



December 2004

Volume 46 Issue 12

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PHOTOS CONTRIBUTED BY
J Latour

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'04 Review

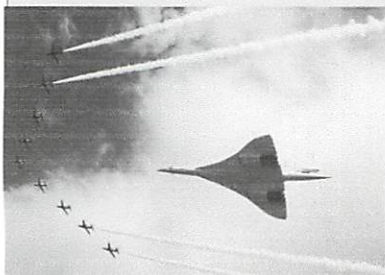
When I started gathering ideas and information for the December issue, I looked back over the past 2004 issues for some ideas. First I noted we had had three Newsletter Editors, two of whom were very good. Kris had a leading edge e-version and a vision of EAA on a global scale, Oscar had a unique knack for getting local stories off the street and into the newsletter. In 2003, Dave and Miriam brought the newsletter to Award Winning status. As you look through the back issues, some special stories make good reading and remind us of some of the baseline activities that bring the chapter together.

The first story I especially liked because it reminded me of the challenges that all of us faced when getting our ratings. The second recounts a Tire kicking at Bruce Kings when we admired his self designed "King Bird" The third story reflects a flight by a builder...the dream comes true for Weston Walker

Dream Accomplished - Miriam S. Talley

Sunday, 7 December will no longer be remembered as just "a day that will live in infamy" (Pearl Harbor Day for those of you who forgot your history). In my mind, it will also be the day I got my ticket to fly. A 20 year dream actualized. Unlike Pearl Harbor's balmy, sunny, lazy island weather, my Sunday was greeted with cold, overcast, windy/blustery conditions. My check ride was cancelled once because of weather.

My mentor, biggest fan and support (as well as favorite husband David) drove up to north Texas to be with me on this nerve racking day. After a restless nights sleep where I dreamed of practical test questions...ugh...I woke up to an AWOS report of airport winds of 20 with gusts to 30 and winds aloft of 35-45. I really, really don't like flying on gusty days. The only redeeming item was that the winds were relatively down the runway. Well this was it, a prayer and a kiss and off I went to the airport. I had been taking lessons at Grayson County Airport (formerly Perrin AFB) and that's where I picked up my trusty C-172 "2884E". Winds rocked the plane as I preflighted. Another look at my checklist of things to take...plane logs, log book, medical, fog-gles, money. With another prayer and great attention to cross wind taxiing I set off for my flight to Eaker Field, Durant, OK where the designated examiner was based. The plane literally jumped into the air after a few feet and climbed like a home sick angel. With a 30 knot tail wind I flew the 20 miles in what seemed like minutes. I squeaked



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in that landing ...maybe the examiner saw it and I would make a good first impression. Well he didn't. David had driven and beat me to the airport, located where I was to go and signaled me in. The examiner, John Carrington, was not in a good mood. He had driven in from California the night before towing a trailer with a broken 5th wheel. I had not met him before and he looked old and crotchety. This was not going to be fun. After attending to several administrative details we settled into the orals. He did not miss a question from the standards book...to include SIGMETS, AIR-METS and METARS ...ugh. One redeeming thing was that John was an old retired AF pilot, long time civilian pilot as well as an APIA who had been there, done that and had tons of knowledge and wisdom to impart. So with every question asked and answered, he imparted to this fledgling aviatrix many words of wisdom. I would love to go back, meet with him over a cup of coffee and learn more. Orals completed and my brain drained, it was time to fly. Once outside, he questioned me in detail about the airplane itself and the preflight. One of the questions that stands out was "when do you replace a worn tire?" ..thankfully I had talked about this with the mechanics the day before. (Do you know?) We climbed in and buckled up. Once in the air, we went through literally every maneuver in the practical standards book. With the winds aloft the way they were, my turn around a point was more like an oval around a point and he did make mention that today was not a very good day for maneuvers. With the final landing completed, John grunted and without a word stepped out of the airplane and walked back to the FBO. David was waiting on the ramp and mouthed ...well??? I could only shrug my shoulders not knowing what to expect. I followed John back to the room and stood there waiting. He sat down, shuffled some papers and then looked up at me and said..."I guess there will be once less cook in the kitchen". As I stood there not really understanding what he said, he continued, you'll be too busy flying!" I finally got it...I was a pilot! At that point he stood up and gave me the biggest, warmest grin and a bear hug to boot. Next thing I knew David was hugging me and my father-in-law, also a pilot, was on the cell phone congratulating me. The emotions were surging. The feeling was unreal. Then it was time to take up my first passenger...my soul mate and now my fly mate. I proudly put on my hat with AVIATRIX embroidered on the front, called my flight instructor and told him he was fired, and took up my passenger. After a big pattern, and totally exhausted, I dropped David off at Durant and flew back to Grayson. It then hit me as I flew alone...I was finally a pilot. The sky was now also mine. Oh...remember those winds? As I neared Grayson County I prayed for none of those "gusts to 30". I came in on final and crossed the threshold with an indicated airspeed of 60, but there seemed to be hardly any ground speed. As I flared to land, the plane literally gently plopped down and with out any brakes stopped in a few feet. That was too cool...the wind was my friend then.

Bruce King's Tire Kicking - Self Designed On Saturday, February 21, Bruce King treated the Chapter 35 members to a tire kicking of his aircraft under construction from a design created by himself. The simplistic construction techniques are carried over from his previous experience building a Bradley Kit. The attributes of the design were obvious and simple: a VW engine mated to metal air-frame with fabrication confined to his garage. Bruce's enthusiasm and cheerful spirit exhibits determination to climb back into the air again with an experimental plane, soon. American ingenuity is at work here! It pays to be a dreamer and be industrious!

The EAA gods are smiling at this latest endeavor from the field..

“Tire Kicking at Bruce King’s Shop”



Weston Walker’s Zenith Flies!

By Norris Warner, Flight Advisor:

A bunch of chapter folk have been waiting to see Weston’s Zenith 601XL perform its maiden flight, and without much fuss, the flight took place on Tuesday, January 27th. Those in attendance were impressed with Weston’s professional approach to the big event. Not only were all normal procedure checklists prepared for each phase of flight, he also had emergency procedure checklists at the ready. Moreover, Weston had brought his own piloting skills up to date with several flights in Doug Apsey’s Mooney, under the tutelage of instructor J.C. Wood. He also received time in Mark Moscrip’s Piper Cherokee, this time under the eye of David Talley. The performance of the Cherokee was thought to be very similar to the Zenith, so some time in that airplane was thought to be especially valuable. On that Tuesday, the weather was perfect, and all systems were “go.” The only last minute holdup occurred when a Twin Beech (Yes, a D-18 Twin!) called in for winds from four miles out. It was

a treat to see that big twin wedge itself onto the Airpark’s 3000 foot runway. The flight itself went well, with performance aplenty thanks to the beautiful six cylinder Jabiru engine. Weston flew the airplane with such skill that the visiting Twin Beech remarked “looks like he’s been flying it forever.” Well done, Weston Walker!



From the President's Desk

By Steve Carlson



This month is our annual Christmas Dinner. It will be at Grady's at 7400 Bandera Road with our social hour at 6pm (BYOB) and food starting at 7pm. Remember to bring your aeronautically themed gift, worth not more than \$15, for the exchange.

We had a board meeting prior to the general meeting in November and we set the dates for our major events in 2005. The chapter picnic will be 11 June and we will invite all the local chapters to join us for a day of hot dogs, hamburgers, and

fun.

Our first scheduled Young Eagles event will be 19 March at Hondo. This will be in conjunction with the Hondo Boy Scouts Aviation Merit Badge Program. This event will be at Killian's hangar at Hondo Field. In order to earn the Merit Badge, the Scouts must perform tasks of their choosing from a list of aviation activities including performing, under supervision, a preflight of an airplane, interviewing a flight instructor, professional or military pilot, take a flight in an airplane, explain the forces acting on an airplane in flight, and many other aviation activities. This will be a great event to showcase our chapter's commitment to aviation education and community outreach, and it promises to be fun and rewarding as well. We will have more info on this event in the coming months. See <http://www.usscouts.org/usscouts/mb/framesindex.html> for more details. We have scheduled two more Young Eagles events, these at San Geronimo. They are on 28 May and 24 September.

The Southwest Regional Fly In will be on 13 – 15 May at Hondo this year. I have a feeling this event will really blossom with all the room to grow that this venue offers. You will want to attend this first year so you can look back and remember how it all started. www.swrfi.org has more information. Many of our chapter members are event chairmen and will be looking for volunteers. I hope to have a list of these chairmen for the January newsletter.

Our November meeting was a well-received program by member Mark Brown. He put together his slides of the complete process of producing the Starlite and Pulsar designs from lofting to mold production to flight testing. Those in attendance will not forget his hair raising first experience with a parachute! We also had project reports on Hummel birds, Cozies, an RV-9A, and an Aeronca Champ. I think all these new projects and progress on old ones is a good sign of chapter health.

We also had our straw poll for the future direction of our chapter. Of those attending, there was a show of about nine or ten hands for expanding the chapter house, and about 13 for pursuing a

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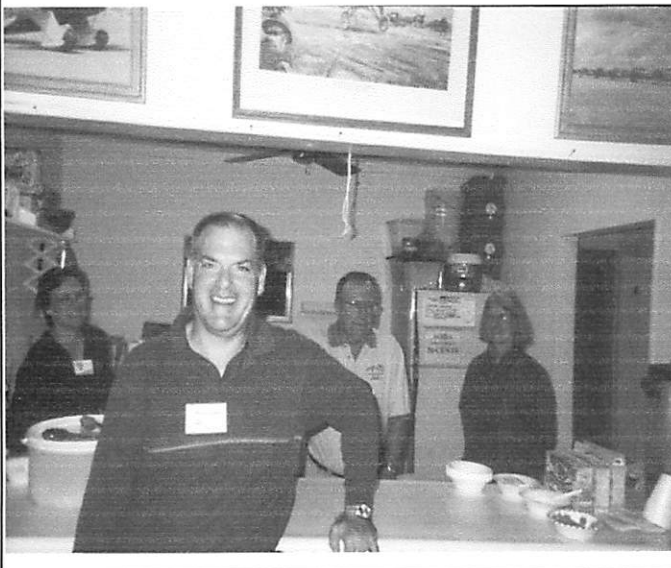
From the President's Desk

By Steve Carlson

hangar building, either by renting a new hangar bay or two from the new hangars that the San Geronimo Association is building or building our own. I have also received two additional hands in favor of a hangar from those not in attendance. There were about three hands that wanted to stay as we are. Your board will use these votes to chart our future direction. It is clear that there is a strong minority that would rather see the chapter house expanded. It will be no easy task to try to find the best solution for the whole chapter. As always, I am all ears.

I am looking forward to a fun and busy year. We will need many volunteers to make it great and Team 35 has the best. Thank you all,
Steve Carlson

November Kitchen Crew, Doug and Robin Aspey and Johan and Theresa Kent. Thanks so much!!





STUMP'S

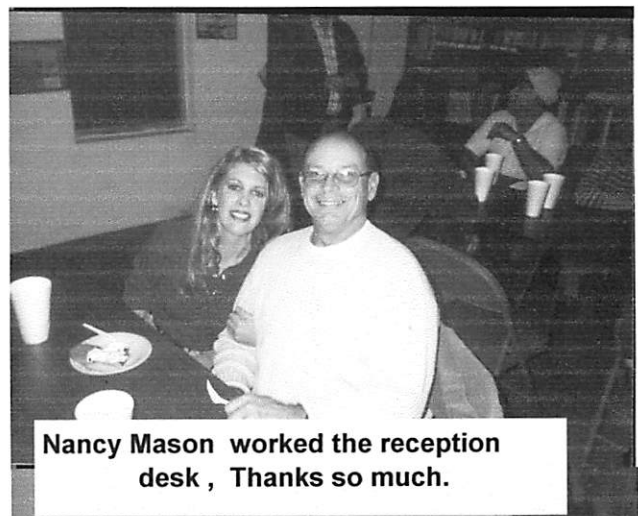
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Nancy Mason worked the reception desk, Thanks so much.



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Chapter News... Important Stuff

Chapter Gains IRS 501(c) 3 Status

A milestone was reached in 2004 when our chapter was awarded the coveted IRS status as a 501(c)3 corporation, based on our proof of being an educational organization.

Under this code, we are able to offer tax write-offs to persons and corporations who donate to our chapter. To document this, our treasurer issues a letter attesting to our status.

We are currently in a three-year "probationary" period, so we must take care to document our various educational efforts, such as Young Eagles, aircraft construction instruction (as at Warren High School) forums, library, and so on.

At this time, as we contemplate expanding our facilities, we would like to see someone step forward to search out grants from foundations. If you are that person, please contact our president.

Tool Crib Update

Chapter 35 really does have a "Tool Crib". Thanks to the generosity of Weston Walker, Al Almond and others, funds have been allocated to purchase tools for the temporary use of our members. Additionally, members have donated some very useful tools.

Our goal is to make the process of using the tools as simple as possible, but we must maintain accountability. We have a short agreement statement that states some basic "rules" for use of the tools. A list of available tools will be published in the Chapter newsletter. Pick up and return procedures are still being worked out.

Please give us your suggestions regarding tools we should acquire.

The list of currently available tools includes:

- Torque wrench
- Brake lining replacement tool
- Lycoming cylinder hold down wrench set
- Tubing flaring tool
- Spark plug cleaning kit
- Magneto timing "buzz box" and light
- Differential pressure tester
- Instrument hole cut out tool
- Instrument hole template for attachment screws placement
- Metal shrinker and stretcher.

As time goes by, this list will expand.

This is another example of the Chapter's commitment to aircraft construction and maintenance.

Please call me if you have questions or if you need to borrow a tool.

Bob Cabe (210) 493-7223

Young Eagle Update, Brad Doppelt

This year our chapter continued support of the Young Eagles program even after the goal of flying 1,000,000 Young Eagles was met. The year is quickly coming to a close, but we are not quite done yet. We still have one more Young Eagles event to be held on **Saturday, December 11th**. We will be offering the Aviation Merit Badge to scouts from Troop 405.

This event will be the second Aviation Merit Badge campout for the year. The first event was held on October 22nd and 23rd with Bob Cabe and myself providing the required instruction for the eleven scouts from Troop 695. Unfortunately, the weather did not cooperate the following day and we were unable to provide any Young Eagle flights.

I have already visited Troop 405 who estimates about thirty scouts will be participating on December 11th. In addition, the scouts from Troop 695 may also show up. The scouts from Troop 405 want to re-paint the runway numbers as a service project during their campout.

We need about four or five planes and pilots along with volunteers to provide the merit badge instruction.

Our total count for the year stands at **211 Young Eagles**. This year we had a total of **fourteen pilots from our chapter** flying Young Eagles. Of course we had almost **forty volunteers donate their time** to ensure all of our events were completed safely and successfully.

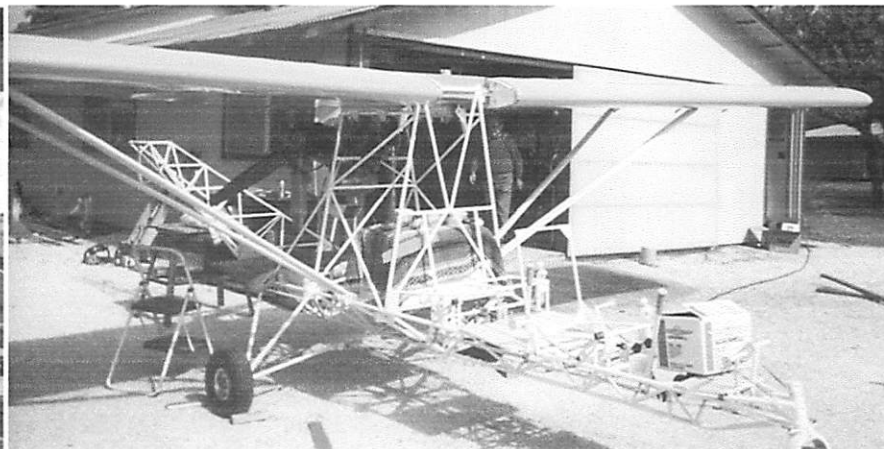
We currently have three Young Eagle events scheduled for 2005. The event dates are as follows:

- March 19th at Hondo
- May 28th at San Geronimo
- September 24th at San Geronimo

With our chapter's help the national total for Young Eagles now stands at 1,105,229. Thanks to everyone who helped make this year such a success. Have a Merry Christmas and a Happy New Year!

Builders update: The Breezy takes shape, and some color!!

Norris Warner cuts a form used to shape a piece on the Breezy wing and the Breezy catches a little sun outside the hangar.



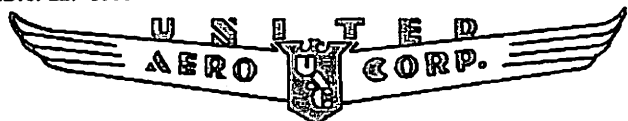
***** ALL CHAPTER 35 MEMBERS *****

Ref. CHAPTER 35 NEWSLETTERS

Please note that if you choose to receive the electronic version of the Chapter 35 Newsletter, you will not receive the hard copy in the mail. The electronic version was offered to all members so we could cut our costs of printing and mailing the hard copy. Our long-time member and ex Pres Ed Seurer, graciously prints the hard copy of our NL in his shop without cost of labor, ink, toner etc—which saves our chapter a big chunk of money-- he charges us for paper and postage only. Many of you who have access to the internet and e-mail and have chosen to receive our NL electronically have also contributed to cutting our mailing and paper costs considerably. Unfortunately, due to slow internet connections, many have had to opt for the hard copy again. If you are now receiving your newsletter electronically and are not happy with that process, please contact the keeper of our information data base, Joanne Warner, and tell her you prefer the hard copy. E-mail her at: njwarner@ev1.net.

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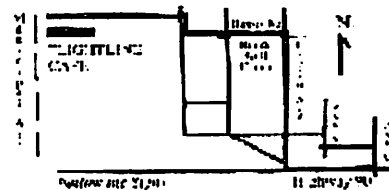
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HOURS

SAT-WED 7:30-3:00

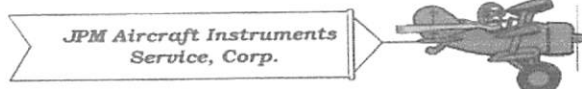
THUR-FRI 7:30-9:00

2507 19th St (HW 90)



CHAPTER CALENDAR

DAY/MONTH	PROGRAM	TIME
10 DECEMBER TICKETS ON SALE NOW....\$15.00 EACH	EAA 35 CHAPTER CHRISTMAS PARTY AT GRADY'S BBQ PARTY HOUSE TURKEY OR BBQ	6:00 PM SOCIAL HOUR 7:00 PM DINNER IS SERVED
11 December	Young Eagle Boy Scout Merit Badge Program	
19 March	Young Eagle Boy Scout Merit Badge Program	
13-15 May	SWRFI @ Hondo	
28 May	Young Eagle Rally at San Geronimo	
11 June	Chapter Picnic	
24 September	Young Eagle Rally at San Geronimo	



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Wanted and For Sale

WANTED & FOR SALE

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 the Editor: Jim Feighny 210.822.7229 or e-mail: 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: Dynafocal mounts for Lycomings available. Manufactured by Barry, part #94011-40. Look like Lord mounts and interchangeable with them. Full set \$80.00. Retail is around \$300.00. **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.**

For Sale: RV-4, 180hp O-360A1A, Hartzell constant speed prop, KX155, encoding transponder, GPSMAP 195, wing leveler. Lots of fun, and good cross country too. Located SAT. \$49,500.00 **Bob Fodge 210- 822-5725**

For Sale English Wheel 40 inch arm \$2,000 **Contact David Hedges 210-913-0074**

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**

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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: San Geronimo Airpark Hangar Condo Units. San Geronimo Airpark is building on more "Condo Hangar Unit" just like the Tan Unit. This building will have 10 hangar units and will be in the area that is between the EAA Building and the Blue Condo Hangar. Units are 40'w X 32'd, will come complete with cement floors, corrugated divider walls, Bi-Fold doors w/smaller entry door. Electricity to the end of the unit and water to each. Price for these units is \$30,000 and a minimum of 25% down to hold a unit. Six of these units are already sold and it is on a "first come" basis. If you want one of these units, **Contact Dan Cerna 688.9345 or Dave Baker 410.9235 804.0090 688.3356**

LOCAL EVENTS AND WEB SITES

If you know of any local aviation events or happenings we can share with the chapter, call Jim @ 210-822-7229 or send it via email to: jfeighny@satx.rr.com.

Shooting Star Museum, Devine, TX, Open every Sunday 1-5 PM or by appointment – Proprietor Pat Wegner, 830-931-383



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New Member: Welcome to Gary Blancett. Building a Cozy IV and making good progress. Welcome to Chapter 35 and look forward to seeing your project during one of our Cozy Builders Tire Kicking sessions.

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