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# RUNWAY 35



Serving San Antonio Aviation Aficionados with all the Aviation News that's fit for print.

January 2002

Volume 44 Issue 1

## Front Page News



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**C**hristmas Report...Well, folks yet another year has passed! We've all had our triumphs and our tragedies. This year's EAA 35 Banquet went off without a hitch! The food was great, the camaraderie great, and the gift exchange was great. Thanks to each and everyone who participated in our chapter this year. With a new board of directors and some new board members, I'm sure the chapter will be pressing forward as we enter the new year.

JANUARY PROGRAM

JANUARY PROGRAM

JANUARY PROGRAM

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### Do You Remember???

**Dave Baker, Speaker**

*If you didn't remember you had better be able to get out and walk or otherwise survive some very unpleasant moments.*

Meeting: January 12, 2002 at San Geronimo Airpark  
Dinner and Social Hour: 5:30 PM Good Old Chili will be served!!! Meeting: 7:00 PM

**The Best "Non-Award winning " newsletter of ANY EAA Chapter!**

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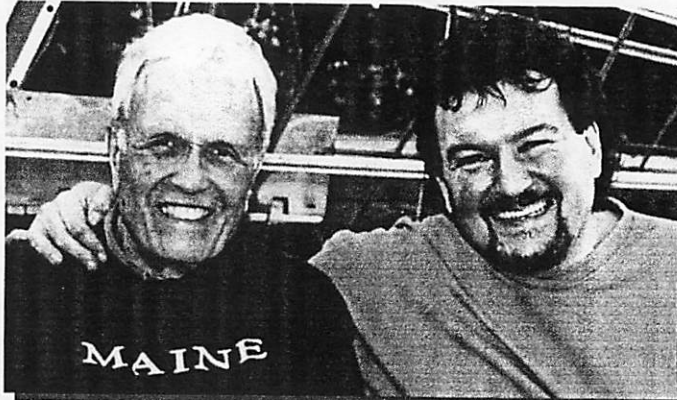
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# Clear Prop!!!!

By David C. Talley

- Happy New Year to everyone who reads this monthly "rag". I think we can all agree the time flew right past us last year (no pun intended).

- It's that time of the year



again...yup, our dues are due! Miriam and I have both sent in our eighteen bucks. This year she gets to pay dues also since she was elected to serve as chapter secretary. Hey, they're not MY rules. So if we have to pay for two, surely you can keep yourself as a member of one of the BEST deals in all of aviation. See how you can help out in this area elsewhere in the newsletter.

- OK folks...the Calsons and us Talleys have agreed to get in the kitchen and do our duties. Since it's January and (generally) cold out, well, OK, cool...we've decided to make the best CHILI you're ever gonna have. Period. Now, we're not up to arguing' about the bean thing. Yes, Texas Aviator's, there' IS (ARE?) beans in chili! So, be sure to bring a hearty Texas Appetite, a good smile, and, oh yes, the Beano! We're all gonna be disappointed if you're not there. C-U@5:30 for supper!

- Ok, folks...it's another year. I (we) have once again "been volunteered" to compile this monthly rag. So, here's the request... (as if I have to remind you)...I (we) need YOUR input. So, please write up your plane, tell us a story, or volunteer to make yourself a "victim" of our "Up Close & Personal" section. You can email your attachment to us. You can mail it to us. Our info is in the Chapter roster. So, how 'bout it?!

- This month it seems that the Bakers are our prime targets. Miriam interviewed them for the "Up Close and Personal"

section. Dave Baker wrote up "Lima", their Beech Sundowner. It's a pretty impressive airplane (a close second to the Stinson, hey (!) it's twue, it's twue! ☺ Well, at least in my (humble) (?) opinion! Thanks for VOLUNTEERING, (There's THAT word again!) Dave.

- Miriam and I visited the famous museum in Devine. But we first stopped by 8T8 to find Louie's hangar open with no plane. We had to drive there and lo and behold, a Champ was spotted. I think Louie secretly does this knowing that I'll "volunteer" to hand prop the Champ. Hum... A GREAT time was had by all. If you haven't been there, there is an EAA 35 discount at the door. They're open on Sundays. It's a quick trip after church.
- Did I mention bring the Beano?

**Please Read This...**

Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but it not limited to this newsletter and audio/video recordings, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise. EAA HQ and EAA chapters, along with any viable aviation organization may reproduce any material within these pages if appropriate due credit is given. ©2002 by EAA Chapter 35 unless otherwise noted.



# President's Corner

By Norris Warner

## HERE'S TO 2002!

The New Year has arrived, and it's now up to all of us to make it the best EAA year we've ever had. I'm not one given to "over-organizing," but I do believe we can get more mileage out of our efforts if we're all pulling in the same direction towards established goals.

These goals will be discussed and prioritized at a Board of Directors meeting which will be held at 3:00 PM at our club house, just before our regular January meeting on the 12<sup>th</sup>. This meeting—and others to follow—are open to all who wish to attend, and committee chairmen, Tech Counselors, Flight Advisors and other chapter leaders are specifically invited to be present. All attendees are welcome to weigh in on agenda items, and your Board will then take action. And

while we can't spend a lot of time on any one issue, we will listen to your advice.

On page 2 of this newsletter, our new board members are listed. We have a wealth of talented, energetic members in our chapter, and that makes it difficult to only select six. Having said that, I wish to thank each of these members for agreeing to serve. And as important as a strong board is, even perhaps more vital are the project officers and committee chairs who have even more work and responsibility to carry. Fortunately, many of these strong supporters have agreed to carry on. My hat's off to our Newsletter Editors, Webmaster, and Young Eagles Coordinator for all the work they do to make this chapter what it is—one of the very best!

We will be establishing some new com-

mittees just to spread responsibility around and to ensure that our members know exactly how they can help. Some will be Ad Hoc committees meant to handle a single issue such as a flyin, and others will be standing committees such as building maintenance, hospitality, and tire-kicking programs, among others. Rest assured I will be calling on you to contribute as your time and talents allow—and remember—those who have the most fun are those who are involved.



# Comments from the VEEP

By Don Staats

Sometime early in the last century a woman was asked, "Whatever happened to your son, the one who was in politics?" The lady replied, "Oh, he was elected Vice President of the United States, moved to Washington, D.C., and hasn't been heard from since."

While I think that may be an appropriate role for a VP, I must admit that I will not be able to follow that example. You will be hearing from me in my role as Program Chairman. It is my goal to bring you the very best programs each month and to try to find those with the broadest appeal for our members.

Here is now I see our schedule developing for 2002. Our programs will not all be technical, but some will, to appeal to our most serious builders. Some programs will be informative on aviation related subjects that may pertain to flight

safety or keep us updated on the status of private aviation. Some will be pure entertainment, hopefully, with a strong leaning toward flying or flying events. Perhaps we will have something on the history of aviation, or on its future.

But, how I see it is not as important as how you see it. What do you want in the way of programs? We'll find out in the coming months as I come to some of those who volunteered to present a program and as I hear from you and get your ideas.

The early part of the year is booked already, with Dave Baker in January, Robin Moore and Dalton Kuder in February and Julius Junge in March. Dave's program is entitled "Do You Remember?" I understand he has reached the age where that is a serious question. Robin and Dalton will talk about "Flying in the Carib-

bean". It's a story with pictures about their overwater flying adventures.

Julius will speak on "Aviation from 1903 to 1910 or Thereabouts". That was the time when we discovered how to fly in circles and found out that we could actually predict what one of those machines would do in the air.

I'm looking forward to the next two years as your VP. I see it as a wonderful opportunity to get to know our members better and especially our new members. After all, as Norris said at the Christmas party, Chapter 35 is really not about machines it's about people.



# News from Around the Patch...



## Membership Renewals

Our treasurer, Joanne Warner, will accept membership renewals at the January meeting. Be certain to have your yellow data sheet filled out—legibly—(ED Note: “Ouch! © She figured me out!) and attach your check for \$18.00, made out to “EAA Chapter 35.” A reminder to all Chapter members was mailed out in December. These packets included a 2002 data sheet and an addressed stamped envelope to be returned to our Treasurer. If during the Holiday crunch you misplaced yours please call or e-mail Joanne for replacements packets. The color coded data sheets enable Chapter 35 to keep our roster current and we greatly appreciate your cooperation with this process. Joanne can be reached at 830.510.4334, e-mail: njwarner@indian-creek.net.

## Ground School is a “GO”

The ground school materials have been ordered and 10 excited folks are anticipating a great program to be presented by our own illustrious flight instructor, Mike Lynch. We hope the materials will be in within the week. Once the materials are in our hot little hands then Mike can set the “go” date.

## Want to Host a Dinner?

Flying – Friendship – Food. Yes, our buffet suppers just before each evening meeting really help fill the bill! They have been very well received, and are an important part of the reasons we get together.

When a person (family, or two or more families) volunteer to cook up a storm, the chapter reimburses all out-of-pocket expenses. Just save your receipts and give them to our Treasurer, Joanne Warner.

Ed Seurer and Jim Munro have teamed up to schedule your participation in this worthwhile effort. Please call them to get on the schedule.

Ed Seurer	Mornings	210.656.3839
	Cell-anytime	210.885.1160
Jim Munro	Evenings	210.680.3629



## BOARD MEETING NOTICE

Our President, Norris Warner, has called a Board meeting for 3:00 PM, Saturday, January 12<sup>th</sup>, 2002. Held at the Chapter 35 Clubhouse, all chapter members listed in the left hand column of page 2 of this newsletter are asked to attend. Some of the most important planning work of the year will be accomplished. As always, all chapter members are welcome to attend.



## ...News from Around the Patch

### Chili...mmmmm!!

With the cold weather upon us, nothing warms us up like a robust bowl of chili. The Carlson clan and the Talley's have teamed up to provide the best chili dinner in Texas. Yes, David puts beans in the chili...bring Beano. ☺

### New "Baby" On Its Way

Rumor has it there is yet another baby due here shortly. It seems that John Kuhfahl has recently done the dirty deed. Yup, he's expecting another child. The problem is his wife didn't have any part in the deal. Hum. No it's not the second coming or anything like that. He's getting this kid from down near the border. Well actually El Paso. He hopes it'll be here in a week or two. You know, you can't push these things. You have to let them happen as they come. The child is yet unnamed, but we all know that the proud daddy will show off the kid when the time comes. John, congratulations! We all hope the wife can call the new baby her own, also. Good luck with the delivery. Remember, when they first get here, you'll have some adjusting to do. They eat a lot and make lots of noise. May this child will be healthy and not too expensive to keep and maintain. Remember to share the love! Again, congrats from all of us at EAA Chapter 35!

### Pilot Talk

by E.D. Yoes

A thunderstorm is nature's way of saying, "I win!"

Never trade luck for skill.

The three most common expressions in aviation are, "Why is it doing that?", "Where are we?" and "S...!"

Weather forecasts are horoscopes with numbers.

Progress in airline flying: now a flight attendant can get a pilot pregnant.

Airspeed, altitude or brains: two are always needed to successfully complete the flight.

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

I remember when sex was safe and flying was dangerous.

Will Rogers never met a fighter pilot.

We have a perfect record in aviation: we never left one up there!

If the wings are traveling faster than the fuselage, it's probably a helicopter - and unsafe.

Federal Aviation Regulations are written by lawyers to pro-

mote violations and lawsuits.

Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.

Navy carrier pilots say of Air Force pilots: "They flare to land and squat to pee."

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it.

A good landing is one you can walk away from; a great landing is one from which the airplane will probably fly again.

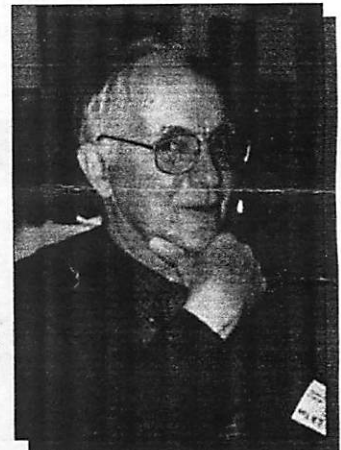
An accident investigation attempts to place blame on the hapless for brief lapses.

To err is human; to forgive divine - neither of which is FAA policy.

E. D Yoes, Jr.  
San Antonio

Q: How many men does it take to change a light bulb?

A: None, they promise to change it and then forget to do it while they play with their son's computer video games.





# Scenes from the Christmas Party

by Miriam S. Talley

Once again, the chapter Christmas Party was a huge success. Social hour started at 5pm with a bang...laughter, camaraderie and merry making was the order of the evening. David Talley entertained the crowd with an ingenious slide show presentation showing 2001 chapter activities in review. Al Almond led off the dinner with a moving prayer of thankfulness. Dinner by Bill and Rosa from D'Hannis was scrumptious...my steak melted in my mouth. After dinner the now ex-prez Ed Seurer recognized and handed out certificates, pins and gifts of appreciation to exiting chapter officers and key program leaders. Brad Doppelt, our very dedicated and hard working YE Coordinator, recognized the Young Eagle pilots and volunteers that made for a very successful year. Each Young Eagle pilot was presented with an embroidered Chapter 35 Young Eagle shirt. Norris Warner presented Jack and Linda Ridgway with a YE shirt in recognition for being the spark that started the fund drive that now allows the chapter to provide an excellent YE Program. Miriam Talley presented a gift and chapter thanx to exiting prez Ed Seurer...who stepped up to the plate and worked hard to make the chapter a better organiza-

tion...thanx Ed. Dave Baker then riled the crowd and got the raucous gift exchange going. The Tobias clan...out in full force...cornered the market with the "hot" gifts. Others were found hiding their "loot" under the table (hoping for out of sight, out of mind). There were some fore lone looks as others had to give up their treasured gift to gift hawks. At the end of the evening, Jim Rice, now speeding along on crutches, made a moving thank you to the chapter for all of their support during his recovery...there was not a dry eye in the room. Many thanx go out to the folks that coordinated this event; Joanne and Norris Warner for ticket and program management and obtaining the YE Pilot shirts, Skip and Martha Barchfeld for coordinating the food, Nancy Mason and Shirley Baker for decorations, Nancy, Shirley, Lew Mason and Norris Warner for table rental and set up, to the folks that brought extra food goodies and beverages. Our utmost apologies if we missed anyone, our gratitude is truly there. Happy New Year everyone!!! Plan on being at the next meeting where good food, camaraderie and hangar "lying"...er, uh "flying" are the order of the evening. Dave Baker promises a great presentation. See y'all there!!

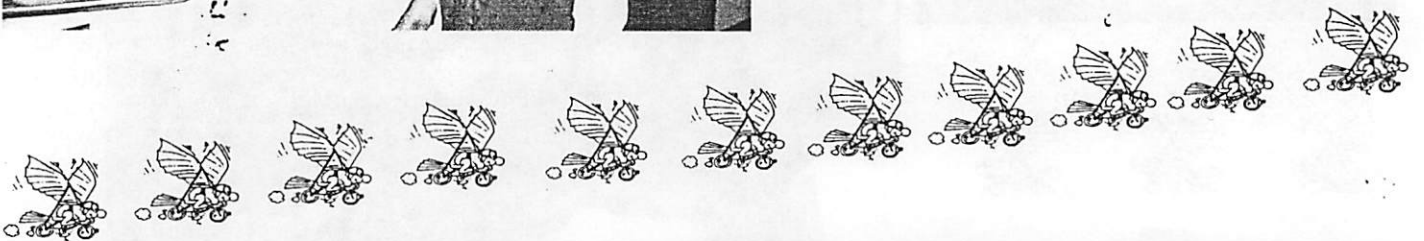


# Scenes from the Christmas Party...



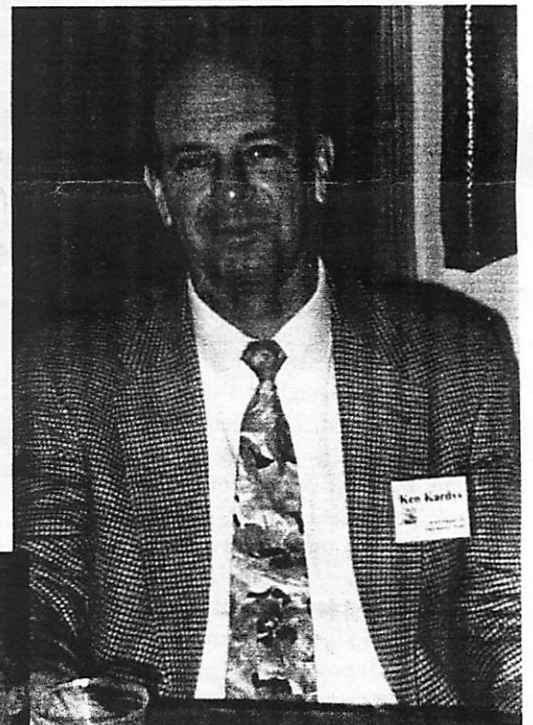


# ...Scenes from the Christmas Party





# ...Scenes from the Christmas Party



# Up Close and Personal

## Dave & Shirley Baker

by Miriam S. Talley

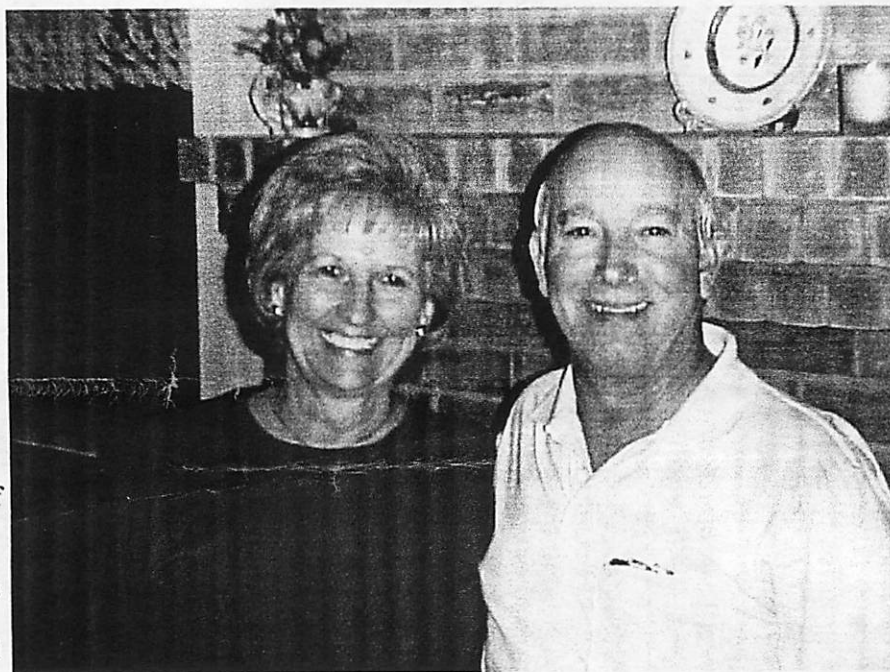
One of the hardest working couples and supporters of our Chapter are Dave and Shirley Baker. If something is happenin', you can count on Dave and Shirley to be in the thick of it. David and I spent a great evening interviewing them and enjoying their warmth and hospitality.

Dave is a south'un boy, born in Grady Hospital, Atlanta Georgia. At age three the family moved to Houston, and here Dave was raised. His first experience with an airplane was with a DC-8 transport after he joined the US Navy as pipe/ship fitter. He was assigned to an aircraft carrier, the USS Bennington CVS 2 – an Essex class from WWII. He spent as much time as he could above the bridge on 7-level enjoying a birds eye view of the planes—Grumman S2E Trackers, A-3 Sky Raiders and A-4's. Dave had 3 trips to the Far East, 2 to Vietnam. Dave saw and learned a lot, but after 3yrs 10 mo and 18days he called it quits. (He used to know the seconds) Dave then stayed on the west coast in Long Beach, CA working for Douglas Aircraft as a tubing bender. He is proud to have worked on the DC-10 prototype. One of his work colleagues was a flight instructor with a Tri-Champ. He encouraged Dave to start is flight lessons with him. In 1967 Dave remembers the cost was \$8 for the plane and \$4 for the instructor. Dave at this point opens up an old battered log book and points to his first flight on October 2, 1967. On their 3<sup>rd</sup> flight, took them over the San Diego naval base. Without warning, the instructor put the plan into a spin directly over the USS Bennington

(!)...almost scarring Dave out of flying. Needless to say, Dave dropped that instructor, who seemed more interested in flying the plane himself than teaching Dave. Referring back to the old log book, Dave recalls a \$5 incentive flight with Cessna dealer Willard Mavin on 11 March 1968. Willard turned out to be an excellent instructor and Dave soled on 11

the thought that he could continue his training in the Houston area. Surprise, surprise...the local airport did not offer mutli-engine. That wasn't too bad; he just started on his instrument rating. The shocker was when the University of Houston would take only 3 of his 58 earned college credits because they did not offer an aviation program. Dave was

not a happy camper, to say the least. Dave took a job with a hardware retailer and the flying time slowed. After a job transfer to San Antonio, Dave re-started his flying in earnest and completed his instrument rating (once again looking into the old log book) on July 9, 1975. Dave then turned right around and started on is instructor certification. By this



April after 10.8 hours. After flying almost daily and sometimes twice a day, Dave took his check ride on 30 May with the chief pilot for Catalina Airlines. Dave at this point wanted to be a commercial airline pilot. With the Vietnam War in full force and a shortage of pilots, his chances seemed pretty good. Dave took the GI Bill and attacked things full speed. He burned the candle on both ends by working, attending college taking aviation courses and working towards his commercial rating which he earned April 4, 1970. Dave started working on his multi-engine rating. With only a few hours left for certification, he moved back to Texas to be closer to family and with

time, Dave turned 30, which closed the airline doors for him back then. He was doing very well in the retail business so he decided that that was his direction in life. He was at the end of completing his instructor rating when work travel but a halt to the completion. Backing up a bit, while in Houston, Dave co-owned a '46 Ercoupe with his brother. It had rag wings and the rudder conversion. Dave smiled as he recalled that it was the sweetest little flyer. When he moved to San Antonio, Dave left the Ercoupe with his brother so that he could finish his ticket. He never did, so the plane was eventually sold. (You folks need to have

*(Continued on page 11)*



(Continued from page 10)

Dave tell you the story around the sale.) Dave joined Chapter 35 in 1975 while it was still meeting at West Side Airport. He fell in love with the KR-1 when he heard Danny McCormick talk about it. In '78 he bought a KR-2 kit which consisted of 12 pages of notes. He had to study other planes to figure things out. He had all the wood work finished when he had the opportunity to fly in a friends KR. The controls were so sensitive, in fact too sensitive. Even holding the control stick gently with 2 fingers the plane remained difficult to handle. It scarred Dave a bit too much...the kit was sold. In the mean time, Dave started his long tradition of heavy involvement with Chapter 35, taking on the roles of newsletter editor for 3 years, Vice Prez from '79-80 then Prez from '80-'82. In 1980 Dave was afforded the opportunity to join the San Geronimo Air Park development group. He remembers showing the area to Shirley and thinking she wasn't going to go for this when he drove down a long dirt road and their lot was deep in Sun flowers so tall that sitting on a tractor the sunflowers reached their shoulders. Surprisingly Shirley gave the "A-OK" and in 1990 they built their beautiful home.

In 86, while at an Amarillo airshow, Dave saw a '76 Sundowner with a "For Sale" sign (see plane of the month story for details), the rest is history. Any given Sunday, Dave and Shirley are seen flying towards Hondo, a favorite local aviator's watering hole. Any number of folks can be seen hopping a ride, too. Not enough can be said for Dave's support of our Chapter. Whether its cleaning up the exterior or interior of our "hutch" or flip-pin' burgers at the picnics and fly-ins, giving a helping hand to the monthly cooks, entertaining Young Eagles with rides on his golf scooter to MC'ing the Christmas gift exchange, Dave does it with enthusiasm and a quick smile. Our hats off to you Dave, it's a privilege to have you at our side!!

Of course we can't talk about Dave without mentioning his beautiful side kick and bride Shirley. Shirley is a gracious southern belle, youngest of 9 children, from Leesville, LA. Her dad was in the

timber industry, and when Shirley was five, the family moved to Warner, TX, pop. 274, in East Texas. It may be hard to believe, but this soft spoken, lovely lady, with a little coaxing from her brother-in-law, was a stock car driver with several trophies under her belt driving a '62 Chevy Impala. With a twinkle in her eye she brags that it was red with a black interior and her brother-in-law had a hot '57 Chevy. Job opportunities being nil in their little town, Shirley moved to Orange, TX and worked for S.S. Kreski,



Dave doing the duties at the Christmas Banquet last month. It's always a blessing when Dave takes the mic. We're all looking forward to this next banquet.

the forerunner to K-Mart. This job eventually moved her to Houston.

OK, the big question now is how did Dave and Shirley meet?? Dave was having lunch at an eatery, a lovely lady, he had never met, enters and as she walks by, and with great familiarity, says to him "Oh, I see you got the 1200 lunch time". What I need to mention is that Dave is an identical twin, and Dave's brother worked with Shirley. Being the gentleman that he is, Dave went to her table and explained that he was not who she thought he was. Even after pulling out his driver's license, Shirley did not believe him. What I also must explain is that Dave and his brother are as different in personality as day and night. Later that day Dave stopped by the store to prove his position with his

brother by his side. Unfortunately, Dave's brother was not there, but Dave sat and talked with Shirley for a while. Shirley's boss saw them together. Later her boss warned her about not getting too close to "that guy" since he was trouble... not knowing it was Dave and not his brother. Dave requested and got a first date with the lovely Shirley. He picked her up at her apartment proclaiming, "I've only got five dollars!" They took her car. Afterwards, Dave returned her to her apartment and said goodnight. She went in and proclaimed to her roommate, "What a creep!" Well, Dave was still standing outside and innocently knocked on the door and asked Shirley was she talking to him? Well she felt bad, you know really bad... Eventually Dave was given a second chance. He showed up, but well, his car had a problem. When it changed gears, it changed lanes! Dave mumbled something about a bad rear-end. Shirley handed him the keys to her car. Her own hot '69 GTO! Dave got all excited and well, drove the car backwards and immediately put a good sized dent on the left rear fender. But hey, no problem, shortly therefore after her put a dent on the opposite side! Things must have smoothed, because Dave and Shirley recently celebrated their 30<sup>th</sup> anniversary. Dave introduced Shirley to aviation in a Cessna 150 out of Collier Airport. This was to be a flying dinner date. Dave was cautious to make a smooth gentle take-off, climb and turn. As they flew over a buddies shop, his friend ran out and started waving. Dave went into a steep banking turn... a little too steep. He looked over at Shirley just as her face hit the open sic sac. He leveled out quickly, but the sound of heaving and the odor of the sic sac was more than Dave could even handle by trying to focus on the cows in the pastures below. Needless to say, there was no dinner eaten that afternoon. Since then, things have looked up. Shirley has flown with Dave all over the country and even though she does not have her ticket, is a pretty good stick. Shirley, like Dave, has been a tremendous supporter and valued part of our Chapter. She's rolled up her sleeves and with an easy smile and laugh has helped make the Chapter functions what they are. Our hats off and a bow to you Shirley Baker!!

# Plane of the Month

Dave & Shirley Baker's Beech

by Dave Baker

## The Specs:

N1998L  
 Beechcraft C-23 180 Sundowner  
 Year Manufactured: 1976  
 Engine: Lycoming O-360-A4K  
 Four place, fixed prop, fixed gear.  
 Cruise Speed 125 MPH- Range approx. 600 miles.  
 Fuel: 100 LL- 58 Gallons  
 Full IFR with 2 KX175B radios, 1 VOR, 1 ILS, 3 LMB, ADF, Loran

## The Story:

We purchased "Lima" in November of 1986. She was 10 years old and had 1400 hours TTAE. The logs indicate that we are the third owner for this airplane.

I was in the market for a C-172 or C-182 that was in my price range when I spotted this airplane at an airshow in Amarillo. I called and inquired of the asking price. The person that owned her wanted the price at the top of the "book value". I did not know anything about this series of airplane (this was the first time I had ever seen a Sundowner) so I told him I would check into it and let him know. Off I went to Gen Aero, the Beech dealer at SAT. They had four Musketeers but no Sundowners. I learned that the Musketeer had one door on the right side and a 150 HP engine, and other than a different throttle, mixture, card heat arrangement, the aircraft looked the same.

I negotiated back and forth with the owner for over six months. One day he called and said, "I need to sell this airplane, make me an offer." I told him to give me the name of the A&P who had annualized it and I would call him to ask some questions. He did and I called, got the information I wanted, checked to see if there were any liens on it and found everything to "sound good".

I called him back and made an offer and

he said "That's pretty LOW for this airplane" and I replied, "That's my offer." He told me he would think about it. The next day he called and said his wife told him to accept my offer. I told him the offer would be good if he flew the airplane to San Antonio and let my friend, (Chuck Schelnick) an A&P, check the logs and perform a compression check on the engine. He agreed, flew the airplane to Bulverde and everything worked out.

"Lima" is a very docile airplane to fly. I tell everyone it's like flying a heavy C-172 which cruises a little faster. It is also very roomy inside the cabin and with doors on both sides of the fuselage; it is easy to get in and out of.

Since we have owned "Lima", she has

issued o the aircraft and none of them were the major type (i.e. costing a lot of money!).

We have enjoyed owning this airplane. It has been "low maintenance" from an airplane perspective and easy to fly. Even though Shirley doesn't have her license, I let her do most of the flying on cross-countries!

I feel the airplane would be even better if it had a constant-speed prop and wheelpants. I plan to keep "Lima" as long as I am capable of flying and can hold a medical. She is worth about four times as much as we paid for her originally! How's that for an investment?



been to Oshkosh twice and made numerous trips throughout Texas from Lajitas to DFW, to Corpus Christi, to Houston, to East Texas' Woodville and Kountze airports.

This Beech model has also been very good as to ADs. Only five have been

Above: A hangar photo of "Lima". This picture, by Dave Baker, shows off the size of the Sundowner. Three windows on each side. The dual doors really help in loading the plane (and also cooling off in the summer months). Geez, is that an "original" paint scheme?



**EVENTS & HAPPENINGS      WANTED & FOR SALE**

*(If you know of any local aviation events or happenings we can share with the chapter, call Miriam or David at 210/521-2359.)*

21 Jan 02 – San Antonio. AOPA Safety Foundation Seminar – Spatial Disorientation. San Antonio Hilton 1900-2100.

6 Feb 02 – PAISA/GAPA meeting. Gathering of safety minded pilots, instructors and students. Meets 1st Wednesday of every month, 7pm, at the Hallmark Institute on Wetmore adjacent to San Antonio International. Info: Steve Carlson 545-2376.

27-28 Sep 2002 – Abilene, TX. EAA South West Regional Fly-In. 334/578-1707 or [www.swrfi.org](http://www.swrfi.org)

26-17 Oct 02 – Reklaw, TX. Best little private fly-in in Texas... a must!

Open every Sunday 1-5pm/ or by appointment – Shooting Star Museum, Devine, TX, Proprietor Pat Wegner, 830/931-3837.

Chapter members in search of or have items for sale, or need to post a service, may place a free (non-commercial) add in this column. Call Editors Miriam or David Talley @ 210.521.2359 or [EAA35@starband.net](mailto:EAA35@starband.net)

**“Remember...Caveat Emptor...buyers beware!”**

**Instructor Available.** Chapter member Bob Brown CFI SE ME INST Rotorcraft. Will provide free flight review for chapter 35 members. 830/612-2371.

**FOR SALE:** 1965 Colt with tail wheel conversion, Lycoming O-290-D2 135 HP engine with approximately 30 Hrs SMOH, STITS Cover.

1999 Starduster Too with 150 HP O2-320 Lycoming engine with less than 15 hours on engine and airframe, STITS covering.

Call Allen J. Pratkan at (830) 569-3998 (Pleasanton, TX)

**FOR SALE:** ‘43 T-craft L2A, DCO-65. Cont. C-85-F. TTAF: 1094, SMOH 127. Contact: Jim Havens 210.680.7882.

**FOR SALE:** Runway Property on 8T8/San Geronimo Airpark! **Financing Available.** Contact

“Dan the Man” Cerna at 210.688.9345.


**FOR SALE:** Ercoupe Wings, Fuselage, misc. parts. Call Chuck Schelnick (830) 685-3305

**FOR SALE:** 1953 Chevy 60,000 mi mechanically 9/10, new paint 9/10, needs some reassembly/interior work. Runs sweet-6cyl standard. \$3,000  
1951 Chevy project. Not running, nice clean straight body and chrome. \$1,000  
1977 Honda CB200T motorcycle, 4,000 miles been in storage for 8 years-very nice clean machine needs TLC. \$600  
1967 “Scotty” 16’ travel trailer, self-contained \$2,000.

Numerous R/C airplanes and accessories including a 6’Wingspan “Telemaster” fabric covered with 4 stroke engine-looks and flies like full scale--make offer.

Bought airplane, wife sez sell some stuff! John Kuhfahl 210 688 9473 or [johnkuhfahl@yahoo.com](mailto:johnkuhfahl@yahoo.com)

**FOR SALE:** complete home computer, including 17 inch monitor and color printer. \$200. please call Don @ 688-3747



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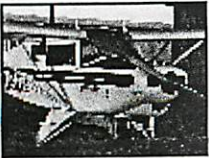
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Chapter 35, San Antonio, Texas

Norris Warner, Membership Chairperson  
719 Oak Hills Road  
Pipe Creek, Texas 78063-5652



Norris & Joanne Warner  
719 Oak Hills Road  
Pipe Creek, TX 78063

**When Do you Meet?**  
Second Saturday of the Month  
Dinner 5:30 PM  
Social Hour 6-7PM  
Meeting @ 7PM  
**Where do you meet?**  
(See Map)  
Call Any member listed  
On Page 2 for help

