



# RUNWAY 35

April 2011

Volume 53 Issue 4

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## Next Event

April 9th

- Pancake Breakfast and Fly-in San Geronimo 8T8
- 8:00AM to 11:00AM



PHOTOS CONTRIBUTED BY:  
N.WARNER, D. BAKER

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**ED SEURER, EDITOR-IN-CHIEF**

## CAVEAT EMPTOR

**By RB "Doc" Hecker**

EAA Technical Counselor #5453

### Used Aircraft Engines

This is a tale of three woes...and concerns both the best and worst of decision situations. The common thread is the dictum of Caveat Emptor, or, "Let the Buyer Beware". Sometimes the most diligent research on how to approach a decision can still lead to a no man's land of difficulty...and a compromise of safety.

To begin with, when I originally purchased my 1946 Taylorcraft BC12-D over 6 years ago, it came with a fresh annual from a known mechanic and was pronounced "ready to fly"...and ready to fly it was. It was only after I had hangared the ship on my own field that it really was critically looked over by myself and a trusted mechanic friend. It soon became apparent that the inspection had been cursory as I had to remove mud dauber nests from the trim tab control cables. Further inspection showed worn bungee cords. The firewall forward was conspicuous for a missing cabin heater shroud, and the oil was dark. The aircraft was cleaned up, the engine oil changed, and cylinder compression checked. Although the magnetos were timed correctly, a disturbing tendency during the hand starts was that it took many propeller swings to get the machine to fire. Once these items had been corrected (or dealt with), the machine was a joy to fly. After about ten hours of flight, it was determined that the spars were dam-

aged. The aircraft was taken out of service for a teardown and rebuild. The engine was totally disassembled. The findings on that engine were the beginnings of my first woe.

The Continental A65-8F is really an almost bullet proof gem of 1930's technology. This engine has a tendency to run even when there are internal problems, and seems to provide good service to make up for its lack of horsepower. One point in its favor is that parts are still available for rebuilds, although cylinder assemblies are becoming dear. A major reason for this is the prior availability of Superior Air Parts selling their Millennium brand of new A65 cylinder assemblies that were manufactured in Italy. Those cylinders were sold in sets of 4, and required an exchange of the old cylinders. I assume that these old cores were then destroyed to ensure a further market for the new assemblies. Unfortunately, the A65 Millennium cylinders are no longer available.

Upon teardown of my A65-8F it became apparent that the engine needed work. The crankshaft was worn and the camshaft lobes were spalled. Both of the Continental case dowel bolts were missing and had been replaced with standard hardware. A cylinder stud assembly was broken. The oil relief spring was missing. All of the rocker arms needed to be bushed and refaced. All of the steel parts were sent for rework and the crankshaft was ground per STC

**(Continued on Page 7)**

## CAVEAT EMPTOR (CONTINUED)

**(Continued from Page 1)** to 0.020 with new .020 bearings supplied. The case and accessory case was sent for inspection and a small crack was repaired. The cylinder assemblies were sent out for inspection and (naturally) condemned. The cylinder shop happily sold me a set of new Millennium cylinders. The Bendix Scintilla lunchbox magnetos were sent out for inspection and one was condemned due to internal corrosion. Fortunately, the accessory shop had a spare magneto case on the shelf and rebuilt both mags to overhaul condition. This 60+ year old engine had been waiting for a long time to be properly cared for. The engine was carefully rebuilt with the correct parts and placed into service after a 3 year total restoration on the airframe .

This past year I completed another total airframe restoration project (Aeronca 7AC) that was powered by a Continental A65-8F. Although the engine ran well when I purchased the project, I removed the cylinders for inspection and had the magnetos reconditioned. Upon completion of the airframe restoration, I returned this engine to service. It appears to continue to run well. My intention was to run the engine until it told me it needed an overhaul as I knew that new cylinders were presently unavailable.

During the past year I was made aware of a spare Continental A65-8F available for sale at a local airport. This engine had originally been on a J-3 Piper Cub and had eventually migrated to a light sport Pietenpol. The owner had upgraded to a Continental C85, and was looking to sell his prior power plant. According to the logbooks, the engine had undergone a major overhaul 2 years ago and had approximately 102 hours time in service when it was removed from the Pietenpol. The engine logbook was original and the entries were properly noted. The engine was signed off as airworthy. The oil was fresh looking, and the mismatched magnetos and harnesses appeared in good condition. As the seller was looking to free up some cash for his project, we struck a deal that seemed reasonable to both of us. I purchased the engine with the intention of using it as a spare if the Aeronca 7AC's engine needed to be worked in the near future. Once I had the engine back at my hangar, I ran it on a test bed to confirm

normal operation, and then changed the oil with preservative fluid and stored the engine. I now felt that I had a good contingency plan if any of my two Continental A65-8F powered aircraft developed engine problems.

Last September, I underwent a long cross country (7 hours) in the BC12-D that took me from San Antonio, TX along the South Texas Rio Grande border, and then from Port Isabel, TX over the Laguna Madre Gulf Coast to Rockport, TX. The final leg was to my home base at Bulverde, TX where the airport landing graders reported that I was trailing smoke. Upon shutdown, oil was noted to be dripping from my exhaust stack. This engine had approximately 43 hours time in service since I had completed a major overhaul on it. A compression check showed there to be a problem with the #4 cylinder, and it was removed for inspection. My second woe was discovering that a piston ring had broken and severely scored the cylinder. Metal was found in the oil. The other three cylinders were removed for inspection and the entire set taken to the cylinder shop for evaluation. The very bad news was that the scored cylinder could not be repaired as Superior Air Parts did not have oversized rings for the Millennium A65. The entire set was shelved until Superior Air Parts decides to manufacture new assemblies or oversized rings.

Fortunately, I had my contingency engine available which was quickly swapped out on the BC12-D. The damaged engine was shelved for a rebuild in the distant future pending upon the availability of new cylinders. Unfortunately, this was only the beginning of the third woe that I was to experience.

After 7.5 hours of service on the contingency engine, it was time to do the annual on the BC12-D as it was due for inspection at the end of November. Beginning the inspection with firewall forward, the compression on the #2 cylinder was in the 20s. Upon changing the oil and inspecting the screen, I found obvious metal flakes. The #2 cylinder was removed and the rocker arm shaft appeared to be broken into two pieces. Upon closer inspection, the rocker arm shaft was really a jury rigged solution to a missing, correct shaft. The two pieces were non-aircraft parts,  
**(Continued on Page 7)**

## PRESIDENT'S COCKPIT

### By Dave Baker

What a great presentation put on by Doug "Bags" Jenkins about the F-15 Fighter last month. Doug is a great example of a young person following his or her dreams. I remember this skinny kid helping and flying Gliders around here in the early days of 8T8 (1981-82-83). It was this young man whose name is Doug Jenkins! A true testament of what can happen if you want it bad enough. That is one reason we have Young Eagles now. Doug was fortunate enough to have people in his life who inspired him into aviation.

The months are just "flying by", pun intended!! Here we are approaching April already and this month we will have our first Pancake Breakfast Fly-in of this year. The cooking will start at 07:30am and we NEED your help to cook for your fellow chapter members and hopefully a whole bunch of pilots & passengers flying in to enjoy our pancakes and sausage with juice and coffee as well. Please come early and help us cook. We will have three cooking stations set-up around the chapter building as we have in the past. This worked well and we were able to keep up with the demand. We need a couple of people mixing the batter and then three people cooking. We will need a couple of shifts, so come out and help us.

On May 14th we have our chapter work day starting at 10:00am and we will have lunch (burgers and the fixings) served at 12:00 noon. We don't have a lot to do but will be cleaning up our yard, painting the benches and anywhere else needed and straightening out the hangar.

The next major undertaking is the Hondo Fly-in on Saturday, May 21, 2011 and I am happy to report that we have enough early volunteers to handle the tasks we are responsible for. Gate Admissions, Aircraft Parking and then our Chapter Water sales and T-shirts, caps, etc for the chapter's benefit. We will always take extra

volunteers to help relieve those who are out there and may need to rest some. Chapter (new) member, Chuck Sharrar has volunteered the use of his 6 passenger golf cart for our use in transporting those who need assistance and as our Operation Thirst vehicle too. Chuck will be driving it on the first shift (0900 to 1300) and then Dennis Scheidt will take over on the afternoon shift (1300 to 1700).

June brings up our annual Chapter Picnic which is always a fun filled day. Let's make this year another great time for all members and their families and guests.

We will be forming a nominating committee very soon to seek candidates for your Chapter Officers and Board Members for the next two years (2012 & 2013). If you have an interest in seeing your chapter continue to grow and foster new learning, promoting homebuilt aircraft, helping younger folks discover the joy of flight and all of the other things we do, then please let any of the present Officers and / or Board Members know your desires. We have a great slate of people in certain positions and some will be willing to continue in their respective positions, I believe. I know that we have the caliber of people needed and your chapter needs you now!!

Jim Schlattman, Ron O'Dea and myself are going to Sun 'N Fun this year and will have some pictures, stories, etc. to share at future meetings.

Safe Flying.



**NEWSCLIPS**



EAA Chapter 35 is very close to paying off the loan for the EAA Chapter 35 Hangar! The note is now down to \$11,540.00! We have a strong equity position and the hangar is a great asset to chapter members. When the note is paid off the Chapter will no longer be concerned with making the monthly payments, the hangar will be more available for member's projects, and there will be more funds available for other programs.

To raise the funds to help pay off the note Mr. Ron Paduh suggested we once again offer Life Memberships! The Board of Directors voted and the motion passed unanimously.

**This is your final opportunity.**

Life Memberships are now available for \$350.00. The Life Membership offer will be available from right now and will terminate at the April 2011 Chapter meeting. For those members who have already paid their 2011 dues you will receive credit for you payment and will owe \$326.00.

We have already had 14 members sign up for the program. To become a Life Member you may send your payment to me:

**Ron O'Dea**

**EAA Chapter 35**

**Life Membership Chairman**

**15464 FM 471W #14**

**San Antonio, TX 78253**

Or bring your payment to a meeting.

# AIRSHOW<sup>NO.</sup> 4

## MAY 27-29, 2011

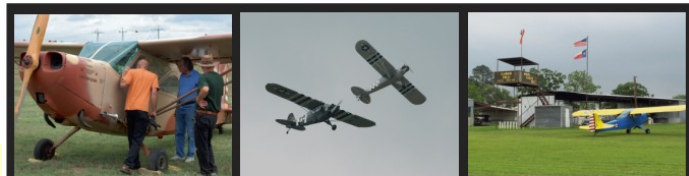
# RANGER AIRFIELD

**MEMORIAL DAY WEEKEND FLY-IN & AIRSHOW**



- **FRI:** Fish Fry (\$8) 5:30 P.M.  
Evening Airshow **7:00** P.M. (Airfield closed 6:50-7:30)
- **SAT:** Lions Club Breakfast (\$5) 7:00-8:30 A.M.  
Lunch served to pilots/passengers 11:30 A.M.  
Airshow **1:00** P.M. (Airfield closed 12:50-2:30)
- **SUN:** **DAWN PATROL ~ 0700**

Visit: [www.rangerairfield.org](http://www.rangerairfield.org) Identifier: F23 Elevation: 1470 ft.  
CTAF: 122.9 Rwy 01/19: 3300 x 75 ft. Turf, In Good Condition



**The Alamo Liaison Squadron presents:**

## Bluebonnet Picnic 2011

Please join us for our annual fly-in and fundraiser.

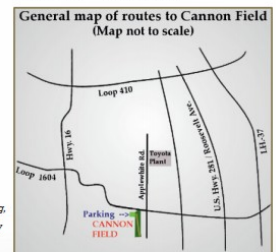
PLEASE JOIN US FOR A FUN DAY AS WE REMEMBER AND CELEBRATE THE LIAISON AIRCRAFT, THEIR PILOTS, AND THE MEN WHO HAVE RESTORED AND PRESERVED THESE AIRCRAFT.

**Date:** April 2, 2011  
**Time:** 10:30 am to 3:30 pm  
**Place:** Cannon Field (53T)  
(Just west of Applewhite Rd. and 1604)

**FLY-IN VISITORS:**  
Airport Id: 53T (Now public use!)  
Runways: 13 South (Left Traffic)  
31 North (Right Traffic)  
Length: 2900 ft.  
Elevation: 610 ft. / 186 m (estimated)  
Radio Freq: 123.00 Mhz

- EVENTS SCHEDULED TO INCLUDE:**
- Missing Man Formation and commemoration
  - Invited veterans recognition
  - Liaison aircraft demonstration(s)
  - L-bird Theater
  - World War II aircraft and classic vehicles on display
  - Flying competition (Flour bombing and spot landings)
  - Barbeque fundraiser
  - Fundraising Silent Auction

The Alamo Liaison Squadron is a non-profit 501(C)3 organization dedicated to restoring, maintaining, and operating WWII liaison aircraft and recognized as a flying museum by the State of Texas. All scheduled aircraft and events subject to change.



Please visit [www.als-cannonfield.com](http://www.als-cannonfield.com) for more detailed information and pictures from last year's picnic.

## MORTALITY IN ARMY AVIATION - 1914

In this multi-part series, Ron Paduh presents a unique view into the then-new endeavor of heavier-than-air flight. From the earliest days comes a sobering analysis of flight accidents, their causes, and their unfortunate results. This historical perspective reveals that while much more is known today about weather, materials, aerodynamics, and human factors, we continue to make the same mistakes.

This is article 11 of 12, to be published each month covering the first 11 fatal aircraft accidents in the Army 1908 – 1914. Each month will be a different accident and the last month will be a general discussion of all 11 accidents. This information comes from a copy of an original letter from the Signal Corps to the Chief of Staff.

### Accident No. 11:

Extract from Proceedings of Board of Officers held at San Diego, Cal. February 10, 1914:

Statement of 1st Lt, V. E. Clark, C. A. C.

Q. Please state to the Board all that you know of the accident to Wright hydroaeroplane No. 10, yesterday, which resulted in the death of Lt. Post.

A. I was standing near the eastern end of the main hanger watching Post come down. I had watched him from an elevation of probably 2,000 feet, all the way. After he got down below a thousand feet I remember thinking he was pointing down very steeply. From a thousand feet down to the time the machine collapsed he was spiraling widely and with very little bank. I believe that his gliding angle increased gradually from 1,000 feet down to what I judged to be between 500 and 600 feet, when the machine appeared to me to round over and point practically vertical, I saw post, or a black body which I took to be Post, thrown well forward and out from the machine. Immediately the machine collapsed. I am not sure that Post was thrown clear before the collapse, but I believe this to be the case. Post's body reached the water while the collapsed machine was still 75 or 100 feet in the air, and his body struck the water at a point which I estimated to be 300 or 400 feet away from the machine, and in the same direction from the machine as the direction of movement of the machine at the time of its dive.

The fact that lieut. Post had descended from an altitude of approximately 12,000 feet to an altitude of 1,000 feet without difficulty, and in a normal manner, as far as can be determined, from the evidence submitted herewith, leads the Board to the opinion that the responsibility for the accident, resulting in the death of Lieut. Post was not due to any known fault or action on the part of Lt. Post. That although the machine descended from approximately 1,000 feet to approximately 600 feet, at an increasingly steeper angle, ultimately assuming at the latter altitude a vertical, head-down position, the Board cannot believe that this was caused through any fault of the operator, Lieut. Post.

The Board is therefore unable to determine the cause, or fix the responsibility for the accident to Wright hydroaeroplane No. 10, which resulted in the death of Lieut. Post.

The Board is finally of the opinion that the cause of the accident to the Wright hydroaeroplane No. 10, was due to the machine going into a vertical, head-down position, causing excessive pressure on the plane which resulted in the collapse of some part or parts of the machine.

Probable Cause of Accident: Difficult to determine from the testimony; may have been due to pointing the machine down too steeply, when Lieut. Post fell forward from the machine. Immediately afterwards the machine collapsed, probably due to excessive air pressure caused by great velocity of fall.

# HONDO FLY-IN ANNOUNCEMENT



South Texas Regional Airport at Hondo

TEXAS

HONDO

# HONDO ARMY AIRFIELD

# Fly-In

**B-17 Texas Raiders Rides Available!**

Call Wayne (210) 313-4759 if you interested in bringing your aircraft

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PT-17s, PT-19, T-28  
O-1s and much more!

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*May 21, 2011*

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Only \$10 per Carload!

## ARMED FORCES DAY

All Military Veterans Will Be Saluted At Event!

[www.hondochamber.com](http://www.hondochamber.com)  
or John (830) 426-1162

HONDO

## CAVEAT EMPTOR (CONCLUSION)

**(Continued from Page 2)** The two pieces were non-aircraft parts, and were loose in the bushings. They obviously had undergone severe lash and had been ground down and scored – the source of my metal contamination. As this was really an unknown engine to me, the power plant was removed from the airframe and disassembled. What was found totally dismayed me. In addition to the obviously illegal repair of the rocker arm shaft with unapproved “parts”, all of the cylinders were found to have corrosion, and one of the cylinder heads was stamped “0.015”, but installed in a standard bore assembly. The lifting bodies were pitted and appeared unserviceable. The push rods had surface corrosion. The rocker arms needed to be re-bushed and faced. The crankshaft appeared normal, but the cam shaft appeared worn. One of the through case dowels was missing and had been replaced by standard hardware. The steel parts were sent out for inspection and the camshaft was condemned. A new camshaft was ordered. The cylinders assemblies were overhauled, rocker arms bushed and faced, and pushrods cleaned to serviceable condition. New lifting bodies were ordered. This previously “overhauled” engine with 109 hours on it turned out to be a complete piece of junk that potentially could have resulted in catastrophic engine failure in flight. It was obviously a field “parts piece” overhaul that was never serviceable. The reputation of the IA who signed off on this piece of work will be forever suspect to me. Fortunately for me, the seller immediately offered to offset some of my expenses as he had received this engine from the rebuilder in good faith, and had not personally been part of the overhaul experience.

So...where am I now? The best decision is that the contingency engine will be rebuilt by myself with the help of an IA to major overhaul standards with certified parts and hung on the BC12-D. My original engine on the BC12-D will also be rebuilt after I have procured a set of Continental A-65 cylinders. It is still possible to find overhauled assemblies – they are, unfortunately, just as expensive as the new Superior Air Parts Millennium cylinders were 6 years ago. That engine will then be hung on the Aeronca 7AC. The worst decision is that I am now essentially flying the Aeronca on another “unknown” engine until I

have the 2nd engine rebuilt. The engine possibilities are only limited by time and money. The 3rd engine will also need a rebuild. It appears that I am saving the little Continental A-65s one unit at a time.

“Caveat emptor”...let the buyer beware. When you buy a pig in a poke, there is no amount of lipstick that can make it right. Or, consider this...if you didn't do the work yourself, it will always be suspect. Maybe that is why the FAA holds the owner/operator responsible for the airworthiness of our aircraft. It is time for me to sit my A&P examinations. Now that is a good decision!



RB

“Doc” Hecker (EAA 789419) is a FAA Senior AME (20969) who retired from the US Army Medical Department in 1997 after 26 years of service. He holds a Private/Instrument certificate for ASEL and ASES. He has logged over 3,000 hours and prefers small, intimate airparks. He has restored a 1965 Cessna C210E (N4904U), a 1946 Taylorcraft BC12-D (NC43306), a 1946 Aeronca 7AC (NC2241E), refurbished a 1947 Taylorcraft BC12-D (N43928), and is currently restoring a 1947 Aeronca 7BC – L-19 (N119TX). His other projects include building a RV-8 (N51TX) and he is assisting in the restoration of a 1976 Taylorcraft F-19 (N3556T). He is currently preparing to test for the Certificated A&P Mechanic rating. He has previously owned a Cessna C-172 (N61785), a Grumman AA-5B (N74447) and a Mooney M20C (N10AD). In his free time, Doc practices medicine in San Antonio, TX. He is a member of EAA Chapter 35 of San Antonio, TX, EAA Chapter 92 of Orange, CA, and the Gulf Coast Wing of the Commemorative Air Force where he does sheet metal and fabric work on that magnificent war bird “Texas Raiders” (N6227C).

## CONTACTS LIST

POSITION	NAME	PHONE	EMAIL
PRESIDENT	DAVE BAKER	210.688.3358	iflyaerosport@sbcglobal.net
VICE PRESIDENT	JAMES FEIGHNY	210.601.8607	jfeighny@satx.rr.com
SECRETARY	DENNIS SCHEIDT	210.862.4396	dczsr7s@att.net
TREASURER	DEE BRAME	210.493.5512	deeb@satx.rr.com
AT LARGE (B)	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
AT LARGE (B)	RON O'DEA	210.488.5088	r2av8r@yahoo.com
AT LARGE (B)	RON PADUH	210.380.3836	rpaduh@att.net
PAST PRESIDENT (B)	DAN CERNA	210.688.9345	dcerna@att.net
PAST PRESIDENT (B)	LEW MASON	210.688.9072	lewnan@sbcglobal.net
PAST PRESIDENT (B)	JOHN LATOUR	830.612.2232	latourjohn@att.net
BOARD ADVISOR	JOHN KILLIAN	830.438.9799	jkillian1@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	LEW MASON	210.688.9072	lewnan@sbcglobal.net
FACILITIES	GAIL SCHEIDT	210.862.4396	gailps@att.net
GROUNDS	NANCY MASON	210.688.9072	lewnan@sbcglobal.net
MEMBERSHIP	RON O'DEA	210.488.5088	r2av8r@yahoo.com
NEWSLETTER	ED SEURER	210.885.1160	eea35news@gmail.com
HANGAR	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
WEBSITE			
TOOL CRIB	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
PUBLIC AFFAIRS			
FLYING START	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
COUNTRY STORE	DANNY & ROXANNE BEAVERS	830.931.9053	dbeavers@txun.net
<b>FLIGHT ADVISORS</b>	MARK JULICHER	210.382.0840	mjulicher@earthlink.net
	RB 'DOC' HECKER	210.391.1072	tcflyingdoc@yahoo.com
<b>TECHNICAL</b>	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
<b>COUNSELORS</b>	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
	RB 'DOC' HECKER	210.391.1072	tcflyingdoc@yahoo.com
	MARK JULICHER	210.382.0840	mjulicher@earthlink.net

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### CHAPTER CALENDAR

MARCH	12	<b>PROGRAM</b> Lt Col Doug "Bags" Jenkins F-15C Operations	5:30 Dinner  6:30 Program
	19	<b>YOUNG EAGLE FLYING</b> Volunteers needed	9:00 Briefing 10:00 Flying
APRIL	09	<b>PANCAKE BREAKFAST AND FLY-IN</b> Free for Fly-in pilots, \$5 donation all others Mixers, Cooks, Servers Needed	Breakfast at the Club House 8:00-11:00
MAY	14	Yard Work party	10:00am at Club house Lunch at 12:00
	21	<b>HONDO FLY-IN</b>	Chapter 35 parking aircraft
JUNE	11	<b>CHAPTER PICNIC</b>	<b>BURGERS/DOGS/FIX'NGS @ 12:00</b>
	18	<b>YOUNG EAGLE FLYING</b> Pilots and Ground Crew needed	9:00 Briefing 10:00 Flying
JULY	09	<b>BREAKFAST FLY-IN AND GREY/BALD EAGLE FLIGHTS</b>	EAA Club House 8:00-11:00
	25-31	<b>EAA Convention</b>	<b>OSH</b>
AUGUST	13	<b>PROGRAM TBA</b>	5:30 DINNER  6:30 MEETING

### EVENTS CALENDAR

Dates	Event Name	Location	Distance
Apr 2, 2011	Bluebonnet Picnic Fly-in	Cannon Field 53T	25 miles
Apr 9, 2011	EAA Chapter 35 Annual Pancake Breakfast Fly-in	SAT	0 miles
May 21, 2011	Hondo Fly-in	Hondo, TX	25 miles
May 27-29, 2011	RANGER FLY-IN AND AIRSHOW #4	Ranger, TX,	204 miles

Aviation Calendar of Events web sites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-in calendar <http://www.flyincalendar.com>
- Fly-ins <http://www.flyins.com>

#### ELECTRONIC EDITION

This newsletter is also available online and in color. Please visit the following URL:

[http://www.eaa35.org/ENL/Apr\\_11/Apr\\_11.pdf](http://www.eaa35.org/ENL/Apr_11/Apr_11.pdf)

**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 Dave Baker (210) 410-9235 or Dennis Scheidt (210) 688-3210

**FOR SALE: Stolp Starduster Too SA300** Eng.



Lyc 0320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying surfaces rejuvenated.

Asking \$24,000. Call Dan Cerna (210) 688-9345

**FOR SALE: Fun Flying RANS S18 Stinger II**



Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$27,000 firm, Jim Havens, (210)680-7882 home, (210) 347-2455 CP

**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 Hagar 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 (210) 643-1417

**Flight Instructor Available.** Chapter member David Larson is a CFII and based at Boerne Stage (5C1). He is available for advanced instruction (BFRs, Instrument and Commercial). Emsil dlarson@usa.net or call (281) 222-2858

**FOR SALE:1946 Aeronca Champ 7AC Conv**



LIGHT SPORT! N82621 \$27,000. AF:7AC Conv TTAf: 4,438 Eng: Cont C85-12F, TTE 1,795 TSMOH 496 Prop: McCauley 1B90/CM7

144, TTP 332 TSPOH 126, 2-place intercom, Auto fuel STC, electric starter and battery) 12.5 fuel main tank, 5 gal aux fuel wing tank, Just completed extensive annual by Brad Doppelt. Contact Ron O'Dea (210) 488-5088

**FOR SALE: Affordaplane Kit** Plans built Affor-



daplane with plans and hardware. Requires Rotax 447 engine. \$4,500 invested. Asking \$2,000. Contact Robert Reed at reed1932@gmail.com or call (830) 426-3677



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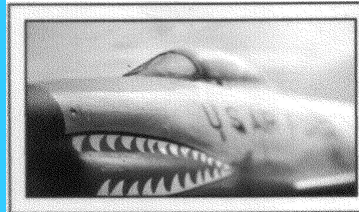
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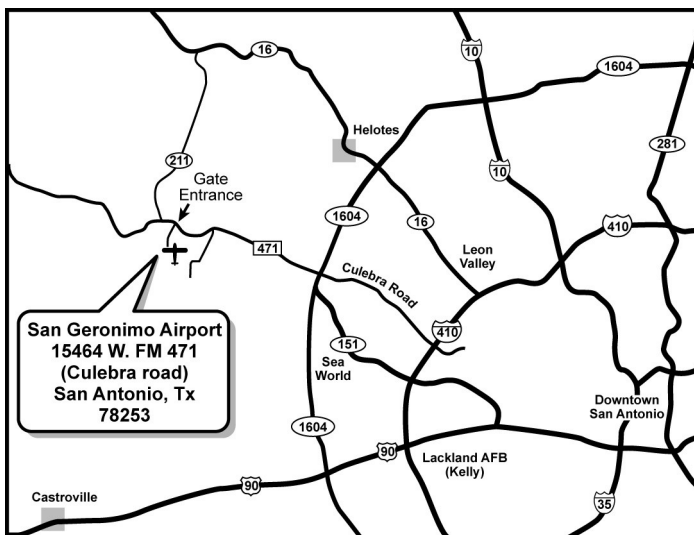
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Please support those businesses that support **YOUR** local EAA chapter. Thanks!



When Do You Meet?

Second Saturday of the Month

**APRIL 9th**

- Pancake Breakfast and Fly-In
- San Geronimo Airpark - 8T8
- 8:00 - 11:00 AM