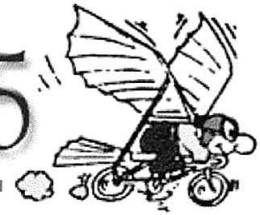




# RUNWAY 35



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

May 2005

Volume 47 Issue 5

On the Web:

[WWW.EAA35.ORG](http://WWW.EAA35.ORG)

**WHITE SCARVES, FLY-INS, SUN AND FUN, SWRFI**

**THE MEMBERSHIP IS BUSY AND BUILDING**

### Inside this Issue:

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PHOTOS CONTRIBUTED BY N. WARNER, C. IMKEN,,BSA 517, S. CARLSON	

## Help!!

**The chapter kitchen is missing a key piece of equipment—the large portable roaster oven.**

**If you borrowed this unit, please return is ASAP.**

As you go through this newsletter, you will note that the membership is very involved with chapter activities, building flying machines, helping one-another, and in general keeping the spirit of EAA at the forefront. We had a very good Young Eagle makeup day on April the 23. A Boys and Girls Club brought 25+ flyers. If you have the time and an aircraft available, this experience is really worth you time and expense. The Young Eagles I flew were excited beyond description. The one 11 year old that I had fly the airplane did so without qualm. She just put her hands on the yoke and steered where I pointed.....I watched her eyes and face....total concentration, and pride. When we landed she walked away with that walk we have all experienced...I did it!!

Great fun.

We had two first flights this month: **Chuck Imken** tested his **7A**, and **Norris Warner** made the first official landing with the **Breezy**. Both builders kept me up to date with e-mails and I will go visit them soon. The Breezy is requiring more extensive trial and error testing of the wing incidence, gear positioning and ballast...

I think when all is said and done this project will really signal a return to the days of Iron Men and Wooden airplanes.

I also want to thank Bob Cabe for his report on Sun and Fun and the tool crib update.

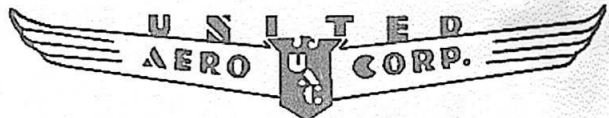
On a personal note, I have moved the Stinson from Zuehl to San G and have most of my "stuff" into the new hangar. The lights are not on, the music is not playing, nothing in the 'fridge yet, but I see a few CPS trucks on the road, so we should make progress towards getting power soon. I am the second one in from the road on the south side. Stop by and give me your ideas for the news-letter.

You will also see we have a new sponsor for the newsletter, Dr. Bill Tarver is helping fund our monthly publication.

Thanks for the help.

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## Chuck Imken RV-7A, Test Pilot

Yesterday was a beautiful day with calm winds. After spending all day putting in screws in wing root fairings, wing tips, floor boards, etc.,

I couldn't resist the temptation to see if my just-finished RV-7A could do a fast taxi....but in an instant I became a test pilot. It jumped off the ground in a heartbeat and handled beautifully. It flew hands off with no problems. What a thrill after I busted my fanny over 3 years and 3,000 hours to build it from scratch.

Since it is an experimental airplane with an experimental engine, the FAA says I have to fly it for 40 hours within a 50 mile radius of the airport before I can carry passengers.

Chuck

Editors Note: Chuck is rapidly closing in on the 40 fly off and I expect we will see him and his bird at the SWRFI event. Stop by, say hi and admire the workmanship Jf

## A mighty duck lands by Norris Warner

Who says "bugs-in-the-teeth" can't be fun? Well—it is! We flew the "Breezy" in early May, and it is a blast—literally! But, a little background first.

When we ran the weight and balance, we found that the empty Center of Gravity (CG) was aft of the 50% point on the wingchord (50% mean aerodynamic chord—MAC). Of course, when you add the pilot (way up front) the CG goes forward to 39% MAC, and the plans author thinks that might be O.K. (I doubt he really knows where his CG is at!). Anyway, that seemed too far aft for us, so we cast two removable lead weights which can be installed under the pilot's seat. A very light pilot, flying solo, may use both, a 300 pound pilot flying solo neither, but I chose to use one, giving me a CG of 32%.

During taxi tests, we noted that it was impossible to lift the nose gear off of our turf runway until reaching 55 mph. Of course, by then, the airplane was at climb out airspeed, and climb it did! Being still fairly fast on the controls, it was manageable, but not desirable.

My research told me that the nose gear should be able to be lifted off at 80% of stall speed—which I had found in flight to be 35 mph indicated. Surely, something needed to be done. Also, I found engineering data which confirmed that the main gear was too far aft, perhaps by six inches or so. If we could move the main gear forward, the tail down-load during the take-off roll would allow me to rotate much earlier. However, moving the gear was a complicated and costly proposition.

Our next approach was meant to accomplish two things: 1) reduce the back pressure needed on the stick during flight and on the ground, and 2) rotate earlier on the takeoff roll. First, we removed the weight that the elevator itself places on the stick by putting a balance spring in the system. The stick is now neutral on the ground with no real tendency to move nose down or up. Secondly, we moved the leading edge of the stabilizer down (more positive decalage) to enhance the ability of the entire horizontal tail to produce a down load.

These two adjustments helped, but the rotation speed was still too high. Putting our heads together (Jack Ridgway, John Latour and I), we decided to give the wing a more positive angle of attack on the takeoff roll, instead of moving the main gear forward. We did this by lengthening the nose gear leg 4 ½ inches (exactly three, 2 X 4's laid flat!) which changed the sitting angle of attack of the wing nearly three degrees.

CONTINUED NEXT PAGE

Viola! The nose wheel lifts off now at 40 mph, and the airplane flies itself off at 45 mph, just what the doctor ordered!

We now have about ten hours on our Breezy, and hope to have it at Hondo for the big EAA Texas Fly-In on May 13, 14, and 15. We'll see you there! Norris

### Kubota Jockeys Needed

We still need flight-line tram drivers especially for Friday, the 13<sup>th</sup> and Saturday the 14<sup>th</sup> of May, especially in the afternoons.

If you can help (guys and gals) please call me at home 830.510.4334 or cell 210.363.1282. or email – [njwarner@ev1.net](mailto:njwarner@ev1.net). Thanks!

Norris Warner

### The EAA Texas Fly-In

By Norris Warner

A substantial number of Chapter 35 members have been working to ensure the success of the big Hondo fly-in, May 13, 14, and 15. Just this past Saturday—May 7<sup>th</sup>—over 20 of us worked from 9 AM on to move much of the equipment and supplies into their final positions.

However, some tasks must remain undone until just before the air show, and so we are asking for help again on Wednesday, May 11, and especially on Thursday, May 12. I'll be on the Hondo airport both days, and the best way to link up is to call me on my cell phone; 210.363.1282.

### Aviation Merit Badge

March 19, 2005

Scouts attending:      Adults attending:

- |                                 |           |
|---------------------------------|-----------|
| Jared Dark                      | Mr. Dark  |
| Michael Evans                   | Mr. Evans |
| Christopher Evans               | Mr. Clark |
| Spenser Dupes                   | Mrs. Dark |
| Kevin Young                     | Mrs. Howe |
| Sam Clark                       |           |
| Sean Howe                       |           |
| Trent Howe                      |           |
| Taylor Courtney                 |           |
| Bryan Robles                    |           |
| Andrew Robles (Visiting Webelo) |           |

*Handwritten signatures:*  
 Bryan Robles  
 Jared Dark  
 Michael Evans  
 Christopher Evans  
 Sean Howe  
 Trent Howe

A good place to rendezvous at all times is John Killian's hangar.

During the air show days, the "Information Volunteer" tent, located near the main entry way, is the place to check in and volunteer your services. And as always, remember that volunteers have the most fun!



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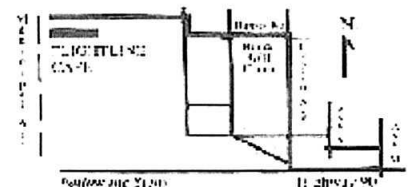
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## CHAPTER NEWS

## Bill Bartlett, Vice President

Miscellaneous spelling trivia of the month, this is amazing...wow.

See if you can read the following:

I cdnuolt blveiee taht I cluod aulacly uesdnatnrđ waht I was rdanieg. The phaonmneal pweor of the hmuan mnid!

Aoccdrnig to a rscheearch at Cmabrigde Uinerv-tisy, it deosn't mttar inwaht oredr the ltteers in a wrod are, the olny iprmoatnt tihng is taht the frist and lsat ltteer be in the rghit pclae. The rset can be a taotl mses and you can sitll raed it wouthit a porbelm. Tihs is bcuseae the huamn mnid does not read every letter by istle, but the word as a whole. Amazing huh? ayah and I always thought spelling was important!!! OK, now how about being a vnuetolr in EAA Cepthar 35?

Please let me know what you think of an all-day event including a "poker run"; "spot-landing"; BBQ; and perhaps "strategic flour bombing". Anyone interested in "Bartlett's Aero-Rama"?

### **Building my Zenith Zodiac 601 XL –**

**Paul McReynolds**, my Technical Counselor (TC), stopped by this month. Boy, are these TC's valuable, he notice that Zenith supplied cheap rubber hoses and fittings for the fuel lines and recommended I use aluminum tubing with 37° flared fittings. He caught me in time so I ordered the necessary material from Aircraft Spruce. The additional cost was approx. \$75.00. Pretty cheap for the security and safety of metal vs. rubber, huh. Don't get me wrong, the Zenith kit and support is very good.

I'm still struggling with my audio system. My panel consists of a PS Engineering audio panel with marker beacons; one ICOM A200 transceiver; and, one Garmin (Apollo) SL-30 IFR Transceiver/VOR. The radio works great by itself but not when connected through the audio panel. The avionics shop at Aircraft-Spruce wasn't much help. Are there are any radio technicians out there that can help?

I added a Reddish Stall Warning System to my 601XL. To my knowledge this system is not in any other Zenith. Many of the RV guys use this system. I spoke to Nigel Reddish (UK) and will advise him as to the results of my installation. Also, I thanked him for his country's support of our fight on terrorism.

My Blue Mountain Lite arrived this month. This unit will be my Primary Flight Device (PFD). In addition to functioning as an IFR instrument it will drive my future auto-pilot.

Our July program will be excellent. You really missed something if you didn't attend Mark's last presentation. So, be sure to attend this one.

My hanger mate, **Alex Roca**, completed 40 hours on his Zenith Zodiac 601XL April 25, 2005. If we have VFR weather May 7<sup>th</sup> Alex and I are flying to Hondo for a gathering of SWRFI volunteers.

Web site of the year:

<http://orizzle.com/htm/video.htm>

See you at SWRFI.

Bill

Editors note: I found it interesting that "Spell Check" uses the same logic as described above for recognizing and recommending correct spelling for words. jf

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## To sun-n-Fun 2005 by RV-6: Bob Cabe

This was the best Sun-n-Fun fly-in I've ever attended. It was one of those trips where everything turned out better than we ever imagined. Let me tell you about it.

My twin brother lives in Akron, Ohio, is about 90% done on his RV-6 (with 90% to go) and is just fun to be with. We have been planning this trip to Lakeland for a year. As things started taking shape, it just got better and better. Joe would bring his daughter who is just short of getting her private. I would bring my son who recently became a student pilot. We planned to arrive at about the same time, camp out in the general aviation camping area and have absolutely no schedule to follow while we were in Florida. I left San Geronimo on Wednesday at about 1:30 in the afternoon, destination Dallas Love Field to pick up my son. He's a systems analyst for Southwest Airlines. The weather was severe clear, but I filed IFR to simplify the process of getting into the Dallas class B airspace. A headwind made it a slow trip. I did have one problem. My VFR GPS radio was recently updated with a new data base. My IFR flight plan called for the "Knead 5" arrival. "Knead" is an intersection southwest of Dallas. To my dismay, that intersection was not in the data base. It wasn't a big deal, but it was frustrating. One very pleasant surprise was the way the controllers at Love Field treated a tiny little homebuilt.

As I rolled out on runway 31 left, one of Southwest's finest was waiting to depart. I told the tower I would exit as soon as possible and "get out of your hair". He responded, "Take your time. Turn left on taxiway delta". Then as we were taxiing out for departure, we were in front of another 737. Ground control told the 737 to look out for the "little guy". I offered to give way, but again was told to continue and just be careful not to block the taxiway at the end of the runway. With Jon in the left seat, we left Dallas at about 4:45 and hoped to get a couple hours in before dark. I like to save a dime or two, so had located an airport with \$2.90 gas. It was Columbia, Mississippi. We arrived about 30 minutes before sundown and the airport was deserted.

As we began to tie the RV down, one only car came driving up. It was Major Patterson, a local pilot who heard us fly over. He was a character. He had flown everything from cubs, to DC-3s, to P-51s, to aerobatics in fly ins all over the country and could talk your left arm off. Major couldn't do enough for us. When he took us to the hotel, I said we would get a cab the next morning. He informed us that Columbia didn't have any cabs and that we ought to call the sheriff the next morning to ask for a ride. We did and it worked. Jon and I did get stopped by the local police. Walking back to the hotel after dinner we must have looked like vagrants.

The next morning the weather was good and we launched for Marianna, Florida, again with Jon in the left seat. We could have made it to Lakeland, but we didn't want to be short on fuel if we had to hold at Lake Parker. The trip into Lakeland was beautiful. We were on top of an overcast in crystal clear and perfectly smooth air. Following all the arrival procedures was not a problem and we followed four Sea Bees into the pattern. We taxied to the general aviation camping area and my brother was there to marshal us into a parking space. He had landed just five minutes before us.

The fly in was excellent. The weather was great, except for being very cool and windy in the mornings and evenings. We took no long pants. Big mistake. The afternoon air shows were the typical demonstration of airplanes doing things that airplanes simply can't do. One of the highlights for me was the "heritage flights". One evening there was a four ship consisting of a P-51, F-16, F-4 and the P-38 that came from 268 feet beneath the Arctic ice. It was fantastic!

I have to admit that I didn't spend much time on the flight line looking at homebuilt airplanes. I just had the best time "hanging out" with my son, my niece and my brother. I guess a fly in is like a funeral or a wedding. It just brings friends and loved ones together. This was the best fly in I've ever attended.

CONTINUED NEXT PAGE

## To sun-n-Fun 2005 by RV-6

The trip home was also just about perfect. We departed as a flight of two, took some air to air pictures and then Jon and I turned northwest.

There was a bit of a headwind until we turned the corner at about Tallahassee. Then we picked up a slight tailwind and were doing over 180 MPH at 8500 feet. We landed for fuel at Hammond, Louisiana and headed for 8T8. Houston center got us through the class B airspace with no problem and we saw our first clouds about 100 miles east of San Antonio. We covered 1,125 miles in 6 hours and 35 minutes. Not bad for the little RV. Next year will be better. My brother will have his RV-6 flying and we intend to do it all over again.

Gas was expensive. Camping and registration for two was \$215. A rental car for three days was \$237. There are lots of good reasons to stay home. But time spent doing something you enjoy, with people you love, really is priceless!

Bob

### Chapter 35 Tool Crib—Bob Cabe

Your tool crib is alive, well and growing slowly. If you've been to a meeting in the past few months, you've noticed the big blue box in the front of the meeting room. That's it! A few items have been added to the list of available tools, thanks to the generosity of our members. I've also received some recommendations about tools that would be beneficial for us to get. I'm working on those. In the near future we'll be able to locate all our the chapter's tools in a hangar at San Geronimo. Chapter 35 will rent one of the hangars that is just now being constructed. It should be completed by the end of the year. This program is on its way. Members are encouraged to use these tools to build and maintain their aircraft.

### List of Tools

1. Instrument hole cutting tool
2. Instrument mounting template
3. Magneto timing light
4. Spark plug cleaner
5. Spark plug gapping tool
6. Spark plug gap gauge
7. Differential compression gauges
8. Brake riveting tool

9. Torque wrench
10. Cylinder hold down wrenches (Lycoming)
11. Tube flaring tool
12. Control cable nicopress tool with gauge
13. Battery terminal/cable connection tool
14. Metal shrinker
15. Metal stretcher

## Need A Flight Physical?

By Norris Warner


I've worked with Dr Bill Tarver on the SWRFI team for a couple of years now, and I've come to know him as a hard working EAA leader and all around nice guy.

A former USAF Flight Surgeon, Bill has his office in Sequin at 1339 E. Court St, Suite 210.

His phone is 830.379.7888 or toll free 866.379.7888.

Bill is a past president of Chapter 958 in New Braunfels, and presently serves as a Vice President of our big regional fly in. Should you schedule a flight physical with him, be ready to talk EAA and airplanes!

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## From the President's Desk

By Steve Carlson

Remember folks, **no meeting in May**. We will all be out in Hondo for SWRFI. If you want to register entrants, see Joanne Warner, want to drive a tram, see Norris Warner, want to sell some lemonade, see Doug Aspey, want to drive a gator for Operation Thirst, see me. There is no shortage of fun things to do to help make this Hondo inaugural event a huge success. The pre-event work party is 7 May so come out, help out, and sign up for the task you want to try.

**Builder's Academy:** On the third Saturday of April, the 16<sup>th</sup> to be exact, we had the first meeting of the Ultralight Builder's Academy at San Geronimo. The academy leadership consists of Lew Mason, Fred Pennell, Louis Viggiano, Jim Feighny, and Paul McReynolds.

We will have building sessions every month on the third Saturday from 8 (or 9) am to 12 noon. The leadership has determined that the best way to make this project work is for each adult participant to bring a young person out to the academy and be the personal mentor for that young person. The mentor will be responsible for recruiting their own young person, transporting them to and from the building session, and coordinating with the rest of the group to ensure that we have enough participants to hold class. All chapter members are urged to join in on the fun. Sources of young motivated people are everywhere. If you would like to participate, but cannot find a budding builder, call me and I will provide a good prospect for you. We have an able group of master builders ready to pass on what they know. This will be a fun and rewarding experience for all hands.

**Ted Eckhardt** has made a fantastic donation to the chapter. He has given us an ICOM IC-A4 hand held transceiver. This unit has 19 channel memory, large display, and many other features. This is a very compact radio laden with all the features you could want. We are going to raffle off this radio with \$5.00 raffle tickets. The radio will be available for inspection at the picnic in June and then we will have the drawing at the July meeting. Thanks, Ted, for this great donation.

We had a good **pancake breakfast** event in April this year. **Bob Severance** put this event together and was helped by many hands. Ed Seurer and Jim

Munro were passing out the food and Betty Day and Al Almond were keeping up the kitchen.

Nobody could count the number of pancakes and sausages our able crew made up, but it seems that around 130 people were well fed that morning. I even made a second trip to the store for more sausages.

This was in spite of a rather gloomy start to the day weather-wise. It did clear up about 10:30 and as usual, this meant that Young Eagles were lining up for rides. Danny Beavers and Brad Doppelt did a fantastic job flying almost fifty kids with just two airplanes! They would have flown all day, but the turbulence got to be too much by about 1:30 and we had to call it a day.

We had the fifth **Cozy Group** meeting otherwise known as the running of the bull on Saturday, 16 April. This one started at Jon Farr's house on a hill near Boerne Stage. His directions were flawless, but after turn here and go around over there, up and down and all around, all I can say is he and Linda have a very nice home nestled in the trees somewhere near the airport. Jim Feighny, Paul McReynolds, and I caravanned together from San Geronimo and found new plans owner Terry Agold, Tech Counselor Skip Barchfeld and his better half, E Racer builder Roch LaRocca and Cozy builder Brad and Jodi Doppelt were already there and waiting. Jon and Linda barbequed up a good lunch and after a tour of their beautiful home we paraded down to Boerne Stage for a tour of his beautiful Cozy.

Jon gave us many tips on the trials and tribulations of Cozy building from the vantage point of someone who has had one flying for a couple of years now. If you would like to join our ad hoc group, you are out of luck.

There is no procedure for joining. Let one of us know and you will be added to the email that goes around announcing the next gathering. That's all there is to it. Grass roots homebuilding at its best.

Steve Carlson

**THANK YOU CHAPTER 35****BOY SCOUT TROOP 517**

c/o Ms. Venisa Dark, Troop Committee Member 7706 Buckboard San Antonio, Texas 78227 Telephone: 210-246-5389 (daytime)

March 26, 2005

Mr. John Killian

27630 Bulverde Road San Antonio, TX 78260

Mr. J.P. Barchfeld P.O. Box 371 D'Hanis, TX 78850

RE: 3/19/2005 Hondo Airport Flight Event and BSA Aviation Merit Badge Classes

Dear Mr. Killian and Mr. Barchfeld:

The scouts from BSA Troop 517 would like to thank you and your many other volunteers for coordinating and sponsoring them, and hundreds of other boy scouts and cub scouts, at the recent flight and merit badge event that was held at the Hondo Airport on March 19, 2005. It was an unexpected opportunity for our scouts, and more than exceeded everyone's expectations.

The pending wet weather held off through the entire day's schedule, the lunch was perfect (surviving the scouts' repeated visits for seconds), the instructors were knowledgeable and entertaining, the various aircraft displays were interesting (hopefully surviving the "don't touch" rule), and the actual flights in the aircrafts left our scouts in a stage of euphoria that lasted for hours after the event. They were still talking about it days later.

Please be sure to pass on our gracious thanks to the many volunteers and event organizers who assisted you in this monumental task, giving up hours of their personal time to allow these scouts to experience the joy of flight. Additionally, please give our special thanks to the coordinators who throughout the exhausting day still managed to maintain their poise and patience in the face of many demanding parents and leaders.

Sincerely,

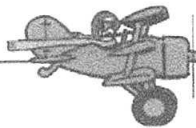
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SWRFI NEWS

Texas Fly-In to Offer Memorable Dining

Pilots and home-builders of the Experimental Aircraft Association have differing opinions on almost every subject, but one thing - beside the love of airplanes - unites them: thoughts of food.

At The Texas Fly-In, to be held in Hondo, Texas, May 13th through 15th, a special effort is being made to provide some memorable dining on the field.

First, each evening will commence at 6:00 p.m. (1800 hours for military types) with a cash bar and live music. For all their love of fine food, pilots are sometimes willing to eat at a greasy spoon that truck-drivers would shun and call it good simply because the eating place happens to be located close to an airport. This will not happen at The Texas Fly-In. Three outstanding dinners will be provided.

**Thursday night, May 12th, for the benefit of early arrivals, the meal will be prepared by The Flightline Cafe,** a Hondo institution. For eight dollars (\$8.00) Mrs. Evelyn Hermann and her people will provide hamburgers or cheeseburgers grilled to order, served on homemade buns - Evelyn's home baked hamburger buns are, as she says, "our claim to fame" - with lettuce, tomato, onion, mayo, mustard, pickles, potato chips and jalapeno peppers. If it's their first taste, non-Texans should probably take it easy on the jalapenos. The music of the evening is by a solo performer of Country-Western style, Mr. Ronnie Mason of Hondo.

**Friday night, May 13th, the evening meal will be served by Ryan McBee of McBee's Bar-B-Q,** in an all-you-can eat BBQ buffet featuring mesquite-smoked brisket, mesquite-smoked sausage and McBee's famous Bar-B-Q Sauce - for ten dollars (\$10.00). This is hearty, traditional cattle-country dining with potato salad, ranch-style beans, pickles, onions, sour-dough bread, and iced tea with lemon slices on the side. And jalapeno peppers. Non-Texans who tried out the little green firecrackers on Thursday night may want to eat some more. Or possibly not! They can become addictive.

Friday night's live music from 7 p.m. till 9 p.m. will be courtesy of Mike Carr and the Texas Pickup Band. Their name may mean that the band arrives in a pickup truck, or it may mean Mike picked up his musicians off the streets in Hondo, D'Hanis, Sabinal or Knippa. Anyhow, they play great and you can dance the Texas two-step with their rhythm

**Saturday night May 14th The Texas Fly-In pulls out all the stops with a Steak Banquet served by A-O Barr**

**.Catering** of Hondo. For twenty-five dollars (\$25.00) diners will receive tossed green salads (served at the individual tables) with vinaigrette dressing and assorted crackers, followed by ten-ounce (10 oz) charbroiled rib eye steaks - grilled over broilers on site in the dining hangar - with red wine and mushroom sauce.

Those ten-ounce rib eyes are... Big! Side vittles with the steak include creamy, baked new potatoes, fresh French-cut green beans almandine, homemade hot rolls with butter, and iced tea, homemade double-chocolate chocolate cake, plus decaf coffee at a coffee bar.

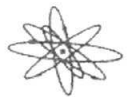
No jalapeno peppers. Sorry. For the musical entertainment on Saturday, Ronnie Mason returns, this time ably assisted by musician and singer Levi Mullen. There will be no evening meal on Sunday night, May 15th, because by that time everyone will be traveling home.

Thanks to the limited seating available in the dining hangar at Hondo Airfield (HDO), advance reservations are strongly recommended. Point your internet browser to [www.swrfi.org/meals.htm](http://www.swrfi.org/meals.htm) and fill out the reservation form. Payment at the time you make your reservations is not required. The Texas Fly-In will reserve your ticket(s) for you. Stop in to pay for your tickets during the Fly-In at the Pilot Registration Tent.

The deadline for internet meal reservations is Wednesday, May 11, 2005. After Wednesday, meal tickets can be purchased at the Registration Tent when the word gets around about all the good food--don't be surprised to find no tickets left. Contact:

E. D. Yoes, Jr. Secretary, SWRFI [evoes@stic.net](mailto:evoes@stic.net)

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**CHAPTER CALENDAR**

<b>DAY/MONTH</b>	<b>PROGRAM</b>	<b>TIME &amp; CHEF(S)</b>
13-15 May	SWRFI AT HONDO	
11 June	NATIONAL YOUNG EAGLE DAY 10:00 AM—2:00 PM	CHAPTER PICNIC
9 JULY	MEETING MARK BROWN—NEW DEVELOPMENTS	DINNER AT 5:30 PROGRAM AT 7:00 (J. WARNER & L. McIRVIN)
13 AUGUST	MEETING	DINNER AT 5:30 PROGRAM AT 7:00 (N. WARNER II)
10 SEPTEMBER	MEETING	DINNER AT 5:30 PROGRAM AT 7:00 (B. KINDRED)
24 September	YOUNG EAGLE RALLY AT SAN GERONIMO 10:00—2:00	
8 OCTOBER	MEETING	DINNER AT 5:30 PROGRAM AT 7:00 (J. FEIGHNY)
13 NOVEMBER	MEETING	DINNER AT 5:30 PROGRAM AT 7:00 (CHILI COMPETITION)
10 DECEMBER	GIFT EXCHANGE	CHRISTMAS PARTY

**CONTACTS LIST**

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<b>SWRFI LEMONADE</b>	DOUG ASPEY	210.495.4381 (C)210.912.2790	daspey@satx.rr.com
<b>SWRFI TRAM</b>	ALEX ROCA	210.495.4381 (C)210.422.5972	alex_roca@mac.com
<b>SWRFI OPS THIRST</b>	STEVE CARLSON	210.545.2378 (C)210.414.3809	carlson3@sbcglobal.net
CHAPTER PICNIC	DANNY & ROXANNE BEAVERS	830.931.9053 (C)210.213.0102	dbeavers@prodogy.net
PUBLIC AFFAIRS	JUSTIN MOORE	210.884.5723	jus@outdoorphoto.com

**WANTED & FOR SALE** Chapter members may place a free (non-commercial) add in this column. E-mail to the Editor: [jfeighny@satx.rr.com](mailto:jfeighny@satx.rr.com).

**For Sale: Citabria 7KCAB:** 4600TT, 205SMOH, Garmin GNC 250, KT 76 X-Ponder, Aug 04 Annual, excellent condition, new glass and interior. Clean. \$39,700 **Terry Ross 210.566.2765**

**For Sale QUICKSILVER MX Hirth 2702 40 hp (62 hours TT) POWER-FIN Propeller--3 Bladed (new) Original Price \$7,200 Now Reduced to \$6,500. RV-6 Empennage Kit.** Still in boxes. Giveaway price is \$495. **Contact Norris Warner at 830-510-4334.**

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

**For Sale:** 3-2-2 Ranch style home, stucco/stone, on runway at San Geronimo Airpark. Under construction. **For Info call Tom or Bob @ (210)415-2818**

**Instructor Available.** Chapter member Bob Browne CFII SE ME INST Rotorcraft. Will provide free flight review for Chapter 35 members. 830-612-2371.

**For Sale 1956 Cessna 172 N2408U** O-300D, 1260-SMOH, Always Hangared, 02/06 Annual, Complete Logs, Ad's complied. New Paint and Interior. Dual Nav/Comm, Mode-C Transponder. Many extras i.e. Headsets, portable intercom, Garmin GPS, Handheld Radio. \$28,000 Pictures available by E-Mail. - **Kris Kilmer 210-213-7412** [kilmerk@sbcglobal.net](mailto:kilmerk@sbcglobal.net)

**For Sale:** San Geronimo Airpark Hangar Condo Units. San Geronimo Airpark is building one last "Condo Hangar Unit", just like the new grey unit. This building will have 10 hangars, 5 will be sold and 5 will be available for rent. This building is the one currently under construction just South of the parking lot. Hangars are 40' wide by 32' deep with concrete floors, corrugated divider walls, bi-fold doors w/smaller entry door. Electricity to the end of the building and water to each, Price for these hangars is \$35,000 and a minimum of 25% down to hold. If you want one of these units, Call Dan Cerna 688-9345 or Dave Baker 210-410-9235 (O) 210-543-6830 (H) 210-688-3358. **For Rent:** Open T-Hangar \$75.00 Enclosed T-Hangar \$125. New Condo Hangars \$200 Call Dave Baker above.

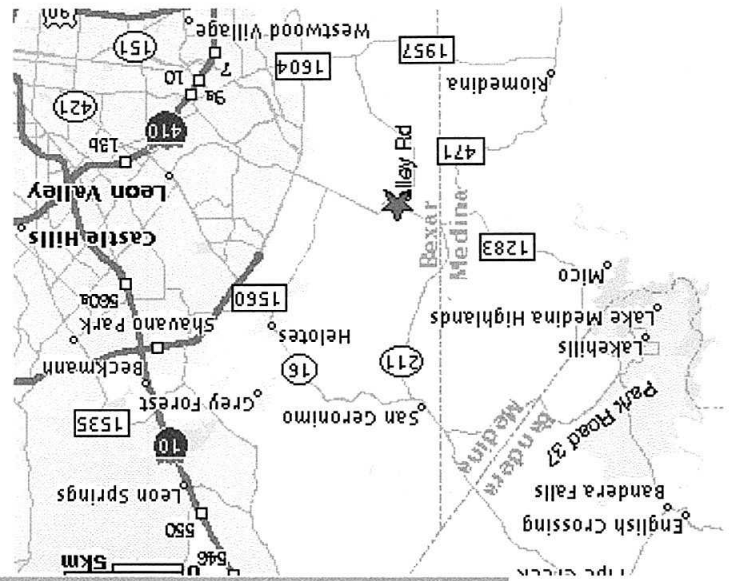
**For Sale: Bought several to get a good price:** 3 each M-20 Oil Separator \$200 4 each True Tach-optical tach checker \$75 Various Oregon Aero items for David Clark Headsets Lightspeed Headsets for sale Factory refurbished 15K---\$175 25XL--\$235 **Stan Shannon FAX--830-990-0532 Voice--830-997-8802** [shannons@ktc.com](mailto:shannons@ktc.com) [www.kitplanearts.com](http://www.kitplanearts.com)

**WANTED::** Need older non-digital video VCR. Working on transferring 8mm aircraft films to video. **Call Skip @ 830-363-7649**

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Second Saturday of the Month

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