



The Leader In Recreational Aviation

RUNWAY 35



APRIL 2008

Volume 50 Issue 4

On the Web:

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PHOTOS CONTRIBUTED BY: N. AMEN, S. JONES, N. WARNER, D. BAKER

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CONFESSIONS OF A NOT SO YOUNG EAGLE

By Michael Landis

As a new member to EAA 35 (3months), and a low time (10.2 hours) student pilot, when the opportunity came up to help at the Hondo Boy Scout Aviation Badge Day I wasn't sure that there would be much for me that I could do. I contacted John Latour to see if there was anything that my wife Beth and I could be of help with, and he graciously responded and gave several options for areas we could help. Not knowing much about any of the areas, we asked to be a part of helping with getting the Young Eagles to the airplanes.

When we showed up to the airfield that day we were pointed in the direction of where the flights would be taking place, so we positioned ourselves there and asked the first person that looked like they were in charge how we could be of help. I knew that Jody Doppelt had probably done this many times before with Brad and so she was the one I considered knowledgeable. She made the suggestion that I could help by determining the next group of boys for the next flight. So with that we were off and running.

For the next 9 hours I was able to get experience that probably helped me more than the Young Eagles. I watched as 7 airplanes, with I believe 9 pilots, work endur-

ingly to give wings to these young boys. I watched volunteers like Jody, Beth, and Ed Seurer, work tirelessly at getting boys lined up, paper work done, and ready to go, while I got to play for 9 hours. I was able to monitor the CTAF and hear the radio calls of the pilots as they called their positions in the pattern. (A help to a student pilot that gets a brain cramp as soon as he pushes the push-to-talk button) I watched as the temperature began to warm during the day and see the effects of the lower density on the lift of the aircraft.

(Experience that backs up what the books say) I was able to do a quick guesstimate, weight and balance for each plane. (Not always successfully)

All in all it was a rewarding day. I heard many excited boys as they came off the airplanes. Awesome was used quite often. I know that there were other volunteers that worked in other areas that I didn't mention, and it was mentioned several times by Scoutmasters of their appreciation for the hard work of all involved. We have a chapter of people that we can be proud of. Thanks John, Brad and Debbie for letting me help, and thanks to the pilots for putting up with me.

THANK YOU LETTER FOR HONDO AVIATION DAY

By Brian Scheffler

Dear, MS. Cherry, Young Eagles EAA, City of Hondo, TX, airmanowhers, Pilots,
Governor Rick Perry, And plane Number N6238W (Pilot)

This last week (before spring break) I attended your Aviation
merit badge at the Hondo Municipal airport. I enjoyed the class
alot, I learned more than I ever did about planes, and I
got to go up in a plane for the second time in my
life (the first time I was a baby) This helps me alot
because in the future I'm thinking about becoming
a pilot in the United States airforce. I also liked
Governor Perry's speech at lunch time. This was
very fun for me, and will help me towards Eagle
Thanks!!!!!!!!!!!!

Yours
Truly,

Brian Scheffler



Electronic Edition

This newsletter is also available online and in color.
Visit: http://eaa35.org/ENL/Apr_08/Apr_08.pdf

PRESIDENT'S COCKPIT

By John Latour

Thanks to the members of EAA Chapter 35 for volunteering and/or attending our Fourth Annual Hondo Aviation day. The Leadership (Debbie Cherry, John & Jesse Killian, etc.) of Hondo Aviation Day (HAD) appreciates your support. They congratulate you for making it a successful event, March 15.

Two Thousand Eight's Fourth Hondo Aviation Day (Fly-In) is a huge success. The Hondo Municipal Airport is the host of 1,000 Boy Scouts, Scout Master, relatives, friends and volunteers. Our EAA Chapter 35 provides major supporter to Fly-In with airplanes, pilots and volunteers. The Chapter 35 mission is to help train Boy Scouts on aviation and airplanes. This allows them to earn an Aviation Merit Badge.

MAJOR PROGRAM INSTRUCTORS: Brad Doppelt, Julius Braun and John Siemens are major HAD program instructors. Brad led his team of Young Eagles. Julius led educational program on Airplane Instruments. John Siemens and Bryan Dennison led educational program on Aviation and Airplanes. They provided Boy Scouts with an excellent program. Elaine Stephens led her team in Model Airplanes. They design, built and test flew model airplanes in wind tunnel. Maarten Versteeg overlook test of multiple designs. Jim Havens, Charlie Brame and Harry Cook display their airplanes in Static Display. Jaime Carrion led the event.

PILOTS & AIRPLANES: We also supported the Hondo Boy Scouts & Young Eagles Fly-In with three pilots and airplanes. Brad Doppelt, Danny Beavers and Doug Apsey led our support. They drew from Chapter 35 Loyalty, Courage and Energy in flying Boy Scouts Young Eagles with 865 participants watching performance.

STATIC DISPLAY: Charlie Brame, Vans RV-6A, Jim Havens, RANS S-18 Stinger and Harry Cook's Tommy Hawk, supported Jaime Carrion with airplanes for Static Display educational program. Charlie and Jim briefed us earlier as program speakers on their airplanes. I knew very

little of Harry's Tommy Hawk airplane. Harry Cook said, "The airplane is a "Tommy Hawk" (Modified HATZ Classic) built by Woody Haston (of Geronimo, TX) and Tommy Anderson, completed in 1999. The Tommy Hawk has a 125hp Lycoming 0290G, with custom features to make it look like a WWI era German Albatross. The 22" wheels are converted motorcycle wheels with custom Cleveland Brakes. The plane has an intercom and Microcom 760 com radio." The Boy Scouts absorb every word of these senior airplane buffs. Another airplane on display was a CAP Helicopter that drew much attention.

TEE SHIRTS: Roxanne Beavers' sales performance of Young Eagles Tee Shirts was outstanding. She grosses over \$600. Bob Guthrie and Norris Warner did assist in promoting the Tee Shirts. Because of her pride in salesmanship, Roxanne walked away with sizeable sales contribution for Chapter 35.

SJ-30 SINO SWEARINGEN/CONTINENTAL MODEL RAFFLE: John Siemens helped us in raffle of SJ-30 model airplane. Jamie Carrion donated four Continental Model airplanes for raffle. Someone walked away with five great disk top model airplanes. Hondo Aviation Day leadership donated raffle returns to EAA Chapter 35.

VERY SPECIAL GUEST SPEAKER: This year's special speaker is Colonel Chris P. Weggeman. He is Commander of the 12th Operations Group, 12th Flying Training Wing, Randolph AFB. His presentation far exceeds the hot afternoon weather. This is the second consecutive year Colonel Weggeman briefed Boy Scouts on his aviation experience. We are grateful for Colonel Weggeman to brief Scouts during his transition period of reassignment.

VOLUNTEERS: Chapter 35 offered many volunteers for Boy Scouts Hondo Fly-In. My favorite habit is to talk about our volunteers. Usually it gets me in trouble. I eliminate the name of a key member. Nevertheless, it does not prevent me from trying to identify our gracious members. Please bear with me if I eliminate your name
(Continued on Page 11)

NEWSCLIPS

EAA CHAPTER 35 BOARD MEETING

By Doug Apsey, Chapter Secretary

The Board of Directors of Chapter 35 hereby announces that a meeting of the Board is schedule for 10:00A.M. on Saturday, April 12, 2008 at San Geronimo Airpark. The meeting is for the purpose of considering and approving, among other things, the chapter's financial and business review for the first quarter of 2008.

By Order of the Board

Doug Apsey

Chapter Secretary

PANCAKE BREAKFAST APRIL 12TH

By John Latour, Chapter President

We invite you to visit EAA Chapter 35 for a Pancake Breakfast / Fly-In, April 12, 2008. Check us out for a day of food, fun and aviation & airplane activities. Join us for pancakes from 10:00A.M. – Noon. Stay for Fly-In until 2:00P.M.

We need you. You need pancakes. What better excuse could there be to fly over to San Geronimo Airpark? The Pancake crew will be serving hot pancakes and showing off airplanes for all to see.

When: April 12

Time: 10:00A.M. For Pancakes & Fly-In until 2:00P.M.

Where: EAA Chapter 35 Clubhouse @ San Geronimo Airpark

K8T8, 29-30-37.8290N / 098-47-54.0910W

San Geronimo Airpark

WIN THIS VINTAGE BIPLANE

By John Latour, Chapter President



PEDAL EAGLE Wood Biplane – N910WA

The pedal eagle was built and donated by

Ted Eckhardt

Single Seat

Wing Span – 4 ft

Cord – 10 in

Aerobatics Limited to Ground Loops

For 3-7 yr Old Pilots

RAFFLE in JUNE 14 MEETING

Donations

\$0.25 per Ticket or Five for \$1.00

Call 830 612-2232 for Tickets



NEWSCLIPS (CONTINUED)

THANK YOU FROM OUR LAWYER

By Norris Warner, Board Advisor

Ms Arthur has published several articles in Sport Aviation which have assisted many EAA Chapters in gaining their tax-free status. Moreover she is an airline pilot! Joanne and I, having completed our chapter's 'end of probationary period' report, were very pleased and grateful to have Ms Arthur review our work. Ms. Arthur is an attorney who does only 501(c)3 work--and for EAA is doing work pro bono

Background: Norris had bought the last remaining DeGroot Mesquite chapter logo carving, and sent it to the gracious lass as a token or our appreciation.

From: Arthurlawoffices@aol.com
 Sent: Friday, March 21, 2008 9:15 PM
 To: njwarner@hctc.net
 Subject: Mesquite Carving

Hi Norris: I just picked up my mail and I love the mesquite carving! I have a frame stand in my office I've been waiting to use and this will fit perfectly. I have a shelf on one of the bookcases where I put sentimental items from clients and colleagues. This will look great there! I hope all is well. I'll be travelling to Colorado in early May, and will be driving through Bandera County on the way. Let me know if there is anything else I can do for you or the chapter. Patti
 Patti Arthur, Esq.

The Law Offices of Patricia J. Arthur
 P.O. Box 28
 Salida, CO 81201
 719-539-7050

COZY MK.IV ELECTRONIC POH

By Steve Jones



Drew Chaplin, Cozy builder, has won permission from Aircraft Spruce & Specialty Company, (<http://www.aircraftspruce.com>) to publish an electronic version of the Cozy Mk.IV Pilot's Operating Handbook.

It's published in Microsoft Word 2003 format, and is available for download from his site at <http://www.cozy1200.com/geeklog/index.php?topic=POH>, or by following this shorter URL: <http://tinyurl.com/yos3m9>.



Mark Brown and Freda Jones pass us by

WHAT WERE THOSE FIGHTER PILOTS THINKING ABOUT?

By Dean Kennedy

Biography:

Dean Kennedy flew P-47s with the 86th Fighter Group, 526th Squadron in Italy, France and Germany 1944-1945. The photographs of the Thunderbolt art were taken during that period.

Dean grew up in Wyoming. His career in the Air Force included over 200 combat missions in Vietnam with the 361st Tactical Electronic Warfare Squadron. Among his medals are the Distinguished Flying Cross, 2 Bronze Stars and 11 Air Medals.

Dean served a tour as an Assistant Air Attache to Great Britain, was on the faculty of the Air War College and spent four years on the Agena satellite program. His last assignment was with the Electronic Systems Division where he retired, traveled America for a year then moved to San Antonio, Texas where he and Bettye, his wife for 62 years live except for summers in Wyoming. Dean continues:



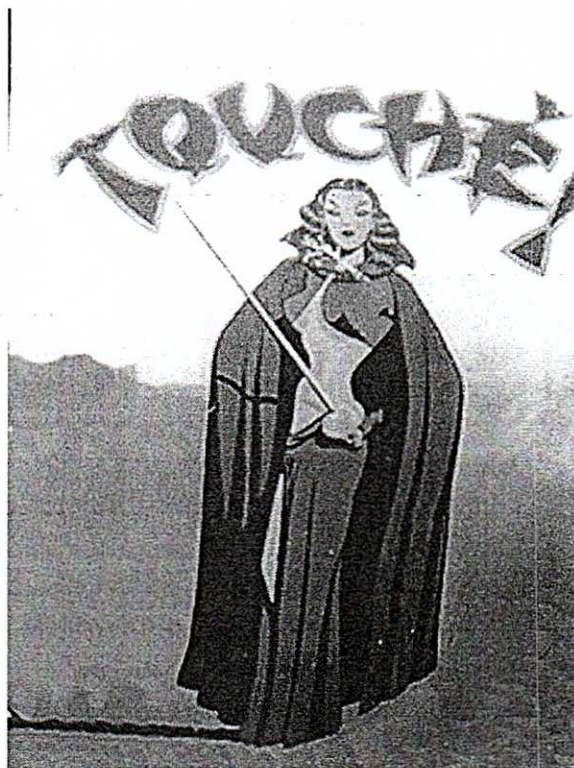
Germany. The planes all belong to the 86th Fighter Group, and the logos of the 525th, 526th and 527th Squadrons are shown on the Group logo on Page 7.



Some stories are better told in pictures. These are authentic--they were taken in Europe during World War II at three different stations, Pisa, Italy, Tantonville, France, and Gross Gerau in

WHAT WHAT WERE THEY THINKING? (CONTINUED)

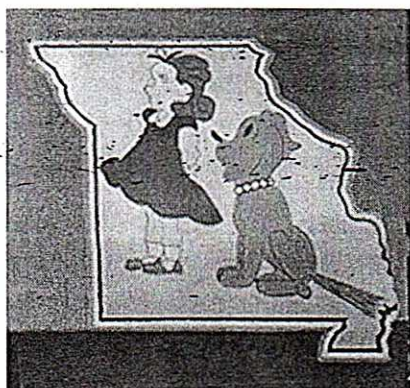
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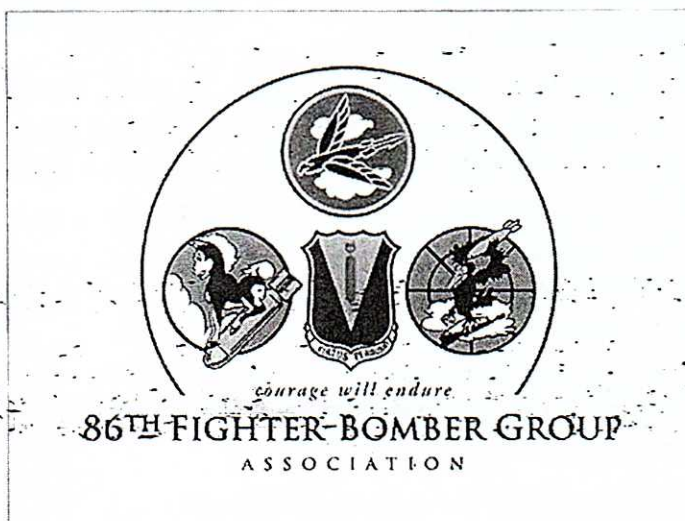
Copyright © 2008 Dean Kennedy, used by permission.

This shot of me will give an idea of the scale and also happens to have our Group logo painted on the side. The 86th Group was activated with 51s and that is what they flew in Northern Africa, but changed to P-47s by the time I joined the group in Italy.

The symbolism is of a "Mustang" sliding down a bomb.



Dean returns for part two of this photo essay next month.



LIFE OF A FIGHTER PILOT

By John Latour

Colonel Kenneth Gilmore (AF Ret.) flew Air Force T-37, T-33 and T-38 Trainers to F-102, F-101, A-1 and F-106 fighter airplanes.

Col. Ken work hard to graduate from Texas State ROTC for a simple reason – “I ran out of money before I ran out of college.” Distinguish Graduate insured an early Unit Pilot Training slot. He received 120 hours in the T-37 and moved to T-38. He graduated first-out of 34 pilots and selected the F-102 Fighter.

Before he could fly the F-102, he received 60 hours of concentrated instrument flying “under the bag” in T-33 trainer. They flew target for the F-102 training missions and shoot multiple approaches.

A highlight of his career is a solo in the F-102. Col. Ken said, “Finally after 5 years of ROTC, poverty, and UPT, I am flying ALONE in a single seat fighter! Some would say it is better than your first serious date.” After 60 hours of training at Tyndall AFB, he moved to F-101B (two-place interceptor) as the youngest pilot in squadron and still a 1st Lt.



“F-102 Fighter Squadrons are unique,” he said. The comrades based upon each pilots skill. Yet there is intense competition as each pilot thinks he is the World Greatest Fighter Pilot. After expecting an assignment to F-105 or F-4, he was, instead hand picked to fly A-1. He was the youngest pilot to fly the A-1 to see if pilot base could expand to young jock with no prop experience. The assignment was a fantastic two-year tour and still is his favorite assignment.

Col. Ken Gilmore said experience is great teacher and here is what he learned in establish “My Fighter Pilot Rules.”

1. You (have) got to expect losses in a big op-

eration

He lost a former training classmate (with wife / seven children) in a crash the day before arriving for A-1 mission.

2. Fly what you can; log what you must

He engages the guns as the North Viet Names forces establish Rules of Engagement by placing guns in villages.

3. No one said it would be easy

War is Hell! Loss of friends, impact upon families, political chaos...

4. Napalm the bastards and their hearts and minds will follow

He developed very effective tactics using napalm to have them think twice before firing on A-1's.

5. Don't be a Pussy (Cat) in the vertical

In combat, you have to push the A-1 airplane at maximum.

6. Don't judge a pilot on the-ground

Dan was simply the best gun fighter I have ever seen. In flight, he was fearless. Dangerous Dan was a very

small man, PHD in physics, loved classical music, wrote and read poetry –not what a lot consider fighter pilot material.

Col. Ken Gilmore summary is that the U.S.A. was ill prepared for Vietnam. He knows only one way to prepare - The Golden Rule.

7. Golden Rule— The more you sweat in Peace the less you bleed in War!

He dedicated his presentation to three squadron members killed and another lost in combat. He also dawn on those who have gone before us!

Thank you Col. Gilmore

JULIUS BRAUN'S PRECEPTOR JULIUS BRAUN'S PRECEPTOR N-3 PUP

By Julius Braun

I have named my militarized replica J-3, "Last Bouquet" after the Stinson L-5 in which my father, Brigadier General Gustav Braun was flying

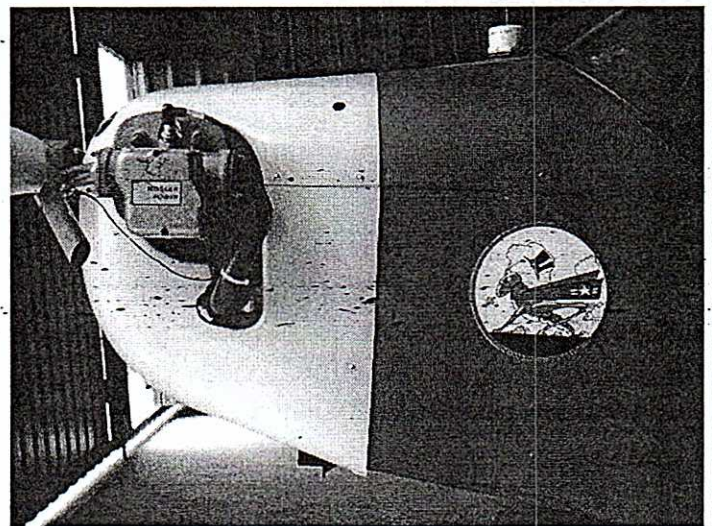
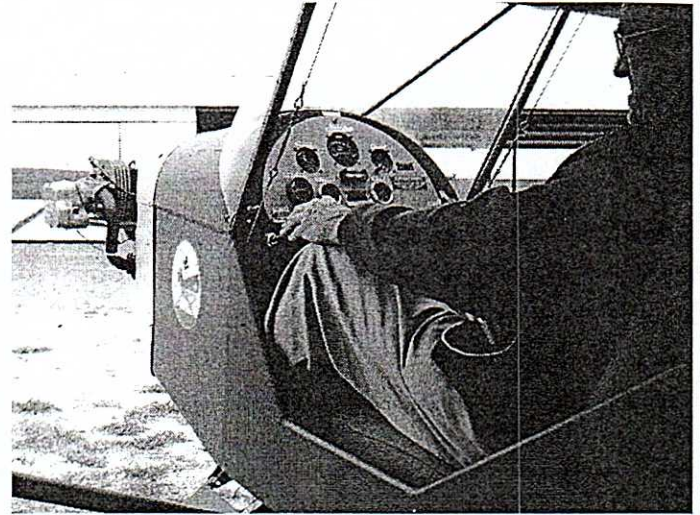


when he was shot down while reconnoitering a route out of the Apennine mountains to Bologna, Italy. Although he was an Infantryman and not a flier, he was a firm believer in the positive role light aircraft would play in land warfare.



When shot down, he was the Assistant Division Commander of the Red Bull 34th Infantry Division. Prior to his death, he was awarded his second Distinguished Service Cross. He was one of only two soldiers to have been so decorated in both World War I and World War II.

German forces who shot his aircraft down buried both him and his pilot in landscaped graves and carved oak crosses for both. They inlaid the pilot's cross with an airplane's wing.



OBSERVATION AIRCRAFT — A HISTORICAL PERSPECTIVE

By Julius Braun

An olive drab-painted Piper J-3 replica is not seen very often, however its historical significance is most important to Aviation in the Army. It all started as everyone knows, with the first flight of an Army-owned Wright Flyer on the parade ground at Fort Sam Houston, Texas. Lieutenant Benjamin Foulois was at the controls that day in 1910. The next important date for Army Aviation happened in July 1926, when President Coolidge signed the Air Corps Act. This brought about the reorganization and strengthening of Army Aviation. This much-needed legislation, while good for the Air Corps, had the effect of starting the flight of aviation away from the ground soldier. The Air Corps, rapidly developing its own concepts of strategy for an impending air war, had placed provisions for artillery spotting and other mundane tasks for ground forces on a lower priority.

Smarting over this loss of direct support for artillery, in the summer of 1940, Lt. J.M. Watson called the Piper Aircraft Corporation to discuss the concept of using light aircraft to adjust Army artillery fire. The Lieutenant had been working since 1937 with J-3 'Cubs', rented from the local airport. Subsequently, a Piper representative demonstrated a J-4 'Cub' at Camp Beauregard, Louisiana. The results were most impressive.

By the summer of 1941, manufacturers had provided 12 two-way radio-equipped planes for demonstrations. The list included Interstate, Rearwin, Piper, Aeronca and Taylorcraft. Proposals to incorporate light aircraft into the Army were made on three occasions, each met with orders for additional trials.

On December 10th, 1941, instructions were given to test out the theory at Division level. Twenty-four J-3s were painted olive drab, marked with white crosses and sent along with nine pilot instructors, 14 officers, and 21 enlisted

pilots to participate in field maneuvers at Camp Beauregard. The exercise made the point and in June 1942, the orders for an organic air observation section to serve with the Field Artillery were finally issued.

Effective artillery fire depends on accurate information of target location by forward observers who could bring massed fires of 105mm Howitzers, 155mm Howitzers, the "Long Tom" cannon, and when available, 345lb. projectiles from 240mm Howitzers — all with remarkable precision. It has been said that a single air observation post controlling the fire power of an entire Division, could bring a greater weight of explosives down on a target than any other aircraft of the Second World War. With the exception of the B-29, carrying an atomic bomb, no other single aircraft had the destructive capacity of the tiny 65hp Piper Cub.

In total, some 3,000 liaison aircraft—mainly Piper L-4 Cubs and Stinson L-5s, served in Europe. Although unarmed and unarmored, they were used extensively on operational missions by both the USAAF and Army Ground Forces. The Ninth Air Force had nine liaison squadrons carrying out reconnaissance and courier duties.

This summary of the introduction of light aircraft into Army Field Forces during World War II was extracted with permission from a publication recounting the history of Army Aviation and published by the Army Aviation Museum Foundation. The publication will be available for viewing at the April chapter meeting. From the success of light fixed-wing aircraft and the introduction of helicopters, Army Aviation expanded to where it was larger in numbers during Viet Nam than the Air Force, Navy and Marines combined.

PRESIDENT'S COCKPIT CONTINUED

(Continued from Page 3) in April newsletter.

With this done, we are now closing the loop on Hondo Aviation Day, March 15, 2008.

Welcome to Daylight Savings Time, first day of spring and great flying weather. By the way, did you make a New Years resolution? Have you broken it yet?

Our Gray Eagle program is alive and well. Brad Doppelt flew Ed Seurer and Ron O'Dea flew Don Woodham in February 2008. Our Gray Eagle's program lives on.

The Monroe Frerich and John Killian's famous hot dogs were outstanding last month. They bought, cooked and prepared a good spread for lunch We appreciate your donated time and lunch to the chapter.

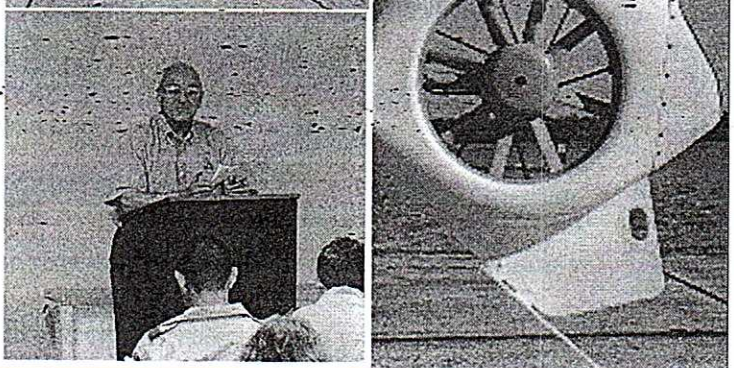
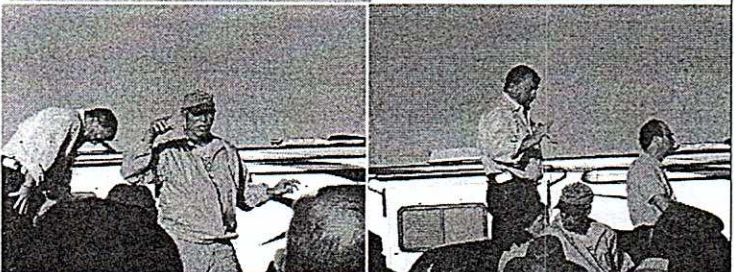
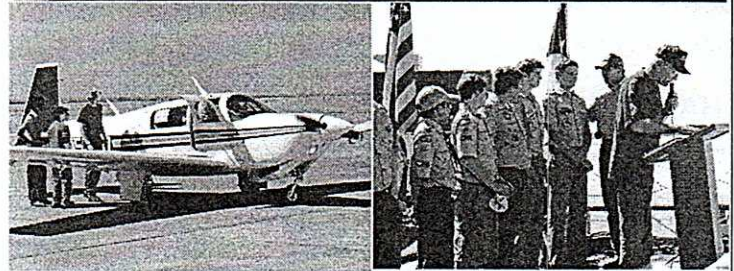
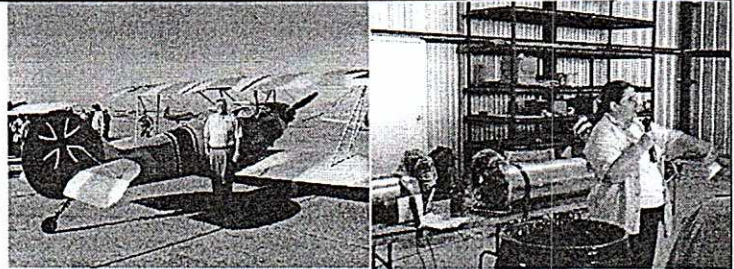
Colonel, AF Ret., Kenneth Gilmore's program briefing, "Life of a Fighter Pilot" had us on edge of our seats last March He flew Air Force T-37, T-33 and T-38 Trainers to F-102, F-101, A-1 and F-106 fighter airplanes. He dedicated his presentation to three squadron members killed and another lost in combat. He also dawn on those who have gone before us!

EAA Chapter 35 April 12 meeting is tentatively scheduled for a full day of activity. First, Board of Directors meeting; second, review of Hondo Aviation Day activities and photos; third, Young Eagles rally; fourth, 2007 Air Venture video; and last, time permitting, four 2007 You Tube videos: Cessna 150 Club; 150 Fly-In; Arrival; and Cessna 150 & 152 Club Tribute.

What a wonderful day to be a member of Chapter 35 and enjoy aviation at San Geronimo Airpark.



HONDO AVIATION DAY PHOTOS



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	STAN SHANNON	830.456.2182	shannons@beecreek.net

2008 CHAPTER CALENDAR

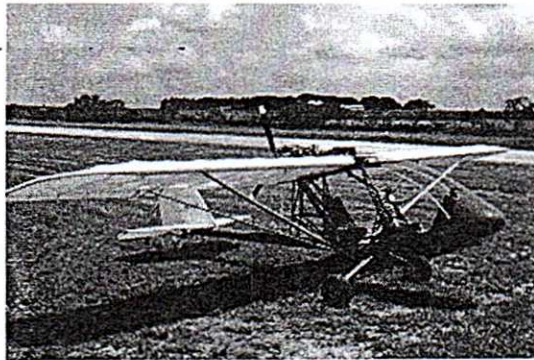
MONTH / DAY	PROGRAM	TIME
January 12	GENERAL MEETING Spaghetti & Hot Garlic Bread by Bruce Harrison Conrad Netting Presents Delayed Legacy Program	BOARD MEETING @ 4:00P.M. DINNER @ 5:30P.M. PROGRAM @ 6:45P.M.
2-Feb	FLY-IN @ SAN GERONIMO AIRPARK Boys & Girls Club Young Eagles Fly-In Soup & Salad by Gail Latour	We Need Your Help New Young Eagles = 47 10:00A.M. - 2:00P.M.
February 09	GENERAL MEETING Famous Sloppy Joe Lunch by Ed Seurer James Schlattman Presents: Kappa Airplane 2005 KAPPA - KP5 Light Sport Aircraft	SOCIAL @ 5:00P.M. DINNER @ 5:30P.M. PROGRAM @ 6:45P.M. 10:00A.M. - 2:00P.M.
March 08	EARLY LUNCH MEETING & FLY-IN Hondo Aviation Day Meeting World Famous Hamburgers by J. Killian & M. Frerich Ken Gilmore Presents: Life of Fighter Pilot Frederick T. Pennell Memorial HONDO AVIATION DAY	10:00A.M. - 2:00P.M. 10:00A.M. LUNCH @ 12:00 NOON PROGRAM @ 1:30P.M. FROM 9:00A.M. to 3:00P.M.
15-Mar	Young Eagles/Boy Scout Merit Badge Program At Hondo Municipal Airport Be a Champion - Help Boy Scouts Earn Merit Badge	Pilots & Volunteers Needed Brad Doppelt for Pilots John Latour for Volunteers
April 12	HOT PANCAKE & SAUSAGE BREAKFAST & YOUNG EAGLES RALLY (Target 60 Young Eagles) Debbie Cherry, John Killian & Brad Doppelt Presents: Review of Hondo Aviation Day Activities & Fly-In	BOARD MEETING @ 10:00A.M. 10:00A.M. - 2:00P.M. Breakfast @ 9:00A.M. to Noon PROGRAM @ 1:30P.M.
26-Apr	Castroville Airport - Young Eagles Fly-In	9:00A.M. - 2:00P.M.
10-May	GENERAL MEETING Dinner by Johnny Becker Fuel Injectors or St. Mary's Prof. Dell Toedt	SOCIAL @ 5:00P.M. DINNER @ 5:30P.M. PROGRAM @ 6:45P.M.
June 14	ANNUAL MEMBERS MEETING, PICNIC & FLY-IN & YOUNG EAGLES RALLY (Target 60 Young Eagles) Fuel Injectors or St. Mary's Prof. Dell Toedt	DINNER @ 5:30P.M. 10:00A.M. - 2:00P.M. PROGRAM @ 1:30P.M.
July 12	CHAPTER WORK-DAY Projects Posted on Club House Bulletin Board Be a Winner - Be a Program Speaker	BOARD MEETING @ 10:00P.M. 8:00A.M. to 3:00P.M. Bruce Harrison - Chairman
August 09	GENERAL MEETING Be a Champion & Chef - Help Us With Dinner We Need a Program Speaker	DINNER @ 5:30P.M. Contact Bruce Harrison Contact Bruce Harrison
September 13	WINGS & WHEELS & FLY-IN for ANGEL FLIGHT ANGEL FLIGHT FUNDRAISER Automobile - Corvettes & Antiques Car Show & Airplanes Dave Baker - Ch. 35 Chairman	8:00A.M. to 3:00P.M. Gate Open to Public @ 10A.M. Show Your Wings & Wheels Best of Show Awards
October 11	Kerrville EAA Ch. Old Time Gathering Fly-In Fly-Market - Fellowship - Lunch Proceeds go to the Texas Fly-In Scholarship Fund Lemonade Stand Proceeds to Ch. 35	9AM to 4PM
November 08	CHILI COOK-OFF & FLY-IN We Need a Program Speaker - Contact Bruce Harrison	BOARD MEETING @ 4:00P.M.
December 13	CHRISTMAS BANQUET / PARTY Dave Baker, Nancy Mason, Gail Scheidt - POC(s)	

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: Fun Flying RANS S18 Stinger II Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$37000 firm, Jim Havens, (210)680-7882 home, (210)347-2455 CP



WANTED: Parts for a Bowers Fly-Baby. If you have any of the following, please contact Lew Mason: J-3 fuel tank, set of brakes, turnbuckles, spruce of any kind, aircraft plywood, tailwheel. (210) 688-9072 San Geronimo Airpark

FOR RENT: EAA Chapter 35 Hangar Space. Rent a 10' x 20' space & get free use of hangar equipment & tooling. Please call Roch LaRocca (210) 408-7964 (C) 210 218-9445 or John Latour (210) 287-1701

FOR SALE: Scot Chesler, 37HP 1/2 VW Engine Zero time, still in shipping container. Paid \$3,275 (Shipping container not included) Price negotiable. Please contact Jim Munro at (210) 685-9306.

FOR SALE: Skyboy 2 seat side-by-side S-LSA. Beautiful Red and Yellow Factory paint job - Picked up new on the east coast, flown to San Geronimo and ground looped. Nose wheel and right gear are bent. A rough ending to an otherwise great journey. Specifications (approx): 30 ft

wingspan, 4 gals/hr, 520 useful load, Rotax 512, only 30 hours TT Available for viewing in Nelson Amen's hangar - 283-2773 (ofc), 340-0992 (home) - at San Geronimo. Fully equipped including optional baggage pod and BRS Asking \$65,000. New cost was over \$85,000 in July.

FOR RENT: 1/2 of Bartlett's 30x30 Hangar at Boerne Stage Airfield. \$120.00 per month. Contact Bill Bartlett: bartlettsat@gmail.com.

FOR SALE: Thatcher CX4 Plans (#169), material and partially built airplane. Asking \$1,000.00 for \$3,000.00 worth of material. I have completed the center and wing spars with the left wing approx. 80% complete. Material consists of 4' x 12' sheets of aluminum (I have all the sheets listed in Dave's material list), angles, rods, etc. Trailer needed to haul the sheet aluminum. Contact Bill Bartlett: bartlettsat@gmail.com

FOR SALE: Merlin GT Kit for a Small Donation to EAA Chapter 35. Engine not included. Please call John Latour at (830) 612-2232 for more information.

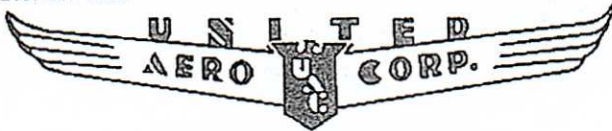


David Baker shows us his artistic impression of a classic Stearman

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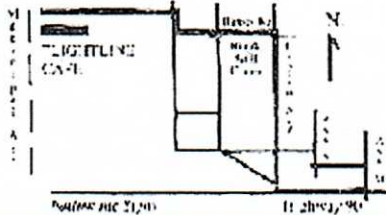
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HOURS

SAT-WED 7:30-3:00

THUR-FRI 7:30-3:00

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Ron O'Dea, Membership Chairman
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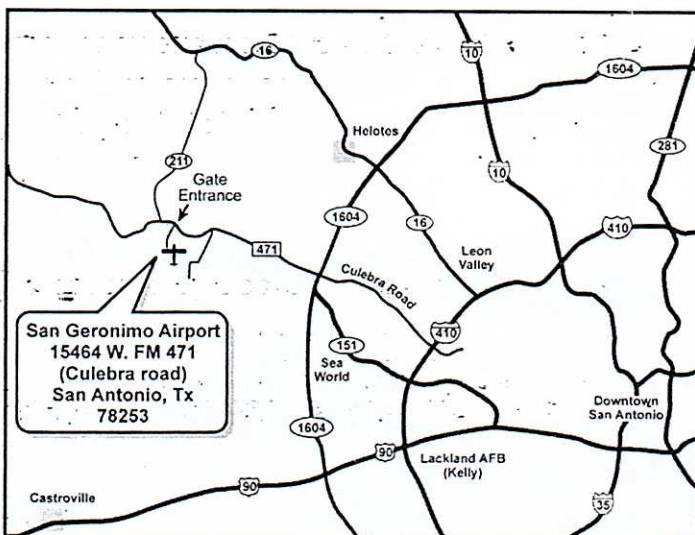
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Chapter 35, San Antonio, TX

RUNWAY 35

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



When Do you Meet?

Second Saturday of the Month

JOIN US FOR OUR MONTHLY MEETING

APRIL 12th

PANCAKE BREAKFAST 9:00-12:00

BOARD MEETING 10:00

YOUNG EAGLES RALLY 10:00 - 2:00

AVIATION DAY PROGRAM 1:30

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