasonable sounding to me. With a business plan assembled I just needed to



Happy days at Bulverde Airpark

convince a bank to loan me the money. In what can only be described as a bout of temporary insanity my dad agreed to put up his Buick Park Avenue as collateral on the loan and easy as that I had cash in hand. Like I said these were the good old days! I still remember quite clearly the payment book and driving to the bank to pay \$170.04 each and every month!

The gentleman who was doing my powered flight instruction (in a Cherokee 140) was also an A&P so it seemed natural that he would look over the airplane for me. The afternoon of 13 June 1984 was one of great nervousness as I waited for my future airplane to appear from over the eastern horizon. Finally she arrived at Bulverde and we met in person at last. My mechanic/instructor said she was in sound mechanical condition so money changed hands, the airplane was tied down in her new home and the fearless delivery pilot was driven to KSAT for his flight home. Just like that I was the proud owner of a Taylorcraft BC-12D, N43028, and serial #6687. Until that day I had never even sat in a tail wheel aircraft!

Now that I owned her I needed to learn how to fly her. That proved to be an ego-deflating and challenging experience that took longer than I would have thought. This airplane did

indeed have lessons to teach me, and she was going to be sure I learned them well. Feet are important she said, wind direction and velocity is important she chided, eliminating drift across a runway is important she insisted, attention to detail (at all times) is important she repeated over and over. Once she deemed me sufficiently educated we got along fine and embarked on many adventures together. Our favorite times to fly were sunset and sunrise (calm and cool) but we also loved to find and climb in thermals (you can take a kid out of the glider...) and take High School classmates for their first airplane rides. All of the time-building for my advanced ratings and all of my cross-country training was done in the Taylorcraft. When I went off to college I flew away in the Taylorcraft. We were a team. Our bonds were cemented early in our relationship when I requested her records from

the FAA they arrived on microfiche (remember that?). I poured over them and discovered that I was her twenty first owner! I was determined to be the best and, eventually, the longest tenured. The final psychic meld was created when I wrote to the factory to try to get more detailed information on her history. I found out that she first flew on 7 January, 1946. My birthday is 7 January, 1968. Long lost friends who shared a birth date 22 years apart!

Our crowning adventures occurred in the summers of 1987 and 1988. Each of these years we flew from Bulverde to Alliance, Ohio for the annual Taylorcraft Owners Club fly-in. The flight up was fun enough, but being around others who knew and loved these little airplanes only reinforced how important they were. From Ohio we flew west and then north to visit my grandparents in Michigan, making our way as far as north as Oscoda on Michigan's east coast before turning around and heading home. Ordering a dozen sectionals from Sporty's and planning these trips was one of the highlights of the year! It was all great fun...until we made the trip home in 1988. Each leg of that trip seemed to uncover a new problem; an exhaust leak in Illinois, a lost tail wheel in Missouri, a vi-

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AN AIRPLANE IN YOUR LIFE (CONT)

(Continued from page 9)

brating prop in North Texas. Frustrating!

Upon my return to Bulverde on the 25th of July 1988 I decided to let the airplane sit for a while and allow temps to cool. Her annual was due at the end of the month anyway. When I wheeled her in for the annual in August it rapidly became worse than I feared. Each cover we removed seemed to reveal some new problem of a varying degree of seriousness. When the scales finally tipped in my head I asked my mechanic "So, if we take her apart, truck her back to my house, clean her up, fix her up, truck her back out here and put her back together how long do you think that would take?" His answer was six months. Since I had been around airplanes for a few

years by this time I took that estimate and multiplied it by three and came up with a year and a half. This would still give me time to complete the project before I left for Air Force pilot training in the spring of 1991.

After convincing my long-suffering parents to convert the garage to an airplane restoration facility we took the Taylorcraft apart and brought her to my house on a trailer. I proceeded to strip the fabric, bead-blast the fuselage and tail, re-prime the structure, varnish the spars, order the fabric, supplies, new windshield, new struts, etc., etc. And before I knew it two years had elapsed and it was time to leave San Antonio for wherever the USAF was going to send me. Ah, the best laid plans and all that.

Knowing that I could not just leave the airplane languishing in my parent's garage I did some research and found an aircraft restoration professional back at San Geronimo. We got in touch and he agreed to take on the project. I looked at other airplanes he had done and they were beautiful. Exactly like I wanted the Taylorcraft to look like when she flew again. He collected all of the parts and pieces necessary to complete the project from my

garage and moved them to his shop late 1990. Unfortunately, I mentioned that I was leaving town and that, due to my nascent military career, time was not of the essence. Apparently this



Even with good help time ran out!

meant my poor little airplane got shunted to the side, despite sums of money sent and tales of progress made. As I was not in the local area I was unable to check on the status of the project as often as I would have liked. This situation continued until the gentleman in charge of the project passed away in 1994. After his death his kids wanted to clean out his hangar so they could sell it. I traveled from Mississippi, where the USAF had sent me, back to Texas to collect what I believed to be an airplane almost ready to fly.

Sadly, that was not the case.

When I got to San Geronimo it was tough to even ID the remains of my airplane. It basically amounted to the rusted hulk of an engine, un-opened boxes of parts I had ordered years ago, and the moderately corroded and yet uncovered fuselage, wings, gear and tail feathers in a corner of the hangar. Much sadness and gnashing of teeth ensued. I needed to find a place to keep the carcass while I figured out what to do. Remember the gentleman who invited me to be his ground crew all those years ago? He had a hangar at Boerne Stage Airfield north of San Antonio and offered me a corner of that hangar free of charge since my poor little airplane would be out of his way against the back wall. So the dilapidated collection of parts moved yet again. My friend met us at the hangar and helped unload the pile of junk. It was pretty obvious that I was extremely sad at how things had turned out. I was fairly well convinced that the Taylorcraft would likely never fly again but I was still in the anger or denial phase of my grief.

While I moved towards the acceptance phase of grief the parts sat quietly in the hangar. I went home and added up the amount I had invested in the parts collection...struts, windshield, covering envelopes, covering supplies, etc. and decided that I could, maybe, get \$1500 for all of it. Well shy of the money I had invested. I deduced that the engine was a total write-off and the airframe was likely the same. I was a young Captain in the USAF with a growing family and throwing more money at

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The fateful Annual Inspection

AN AIRPLANE IN YOUR LIFE (CONT)

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a project that had already consumed more than its fair share was not in the cards. The very day I came up with the \$1500 number the friend whose hangar the carcass resided in called

me up. He asked if my wife and I would like to meet for dinner. We happily agreed as it was always pleasant to sit and talk with such a good friend. At dinner he asked if I would be amenable to selling him the project since he was looking for an airplane to travel between San Antonio and his ranch in Rocksprings, Texas.

Remarkable coincidence I said as I had just been thinking about selling the stuff and told him he could have the whole collection for \$1500. He paused for a moment and then counter-offered \$2500. This seemed odd to me so I asked him if he understood how negotiations were supposed to work. He laughed and said he did and repeated his offer of \$2500. With no better ideas I sadly and reluctantly said yes. I figured I had flown my last flight in N43028 but at least I now hoped she would live, breathe and fly again.

Fortunately for my old airplane her new owner did indeed have the time and money needed to see a total re-build through to completion. I got periodic updates on the progress of the project and the new owner said he was going to finish the project in the same paint scheme I had picked out, one that would be representative of an airplane rolling off of the line in January of 1946. By the time the Taylorcraft was completed in 1998 I had moved on to Florida and was enjoying life there; flying the USAF's finest airplanes but without one of my own.

In the spring of 2000 my phone rang, it was the Taylorcraft's owner. He said that he had decided to buy a newer, faster airplane for his city to ranch commute and he asked me if I was interested in having the Taylorcraft back. I immediately said that, of course, I was but that I would have to do some research as I was not sure I was in a financial position to make that happen as we had just purchased a new house and car. He very patiently repeated himself, asking me if I wanted the Taylorcraft back. I repeated again that I would need some time to arrange the money, and what was a Taylorcraft even



A sad sight indeed

worth these days? He asked if he was being unclear, did I want the airplane back; it had always really been mine anyway. I am not ashamed to admit that a tear may have escaped my eye when his meaning became clear...he was giving me the airplane back. After the shock at this unbelievably, indescribably

selfless and generous offer wore off I began to look for hangar space in the Florida panhandle to bring my old airplane back into the fold. Unfortunately the USAF had other ideas that would delay our reunion a little while...like a year in Korea. Oh well, I had waited this long what was another year? My generous friend and benefactor said this

would not be a problem, the Taylorcraft could

live in his hangar at Rocksprings and she would be there when I got back in 2001.

I finally escaped from Korea in September of 2001. One of the first items on my agenda, as you may well imagine, was to get back in the left seat of a certain 1946 Taylorcraft. Finally, on 7 September I was able to fly the beautifully restored bird from the Rocksprings ranch to Boerne Stage and again nestle her in my friend's hangar, only this time as a fully functional airplane instead of a pile of parts. I flew her each day until the 11th of September when, like everyone else, we were grounded for a while. Every day I would wake up and hopefully check the NOTAMs to see if we could help alleviate the sadness and confusion by doing what we did best...FLY! When we were finally un-shackled it was a good feeling to kindle hope for the future with a flight in my very own antique airplane.

Following some training in San Antonio I was fortunate to be stationed in Del Rio, Texas and locate a hangar at KDRT that was only 10 minutes from our new house. I thoroughly enjoyed flying my new/old/always airplane over the dramatic west Texas landscape and flying to San Antonio on the weekends, where my same friend said I could park the plane in his hangar whenever needed. It was almost like we had never been apart! After three years of good times the USAF said enough is enough, and sent us back overseas, to RAF Lakenheath for three years this time. Unfortunately I had just removed the Taylorcraft's motor to replace a bad cylinder and work on some oil leaks so the airplane was not airworthy and the thought of paying hangar rent for three years for an air-

(Continued on page 12)

AN AIRPLANE IN YOUR LIFE (CONT)

(Continued from page 11)

plane that I could not fly did not sit well. The engine was easy to store, it just went back into my parent's garage, wrapped in a fancy blue tarp. The airframe, however, was a different issue. As you can probably guess my old friend would again ride to the rescue. Upon hearing of my dilemma he said "no problem, bring her up to Rocksprings, she'll fit in the hangar just fine." So with the help of some friends from work the wings were removed and in the spring of 2005 my Taylorcraft once again went to Rocksprings to rest quietly and patiently await her inevitable return to the skies of south Texas.

My family and I returned from the United Kingdom and moved back to Randolph Air Force Base in San Antonio in August of 2008 and life resumed as normal, which is to say it was busy. I had more Air Force training to attend, kids to get through high school, cars to fix, etc. All of this put a delay on getting the Taylorcraft back in the air, but she was never far from my thoughts and I was constantly formulating new plans to get her back into one piece. Finally in the spring of



On the ramp at KDRT

2010 I had the time and the money to proceed; now I just needed competent A&P help to pull the whole thing together. Fortunately I had decided to join EAA Chapter 35 in San Antonio (which, it just so happens, holds its meetings in what is the old Alamo Soaring building...talk about life coming full circle).

At my first meeting I introduced myself to the crowd and casually mentioned that I owned an airplane that was currently disassembled. The very next day I had an e-mail from the Chapter 35 president steering me to another Chapter member who would likely be willing to tackle the project and pointing

out that there was plenty of space in the Chapter Hangar to work on the project and that the Chapter Trailer would likely haul the airplane parts from Rocksprings to San Geronimo. The arms of the EAA community were gathering me in to provide whatever was needed to get the Taylorcraft flying again. I called the A&P in question who was indeed eager to accept the challenge. I booked the trailer and rented the hangar space. It took two trips but the parts made it safely from Rocksprings to San Geronimo with the help of my family and the friendly Rocksprings rancher who always seems to be there when needed.

What followed was the typical airplane project. It cost way more than I thought it would, it took way longer than I thought it would, I wanted to quit and just get rid of the airplane at least twice, etc. But, by now, we all know that there was no way that this project was NOT going to be finished and sure enough on 13 June 2010, 26 years to the day after I first flew her, N43028 and I rolled down the runway at San Geronimo and committed aviation for the first time in nearly 7 years. Again, it was like coming home. I made the airplane a silent promise that this was definitely the last time we would be apart. She was going to spend the rest of her days as my flying machine, not a parts collection! Initially she lived in hail shed at San Geronimo, but my good friend would not hear of this and offered me space in the Boerne Stage hangar so that is where she went to live and fly from. From there N43028 and I got back to exploring the beautiful Texas Hill Country and perfecting our wheel and three-point landings. OK, perfecting may be a bit of a strong word to use there.

Well, it's now August of 2013 and I have been true to my promise to the Taylorcraft, mostly. I did have to pickle the airplane in February of 2012 when the Air Force sent me to Afghanistan, but she stayed in one piece! When I got back she was waiting patiently and eager as ever to fly. Getting the engine to start the first time was a bit of a struggle, but on the second flight she started on the third blade. Yesterday, when my wife and I went for a sunset flight, she started on the first blade. The Taylorcraft loves to fly and she will show off for company sometimes.

So, as I reflect back on almost 30 years of having this wonderful airplane dance her way into and out of my life I realize many things. First and foremost it takes a village to raise an airplane. Had my parents shot me down, had I not had pa-

(Continued on page 13)

AN AIRPLANE IN YOUR LIFE (CONT)

(Continued from page 12)

tient instructors to de-mystify the mystical tail wheel, had my generous friend not been there (over and over and over again) none of this would have been possible. Second I realize that there is no such thing as out of luck. Time and again the exact person, part or lesson that I needed to find just happened to appear exactly when needed. Whether it was a well-placed copy of Aero Trader, parents who understood a kid's burning desire to own an airplane, my friend offering \$2500 for a \$1500 project, that same friend returning the airplane to me because he felt it was mine anyway, the exact right person in the crowd at an EAA Chapter meeting, a family who was willing to spend the money to continually rehabilitate an ailing airplane the answer was always there. Maybe not always easy to find, maybe sometimes asking us to be a little persistent and work a little bit for it, but ALWAYS the answer was there. Just like my airplane.



First flight in seven years...



As good as I remembered it was



The finished product...worth every penny and tear

And she was always there and she still is. She sits in a hangar at Zuehl Field right now. She has taught me more that I can currently remember.

She has taught me about flying, she has taught me about life and she has revealed the true and generous character of the people who surround me. She has been a magic carpet offering me escape from a mundane teenage existence and transporting me to places that were far away and to places that just felt far away. She has been a magic mirror that I could see myself reflected in. When I struggled with landings, for instance, she showed me that I needed patience, a trait which (like most 16 year old kids) I lacked and needed to develop. When I ques-

tioned the goodness of people, when I learned that I had sent money to a man to do a job he had not done she showed me the greatest act of kindness I will likely ever see when she was gifted back to me. I can't imagine what my life would have been like without her and I will never live my life without her. We are connected and we are...friends.

Many of you may be contemplating buying an airplane or finishing your restoration/construction project. To borrow a phrase from a small shoe company...**JUST DO IT.** The rewards are too numerous to count and the trials and tribulations are worth it. When it seems hopeless and you are ready to throw up your hands and quit...**PRESS ON.** I cannot strongly enough encourage you to see the process through, for your benefit and for the good of your airplane. For, as surely as your soul longs to fly, so does hers. She wants to teach you all that she can and she wants to

watch sunrises and sunsets across all her days. What would you do for a friend in need? Anything? Your airplane, whether you own her yet or not, is your friend...be

there for her and she will be there for you. Each time I open the hangar door I am glad we still have each other for she has lessons to teach and I have lessons to learn. Perhaps I was seeing into the future in 1986 when I decided to name my Taylorcraft. The name I painstakingly brushed onto both sides of her cowling for all to see... *Hope.*

Doug Jenkins is an Air Force pilot, EAA Chapter 35 member and president of the San Antonio Chapter of the International Aerobatics Club



DECEMBER MYSTERY PLANE REVEALED

By Doug Apsey

Congratulations to chapter member Roger Hardley for being the first to correctly identify the December mystery plane as the Armstrong Whitworth Argosy. Being a Brit, Roger had an advantage over many of us in recognizing this airplane since the Argosy comes from the UK. Chuck Lowe also responded with the correct answer a few days after I received Roger's response.

The Armstrong Whitworth Argosy carried two designations, AW 660 for the military version and AW 650 for the civilian version. Its' first flight was 8 January 1959 and the Argosy was the



XP447 at William J. Fox Field, Lancaster, CA



last aircraft that Armstrong Whitley produced. The Argosy's primary mission was as a medium-range general purpose transport for the RAF.

Powered by four Rolls-Royce turboprop engines, the Argosy had a reported cruise speed of 276 mph and a range of 1,780 miles. It could carry a payload of around 28K lbs and had a maximum weight of 88K lbs. The cargo bay measured 10 by 47 feet and could be loaded either from the front or rear doors of the aircraft for straight-in loading or from side doors located at both ends of the fuselage. When configured to carry passengers, the Argosy would seat up to 89. The military version had clam-shell doors in the rear of the fuselage and doors on both sides in the rear of the fuselage to facilitate paratrooper drops. The military version could be reconfigured to carry either 69 troops, 54 paratroopers or 48 stretchers.

A total of 74 Argosys were built with 56 of these being AW660 models serving the RAF until February of 1975 when they were replaced by the Lockheed Hercules C-130. The other 18 were the AW 650 civilian version. Only a few Argosy's found their way to the US as cargo haulers, first with Riddle Airlines and later with Duncan Aviation who flew them up until 1991. One of the remaining AW 650's on US soil can be found at Yankee Air Museum in Ypsilanti, Michigan. Another is being refur-

bished for display at the Warner Museum of Aviation and Transportation in Sioux City, Iowa. A third one, and the one that led to this being our December Mystery Plane, was spotted sitting at General William J. Fox Airfield in Lancaster, California by Brian and June Goode during their air tour of the US last summer.*

*The main source of the information in this article came from Wik-



ipedia.

Want to find out more about the AW 650/660 and see one in flight? Visit the following web sites.

<http://www.youtube.com/watch?v=8leadlyztFE>

<http://www.aviation-history.com/armstrong-whitworth/>

Mad Scientist Lifts Massive Hangar Door With Solar Power

Kris Niswonger

How do you open your massive, bifold hangar doors without power? Solar! We do live in South Texas after all!

Nov. 2013. It was my third solar power design configuration attempt in three months. After two failed attempts, I was hopeful, yet skeptical that this third configuration would work.

My friend and neighbor, Jake White got to push the up button while I monitored the inverter to make sure it didn't smoke or worse. As the 2300+ lbs hangar door went up, I cheered it on as if it could hear me! This moment in time had to be one the happiest in my life.

There are abundant options for solar solutions to your aviation quandaries. Feel free to call me at 210-857-6008 or email me starshipdesignllc@gmail.com if you would like my help with a solar power solution for your hangar or project.

Special thanks to Gary Krysztopik and Nelson Amen for their help and encouragement



Country Store

Brian and June Goode

We have 5 short sleeve Chapter 35 logo fishing shirts left in inventory. They will be on display at future meetings and events.

Here is a list of our inventory shirts along with their colors.

MEN'S : LARGE KHAKI, LARGE ROYAL BLUE, EXTRA LARGE ROYAL BLUE

LADY'S: LARGE SKY BLUE, LARGE YELLOW

These shirts are a cotton/poly blend with lots of pockets in which to keep your phone, pens, pencils and glasses handy during your flying experiences. They are available in many colors and all of the standard men's and ladies' sizes, both short and long sleeves. The prices are \$39.00 for the short sleeved ones and \$43.00 for long sleeves. If you would like to order shirts outside of the regular meetings, please contact June or Brian Goode at 210-688-0420 or stop by our hangar, #53 on 8T8.

We are now able to provide you with some of the WASH WAX ALL aircraft care products. The benefit to the members is that the product will help keep your aircraft, boat or motorhome clean and shiny. The benefit to the Chapter is a little commission on each sale, while holding the price to the same level as all of the other outlets who sell the products. In addition, you don't have to drive to town to shop. We will have a supply of the cleaner and the degreaser on hand at all times. See the Catalogue for details.

In addition, we have an opportunity to offer "Airplane Aprons" which are made by a little old gal on her little old sewing machine one apron at a time, for \$19.95 each. If there is enough interest, we will order some for the store.

EAA CHAPTER 35 CATALOGUE

Fishing Shirts with Chapter 35 logo	Short Sleeve	\$39.00
	Long Sleeve	43.00
Chapter 35 Baseball caps		10.00
Mesh Chapter 35 Caps		5.00
Chapter 35 sew on patches		3.00
Bumper Stickers		2.00
Aluminum Wheel Chocks – Set of four		42.00
Wash Wax All cleaner/wax:	16 oz.	9.95
	Gal.	27.95
Wash Wax All Degreaser:	16 oz.	9.95
	Gal.	27.95
Wash Wax MOP: Includes pole and pad		99.95
Extra pads (four)		29.95
Aero Scrubbers (5 pads)		28.95
Airplane Apron		19.95



2014 EAA Chapter 35 Leadership



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CHAPTER CALENDAR

JANUARY 2013	11	BOD Meeting <i>Second Annual San Geronimo Day And Progressive Lunch</i>	10:30 am Noon to ???
FEBRUARY	8	EVENING MEETING Program: TBD	EAA Chapter 35 Clubhouse Dinner 5:30 pm Meeting/Program 6:30 pm
MARCH	8	LUNCH MEETING Program: TBD	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
APRIL 	12	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 8:00 - 10:00 am 10:30 am
MAY	10	SPRING CLEANING! Yard/Chapter Building Work Party <i>Bring gloves and tools!</i>	EAA Chapter 35 Clubhouse 10:00 am – 12:00 pm Lunch Served at Noon
JUNE 	7	ANNUAL CHAPTER 35 PICNIC <u>Chef, Prep Cooks, Servers Needed</u>	EAA Chapter 35 Clubhouse 11:30 am to ?
JULY 	12	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 8:00-10:00 am 10:30 am
AUGUST	9	LUNCH MEETING Program: TBD	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	13	LUNCH MEETING Program: TBD	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	11	BOD Meeting LUNCH MEETING Program: TBD	10:30 am EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
NOVEMBER	8	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER	13	CHRISTMAS PARTY  <i>EAA 35 Holiday Luncheon</i>	EAA Chapter 35 Clubhouse Social Hour 12:00 pm Lunch 12:30 pm Gift Exchange 1:30 to 3:00 pm

Aviation Calendar of Events websites

- Aero Vents** <http://AeroVents.com>
EAA <http://www.eaa.org/calendar>
Fly-ins <http://www.flyins.com>
Fun Places <http://funplacestofly.com>

Saturday, Jan 18, 2014 (9:00 AM. -- 11:00 AM.)

Houston, Texas: Houston Southwest Airport (AXH)

Rusty Pilots Program

FREE Rusty Pilots program with fellow lapsed pilots. Developed by AOPA in partnership with local flight training providers in order to create the best environment for getting you back in the air



WANTED AND FOR SALE

NEW HANGARS FOR RENT @SAN GERONIMO AIRPARK

Available soon - construction is almost complete. 40 FT. Wide x 32 FT. Deep Reserve one now by contacting either: Brian



Goode (210)-688-0420 (727)-709-1159 n9785b@gmail.com or Ron O'Dea (210)-488-5088 r2av8r@gmail.com (expires Mar 2014)

HANGAR SPACE FOR RENT (8T8): T-hangar (30A) available for rent. Contact. Doc Hecker. 210-391-1072. (expires Mar 2014)

FOR SALE: Hangar at Boerne Stage Airfield, 5C1. 30' x 40', elevated office and storage, shop, storeroom, and, toilet. Airport fee \$540 per year, includes water, trash disposal and runway access. See at HangarHunter.com



Contact Bill Bartlett 210-865-4591 Email: bartlettsat@gmail.com (expires Mar 2014)

Airpark Property For Sale: One acre lot at San Geronimo Airpark. Water and electricity, buyer installs septic. Plenty of shade on this treed lot with large open area for hangar. Asking \$109K, contact Gary at (210) 722-2977 or gary@zwheelz.com (expires Mar 2014)

For Sale small aircraft / LSA trailer. Constructed for my Star-Lite, has a cradle for the mains, ramps, and a box for the wings. Used many times from garage to airport, and also for the 4600 mile trip to Texas. About \$450 in materials. Yours for \$150. 1 7/8 inch ball. In my hangar at 8T8. (expires Mar 2014)



To post an ad—contact the editor at eea35news@gmail.com.

- You must be an EAA 35 member.
- Ads will run for 3 Months from the last date you re-verify that the item is still for sale. If I do not hear from you the ad will be deleted
- **PLEASE Notify me when your item sells!!**
- You must contact the editor by e-mail or phone to extend your ad beyond the expiration date

NAME THE PLANE

Doug Apsey

OK fellow Chapter 35 members, here's a really old one for you to figure out. I'll even give you a hint. It has the same name as one of our previous mystery airplanes.



1. Who will be the first to tell me:
2. What company built it?
3. What country does it come from?
4. What is its designation or name? i.e. C-172, PA-24, Skyhawk, etc.
5. Within 5 years, what year did it first fly?

NEW MEMBERS

Chapter 35 continues to grow! Please welcome

Patrick Lyons

Pat just recently moved to San Antonio, although he has been visiting for years. Pat has a nice Mooney M20 which is now hangared at 8T8. Welcome Pat!

Also, please note that it is time to pay dues for 2014. Remember your checkbook or cash for the January meeting and save a (now more expensive) stamp!



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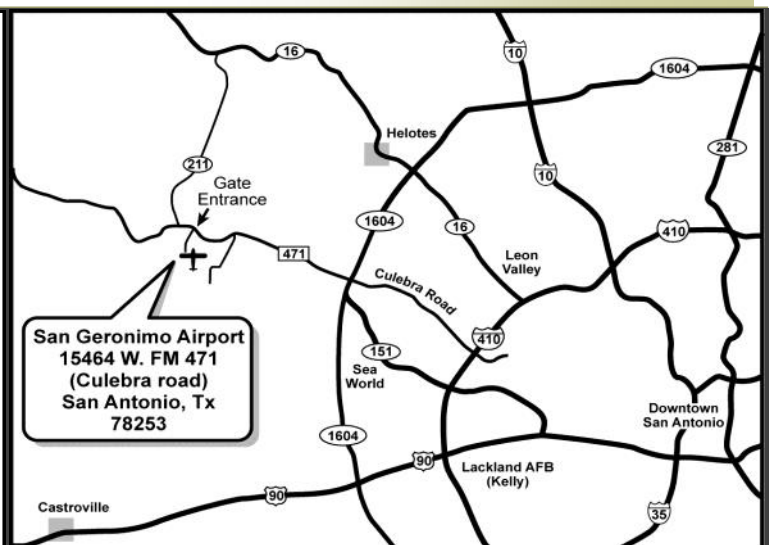
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

*Chapter 35 meets
Each Second Saturday of the Month*

January 11, 2013
EAA 35 and San Geronimo
Open House
and Progressive Lunch
1200 Noon

EAA Chapter 35 Clubhouse



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For over 50 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

[Click Here for Link to 8T8 on AirNav.com](#)

Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS

www.35.eaachapter.org

PRESIDENTS COCKPIT



[For English Click Here](#)

Ansedda EAA35 medlemmar,

Det är en stor ära för mig att väljas till president i EAA Kapitel 35 i San Antonio, en av de finaste och äldsta EAA kapitel i USA. San Antonio har en lång tradition och historia i

luftfartsverksamhet, med den näst äldsta offentliga flygplatsen i USA, den Stinson flygfält och med tidigare fyra USAF baser i staden. Men Kelly och Brooks Air Force Baser är båda borta, men den äldsta USAF hangar, Hangar 9, vid den tidigare Brooks AFB, är fortfarande där för att påminna dig om den banbrytande flygande aktivitet runt staden.

En kort presentation av några av mina aktiviteter: Jag har flugit först i Sverige och sedan här i Texas i många år i många olika flygplanstyper. Jag har haft en nödlandning i Sverige på grund av motorhaveri i en Piper PA-28 på låg höjd, och en liten jordslinga med en Cessna-205 på grund av en plötslig punktering vid landning. Jag har också haft ett fel på en generator i en Piper Arrow på natten i IMC, när flygledaren evakueras luftrummet under mig och får mig att stänga av alla inte så viktiga elektriska och radioutrustning, så jag kunde nå destinationen flygplats i Stockholm utan problem. Viktigast är dock att i dessa fall de flygplan, som inte var skadad och jag var inte skadad.

Jag har inte flugit så mycket som jag ville under de senaste åren, på grund av att jag har varit upptagen med att bygga Zenith STOL CH 701 tillsammans med Lex Brown och Thomas Morgan. Jag hoppas att det nu, till ny EAA35 ordförande byggnaden kommer att bli så mycket mer effektiv, att vi kommer att kunna göra vår första testflygning inom en snar framtid här på San Geronimo Airpark.

Emellertid är den term nära framtid flexibel. För att slutföra flygplanet är viktig, därför att jag har fått reda på att den EAA35 presidenten inte kommer att få en EAA35 experimentell privat affärsjet att flyga runt med under sin tjänstgöringstid. Och för alla andra medlemmar i EAA35, vill jag informera er, att presidentens politik för de kommande två åren kommer att vara, att om du vill behålla din plan, kan du hålla din plan kommer EAA35 inte blanda sig i det viktiga beslut.

Eftersom den nya presidenten Jag vill tacka de EAA35 Officers, som nu lämnar med en mycket hedervärd urladdning: president Nelson Amen, vice VD Doug Apsey och sekreterare BJ O'Dea för mycket fina jobb under de senaste två åren. Samtliga möten var framgångsrika med intressanta talare och demonstrationer, värdefull information och, inte minst, bra mat. Dee Brame är också mycket uppskattad för det hon gjorde som kassör, men hon har

vänligt accepterat att fortsätta sitt goda arbete en annan period. Så förhoppningsvis kommer vi inte i konkurs under de kommande två åren antingen. Och en påminnelse: alla 4 officerare, 6 Styrelse, 14 ordförandena för de många olika aktiviteter, 2 Flyg Advisors och 4 Teknisk rådgivare är icke-betalda volontärer, som avsatt sin tid och arbete för EAA35 gratis. Men i den nya myndigheten som president kommer jag att förklara att deras löner (förutom min egen, naturligtvis) kommer att fördubblas under de kommande 2 åren. The Club House och EAA35 Hangar med all dess utrustning är i gott skick, tack vare mycket bra vård från den ansvariga ordförandena (t.ex. Gail Scheidt, Nancy Mason, och Don Woodham) och övriga ledamöter är inblandade. Slutligen ett stort tack går det till redaktören för Runway 35 månatliga nyhetsbrev (Chuck Fisher), vars redaktionella färdigheter resulterade i en EAA Award för bästa EAA nyhetsbrev i USA (och kanske i världen, eftersom EAA är också en internationell organisation).

Med undantag för en ny president, har EAA35 också valdes två nya mycket dedikerade Officers: vice VD, Steve Jones, som också kommer att ansvara för programmets möte och schemaläggning samt sekreterare, Darren Medlin, som kommer att göra rapporter om verksamheten på styrelsemöten etc. båda är också väljs för två år. Jag ser mycket fram emot att arbeta med alla Officers, styrelse, är ordförande, Flyg Advisors och tekniska rådgivare och, naturligtvis, alla medlemmar under de kommande två åren.

EAA35 har idag cirka 160 medlemmar, men det finns utrymme för fler medlemmar. Så, om du har en vän, som vill flyga och inte har ett flygplan, berätta för henne/honom att köpa ett kit och bygga ett nytt flygplan i hans/hennes garage (eller hangar om hon/han har råd med det) med bara en skruvmejsel och en hammare. Och efter deras köp av denna sats, berätta för dem att gå med EAA35 att få goda råd, och flygplanet ska vara klar på bara ett par dagar, veckor, månader, år eller årtionden (absolut inte århundraden).

Den preliminära årliga schemat (från Steve Jones) kommer att innehålla ett månadmöte som vanligt under den andra lördagen varje månad med en lunch/middag och en högtalare eller annan aktivitet, såsom inspektion redan avslutat flygplan eller pågår i hangarerna på San Geronimo. Det kommer också att inkludera Fly-in frukost Evenemang, Spring Cleaning (oh ja), Årlig Kapitel 35 Picnic, årliga Chili Cook-off med Fly-mart och slutligen en jul Par

Hälsningar för ett gott nytt år med glädje bygga flygplan och välmående flyga med det du byggt,

Ulf Balldin