



RUNWAY 35



A FLIGHT TO BE REMEMBERED

FEBRUARY 2007

Volume 49 Issue 2

On the Web:

WWW.EAA35.ORG

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"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been and there you will always long to return."

— Leonardo da Vinci

By Norris Warner

About 20 miles Northwest of San Geronimo Airpark sits a little grass airport—the Medina River Ranch Airport. Some of us chapter members—Jack Ridgway, John Latour, and my son Norris Warner II and I base our open-air "Breezy" there. The airplane is horribly draggy, but seems to handle the 2000-foot rough grass airfield with some margin for error.

For the flight I'll describe, my passenger was my new neighbor, Jack Holm, Colonel USAF (Ret.) who wanted to photograph his just-purchased acreage from the air to help him locate the new dream house he wanted to build. Well, the Breezy is a great camera platform with unlimited visibility, so I was anxious to help my new friend. The one "fly in the ointment" was Jack's physical dimensions. Seems he still carried most of the weight he needed to play tackle for Texas A& M back in the 50's—over 250 pounds!

Now the Breezy instrumentation is minimal, to overstate the situation. The only instruments reasonably easy to spot are the mag compass and the airspeed indicator just below that—both between the pilot's feet. I explained the various features of the airplane to Jack (or the lack thereof) and I think he

readily grasped the wide chasm between this ungainly craft and the sleek fighters he last flew in the Air Force. I strapped him in, with the admonition against dropping his camera (which could go through the prop). We cranked up, checked the brakes, which are none too effective, and then taxied down the main runway past the seldom-used diagonal strip and on to the south end of the North-South runway and performed the obligatory pre-takeoff checks. I checked with Jack by intercom to see that he was prepared, and then brought up the power—all 90 horses.

The airplane seemed a little sluggish, but we do have an uphill grade to climb for a few hundred feet, and I knew Jack's weight was not helping. I rarely actually check the airspeed on takeoff roll, but this time I did as we passed the intersection, and I was quite surprised to see 15 mph registered! Now I knew we were a lot faster than that, and the prospect of chopping power and getting stopped in the runway remaining seemed unlikely, so I instantly made the decision to continue the takeoff.

The airplane lifted off with room to spare and climbed out quite
(CONTINUED ON PAGE 6)

VOLUNTEER ONLINE FOR SWRFI NOW JANUARY MEETING PICTURES

By Norris Warner

We think we've taken a big step forward in the registering and organizing the life-blood of The EAA Texas Fly-In—our VOLUNTEERS. This entails looking up the fly-in's website, <http://www.swrfi.org> and clicking on the "Volunteer" entry. This opens up a page where you can make your chosen area of work known, and by filling in the blanks, we will have all of your contact information.

Dr Bill Tarver, our Volunteer Coordinator, will compile this information for our area managers, and then will e-mail you a page for you to print out. This page is your free entry pass—you will not pay parking—and you will be directed to reserved parking for Volunteers. The only entry gate for volunteers is nearby, and you will pick up your wristband at the Volunteer Tent at that point.

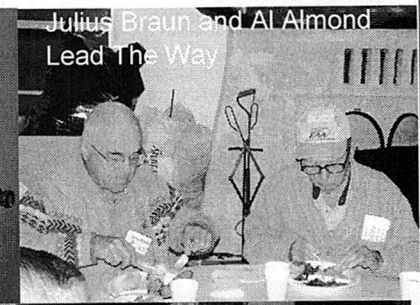
We should stress that you need so do this as soon as practical so that you will be placed in the volunteer area of your choice. Remember, May 31, June 1 and 2 are coming up swiftly!

If you don't have e-mail capability, you can use the Volunteer Sign-Up Form which is enclosed with the hard copy of February's newsletter. Fill out this form completely and mail it to SWRFI Volunteer's Program Director, Bill Tarver, 808 Pine Hollow Drive, Friendswood, TX 77546.

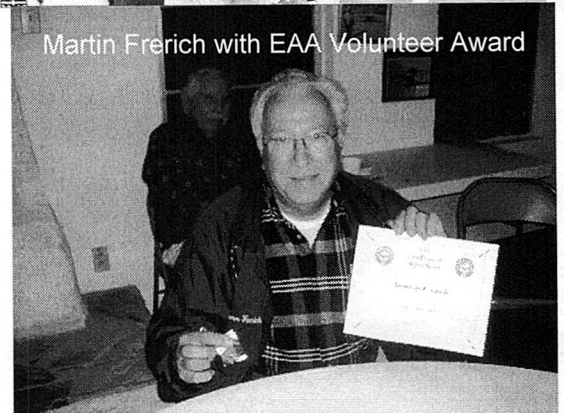
For questions you may call Joanne Warner, VP SWRFI Volunteers, at 830.510.4334 (Metro #).



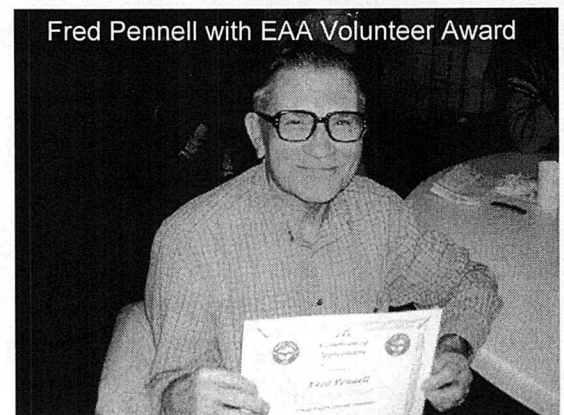
Jack Ridgway Collects Meal Donations



Julius Braun and Al Almond Lead The Way



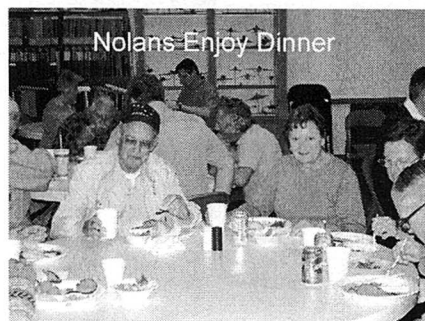
Martin Frerich with EAA Volunteer Award



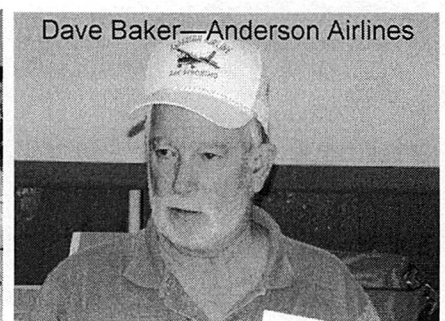
Fred Pennell with EAA Volunteer Award



More pictures on Page 7



Nolans Enjoy Dinner



Dave Baker—Anderson Airlines

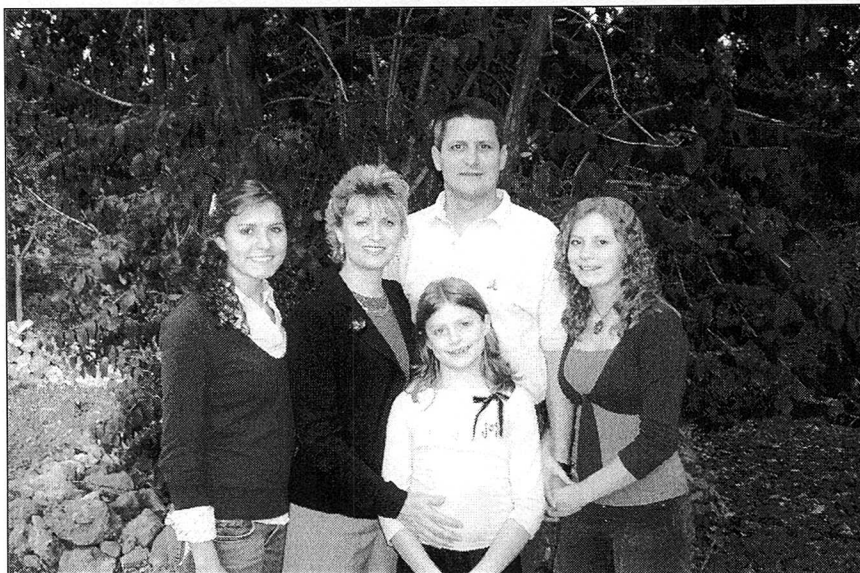
FROM THE PRESIDENT'S COCKPIT: ROCH LaROCCA

By: Roch LaRocca

Chapter 35 held its first board meeting for 2007 and I believe we are off to a great start. This year will be packed with various meetings, Fly-ins and fund raisers to help finance our usual activities as well as our new hangar across the street from the clubhouse. Next month's February 10th meeting will be a regular evening meeting but the March 10th meeting will be a Sloppy Joe Lunch/Fly-in/Open house for the new hangar, so please mark your calendar for that one and plan to bring a dessert to go along with the sloppy Joe lunch that Ed Seurer will be cooking. I would also like to raffle or silent auction some items that day, so let me know if anyone has any quality items to donate for that day.

You will notice that the open board seats and some other important positions have been filled. John Latour will be the Vice President for the remainder of 2007. Steve Formhals and Martin Versteeg are now Chapter 35 board members and John Killian will join Norris as a Board advisor. Bill Bartlett has stepped up to be our new public affairs officer. We still desperately need someone to take over the treasurer position as Joanne will be stepping down in March as well as the membership chairperson. Why not get involved and make a difference.

I really hope all you RV aircraft enthusiasts were able to make the January meeting because Steve Formhals put on an outstanding presentation about RV construction and well as a "big picture" look at the building tools and time required to complete such a project. It's obvious that you can dedicate yourself to work hard on your project everyday and finish a 2200 hour project in less than 2 years like Steve did on his RV-6 and RV-8 or work when you can like some of us and take 10 years. I guess it depends on how bad you really want to fly your project.



Steve is an EAA technical advisor that is willing to lend his expertise to any builders who have building questions. Please utilize him and our other advisors during the construction of your project. It will save you time and money. See the newsletter for a list of Chapter 35 EAA technical advisors. Steve's presentation could not have been as good as it was without the excellent and delicious meal that Nelson Amen and his wife Sheila put together. It was definitely a meal to remember and I feel sorry for those who missed it. Thank you so very much for your time in preparing the food.

Please note the 2007 calendar changes in this issue of the newsletter. We have changed a few of the times of certain events throughout the year so please check it out. We will need a lot of help this year and I know you all will rise to the occasion because that is what makes this chapter so great. Thanks again for all your support.

Fly Safe and God Bless you,
Roch LaRocca

NEWS CLIPS

Membership Renewal

By Norris Warner.

Renew Your Membership---NOW!

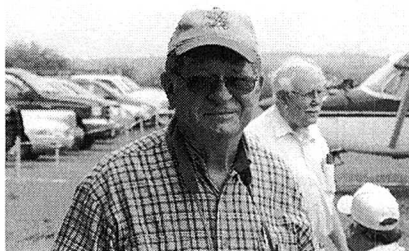
This is the last opportunity for your personal data to be included in the EAA Chapter Directory. Much of the new directory is already completed, and we want to include each individual member.

Your Membership Data Form can be downloaded from our website <http://www.eaa35.org> and filled out and mailed with your check for \$24.00 to our treasurer, Joanne Warner. Make check payable to "EAA Chapter 35." Joanne's mailing address is: 719 Oak Hills Road, Pipe Creek, TX 78063.

For those of you who do not have e-mail, a Data Form was included in your January Newsletter. Again, fill it out clearly and completely and send it to Joanne.

Won't you PLEASE help us to do our volunteer jobs easier? THANKS!

Norris Warner



January Meal

If you joined us for dinner prior to the January meeting, you're already familiar with the exquisite meal Nelson and Sheila Amen prepared for the chapter. (Learn more about the Nelsons on page 10) Here's the menu:

Salad: lettuce, raisins, mandarin oranges, Italian dressing

Veggies: green beans with sausage pieces
corn

Meat: seasoned beef brisket
honey baked ham

Bread: yeast rolls

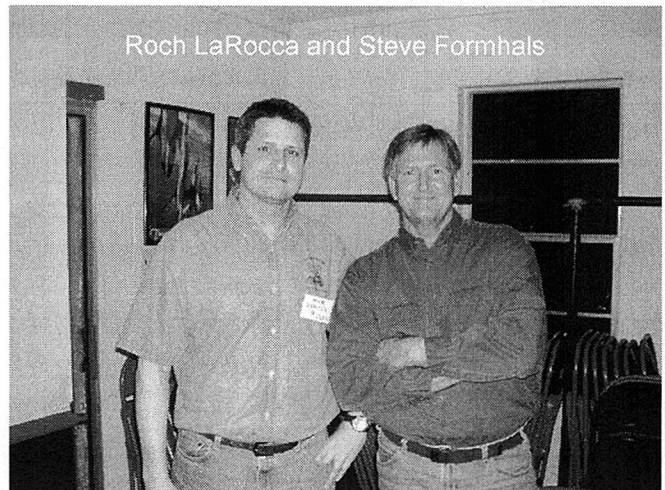
Drinks: provided by the EAA chapter (water, soda, tea, etc.)

Dessert: pumpkin pie with whipped cream
peach pie

January Presenter Honored

By Steve Jones

Chapter President Roch LaRocca presented an EAA Chapter 35 hat to Steve Formhals for his presentation, the RV-8 Build Experience. Learn more about Steve on page 5.



INTRODUCING STEVE FORMHALS

Editor's note: Steve became our newest EAA Technical Counselor in 2006, and presented his exceptional build experience with his RV-8 at the January 2007 Meeting.

By Steve Formhals

In 1962, at the age of ten years old, my family picked up stakes from a small town in southern Missouri and moved to Fenton, Missouri, a small western suburb of St. Louis. Our new home base was less than a half mile from Weiss airport and I spent all of my teenage years blissfully ignoring all of those little Cessnas and Pipers endlessly circling above in their training patterns. At that point in my life, the last thing on my mind was airplanes.

High school, college, a war, homes in different states, marriage, a new career and 18 years flashed by, but still, the thought of flying had not entered my mind. Then, one day in the summer of 1980, I was on my way from Atlanta back to St. Louis, on a TWA flight, and the thought came to me...I think I'd like to get my pilot's license. Where it came from, I'll never know, but as many of you have experienced for your self, it was the start of, literally, a new direction in life.

A few weeks later, after several discussions with the other half, I was back at Weiss Airport, a half mile from my childhood home, attending ground school. The agreement was that I would take ground school first to see if aviation was really for me. Well, about five months and 40 flying hours later, on Feb 18, 1981, I earned my Private Pilot License.

Within a few months, I found out about the EAA and joined EAA Chapter 32 in Columbia, IL. The main attraction was the club Aeronca 7AC Champ and Piper Cherokee 160. The Champ rented to club members for \$12 per hour, wet! Lessons started again...tail draggers were real airplanes and a handful for a new C-150 pilot, like me. But, it wasn't long before I was blissfully buzzing around the Mississippi River low lands in my newly mastered machine.

Chapter 32 was a wonderful introduction to the flying community for me. Over the years I served as secretary, newsletter editor, VP and President and I thoroughly enjoyed every minute of it. I can't say enough about EAA and all of the members I have come in to contact with, both in Chapter 32 and Chapter 35. (CONTINUED)

Steve Formhals Takes to the Air in his RV-8



STEVE FORMHALS (CONCLUSION)

My building experience got started, you might say, by divine intervention. After a series of storms, and a tornado, went through town, a damaged C-150 came up for sale. It's tail was off and it had a few dents here and there from some 2x4s that were hurled against it in the tornado, but it was a good buy, at least to me. I learned about an aircraft salvage yard nearby and pretty soon, with the help of the local IA (Charlie Sullivan), I had learned the basics of riveting and airplane assembly. With Charlie's help, I learned that airplanes were just aluminum and steel, nuts, bolts and rivets. Even I could work on them, with a little guidance, and turn a non-airworthy, storm damaged piece of aluminum back into a flying machine. I never looked back! Airplanes came and went as I built time and earned my IFR ticket, but I always enjoyed working on whatever plane I had. Over the years, some of the aircraft I have restored or built include a C-150, C-140, C-172, BC-12D, Grumman TR2, Smith Mini-Plane, RV6 and the latest, my RV8.

In 1997, the phone company transferred my wife and me to San Antonio. So, we packed up the house and kids and spent that Christmas in a brand new home, not too far from Boerne Stage airport. Almost ten years later, the RV6 is gone and an RV8 is now parked in the hangar, along with an Aeronca Champ project, which I will need to get started on one of these days, before too long.

As for my future plans, with over 28 years at the phone company, I'm looking forward to retirement before too long. Of course, airplane building is definitely a big part of the plan. A new, bigger hangar is under construction over at Boerne, and with any luck, I plan to start a builder's assistance shop for RVs and other kit planes. I can't think of any better way to spend time than building planes and helping other folks do the same.

Thanks to Chapter 35, I have found a new EAA home in San Antonio and I hope to see more of everyone at future meetings.

A FLIGHT TO BE REMEMBERED**(CONTINUED FROM PAGE 1)**

normally, except for the airspeed reading 30 mph. The meter was working, but somehow reading very low. The Breezy is a rather weird airplane, one that you fly by feel more than any other I've flown, so since we were airborne, we continued the mission to photograph Jack's property which adjoins our little airport.

Back and forth we went at low altitudes until Jack had 50 pictures or so, and signaled me to head back into the pattern. I flew a few miles west just to let him see our nearly empty Lake Medina, and then entered the traffic pattern.

I hadn't paid much of any attention to the airspeed indications, except to note that it did go up with higher air blast (more fluttering of my checks). In any event, I've landed the airplane many times from the back seat with no airspeed information, so this would be no different.

Jack congratulated me on the smooth approach and landing as we taxied to the hangar. Upon dismounting, the airspeed mystery was solved when I found the static line had loosened from the airspeed indicator, so that the pitot pressure and the static pressure were fighting each other. The static line fitting probably came fully off during the taxi out on our rough runway or I would have seen it during preflight.

Well, Jack never knew our little problem during flight, he did get his pictures, and he thoroughly enjoyed getting airborne once again. I presented him with one of our beautiful white "The EAA Texas Fly-In" caps and an advertising pen for that June 1 and 2 affair.

And here is the rest of the story. Two days later, we were awakened by the Air Life helicopter, which was summoned to help save Jack's life after a massive heart attack. I had not previously met Mrs Holm but I did introduce myself to the widow Holm a couple of days later. I took her a picture of the Breezy, with the notation on the back "This is the last airplane that Colonel Jack Holm, USAF (Ret.) flew."

And, then we hugged and cried together.

PIETENPOL PROGRESS

By Oscar Zuniga

Saturday goes down in my memoirs as a red-letter day. Saturday, Jan. 13, in the final fading minutes of the day, I taxied my just-restored Pietenpol 41CC up and down the runway at Zapata County Airport to the applause of a cheering crowd of several uncaring South Texas coyotes and one grizzled old airport manager. The A65 thundered mightily, with all those hungry horses just waiting to be let out of the corral... but never saw more than a couple of hundred RPM this day on the ground.

The weather was perfect. Very slight breeze, overcast, 80 degrees, and I had just worked furiously to get the brakes finished up and the cowlings back on before dark. An old Alabama A&P with a long southern drawl had signed off the annual inspection about an hour earlier after only picking up a few little squawks, and neither the airplane nor I had any more excuses. My instructor (the grizzled old airport manager) propped it off with me at the controls and the

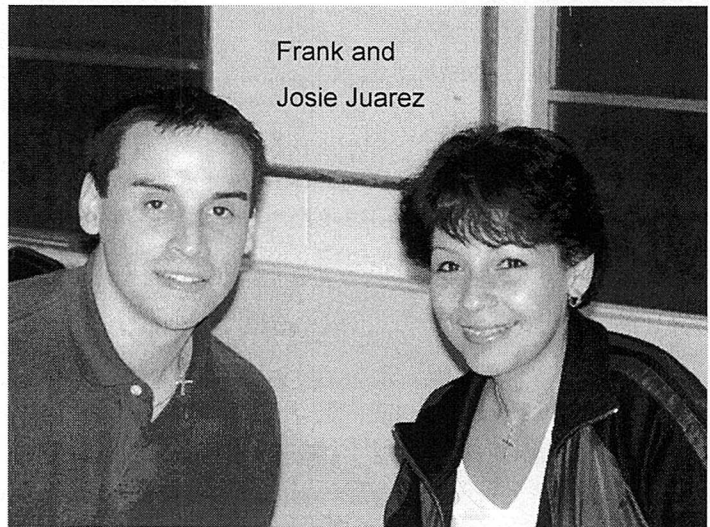
A65 fired on the first blade after sitting quietly since Thanksgiving, oil pressure came right up, thumbs went up, chocks were pulled, and off I went.

It was my first time at the controls of a fully operational and airworthy Pietenpol. I only had a few minutes of daylight left, but it was enough to let me taxi around on the apron, get a feel for the rudder bar and brakes, then roll up and down the runway to get a feel for the view over the nose and the general ground handling characteristics. The biggest surprise was how responsive the airplane is to the rudder and steerable tailwheel. I was expecting the usual slow swing of the tail, but this airplane is almost zippy enough on the ground to run a slalom course. It was absolutely delightful to taxi this airplane, but I'll have to watch the rudder dance to make sure I don't overcontrol it on the ground, or perhaps I'll soften up the tailwheel steering a bit.

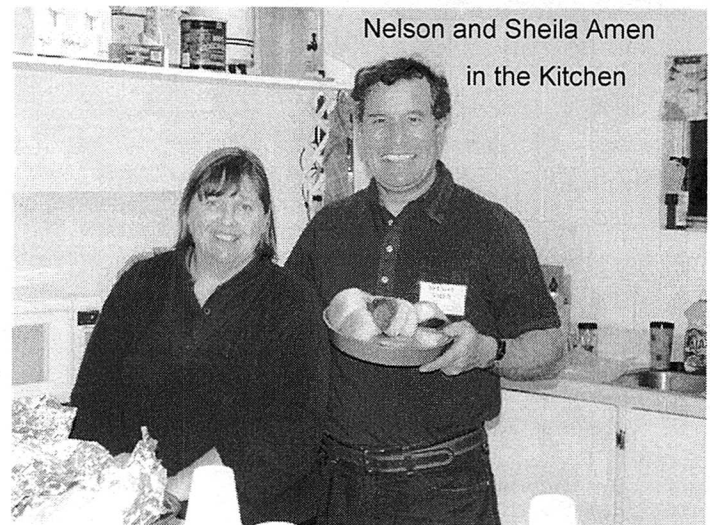
More taxiing is in store, to be followed by return

to flight. Right now, I have a brake on the port side that will not release completely and I've since found the problem--the check valve setting on the master cylinder plunger. Right now, the master is off the airplane and in the motor home of a retired A&P in Zapata, where he can work on it out of this weather.

Weather will be very bad for at least this week, but soon enough 41CC will again grace the skies of South Texas! Thanks to everyone who has helped along the way. I know I keep repeating myself, but there have been so many who have helped me with so many different things over the last two years. I owe you all rides.



Frank and
Josie Juarez



Nelson and Sheila Amen
in the Kitchen

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2007 CHAPTER CALENDAR

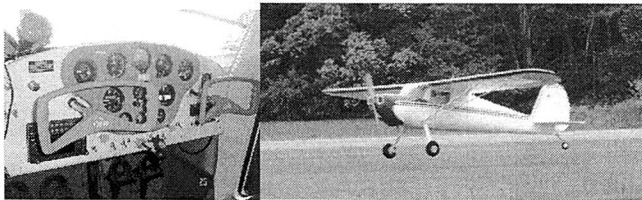
DAY/MONTH	PROGRAM	TIME
13 JANUARY	MEETING Dinner by Nelson Amen Steve Formhals Presents the RV Build	BOARD MEETING 3:30 DINNER AT 5:30 PROGRAM AT 6:45
10 FEBRUARY	MEETING Dinner by John Cook Presenter: Oscar Zuniga	DINNER AT 5:30 PROGRAM AT 6:45
10 MARCH	EARLY MEETING/FLY-IN Lunch by Ed Seurer Presenter: Jim Havens	Sloppy Joe Lunch at 12:00 PROGRAM AT 1:30
17 MARCH	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	PILOTS AND VOLUNTEERS NEEDED
14 APRIL	PANCAKE BREAKFAST/FLY-IN by Dave Baker	SERVING 9:00 – 12:00
12 MAY	MEETING	DINNER AT 5:30 PROGRAM AT 6:45
1-2 JUNE	TEXAS FLY-IN	ALL VOLUNTEERS ABOARD
14 JULY	MEETING	BOARD MEETING 3:30 REFRESHMENTS AT 5:30 PROGRAM AT 6:45
23-29 JULY	AirVenture 2007— Oshkosh	
11 AUGUST	MEETING	REFRESHMENTS AT 5:30 PROGRAM AT 6:45
8 SEPTEMBER	CHAPTER WORKDAY, PICNIC and FLY-IN	8:00 - 2:00
13 OCTOBER	WING'S AND WHEELS GATHERING FOR ANGEL FLIGHT FUNDRAISER	8:00 - 3:00 GATES OPEN TO PUBLIC AT 10:00
10 NOVEMBER	CHILI COOKOFF/FLY-IN Annual Official Membership Meeting for 2007	COOKOFF AT 12:00 PROGRAM AT 1:30
8 DECEMBER	CHRISTMAS BANQUET	6:00 SOCIAL HOUR 7:00 DINNER

WANTED AND FOR SALE

Instructor Available. Chapter member Bob Cabe has recertified his CFI & CFII. Available to EAAers for BFR's. (210) 493-7223.

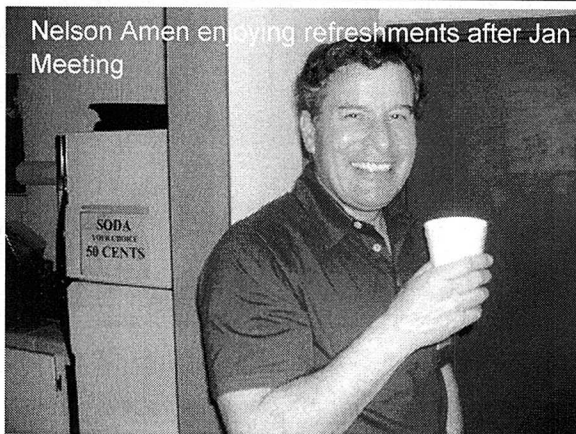
For Aircraft Hangar Rentals at San Geronimo Airpark, please call Dan Cerna (210) 688-9345, Dave Baker (210) 410-9235 or Dennis Scheidt (210) 688-3210

FOR SALE: 1946 Cessna 120 - N76924
25 SMOH, 4400 Total Time AF, 108HP Lyc O-235C1A, Sensenich 76AM6-2-50 Prop, Garmin 430 GPS/COM/NAV, Garmin 320A TPDR, King KMA-26 Audio/IC/Marker, New paint, Ceconite, Interior, vacuum pump, and more. \$31,500 or best offer. Contact Jim McIrvine, (210) 275-7780



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: Lycoming 0-235-L2C. Removed from Cessna 152 at TBO (first run). Logs available, no accessories. Extra case available for converting engine to accept fuel pump. Price \$2000. Harlan Tibbitts (210) 826-5030.



Nelson Amen enjoying refreshments after Jan Meeting

INTRODUCING NELSON AND SHEILA AMEN

If you joined us for dinner prior to the January meeting, you're already familiar with the exquisite meal the Amens prepared for the chapter. Now let's meet Nelson and Sheila Amen.

Family

My wife, Sheila, and I moved back to San Antonio in August 2006 after a 16 year stay in Kenai, Alaska. We have three children: two in college and our youngest who is finishing his senior year in high school this spring. Sheila is from Corpus Christi and I have lived in San Antonio most of my life. We both have family members in this area and it is great to be back in Texas!

Aviation Background

While I have an uncle and several cousins who have earned their pilot's licenses, of the seven children in my family I was the only one that took up flying. Interesting ... since my father was Base Commander at five Air Force bases and flew P-40's / P-51's during the war (China / Burma theater - 14th Air Force Flying Tigers). Our family moved a lot.

My first small airplane ride was with my uncle in 1970. He let me take the controls of the Bonanza for a short time and I was thrilled ... amazed ... and hooked! I got my private license in 1976, training during my last year at Texas A&M in the flying club and finishing up at Stinson Field in San Antonio (\$10/hr at Crow Aviation for a C-150). As is typical, I have flown as much as time and money have allowed. I enjoyed a great flying club in Alaska and also the EAA Chapter (# 975) in Kenai.

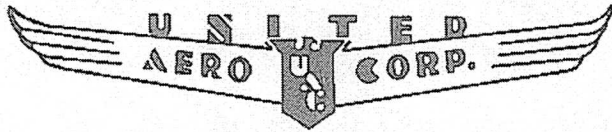
EAA Homebuilt

I keep my still-to-be-painted Star-Lite in a blue hangar at San Geronimo. First flight was in 2004 at the Kenai airport. A great moment. We drove a little over 4600 miles when I trailered it down from Alaska to San Antonio last year.

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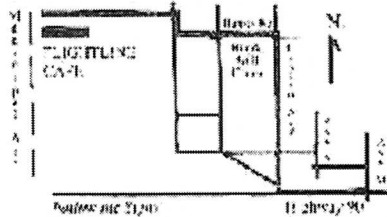
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SAT-WED 7:30-3:00

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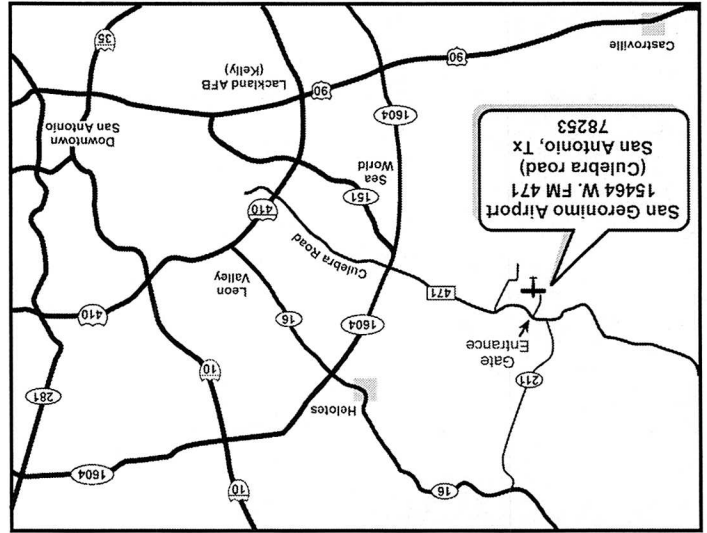
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Second Saturday of the Month
10 FEBRUARY
DINNER AT 5:30
PROGRAM AT 6:45



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Chapter 35, San Antonio, TX

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