



July 2012

Volume 54 Issue 7

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Next Event

JULY 14th

- **FLY-IN Breakfast and Fly Mart Event**
- **EAA Club House**
- **8:00 AM - 11:00 AM**
- **BOD Meeting**
- **11:00 AM**



PHOTOS CONTRIBUTED BY: J. PARCHMAN, j. SCHLATTMAN

RUNWAY 35 PUBLISHED BY ED SEURER, EDITOR-IN-CHIEF

A GOOD VENDOR

By Dave Baker

Recently I had a bad experience with pushing my aircraft into my hangar! I misjudged the distance and ended up pushing the tail into the hangar door. Ouch!! Luckily (if you could call anything like this lucky) it only put a crimp in the trim tab. This resulted in me needing to replace the left side of the trim tab. Where does one go to find this part? There are several companies who offer salvaged airframe parts, Aircraft Salvage of Dallas is one and another is J.T. Evans Aircraft Sales, Inc., 2501 South Orange Blossom Trail, Orlando, FL. 32805, Ph: 800-421-1729. I called JT Evans and they had the part in stock at a reasonable price (if anything to do with aircraft is a "reasonable price"!!). I ordered it and received it within three days. The trim tab was inside a wooden box that they created out of 1x4's and 1x6's. There was no way that was going to get damaged. I asked Jim Evans when I called originally just what all did they have available and his reply was "call and let us know what you need, we will try our best to get it for you". J.T. Evans do not handle engines at all but airframe parts are their specialty. Put their name & info into your database for future reference if you ever need to replace anything on your aircraft.

By Dave Baker

To All Members of EAA Chapter 35

MEMBER PAGE ONLINE

I have added a "Members Page to our website so that our member can go in and add their picture and other info about themselves if you care too. This was prompted by requests from some members asking "who is that person and what do they look like?". I have started it with my mug. What a member will do is to go into the Chapter website, click on the Members page on the left sidebar, then when that comes up, click on the "Join Site" tab on the right side of page. That will open a box that the member will type in their e-mail address, create and verify a password, enter a "Display Name", enter date of birth (M-D-Yr) and they can elect a box to "not show age"! (I did this), put in a "Location" and the check "Gender". The last step (and one I found difficult) is to type in two "security words" that the website provides. I had to try about three times but finally got two to work. You will then be sent an e-mail verification to "activate" your account. You go to your e-mail, open the one from EAA Chapter website, click on the link to activate your account. Then it will take you to your account where you can type in info about yourself and upload a picture of your mug. This will be great way to have our membership quickly look at this page and see what another member looks like. Oh, by the way, BE SURE to LOG-OFF that profile page to insure your updates take affect. I have attached a picture of the page with my lovely mug posted. Please e-mail me if you have any questions / problems.

Thanks, Dave Baker

PRESIDENT'S COCKPIT

By Nelson Amen

Many thanks to the several pilots who decided that an EAA Chapter 35 lunch was special enough to fly in to 8T8. We had an impressive collection of aircraft. The meal was great - - especially the desserts! After filling my plate and having an enjoyable meal, I hit the dessert table and created a great "sampler plate" to top off the event. Most excellent! I really appreciated all those who contributed (great onions!) and of course, all of those who participated. Our June "non-meeting" exemplifies just how much we all love aviation and how special it is to visit with our friends.

The other news from the June meeting is that Mark Brown agreed to help me with a future presentation concerning the flight of a Star-Lite. He and I plan to create a "tag team" program, with one viewpoint from a ground observer and one viewpoint from the cockpit. I can also review the follow-ups I have experienced with the NTSB and the FAA. And - - - I am here to talk about it. That's the good news.

The bad news is that my aircraft is now damaged and on its belly after an emergency landing at San Geronimo. But as many of you can appreciate, that bad news rates very low in priority compared to me exiting the aircraft with no injuries (any landing you can walk away from) The g meter in my beautiful airplane indicated I reached a maximum of 8.5 g's on the airframe. Yep, a whole new meaning to the word belly-flop.

So, think about this during your next pre-flight and also as you advance the throttle to head for the skies. I have always practiced a "no tolerance" safety attitude when flying

and this is an item that probably allows me to type this month's column. I am sure we'll have a lively discussion when Mark and I get together for our presentation to the Chapter.

Smile and enjoy every day - - - always!

By Dave Baker

NOTICE--Runway work being conducted--NOTICE

Hello Everyone,

Sorry for the short notice but our contractor showed up earlier than originally expected to construct a "Turn-around" pad at the north end of our runway. This work will be ongoing for today, not on Saturday or Sunday, then continuing on Monday-Tuesday and Wednesday, June 22nd, June 25th-26th and 27th. Please use caution when operating an aircraft for take-off and landing. There is a NOTAM established for this work.

After the work is finished on the pad, the contractor will extend the pavement at the entry gate from side to side and then on the inside of gate the shoulder on the east side.

Thank you for your cooperation,

San Geronimo Airpark Management

Ps. Ron O'Dea, please distribute to the EAA database.

By Doug Apsey

Rules of Engagement for the EAA Chapter 35 Flymart, 14 July 2012, 9:00 a.m. to 11:00 a.m.

- Feel free to bring any aviation related item to sell
- Airplanes, parts, pilot supplies, avionics, tools for working on/building aircraft, etc.
- No fee will be charged by the chapter to participate (but donations are always appreciated!)
- Volunteers will cover the sales tables so you do not have to stay with your item(s)
- Please drop items off at the Operations Building behind the Chapter Clubhouse by 9:00 a.m.
- The format for the sale will be a silent auction
- Each item will have a bid sheet for buyers to write down their offer
- The beginning bid price is the minimum the seller is willing to accept for the item
- Sellers may reduce their minimum bid at any time if an item is not receiving bids
- The auction ends at 11:00 a.m. - the winning bidders must pay for and pick up their items at that time or make other arrangements with the seller
- **All sales are cash/check (checks will be made out to the seller)**
- **Cash/checks for items that sold can be picked up at the end of the Flymart**
- **Items that do not receive a bid must be picked up by the seller at the end of the auction**

EAA 1088 BBQ FLY-IN AT FLYING L

By Jim Schlattman



NEWSCLIPS

MASTER PILOT AWARD

By Ron O'Dea

Joe Killough was recently honored with the FAA Wright Brothers Master Pilot Award. Joe exclaimed, "Well I'll be damned!"

Diana and Joe Killough



More facts about Joe Bert Killough. First solo was on July 15, 1945, in a 65 HP J-3 Piper Cub at Brownfield, TX. His total flight time was 8 hours and 35 minutes of dual instruction. The solo flight lasted 15 minutes.

That special day was 66 years, 9 months and 20 days prior to his receiving the Wright Brothers Master Pilot Award on April 14, 2012.

Wright Brothers Master Pilot Award requirements are:

1. You must have held a CAA or FAA pilot certificate,
2. Be a U. S. citizen or permanent resident,
3. Had at least 50 years of U. S. piloting experience,
4. No revocations of an airman's certificate,
5. No enforcement actions by the FAA.
6. No bad accidents that were your fault.

Anybody who soloed before April, 1962, can be considered for this award.

Should you be interested in perusing this award yourself or for someone you know, contact Brian Goode or Ron O'Dea for additional details, or visit this FAA web site, <https://www.faasafety.gov/content/MasterPilot/Default.aspx>

AMENDED RETURN

By Dave Baker

This about sums it up if you are a working individual or have retired and still paying taxes. This is an election year---they all should be retired before they do much more harm to this country and spend it into oblivion.

I got my Tax Return "Returned"!!!! I was trying to get a jump on doing my taxes this year, however, the IRS sent my Tax Return back!! I guess it was because of my response to the line, which said "List All Dependents."

I replied - 12 million illegal immigrants, 3 million crack heads, 42 million unemployable people on food stamps, 2 million people in over 243 prisons, 1 bozo in the White House and 535 fools in the U.S. House and Senate. Apparently, this was NOT acceptable. So I sent it back with a question "Did I forget someone?"

NOTE FROM PAUL POBEREZYNY

By R.B. "Doc" Hecker

All: I received a personal telephone call this morning from Paul Poberezny who wished to tell me that he enjoyed reading our April, 2012 Chapter 35 Newsletter. He especially liked the WWII themed article about aerial unnerly in B-17s, and he reminisced about flying the EAA B-17. He told me he personally reads each chapter newsletter when they are published. This is impressive old style leadership, and shows that a very active 92 year old still "has it"...and in fact, he still carries his 3rd class medical. Might I suggest that one of our members write an article covering our association with the Tex Hill Wing of the CAF at the upcoming 3rd Hondo Annual Fly-In? It is an excellent example of cooperation between like-minded aviation groups! My congratulations and thanks to Paul for continuing to be personally involved in OUR organization This is why I am a member of the EAA. Best wishes. Doc

Richard B. Hecker, DO, FAOCA

FAA Senior Aviation Medical Examiner

ASSISTANT NEWSLETTER EDITOR

By Steve Jones

Have you ever yearned to edit, author, layout and publish a renowned award-winning newsletter? (Who wouldn't?!) Here's your opportunity. Chapter 35 Newsletter Editor Ed Seurer is looking for new talent to take this awesome publication to the next level. Contact Ed or President Nelson Amen today!

NEWSCLIPS

FLY-IN CALENDAR

By Doug Apsey

26-27 May; Ranger Field Fly-in

2 June; Mid-Way Regional Airport (KJWY), Midlothian/Waxahachie, TX

Annual Pancake Breakfast/Fly-in; 8:00 to 11:00

16 June; Flying L Ranch Fly-in BBQ; 11:00 to 2:00

Please RSVP to harrycook3@gmail.com if planning to have lunch

16 June; Denton Airshow, Denton, TX (DTO)

Gates open at 8:30, field closes at 11:00 for show, reopens at 2:00

23 - 29 July; Airventure 2012, Oshkosh, WI

26 - 28 October; Reklaw Fly-in, Reklaw, TX

JULY FLY-MART

By Doug Apsey

We're having a Fly Market, Fly Mart, Aviation Related Yard/Hangar Sale, whatever you want to call it at the July fly-in and breakfast event. If you are like me, you have some aviation related items sitting around gathering dust that someone else just might want. Some folks may even have a hangar queen (airplane, not spouse) that they might want to bring out. There's no fee, and no commission to the chapter to participate - donations are certainly always welcome. **For more information, see Page 2.**

So come on out for breakfast and stay for the shopping!

PAUL GARCIA PHOTOS

By Ron O'Dea

Morning everyone! I found some great photos online of the Fly-In. Just thought I'd share. (See the link below)

I'm not sure about you all, but I was ready to put my feet up Saturday night!! I didn't even get out of the house or do anything worthwhile on Sunday until 11am.

So glad that it was such a great success! So much learned - successes and ideas for next year!

Y'all have a great week,

Erika

<http://paulgarciaphotography.photorelect.com/store/thumbpage.aspx?e=8523647>

Erika J. Blythe, Executive Director, Hondo Area Chamber of Commerce

VALDEZ SHORT FIELD COMPETITION

By Brian Goode

This past weekend I was able to attend the 2012 STOL competition at Valdez, Alaska. Everybody has probably seen videos of cubs and the like getting off the ground in a relatively short distance.

We entered the new KODIAK, built by Quest Aircraft company of Sandpoint, Idaho in the heavy touring class. The shortest landing was 320 ft. We could have done better if we had less fuel on board, but because there is no jet fuel available in Valdez, we had to carry enough fuel to get to the next stop, Sitka, which was 2:40 away. That meant we had 1000 lbs of extra fuel aboard.

The weather was cold and rainy. Low ceilings kept another 300 aircraft from flying VFR into Valdez.

Anyhow, check it out. Our pilot was Long Nguyen. Pronounces "Wen" who came to the U. S. when he was 10 years old. Began flying at 16 and now has over 13,000 hrs. He does a lot of flying with the "who's who" in Seattle.

Take off #1

<http://www.youtube.com/watch?v=9CeFaSokHOM>

Landing #1

<http://www.youtube.com/watch?v=dy5tIU3b1Hw>

Take off #2

<http://www.youtube.com/watch?v=6reS15ewG04>

Landing #2

<http://www.youtube.com/watch?v=PIkHZLdc3cg>

BULVERDE BBQ FLY-IN

By R.B. 'Doc' Hecker

Roxanne Markline, the owner of Bulverde Airpark (1T8) has informed me of her intent to host a catered BBQ luncheon / get together on Saturday, August 4, 2012 from 1100-1400 at the Airpark. As many know, her husband is very ill and she wishes to thank the airpark supporters for their assistance in maintaining the airpark in his absence. Aircraft arrivals are welcome. Non 1T8 based visitors are kindly asked to provide a small donation for lunch. Uncontrolled, field elevation 1,080 MSL, Unicom 122.8 MHz, Runway 16 (right traffic) and Runway 34 (left traffic), 2,800'. No T/Gs, No low approaches. Helicopter and fixed wing flight schools on field. FAA AME services available upon request. More details to follow. Doc

I LEARNED FROM THAT

By Dave Baker

"I LEARNED FROM THAT (and survived)-THANK GOD"

Long Beach Municipal Airport, Long Beach, California (KLGB) elevation 60ft.

I had earned my private pilot's license (at 44.7 hrs) and was building time toward my Commercial ticket. I had 60.8 hrs in my log book, 31.0 dual, 29.8 solo, 54.6 day, 6.2 night, 14.1 cross-country and 4.0 hood time. Man, I was a pilot for sure!

It was a beautiful evening, light breeze, clear skies and gobs of visibility so I was going to do a night flight. As I entered the FBO, the beautiful young thing of the female specimen was behind the counter with the clipboard for my aircraft, a Cessna 150. Her question was "where are you going to fly to tonight" and I answered "just a local flight" which she remarked "I've never flown at night, could I go too?" Am I hearing right, this lovely lady who hardly ever spoke to me before wants to go along with me on this flight? Could I really be this lucky to take "Sally" flying? (names have been changed to protect the not-guilty!!) Of course I said "Yes, I would love to have you along".

I made my way out the door toward the ramp where the C-150 sat waiting for this "awesome flight". As I approached the aircraft the lineboy was walking back to the building and I asked "Is there any gas in it" and his reply was "Yes, it hasn't been flown today". Great, 4+ hours of fuel, I said to myself. I remember "pre-flighting the aircraft as I waited for this lovely creature to come out and join me. My thoughts were mostly of how I was going to impress her with my flying skills and give her a great view of the southern California scenery at night and maybe this could advance into something better. She arrived and I helped her into the aircraft and fasten her seatbelt (all gentlemen pilots will do the same). I climbed in, went thru the check list and fired the aircraft up. All engine gauges in the green and then I called for taxi clearance to runway 25R. This is a short taxi, about 500 feet. Completed the run-up, mag, oil pressure, oil temp checks, set altimeter and DG, ready to go. Called tower for take-off clearance and was approved for departure.

The take-off and climb-out was smooth. I headed toward San Pedro to show her the aircraft carrier I had served on for the last 3 ½ years (USS Bennington, CVS-20). The ship looks small from the air at 1000' asl. We talked briefly about having to land a jet on such a short runway and both agreed that those are "real" pilots that can do that. It was starting to get dark now and the lights from Disneyland were beaming through the clear night. This was about 20 miles away if I remember correctly so I said to "Sally", let's go over to Disneyland and look at it and she said yes, I would love to. On the way over there she men-

tioned that she had started taking lesson herself and I said that was great, we could fly more places together in the future.

We arrived over Disneyland and there was a lot of activity, all of the different rides, etc. We circled a couple of times and I saw that there was a ball game at Anaheim Ballpark (a few miles away) so I said let's fly over there and she was really beaming now. Man, I am making points now, I thought!

As I turned to fly toward the stadium, I spanned the instrument panel for the first time since we had been airborne (about thirty minutes). Everything was in the green engine wise and the altitude was OK, instrument backlighting working fine, but wait a minute, what's wrong with the gas gauges---they are BOTH POINTING TO "E". What is happening here, are the gauges broken, are the needles stuck? As I tapped on the gauges to see if they were stuck, "Sally's" eyes got so big I thought they were going to pop out of her head as she asked in this very high pitched voice "what does that mean"???? I said "we're going back to the airport".

I turned immediately toward LGB and started climbing from 1000' agl. I knew I had to fly over the Naval Air Station, Seal Beach on my way back to LGB so if the engine quit I could land there, huh?

Now, I'm this great pilot and I am not going to show any weakness and declare an emergency just because those gas gauges are probably broken, huh? I passed over the top of NAS Seal Beach at about 2500' msl and could see the beacon from LGB. There is a water tower about 3 miles from the approach end of runway 25R at LGB and we used that as a reporting point when approaching to land. By the time I was about a mile south of that water tower I called the LGB Tower and asked for a straight-in approach for 25R. The tower's response was "Unable for straight-in at this time as we have an aircraft on a VOR approach to 25R". Now, again, I'm not about to admit to the Tower that I "might" have a problem with fuel, especially in front of "Sally"! I continued to climb to enter a right downwind. At about a mile from the end of 25R the Tower calls me back and asked if I would still like a straight-in and my reply was "YES"! The Tower asked me what my altitude was and I stated 3000'. Their reply was "can you make the runway from where you are at" and my reply was "I'll make it". They cleared me to land. I immediately pulled the power, put full flaps down and lowered the nose to the maximum flap extended speed (and maybe a couple of knots faster!) I used up over half of the 5000' runway before I touched down. The engine was still running and I taxied back to the FBO. Sally was very relieved now, but was not smiling anymore. She hurriedly left and said something like "see you later". I went and found a ladder

I LEARNED FROM THAT (CONCLUSION) HONDO FLY-IN PHOTOS BONUS

to the maximum flap extended speed (and maybe a couple of knts faster!) I used up over half of the 5000' rwny before I touched down. The engine was still running and I taxied back to the FBO. Sally was very relieved now, but was not smiling anymore. She hurriedly left and said something like "see you later". I went and found a ladder and took it back to the plane. I climbed up the ladder, took the gas caps off of each tank, stuck my fingers into each tank---could not feel any gas in either tank. I looked at the clipboard and realized that the aircraft that "has not been flown all day" had actually been flown for 4.1 hrs (hobbs time) that day!

The next day as I entered the FBO for my flight my Instructor was waiting for me. He had this look on his face that I will never forget. The "discussion" that followed behind closed doors in his office was not pleasant, I felt so stupid as he told me how much fuel they had put in the plane that morning. It appears that I had about ten minutes of flying fuel left when I parked the plane the night before.

How about a discussion at one of our next meetings about "the mistakes I made that night and the proper steps to take to prevent anyone else from repeating these"? If this story helps any other pilot from repeating my mistakes that night, I will be very happy.

By the way, "Sally" never asked to go flying with me again after that night. Can't understand why!!!!!!!

Fly smart and safe,
Dave Baker (Sr)



Photos by Jim Parchman

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CHAPTER CALENDAR

MAY	12	SPRING CLEANING!! Yard/Chapter Building Work Party	EAA Club House 10:00 am
	19	Hondo Fly-in <u>Volunteers Needed</u>	Duties and Times to be announced
JUNE	9	FLY-IN LUNCH EVENT	EAA Club House 11:30 am to?
	16	Young Eagles Flight Rally <u>Pilots and Ground Crew Needed</u>	Briefing 9:00 am Flights 10:00 am
JULY	14	FLY-IN BREAKFAST EVENT And FLY MARKET	EAA Club House 8:00-11:00
		BOD Meeting	11:00 am
AUGUST	11	"I LEARNED FROM THAT!" Presented by Dave Baker	Dinner 5:30 pm Meeting/Program 6:45 pm
SEPTEMBER	8	NASA Astronaut Rick Mastracchio	Dinner 5:30 pm Meeting/Program 6:45 pm
OCTOBER	13	Evening Meeting: Speaker TBD	Dinner 5:30 pm Meeting/Program 6:45 pm
	20	BOD Meeting	4:30 pm
NOVEMBER	10	Young Eagles Flight Rally <u>Pilots and Ground Crew Needed</u>	9:00 am Briefing 10:00 am Flights
NOVEMBER	10	ANNUAL CHILI COOKOFF	Dinner 5:30 pm
		Evening Meeting: Speaker TBD	Meeting/Program 6:45 pm
DECEMBER	8	CHRISTMAS PARTY	Social Hour 5:00 pm Dinner 6:00 pm

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>



WANTED AND FOR SALE

FREE: Cultured marble vanity top



I have a used 8' double bowl vanity top with end splashes available to anyone who wants it for FREE. It is white with burgundy colored swirls in it. This would make a great shop sink, hunting

cabin sink or any where else you would want to use it. One could build a 2x4 frame and put a curtain around the frame to cover the bottom or put it on top of some cabinets. First call gets it. Picture attached. Faucets, drains, etc not included!! Dave 210-410-9235

FOR SALE: Complete RV-8 Quick Build Kit with O/H Lycoming IO-360 engine (minus starter/mags/prop) - \$50K Contact: RB "Doc" Hecker at www.assenddragonavaiation.com or tcflying-doc@yahoo.com

FOR SALE: 1946 Aeronca 7AC Champion Continental A65-8 65HP / wood prop / Restored 2010 - \$35K OBO Contact: RB "Doc" Hecker at www.assenddragonavaiation.com/ for photo of Champ and e-mail link, or tcflying-doc@yahoo.com. Items can be viewed at 1T8 (Bulverde Airpark)

FOR SALE: Early RV-3 kit. Tail; feathers, flaps and ailerons finished and primed. Wings are finished but are the old version and only useable for parts. Have cowling, windshield structure, gear parts, wheel pants, engine mount, etc. All sheet metal and formed bulkheads for for fuselage. Zero time Lycoming O-320-E3D engine with all new parts. Include engine log book and builder's log. Health forces sale. Tom Gould 830-663-4448 or nazca9t@hughes.net

FOR SALE: Stolp Starduster Too SA 300. Eng. Lye 0320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying surfaces rejuvenated. Reduced Price: \$22,000. Call Dan Cerna at (210) 688-9345.

FOR SALE: Subaru EJ-22 engine, Ser. # 589390. Includes single 4-barrel carburetor, Mal-

lory ignition, planetary reduction drive. Proven system, removed from flying aircraft. \$3100 Chuck @ 979 218 6153

FOR SALE: Hegar brake master cylinder. 7" single control, Bore size - 5/8" (0.625). Includes brake bleeding kit, misc fittings. \$95 Chuck @ 979 218 6153

FOR SALE: Main wheels for UL or light experimental. One pair Matco Model MH6B wheels, with brake calipers, new brake pads, new wheel bearings, new Air Trac 15X6.00X6 4-ply tires. \$295 Chuck @ 979 218 6153

FOR SALE: One unused Air Trac 15X6.00X6 4-ply tire. \$40 Chuck @ 979 218 6153

FOR SALE: Garmin GPS 195 with all original accessories. Outdated, but simple and fully functional, good for navigational assistance in VFR conditions. \$100 Chuck @ 979 218 6153

FOR SALE: 1976 Beechcraft C-23 180 Sundowner 2250 TTA&E, compressions mid to upper 70's, oil analysis shows no wear. Dual KXM Digital radios, ADF, ILS/Mkr Bcn, VOR and Loran. Extensive annual, \$5,000 spent: new plugs, wiring harness, mags, hoses firewall forward, brake drums, brake pads, encoder, rebuilt turn indicator and new tires on the mains. Paint is about a 6/10, interior 7/10. Continuously hangared for the past 25 years. \$25,000 Contact Dave Baker, 210-410-9235



For Sale: Fisher Super Koala LSA. 1700 cc VW engine w/ 1.6 to 1 belt reduction, dual ignition, electric start. 3 blade ground adjustable lvo prop. 35 hrs TTSN. Hangared at Marfa Muni TX. This two-place taildragger was my third Fisher. Ron Morton, DAR, cell 423-386-7263 or e-mail dmorton@hughes.net. \$11,000.

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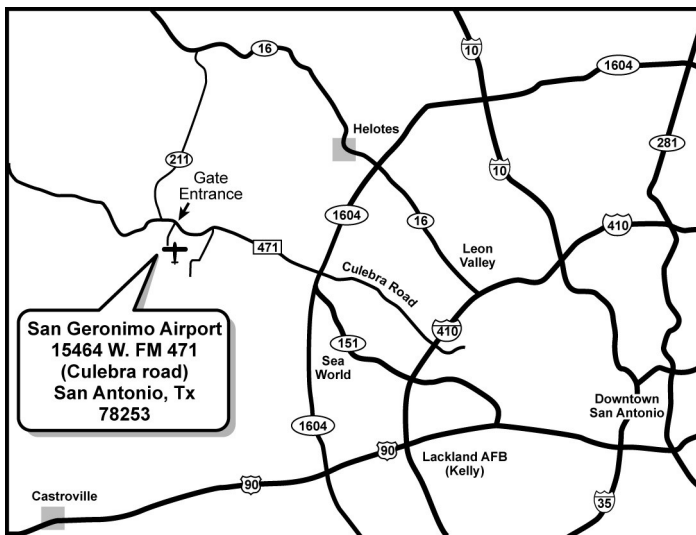


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Chapter 35, San Antonio, TX
Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
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Please support those businesses that support *YOUR* local EAA chapter. Thanks!



When Do You Meet?

Second Saturday of the Month
JULY 14th
FLY-IN Breakfast and Fly Mart Event
EAA Club House
8:00 AM - 11:00 AM
BOD Meeting
11:00 AM