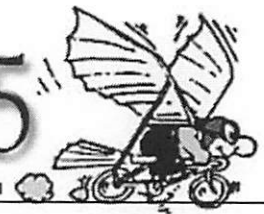




# RUNWAY 35



SEPTEMBER 2006

Volume 48 Issue 9

On the Web:

**WWW.EAA35.ORG**

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RUNWAY 35 PUBLISHED BY  
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## Oshkosh 2006

**By: Norris Warner**

Sorry about that title—we grey eagles still seem to refer to AirVenture as simply “Oshkosh.” But on to some thoughts about AirVenture 2006.

During a meeting of chapter leaders, EAA President Tom Poberenzny asked the question, “How many of you have been asked to describe AirVenture?” Of course almost all of the 200 attendees raised a hand. Then came the follow up—“How many of you have successfully described this event?” Very, very few hands went up. And that is just the way it is—way too many things to see and do—too much walking—way, way too many forums to attend, too many people, and way, way too much airshow (3+ hours each afternoon).

Having said that, I do believe each EAA member should make the event at least once (for me, every other years is almost tolerable) because it is the greatest aviation event in the world.

I guess it’s fair to say that there were no super attractions this year, but there was a ground display of current military hardware including the B-1, the A-10, the F-16, the C-17, the T-6A and several others. Among the WWII warbirds,

the Avro Lancaster was featured, along with the B-24, B-17, B-25, P-38, P-51, F4U Corsair, and droves of other P-51’s, AT-6’s, T-28’s, T-34’s, and on and on.

On the civilian side, one new business jet (Eclipse 500) received its certification in front in front of a large crowd, Cessna revealed a mock up of its proposed Light Sport Aircraft, and tons of currently produced certified as well as prototype airplanes were on display. It did seem like there were several Cessna Caravan look-a-likes either ready for production or “kitting”.

Antiques and classics were well represented; with an especially grand display of nearly extinct 1928-1935 biplanes in attendance (our own John Killian would likely have won the Antique Grand Champion had he been able to show his 1929 OXX-6 powered Travelair at this event.

As always, the ultralight area was very, very busy, and the little grass runway was in constant use. Everything remotely connected with the “low and slow” crowd could be found. Our chapter member Bob Severance was busy helping complete a “Legal Eagle” ultralight—same as he is building here in his garage. Jerry Giles was also about, and was even

**Oshkosh 2006 (CONTINUED)**

quoted in the Oshkosh newspaper.

The EAA's Ford Tri-Motor was busy 12 hours every day giving rides (\$35 more or less) and a small fleet of helicopters were also in constant motion. In addition, a Breezy gave rides most hours of the day.

The Camp Scholler area (200 acres of campgrounds) was packed all week. We have no numbers on how many EAA'ers stayed there, but I'd bet 50,000 or more!

Lots of Chapter 35 folks were in attendance. Our "new" Dave Baker, the artist, was featured at the museum at the unveiling of his first-place award winning painting—and given the \$1000 check to prove it. Chapter member and EAA Texas Fly-In Chairman Stan Shannon was presented with the President's Award at a grand banquet for his years of dedicated service and leadership (in his remarks, Stan praised the volunteers that made our fly-in the success that it is).

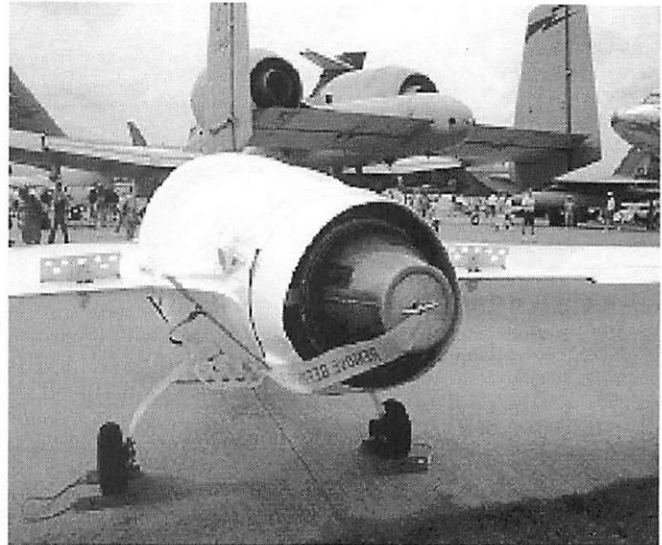
David Talley, along with super-support Miriam Talley, made the rounds of all of the exhibitors, encouraging them to also display their wares at Hondo. David, as the new vice president for exhibitors of our fly-in rally, really worked to make our next Hondo event (June 1 and 2, 2007) even better.

One busy spot in the homebuilt parking area was—you guessed it—Bruce King and his BK-1. Seems like he was holding court at all hours telling enthusiasts how they could build his 130 mph beauty for \$7000. There sure wasn't any grass left around his parking spot at the end of the week!

Several of the EAA Texas Fly-In officers were there to man the Regional Fly-In volunteer booth. We had a lot of interaction with the officials from the other regionals and learned

that we were doing most things rather well. Late in the week, we EAA Texas Fly-In types got together for a private banquet, and the only people missing were our two hard workers, Dave and Miriam (sorry, guys, it really was fun!).

This is written as Joanne and I are still on the road home (we've been seeing old friends and



family along the way). Perhaps a few of our pictures will make it into next month's newsletter.

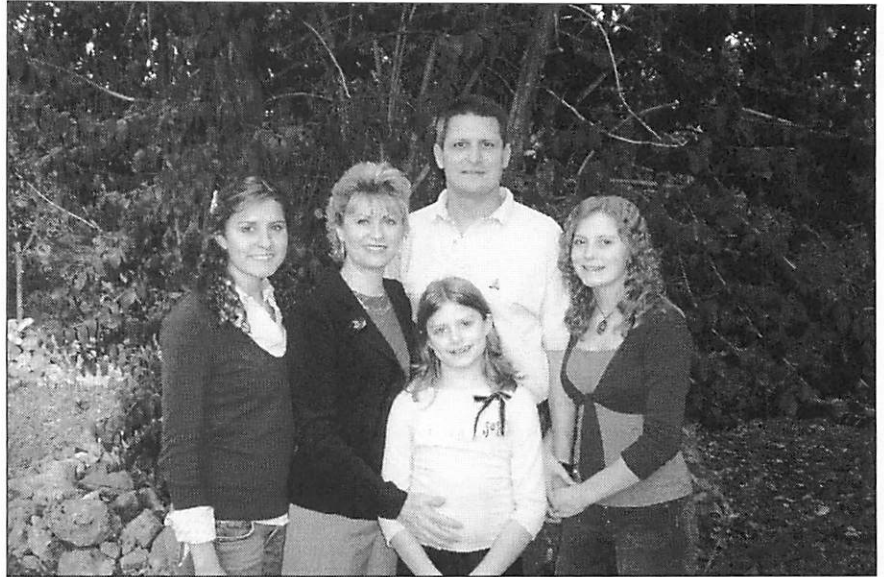
All-in-all—we wouldn't have missed this huge, nearly overwhelming event. I just hope we recover enough to make it back next year!



## From the President's Cockpit: ROCH LaROCCA

**By: Roch LaRocca**

For 20 years I've wondered about this thing they call "Oshkosh". As I grew more and more acquainted with civil and military aviation, my hunger to see and experience this phenomena increased. Everyone I have ever talked to that had gone and seen it had come back with one comment. They always said, "You have got to go to Oshkosh". Well 2006 saw many blessings because I had the opportunity to go to the Sun-n-Fun fly-in in FL for the first time. It was an incredible air show but like many air shows I had been to, it was really more of the same on a bigger scale.



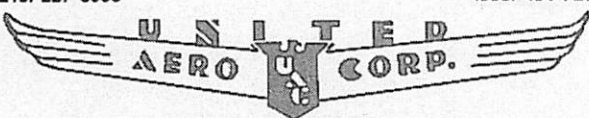
Then it happened. A spot on the T-1 Oshkosh air show aircraft opened up and I jumped on it. I was going to Oshkosh. Flying into Oshkosh was a bit hectic but fun. Listening to all the traffic being told what to do and when to do it was quite an experience. We just got in line and flowed on in. I was not even ready for what I experienced. It was more than anyone could ever explain. I have gone to many air shows in my 19 years with the Air Force but Oshkosh is not just an air show, it is a city of aircraft. To see thousands of planes parked with people camping next to them was awesome. Then you have the acres of vendors, forums, war birds, homebuilts...the list goes on. We also got to

enjoy the EAA museum which would be worth the trip to Oshkosh by itself. We spent 3 days enjoying the aircraft people and getting to show the spectators our T-1. Talking to youngsters about life in the Air Force and answering pilot training questions from potential recruits was also quite enjoyable. I also had the opportunity to fly a composite canard aircraft with a friend on Tuesday which was the highlight of the week for me. As we departed, all I could only say was that I definitely would return.

So, back to business. Work day is coming up on 9 September and we will need all the help we can get so plan on coming out at 9:00AM with any tools that you think we might need. We will also be cooking some burgers around noon. Therefore, we are asking people to bring side dishes and/or desserts to compliment the burgers. I'm coming out early and the rest of the family is coming out for lunch. Even if you can't work or come out early, please drive or fly-in for the picnic.

October 14<sup>th</sup> will bring the "Wings and Wheels" fly-in to benefit Angel Flight. This should be a great event and we are asking anyone who can fly into San Geronimo to "bring it!" We need all

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**PRESIDENT'S COCKPIT (CONTIUED)**

the planes we can get to compliment the Corvette's and other show cars that will be there.

Tickets for the Christmas party will go on sale in September. The Christmas party will be at San Geronimo on December 9<sup>th</sup> at 6:30. The dinner will be fully catered by a local San Antonio company and tickets will be \$20 each. There will only be 70 seats available so please see me to get your tickets. early. We will have the annual gift exchange after dinner so start planning now for that perfect aviation gift to put under the tree.

November will take us back to the winter meeting times with a dinner at 5:30 and the regular meeting at about 6:45. The dinner will be the annual Chili cookoff. Please let me know if you plan on entering the contest. We will also need some people to bring some cornbread to go with all that Chili.

I think I have said enough so it's time to end this. Thanks again for the chance to serve you all as President.

**Thank You**

Thank you note from the family of  
**Zelime Lytle Amen Braun**

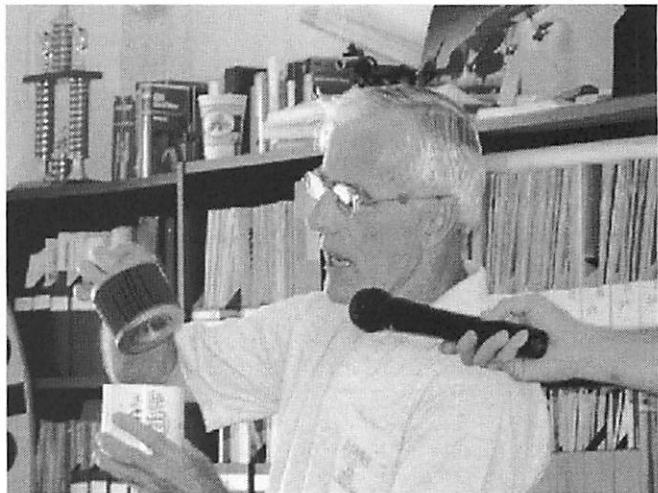
*"Dear Chapter 35 Members of EAA,  
Thank you very much for your kind donation to the UIW scholarship established in Zelime's name. She was a remarkable lady, and it is only fitting that her life should continue to brighten and bless others for years to come. Please know we all appreciate your help in making that a reality. Gratefully, Julius Braun and the Entire Amen Family."*

**Kudos**

**Bob Cabe Delivers Again**

EAA Chapter 35 safety guy (and CFI and CFII instructor pilot) gave the membership his always quick and to-the-point take on valid issues that are timely and well received.

An excellent speaker, Bob never wastes words in getting to the pertinent points of flying safety. Many in the audience think that his brief, witty comments are the high point of our meetings.



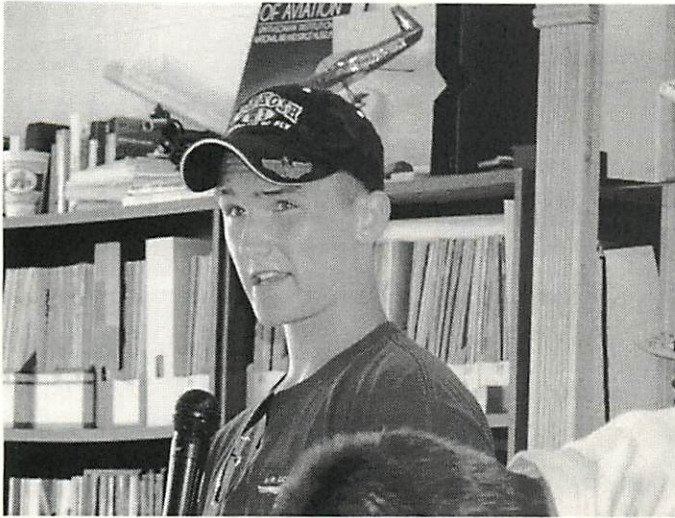
Bob is never at a loss to share a very personal experience, but if you have a special, narrow topic, you would like him to comment on, please e-mail him at [bob\\_cabe@hotmail.com](mailto:bob_cabe@hotmail.com) (that's bob underscore cabe no spaces though).

## Young Eagles Air Academy

### A Proud Moment for Chapter 35

By Norris Warner

At the August meeting, we were pleased to meet and listen to the experiences of our Air Academy attendee, Dustin Wilson. Young Mister Wilson, age 16, was prepared to give us a Power point presentation, but e-bugs left him with only a mike to describe his time at Oshkosh.

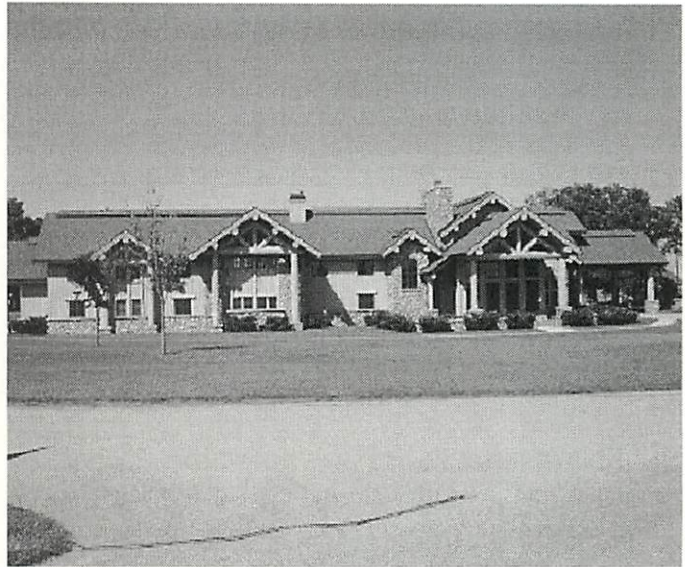


Confident and very composed, Dusty told the membership of being at the encampment during part of the Airventure week, which was the first time any of our scholarship winners could be involved with the overwhelming experience of "Oshkosh".

Dusty comes from a family of pilots—his granddad being triple rated in WWII (bombardier, navigator and pilot), and his dad, Chris, a private pilot of some 25 years. He soloed on his 16<sup>th</sup> birthday, and received his drivers' license later that same day. A personal goal is to reach his private license on his 17<sup>th</sup> birthday, and after high school to attend the Air Force Academy. His scholastic standing in his high school should permit him to reach that lofty goal.

One of the several reasons that the IRS awarded Chapter 35 with the coveted designation as a non-profit, public supported 501(c)3 organization was because of our work with young people. The Young Eagle program,

headed by Brad Doppelt, the student builder's program, headed by Steve Carlson (and now by Bob Severance and Lew Mason), and our Air Academy Scholarship are key features in retaining this status. Now—not next year—is the time we all should be looking for very deserving youngsters to be gifted with this



wonderful, educational of experience of the EAA Air Academy.

Please help us to send the very best! Call or e-mail our chapter president Roch LaRocca with your candidate. Better yet, tell Roch that you will chair a small committee to sort out the candidates. Our youngsters are the future of aviation, and they deserve our sincere support.



**TECH COUNSELOR CORNER**

**By: Steve Formhals**

As the newest Tech Counselor on the block, I am glad to add my name to the list of volunteers representing Chapter 35, along with Norris Warner, Skip Barchfeld, Paul McReynolds and Stan Shannon. I'm looking forward to getting the chance to visit with new and prospective builders and share some of the things I have learned about building and flying airplanes.

Being new at this endeavor, I have naturally been studying the materials that are provided by the EAA to the Tech Counselors for guidance. Of course there's some paper work involved, but the real meat of the program is to provide guidance to builders so that they can successfully complete and safely fly their projects. The key here is safety. If you think about it, many, if not all of EAA's programs promote safety as the key factor. Aviating is inherently dangerous and deserves respect in every aspect, from initial construction, to maintenance and in all flight regimes. The goal is to make sure that every new sport aircraft is as well built and as safe as possible for that first flight.

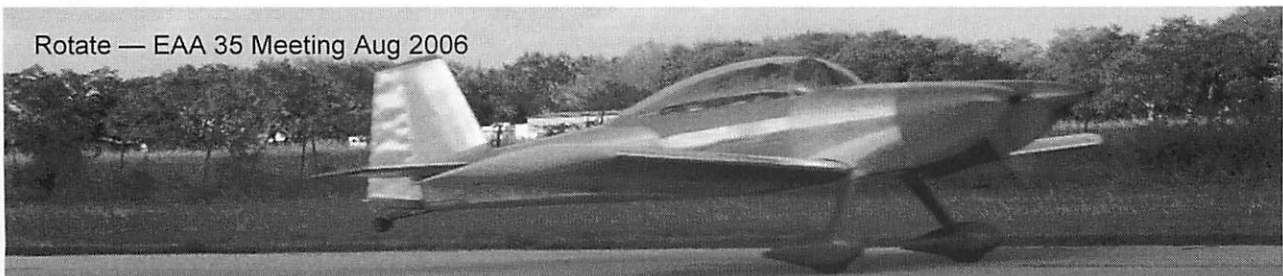
What should you expect from a Tech Counselor visit? Well, in my opinion, the Tech Counselor first needs information from you, the builder, before he can even begin to do his job. As a builder, you need to decide what it is you desire in the form of assistance. Do you need help in deciding how a certain aircraft plan or kit fits your skill sets, both in flying and building? Do you need help in setting up a shop? Do you need help learning a certain skill or are you interested in an inspection of the work you have already done? All of these are areas where your Tech Counselor can be of assistance, either

acting in the capacity of a Tech Counselor or as a fellow builder.

Some builders may be tentative about discussing their project because they feel they may not be building up to the Tech Counselor's expectations. Do not let that intimidate you. Tech Counselors should understand that not everyone aspires to building a Grand Champion aircraft, but there is absolutely no reason why every homebuilt can not be built to high safety standards. Most builders already build safely, but a Tech Counselor can help point out things you may have missed, as well as offer tips on a new building technique, etc. Believe me, everyone misses something. It's amazing how you can look at the same piece over and over and not recognize that it needs something, such as a cotter pin, etc. Sometimes you just get too close to your project and miss things. That's where an experienced set of extra eyes can really come in handy. You don't want that one little thing to ruin your day!

Since Tech Counselors volunteer their time and expertise, you can be assured they are doing something they believe in and will go out of their way to either help or identify an appropriate source for you to go to for the help you need. As with all of the services that are available from your EAA Chapter, they are there for you, but you have to make the first move and ask.

If you are a prospective builder, or already have a project, I look forward to meeting and discussing airplanes and building with you. Most likely, we will both learn something from the experience and I'm pretty sure it will be fun for all involved. After all, isn't that what building and flying is all about?

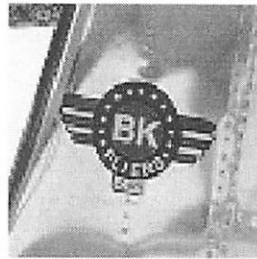


Rotate — EAA 35 Meeting Aug 2006

## VINYL GRAPHIC ARTWORK IS NOW HERE

### By: Norris Warner

Kris Niswonger, a longtime member of EAA Chapter 35, has finally relocated from Wisconsin to San Geronimo Airpark. With his move, we now have a vinyl graphics artist of nearly 30 years experience to beautify our airplanes, cars, RV's, boats, motorcycles and more.



3000 thus far), and also is taking on the work for the Liberty and Eclipse aircraft. Having grown up in this industry, it is little wonder that Kris's work is so well received.



Many years ago, during a visit to our chapter, Kris gave the evening program which showed the club how overlays of computer-cut vinyl could almost instantly transform a bland background. Now that he and his "magic" machines are here, anyone with a need to dress up any sort of vehicle can take advantage of his artwork.

There many more things Kris can do with vinyl, so give him a call (cell 210.557.3583) or stop by his hangar home on lot 61. Just across the street from Bubba and Jeanette Hunt, Kris's place is the one with the new palm trees. It's evident that he has gotten some of Wisconsin out of his blood!



Kris can safely remove old vinyl trim from any background—even off of a fabric-covered airplane. He can then produce and install new, matching vinyl or give a vehicle an entirely new look. And, if an owner does wish to stick with painted trim, Kris can produce a computer-generated mask for such work.



Kris's talents are sort of a genetic thing—his dad Gene runs one of the most successful aircraft vinyl graphics companies anywhere. Gene does all of the graphics on the Cirrus airplanes (nearly

Hold for Departure — San Geronimo (really!) EAA 35 Meeting Aug



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<b>2006 CHAPTER CALENDAR</b>		
<b>DAY/MONTH</b>	<b>PROGRAM</b>	<b>TIME</b>
14 JANUARY	MEETING USAF –Major Wade Buxton: Local Area Flying and Military Conflicts	BOARD MEETING 4:00 DINNER AT 5:30 PROGRAM AT 7:00
11 FEBRUARY	MEETING Rufus Barnes –USAF RET	DINNER AT 5:30 PROGRAM AT 7:00
11 MARCH	EARLY MEETING ROGER WILLIAMSON: STRATUS SUBARU CONVERSION	COFFEE AT 2:00 PROGRAM AT 2:30
18 March	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	PILOTS AND VOLUNTEERS NEEDED
8 APRIL	PANCAKE BREAKFAST	SERVING 9:00 – 11:00
12-14 May	SWRFI AT HONDO	ALL VOLUNTEERS ABOARD
10 JUNE	MEETING BOARD MEETING @4:00 BRUCE KING PRESENTER ON BK-1.5	DINNER AT 5:30 PROGRAM AT 7:00
17 JUNE	YOUNG EAGLES	CNX
8 JULY	MEETING BILL BARTLETT PRESENTER “HOW I BUILT MY LIGHT-SPORT AIRCRAFT”	REFRESHMENTS AT 4:00
23-30 EAA @OSH	OSHKOSH FLY-IN	
12 AUGUST	MEETING ROCH LaROCCA “BUILDING THE E-RACER	REFRESHMENTS AT 4:00
9 SEPTEMBER	CHAPTER WORKDAY AND PICNIC	9:00 — 3:00
16 SEPTEMBER	YOUNG EAGLES	
14 OCTOBER	WING’S AND WHEELS GATHERING FOR ANGEL FLIGHT FUNDRAISER	GATES OPEN AT 10:00
11 NOVEMBER	CHILI COOKOFF	DINNER AT 5:30 PROGRAM AT 7:00
9 DECEMBER	CHRISTMAS BANQUET	6:00 SOCIAL HOUR
<b>Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS</b>		

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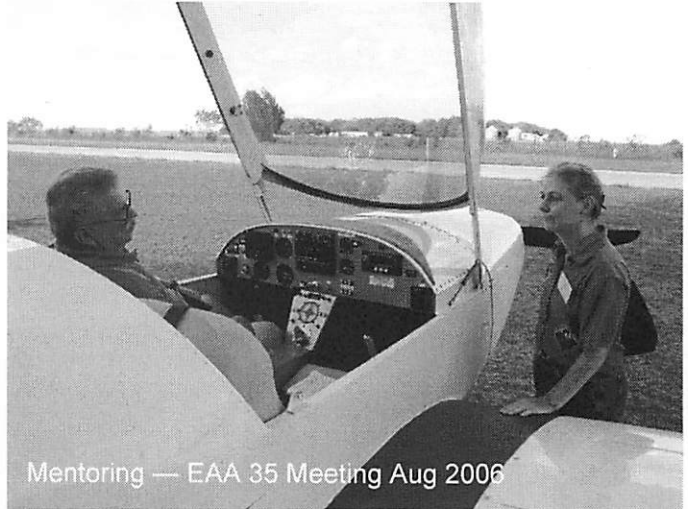
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**RING MOUNT FOR DYNAFOCAL LYCOMING \$75.00** . Just add your connecting tubes to your firewall hard points. Not pretty, but sound. Donated to chapter 35 by Stan Shannon, SWRFI President. Contact: Norris Warner, 830.510.4334, or cell 210.363.1282, e-mail: [njwarner@ev1.net](mailto:njwarner@ev1.net) for more info or picture.

**FOR SALE:** 1973 Grumman AAIB-N626OL 585 Since OH 6701 Total Time AF Auto gas STC Radio Narco Escort 110 Best offer over \$16,900 Contact Dixon Johnson, 830.755.4192

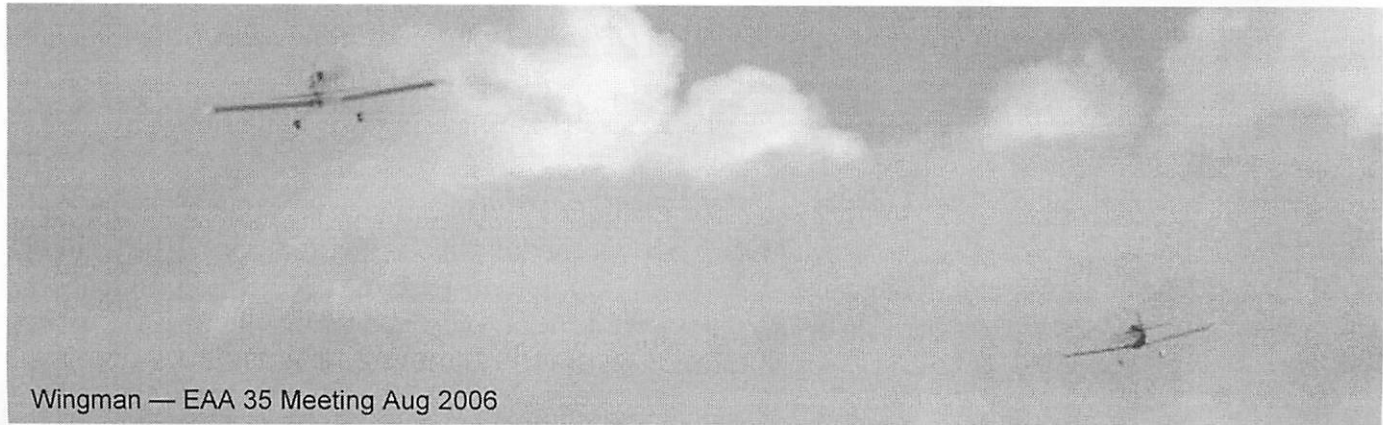
**FOR SALE; V-6 STOL PROJECT**—Much like Norris Warner's four-place, Ford V-6. Contact Norris Cell: 210.363.1282 for general info. Contact me for all details at Cell: 903.624.3595 or Home: 903.465.1701. Chuck Harris.



Mentoring — EAA 35 Meeting Aug 2006



Inspiration — EAA 35 Meeting Aug 2006

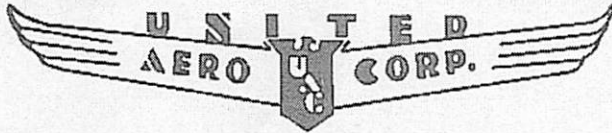


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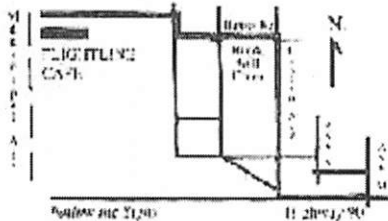
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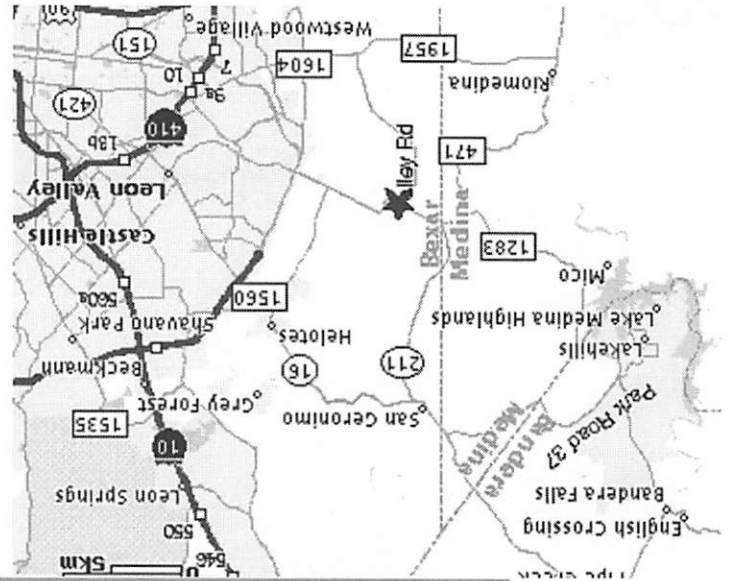
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**web-site:** www.eaa35.org

**CHAPTER WORKDAY 9:00 AM  
AND PICNIC UNTIL 3:00 PM**

**When Do you Meet?  
Second Saturday of the Month**



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

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

*Roch LaRocca, President*  
17111 Blanco Park Cove  
San Antonio, Texas 78248

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