



The Leader In Recreational Aviation

December 2002

Volume 44 Issue 12

RUNWAY 35

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

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Front Page News

Happy Holidays!



This year Dave Baker is back in the saddle again. He's agreed to host the annual gift exchange. Veterans of the Christmas Party know how much fun this will be. Never attended? Get ready! Grab a number, sit down, and hold on. Fun, excitement, hootin' and hollerin'...well these are only words, and believe me, words won't do justice to the great time that's gonna happen after dinner. C-U-There!

December Banquet

December Banquet

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December Banquet

Christmas Dinner (San Geronimo Chicken...um, good!)

December Program: Dave Baker and YOUR gift

Social Hour: 5 PM

Dinner@6:00 PM

Program: After Dinner 'til Who knows when...

The 1st Place Award Winning Chapter Newsletter of the Experimental Aircraft Association!

From the President's Desk

By Norris Warner

Just when we think we couldn't have a better Saturday night supper, along come Cindy and Keith Fleming to leave a new higher mark. Seriously, the "banquet" the Flemings brought was just delicious! Cindy and Keith thank you so much.

At the Board of Directors meeting that afternoon, we discussed the possibility of expanding our chapter clubhouse. Buzz Heye, chapter member and retired architect, has volunteered to sketch out a "stretch" of our building, which will include additional bathrooms and storage space. I've had several conversations with members about their ideas to enlarge our facility, and we welcome all opinions.

We also set the chapter calendar for 2003, and the important event dates are posted in this and all subsequent newsletters. Naturally, we're looking for event managers, so give me a call with your choice—don't wait or you'll end up being a worker instead of a manager!

Steve Carlson recruited Ron Neal, a senior manager at Sino-Swearingen to be our evening's speaker. A pub-

lished historian, Ron gave an entirely entertaining presentation on the origins of aircraft certification. Most of us have a feel for the present, difficult process, but few had any thoughts about how it all began. I've gotten several e-mails from members who thought that this was a really fine program. Thanks, Ron, and please do come again!

It was nice to see an old friend again, Randy Stout, who now is very close to completing a Zenith 601. Welcome back, Randy. And a bit of good news from one of our newer members, Teresa Klemcke, (daughter of Chapter 35 Life Member Star Smith). Teresa has purchased a Zenith 701 STOL kit, and she is now starting to cut metal. With your Dad around, Teresa, you probably don't need other help, but if any of us can assist, please do ask.

As you may remember from our September meeting, Don Copeland of Warren High School was looking for a chapter member to finance the construction of an airplane in the school's technology department. Our Chapter 35 Life Member—and frequent financial supporter—Al Almond has met



with Don and several school administrators to get this most worthy project up and running. I'm sure Don and Al will be asking chapter members to become mentors to the students in this project. Thanks for caring about our youth, Al. You make Chapter 35 look good—once again.

Our Christmas Banquet is all set for December 14th, with the social hour set for 5:00 PM, and dinner at 6:00 PM. We will be recognizing Young Eagles pilots, first flight pilots, and outstanding chapter contributors with tokens of appreciation early in the evening. The near-riotous gift exchange will be chaired once again by Dave Baker, and that's plain ole' fun-fun-fun! See you there!



Aero Trivia

by Dave "the Man" Talley

Taylor and Piper were business partners in the 1930s. Mr. Taylor was the chief designer and engineer. Mr. Piper went behind Mr. Taylor's back (this is known today as "back-stabbing") and had Walter Jamouneau, a "junior" engineer make some changes to the E-2 Cub. It was designated the "J"-2 Cub. Now the 'big' question...why was the "J" designator used? Be careful out there in newsletter land. Correct and not so correct answers will be in the next newsletter. Please submit your input to "Dave the Man Talley...newsletter editor". You can find the contact info on page two.



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Your Name Here

Groundskeeper

Your Name Here

Clear Prop!!!!

By David C. Talley

- This month ends another great year for our chapter. Pats on the back to everyone in EAA Chapter 35. Looking back, we've made tremendous progress on the chapter grounds. We've fixed a few things in the chapter house, we've got a strong Young Eagles program. Hey, we even won the 1st Place award for the "best rag" at the 50th Annual convention. What more can be said. It's time to count our blessings. We actually live in a country where we can gather at will and share a common bond. We all love aviation in some capacity and are allowed to do so. We can practice a religion of our choice. So as we all enter this holiday season, please give thanks and be humble in all that we do.



- Hal Stanford recalls some of his early flying with his father. It's titled "Fear of Flying"...hum...read on!
- SWRFI News from Stan Shannon and also, Don Staats.
- YOUNG EAGLES!** Yup, it wasn't rained out! (Again!) December 7th saw over 40 kids flown. This was a "low key" event, however, those that turned out had a GREAT TIME! Rumor has it John Kuhfahl actually WAS going to fly, however, his annual wasn't quite finished. He does know how to make some MEAN coffee!
- We have SEVERAL CFIs in our group. Would someone PLEASE write a "CFI Corner" for us? THANKS!
- We also need safety items. We all know of

something that might save someone's life. Your input (that's from ALL chapter members") would be greatly appreciated! Thanks!

There's a "Challenge Air" meeting on our December banquet day. They need our help. Please VOLUNTEER in this Holiday Season

Calendars are in...pick up your order at the Christmas Gathering or the January meeting! Thanks!

No dues will be collected at the banquet.

Joanne needs the night off like everyone else (except for Dave Baker). You can mail the dues to her or bring them to the January meeting where we will be having chili. Hum, time to start stocking up on the "Bean-O".

- We (finally) have input for the "Homebuilder's Corner". Terry Winnett reports on the plastic side of life. Also, those who like to complain about not having enough "homebuilding news" please start contributing. Thanks!
- Speaking of Homebuilder's stuff...Oscar Zuniga writes in with the history of the Corvair engine conversion. He's sponsoring a Corvair engine workshop! Get ready to participate next January!
- There's much, much more...please read on and enjoy your copy of Runway 35, the "Best Award Winning" Newsletter of ANY EAA Chapter!

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 is not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, 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.

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Comments from the VEEP

By Don Staats



It's almost impossible for me to understand how quickly time moves. We are approaching the end of the year and our Christmas Party is just a few days off. I used to work with a guy that would come into the office on Friday and say, "Thank God, only two more work days until Monday." At the time it was more the reality than a joke, and the saying has stuck with me through the years. Only one more month to get moving on the programs for the coming year.

We only have seven formal programs scheduled for 2003. The remainder of the meetings will be our usual pancake breakfasts, picnics and Young Eagle events. We need speakers for January, February, March, May, August, October and November. I have been getting some input from our members but need more ideas. As I said last year I want to

have you decide what's most interesting for our meetings. You can do this by offering me the name of a speaker or volunteering for a program.

I have really been impressed with all the good things we have accomplished under Norris' leadership. We have him for just one more year and must to continue to provide the support he needs to get things accomplished. But think ahead also to our elections in November. We will need to build a slate of officers to carry on in what has now become our grand tradition!

By the time of the meeting I will have attended two meetings related to the Southwest Regional Fly-in. On December 7 SWRFI will elect their officers for the coming year and Chapter 35 will be represented on the executive board as well as through our Chapter

representative. The run up to May 16-17 and the Fly-in at New Braunfels will be an exciting and busy time. I will try to get the word out in the January Newsletter.

It looks like the food will get off to a good start in the New Year. The Talleys and the Carlsons have committed to providing their most famous "non-award winning" chili in January. Norma and I are going to do the cooking in February and I will present a generations old family recipe that I will invent between now and then. Merry Christmas to one and all!

Don Staats



News from Around the Patch...



Big Promotion !!! Captain At Last

Our own chapter 35 US Air Force 1st Lieutenant, and cozy builder, Terry Winnett was selected for and will pin on the well deserved rank of Captain. Terry serves as a nurse in the emergency department at Wilford Hall Medical Center. Terry is inviting his chapter friends to share in this special ceremony with him;

- Event: Promotion Ceremony
- Date: Saturday, 21 December 2002
- Time: 1100 (That's 11 AM, folks.)
- Place: Wilford Hall Medical Center, Emergency Department, Lackland Air Force Base
- Contact: 1st Lt.(Capt Sel) Terry Winnett, 210/509-4872

Wanted & 4-Sale

Well folks...it's the end of the year again. As you know it's time to clean up things and get ready for next year. Miriam has "ordered" me to let everyone know that we are gonna wipe the slate COMPLETELY & TOTALLY clean. That means unless you tell us by January, your notice will be removed. No exceptions. I'm looking forward to her retirement! I need a break from this ordering around thing. So, remember, let us know. No complaining will be accepted!



...News from Around the Patch

CHALLENGE AIR UPDATE NEW DATES NEW LOCATIONS

NEW DATE: DEC 14, 2003

NEW LOCATION: SAN MARCOS AIRPORT (HYI) – COMMEMORATIVE AIR FORCE HANGAR

Due to construction at Austin Bergstrom (AUS) and unforeseen circumstances at San Antonio we have decided to combine the Austin and San Antonio events into one really terrific "Fly Day".

PILOTS NEEDED

At this time, we are looking for pilots to volunteer their time and aircraft to fly this event. We anticipate about 150 physically challenged children from both the Austin & San Antonio communities.

The schedule for the day looks like this: We will conduct a pilot brief at the event site in the hangar at 8:00 AM. The first flights are scheduled at 9:30 AM. We'll break at noon for lunch and resume the flights from 1:00 PM - 4:00 PM. We will be wrapped up before dark. According to the almanac, the average temperature is in the 50's for the day. Winds average for Dec. 14th is about 7 kts - gusts 14 kts. This should be a GREAT day to fly! Thank you so much for your consideration to help us inspire our very special kids. Please feel free to contact us with any questions.

CONTACT:

Byron Laszlo
Events Director
Challenge Air
214/351-3353, Ext.12
blaszlo@airmail.net

Help Help Help!

Hal Holcom graciously brought out a couple of film cans of early EAA stuff in Texas and left them in the chapter house. It seems that someone took them and no one else knows who. PLEASE, PLEASE contact Norris Warner and let him know that you have them. We need to know that they are still safe. THANKS!

Note from Castroville, Texas (T89)

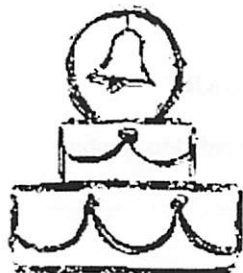
I wanted to take this opportunity to thank those of you who have been purchasing fuel here at the Airport. With your strong support, we sold over 11,300 gallons of fuel for the month of November. With this continued high volume, we will be able to keep our prices very low. Just as a note, we still have our prices set at \$1.64 for 100LL and \$1.65 for JetA. Please help us keep our prices low by telling your fellow pilots about us. THANKS!!!

Tim Fousse
Airport Coordinator
Castroville Municipal Airport



...News from Around the Patch

Newlyweds...Church Bells Ring



Congrats to our newlyweds Arlis Olsen and Louis Viggiano. They accomplished the big deed on 25 October when they went to the courthouse to apply for a marriage certificate. The clerk told them that the judge upstairs was available and could marry them right then and there and they would waive the waiting period. Why not.... Congratulations!!!!



SWRFI News...

...Stats for 2002 in ABI

Attendance:	1051
Volunteers:	75
AC/Showplanes:	155
Vehicles:	???
Camping:	20 A/C &RV
Exhibitors Commercial:	11
Food:	3
Forums-Workshops:	88
YEs Flown:	14

KSSF News...

There's a newly opened instrument shop on Stinson Airfield (KSSF).

JPM Instrument Service Corporation
(FAA Repair Station #J66R864Y)

Contact them at:

Phillip Capestany
1130 99th Street, Suite "C"
San Antonio, TX 78214

210.921.9211

On the Web: www.jpmaircraftinstruments.com

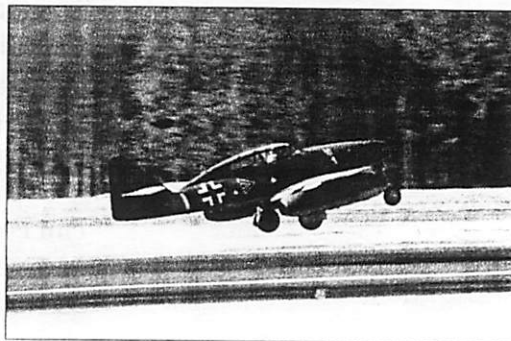
Let them know you read about them in *Runway 35!*

ME-262 Flies!

After more than ten years of design, engineering and construction work, the first lift-off of a reproduction Me262 took place quietly on 25 November 02 in Seattle, Washington.

An "altitude" of 5 feet was reached during a high-speed taxi test. A full-envelope flight test program is planned. Five all new 262s are being built based on reverse engineering an actual survivor. Two GE J-85 turbojets provide thrust; some VERY wealthy enthusiast-sponsors provide funding.

Dan Hollenbaugh



...News from Around the Patch

SWRFI Transition Meeting

By Don Staats

Chapter 35 was well represented at the SWRFI transition meeting in New Braunfels on November 23rd. Looking around I saw Norris Warner, Joerg Thees, Gene Kent, Kris Kilmer, Steve Carlson, Jim Havens, Jimmy Tubbs and Lew Mason. If I missed anyone please forgive my oversight.

A lot was accomplished in the organizational structure. Most of the tasks were assigned and Chapter 35 ended up with the responsibility of the Young Eagle flights on Friday, May 16th, 2003.

That is a significant responsibility, but our Chapter has been so successful in this effort I am sure we will do a great job.

It is my feeling that there are a lot of other things that will come up be-

tween now and next May that will need to be taken care of. It is this area that I think our Chapter may be most useful. I will be coming to you from time to time and seek your input and advice and, of course, your help.

Chapter member Kris Kilmer has again been asked to head up the Forums. After the great job he did in Abilene he may have been appointed for life. Also, Gene Kent has volunteered to let his name be submitted for Treasurer. I have been asked by some to run for Director of Air and Ground Operations.

Joerg Thees wants to participate in the judging, and Jim Havens and Steve Carlson have volunteered to help in anything I can suggest. For this I am especially grateful because I know there will be a lot to do.

There is really a groundswell of enthusiasm for the event. Chapter 35 member Jimmy Tubbs and ECI have agreed to handle the vendor recruitment and will turn over their hangars at New Braunfels for vendor displays.

The Hatz gang, out of Elm Creek, led by American Airlines pilot Pete Glawe and supported by Billy Dawson and John Benham Jr. will bring their Hatz biplanes and give rides to people at no charge. Also they will be heavily involved in judging.

All in all the meeting was extremely successful. Officers for 2003 will be elected at the Board meeting on December 7th and we have three meetings set up for 2003. I'll keep you posted as developments occur.

Amanda Update

Amanda Turner, Don and Norma Staat's granddaughter, who we mentioned last month as having had a lung transplant in Houston, is doing very well. She continues to live at the Ronald McDonald House so that she can be closely monitored but was allowed to come home for Thanksgiving. Continue to have Amanda in your thoughts and prayers as she heals from this major surgery.

Corvair Engine University

Yup, there's a FREE Corvair Engine workshop! It's going to be held at San Geronimo on January 18th. Call Oscar Zuniga for the exact details!

This is a homebuilding event! So everyone remember, we are a homebuilding group and now's the time to participate in a learning experience! Oscar's number can be found at the end of his article. (Next page.)

Calendars Calendars Calendars

Yes, folks, your order has arrived! Please pick up your calendar(s) at the Christmas Banquet or the January meeting! Thanks for supporting your chapter!

...News from Around the Patch

SWRFI Election and "More" News Meeting

By Don Staats

The Southwest Regional Fly-in held its Board of Directors meeting on December 10 at the New Braunfels airport. In the election of new officers for 2003, yours truly became a Director at Large. My specific area of responsibility is Air and Ground Operations. Air and Ground Operations encompasses: arrival and departure procedures, pilot briefings, fly-bys, all ground movements, and aircraft parking. Gene Kent was elected as Treasurer. Gene and I will serve in these slots as part of the executive committee. Another member of our chapter will be appointed to replace me as the Chapter 35 representative.

The people heading up each of these efforts have been appointed. Wayne Nelson will lead ground operations, John Schmitz has air operations, Carl Eldridge will do the pilot briefings and Harry Cook will handle fly-bys. Aircraft parking will be co-directed by Bobby Jackson and Dave Parsons. I've asked Bobby and Dave to appoint people to head up the

various categories of parking (e.g. vintage, warbirds, GA, etc) and expect to have those names soon.

All-in-all it looks like we will have a great fly-in. ECI is heading up the vendor effort and has sent packages to over 500 possible vendors. Already, we are getting corporate sponsorship. General Aviation News has offered several thousand dollars of free advertising and we have leads on other businesses who have indicated interest.

This year there will be no airshow. Insurance, if you can get it, is unbelievably high. However, we will have a cross country air race if it can be worked out. It will be similar to the Sun 'n' Fun 100 and will involve a circuit from New Braunfels to Kerrville to San Marcos and return. This should be exciting as the finishers buzz down the runway.

As you may know by now our Chapter will head up the Young Eagle effort. I

tell all who will listen about the absolutely great system Brad and his group have in place. I know we will do a great job at New Braunfels next May.

The Convention and Visitor's Bureau here in New Braunfels has plans to offer trips and other things to occupy families while in New Braunfels. Also the CVB will be advertising the event nationwide. Local service clubs (more than 50) in New Braunfels will be contacted for support and according to Judy Young from the CVB, they usually respond willingly and in good numbers.

The Young Eagle event will probably be scheduled for Friday afternoon. Some of our members will be staffing the lemonade stand to help our chapter raise funds. This leaves a lot of us free on Friday and Saturday to help out in other areas. As events firm up Gene and I will come to you with things we can do to make the first SWRFI at New Braunfels a great success. Looking forward to it.

Shooting Star Museum Update

Last weekend our local Smithsonian, the Shooting Star Museum located on a picturesque hilltop airstrip sandwiched between Devine and Castroville presented an Aviation Art Show. Chapter member and proprietress' Pat Wegner and Marge Balazs had a beautiful display of aviation art with accompanying write ups about the artists and prints. This display was surrounded by other museum artifacts of military uniforms and memorabilia, old cars, aircraft, machinery and clothing. As usual with all their shows, there was hot coffee, snacks and good company. Marge, showed a video of the tornado damage from last spring. The pictures of the damage were gut wrenching. Pat's beautiful blue Stinson 108-1 had flown in the hangar as was evidenced by the blue paint on the rafters. We are amazed at their tremendous efforts in so quickly recovering from the damages. We stayed long after closing hours to enjoy the good company and conversation of other aviation lovers. If you have not been to the shooting star ever or even lately, we encourage you to do so. The collection is ever evolving and growing. They even enjoy being buzzed if you happen to be flying by. For info call 830/931-3837.

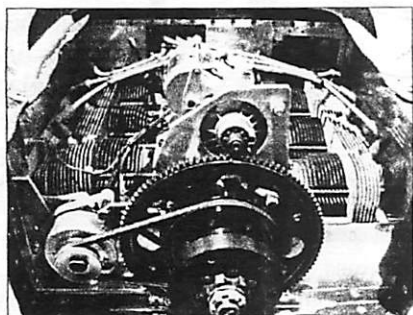


Marge Balazs on the left and Pat Wegner on the right. They run a GREAT Museum! A MUST visit if you like history! Call ahead!

An Engine Quiz

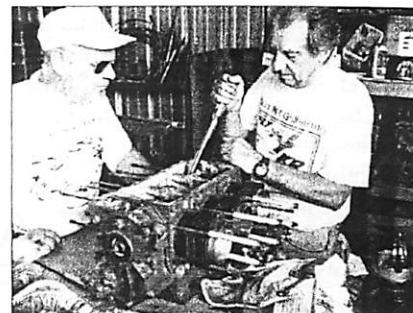
by Oscar Zuniga

Picture a flat, air-cooled, opposed, four-stroke, direct-drive, naturally-aspirated engine developing about 100 HP and weighing about 205 lbs. in its hand-prop configuration. This engine is currently available to homebuilders, is well supported and documented, and proven in aircraft use. Hmm... a Rotax or VW maybe? Nope; this engine has been flying in homebuilts for over 40 years. Ahhh... a Lycoming O-235 or Continental O-200? Nope; this engine is a 6-cylinder. As a matter of fact, let's narrow the field even more by saying that this engine, in zero-timed and ready to fly condition, will cost a homebuilder about \$3,000. There went the "certified" engines! Anybody want to try any more guesses? How about a Corvair? A WHAT????!



The Corvair engine was converted and flown by Bernard Pietenpol shortly after it first came out in 1960 and has been successfully flown in many different home-

builts. Any design that will accept an O-200 is a good candidate for the Corvair. There were over 1.5 million Corvair autos produced, so the engines are still readily available and affordable (sometimes engine cores are even free for the asking). There are reputable domestic sources for new and overhauled parts for the engines, and excellent information and support related to the conversion of the engine for aero use. So what's the catch? The catch is that you can't go down to Mr. Goodwrench and buy one ready to go... you'll have to homebuild your own! No problem... you're already building your own airplane, and an engine is much simpler and requires much less space to build than an airplane. And now for the best part: EAA'er William Wynne, who bills himself as "The Corvair Authority", will be here on **January 18, 2003** to conduct a hands-on engine building workshop that he calls his "Corvair College", to help you get your engine built. **No charge.** No reservations. Just come, work on engines, ask questions, and see what it's all about. The workshop will be held right at the EAA Chapter 35 home field, San Geronimo Airpark.



There are answers to all your questions about the Corvair engine and its aero conversion on William's website, at:

<http://www.flycorvair.com>

..and more information and builders' links on the CorvAIRCRAFT email list website, at:

<http://www.corvaircraft.com>

Updates and information on the "Alamo City Corvair College" are posted at:

www.experimental-aviation.com/SACorvairCollege.html

...or you can call Oscar Zuniga, local host for the College, at (210) 521-9904.



Fear of Flying

by Hal Stanford

I believe it was 1966; I was attending the Georgetown Fly-in with my parents and at the end of the last day of the fly-in, Chapter 35 President Ed Meyers approached my Dad, Bud Stanford, and asked him if he would mind flying his 1937 Taylorcraft back to San Antonio. He explained that his wife was feeling ill and he decided to ride back home with her in her car.

My Father was always looking out for an opportunity to fly, so he readily accepted the invitation. My Mother and Father huddled together and came up with their new travel plans. I was told that I would now fly back with my Dad while my Mom would drive the family car back home, following the Meyers.

I was elated with the idea! We said our good-byes, and then headed off to Ed's bright yellow Taylorcraft, trimmed with bright "insignia blue" strips. It was parked in the grass, beside the control tower near the south end of the flightline.

The sky looked like an invasion of locusts had descended upon central Texas as planes of every

shape and size scrambled into the sky leaving the little Georgetown airport! My Dad was getting a

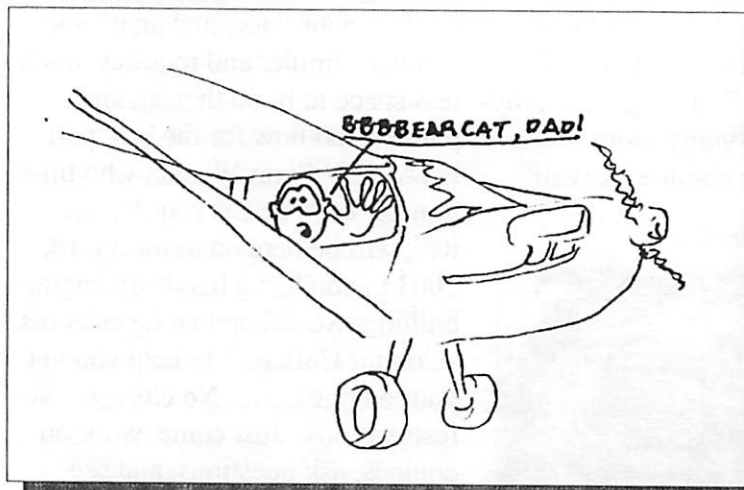
little flustered by all the activity. He must have started to have some reasoning problems! The first sign of this was when he asked me to press my toes forward

very hard on the brakes as he propped the engine to a start. This was my first experience with such a responsibility, understandably, with me being only twelve years old!



The engine roared to life and the little tail-dragger began inching forward. My Father looked a little perturbed as he had to scramble around, first under the left wing strut and then clamber through the moving doorway and climb into the pilot's seat! He quickly got his feet set and stood on the brakes, stopping the rolling plane! He belted at me that I had not done what he had asked me to do. I felt bad that I had not handled my duty. How was I ever gonna be a pilot if I couldn't handle the brakes? Finally, things

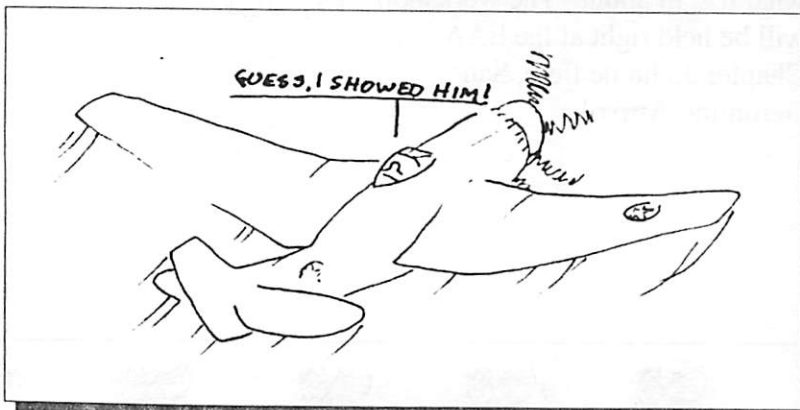
settled down and my Dad was in control as we taxied over the grass, past several home-builts.



I couldn't hear over the roar of the engine but I believe my Dad was talking to the control tower, asking for in-

structions, when he throttled up and we began zooming down the runway in front of us. We were lifting off to the west.

My Dad's head was shifting wildly as he scanned the sky around us, looking for traffic. He yelled at me to look out my window and see if there were any planes taking off, on our right, using the main runway. My stomach came up into my throat when I realized the strange looking object with a huge 12 foot spinning disk was a Grumman F-8 Bearcat heading straight towards us! I tried to get the



NOTICE

You will find your 2003 membership renewal form included in this newsletter. Please complete this form LEGIBLY, attach your check for \$18.00 and mail to our treasurer:

**Joanne Warner
719 Oak Hills Road
Pipe Creek, TX 78063**

Your check should be made payable to: EAA Chapter 35

NOTICE

Membership renewals will NOT be accepted at the Christmas Banquet—Joanne deserves to enjoy our evening too!

Please put your 2003 renewal and check in the mail today—make our workload easier. Please—PLEASE!!

2003

TODAY'S DATE _____ CHECK# _____ CASH _____

EAA CHAPTER 35

MEMBERSHIP APPLICATION/DATABASE INFORMATION

*****PLEASE PRINT CLEARLY*****

USE BACK OF FORM IF NECESSARY

Please complete all of the applicable blanks below. Dues for new members are pro-rated the first year you join based on the number of months left in the current year. Annual dues for regular members are \$18.00 and must be paid NLT the February meeting of the current year.

NAME _____ SPOUSE NAME _____

ADDRESS _____ CITY _____

STATE _____ ZIP+4 _____ HOME PHONE _____

BUSINESS PHONE _____ CELL _____ FAX _____

E-MAIL _____ EAA# _____

Do you have a particular area of interest or Hobby: (USE BACK IF NECESSARY) _____

Type of employment (optional)—Retired, Student, etc. _____

Previous employment aviation related: _____

Military experience: _____

Would you be willing to present a program? Yes _____ Topic _____

Would you be interested in serving on a committee or Chapter officer? Yes ___ No ___

If yes, which committee: _____ which office: _____

Aircraft currently building: _____ Status: _____

Aircraft currently restoring: _____ Status: _____

Aircraft you have built or restored in the past: _____

Future project: _____

Aircraft you own: _____ Aircraft you fly: _____

Pilot certificates: (CIRCLE LETTERS) A – Private B – Commercial C – Instruments
D – Multi-engine E – ATP F – Seaplane G – Helicopter H – CFI I – CFI-I J – Ultralight
K – Student L – Ready to start M - Glider

Aircraft Maintenance Skills: (CIRCLE NUMBERS) 1 – A&P 2 – IA 3 – Sheet Metal
4 – Dope & Fabric 5 – Composites 6 – Welding 7 – Wood 8 – Electrical 9 – Engine maintenance
10 – Avionics 11 – Auto Engines

Other Talents: _____

Additional Comments (use back if necessary): _____

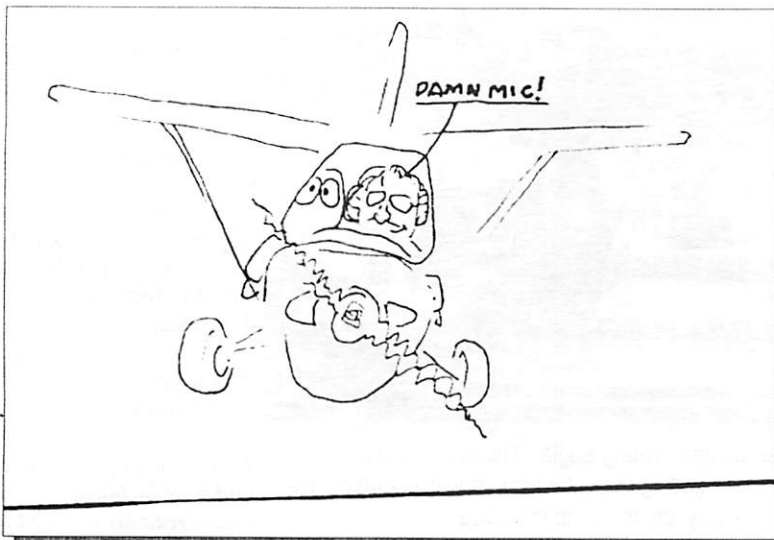
Most interesting/unusual aircraft you've been associated with (use back if necessary): _____

*****PLEASE PRINT CLEARLY*****

Fear of Flying (Con't.)

words out but nothing came out. Dad must have noticed that my eyes were as big as saucers because he leaned forward in his seat to see what I was seeing.

He pushed the throttle forward and again turned his attention back out over the nose. Not me, I stayed glued out my window, staring at the huge black demon, screaming down the



runway! I saw his wheels leave the ground and the blunt nose angle upward as he flew directly behind us and past the Taylorcraft! We were buffeted around like a cork floating on rough water! I shot a worried look at my Dad but he stayed looking straight ahead with little concern showing on his face.

Now Dad was becoming confused as to why he was having so much trouble getting the little microphone stem on the right side of the large old headphones to point forward and around in front of his mouth. He yanked off the headphone and began trying to loosen the fastening screw with his thumbnail. I was now looking out my window and marveling as to how the setting sun was making all the small streams and lakes appear as though a giant mirror had shattered and the pieces had been scattered about below. He was unable to fiddle with the mike problem and fly us straight and level so he yelled at me to take the controls. I almost began to cry as I asked him to tell me what to do.

He calmed a little and told me to just hold

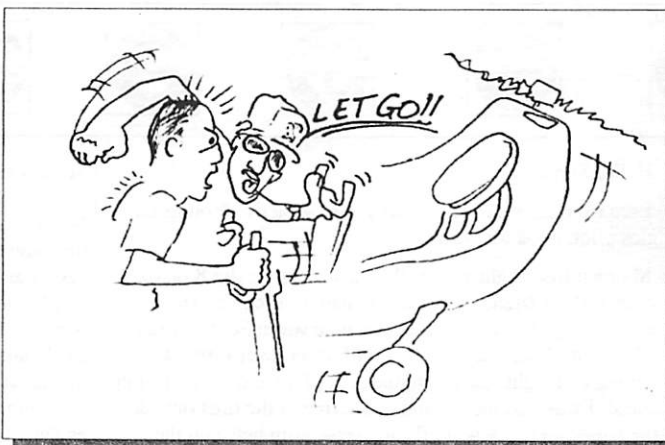
the wheel steady and don't make any sudden movements. I took the wheel and a cold panic moved over me and I gripped the wheel with a hold any pit bull would

ing to get me out of my stupor!

Not even his frantic fist-a-cuffs could get my attention. I finally drifted back into a foggy sense of now and released my hold on the wheel. His forward pressure on the control column along with my sudden release caused the nose to drop sickening fast and then our little roller coaster ride was quickly brought back into control. After a slow bank to the south we were on our way home.

Then my father realized that he had been putting the headphones on backwards! Once he put them on right, the little mike stem no longer was reaching around to the back of his neck but was now on the left and bending around and in front of his mouth from the other side!

As we neared Stinson Field on San Antonio's southside, Bud began confirming



our landing instructions. Finally as we were descending toward the little airfield, Dad told me in a mocking tone, that he was going to tell everyone about my panic at my first opportunity to handle an airplane! Embarrassed by my own actions, I told my Dad in the same mocking tone that if he did tell of my

envy! A weird muscular tension seized my extended arms and they began to contract and pull the wheel back toward me and into my chest! The nose began to fill the windscreen in front of us as my Dad screeched at me to let go!!

The panic wouldn't allow me to have any rational thought so none of his commands had any effect on me. Finally my Dad began pushing his controls forward with his left arm while he took to bludgeoning my upper left arm with his right fist, try-

freezing episode, I would tell everyone about how a twenty one year Air Force veteran put his headphones on backwards and became confused as to why his mike would not fit in front of his mouth!!

He gave me a knowing look and a slight smile. He never did bring up the story of me panicking, at least not in my presence!

Sorry Dad!!



Young Eagles 2002

by David Talley



A successful Young Eagles event was held on December 7th at San Geronimo Airport. Forty children were flown in six planes. This event was setup by David Talley through his church. He was approached by a church member who is one of many home schooler parents. They want to expose their children to aviation and the EAA's Young Eagle Program was right up the ally.

Brad Doppelt then stepped in and coordinated the event. He rented the trusty Cessna as did Steve Carlson with triple-four. Dave Talley borrowed Mark Moscrip's trusty ride (the Cherokee). Mike Lynch used Ed Seurer's Tri-pacer for the day. Then what is always amazing...Louie Viggiano and Danny Daniels arrive with their two seat planes to do the same duties.

Though it was overcast, the sky was smooth and things were cool. With only a minimal crew to do the duties, things went very smoothly and without a problem. Some of the faces I saw were the

remaining Carlson Crew, "momma" Lee Ann, and "the munchkin", Jillian. John Latour and John Kuhfahl helped to hold down the fort. Also, Matt Kuhfahl arrived to help out if needed. Not bad. Ron Paduh drove by to see if the Bonanza was needed, but with what we

had and the soft ground we asked him to hold off. Ed Seurer was there, however, he had a box of

tissues in his hand. You know, the one he shook everyone's hand with...you know the one with the cold virus (or flu virus) on it. ☹ If I missed you here I apologize!

Miriam made me go to the OB ward Christmas party. There, we invited some of her now almost former colleagues to stop by and let their kids become Young Eagles. Well, they did indeed arrive and they, too, had a great time. I got to fly the husband, Mark, and he was thrilled to become what we call a "bald eagle"! He's never flown before. See the note we got via email below. Hum...

Flash news, I just got in Brad's report and have included it on page 16. So please read his year end report!



Another "minted" Young Eagle. This time it's, Joey Bridgewater, getting ready for his ride in Ed Seurer's Tri-pacer. Mike Lynch doing the PIC duties.



We get email...this one from Miriam's colleague, Mary Wehrer:

Thanks again for telling us about this - it was a wonderful day!!!! The kids are still excited, and Noelle says maybe next time she'll fly.... Nadine is ready NOW, and insists SHE was flying that plane!

Even the big kids are still talking about it... and Mark is wondering if there is room in the driveway for a plane....

Hello, Steve;

I see from the Newsletter that you're an active Young Eagle pilot; good for you!

My own first flight was back when I was maybe 8 or 10 years old. A friend of the family had a Luscombe (no idea what model) and took me up one nice warm South Texas afternoon. I rode in his lap. I will never, ever forget the feeling and sights as the engine revved up and we picked up speed, I watched the ground break free of the tires outside the window (we flew it off the grassy strip between the runway and taxiway). The ground melted away, and everything on the ground got smaller and smaller. Oh my! Oh my, my! Seeing the Rio Grande River from up there, the farms, the city, cars on the highway, the circling buzzards catching thermals in the afternoon heat, everything- it is painted in my memory as clearly as if it happened yesterday. That was 40 years ago, or so. Now, do you realize how many of those memories you have "painted" in boys' and girls' minds out there? Thank you, Steve... for who knows how many others like you and me you have had a part in creating? Lovers of aviation, kids who will grow up with that picture in their minds, waiting till one day it becomes reality and they start taking flying lessons, or start building a plane, or even just pick up a flying magazine and start dreaming...! That's great.

Oscar Zuniga

Steve's reply:

Many others in the chapter have made great commitments in time and money and hard work to make the program a success. I am grateful to just show up and fly. The groundwork laid by our coordinator, Brad Doppelt, and our ground crew is really the key that makes the pilots feel safe enough to easily and efficiently taxi in for another load. The glory hounds like me have an easy time of it with such thankless folks in the background making it happen. I've just realized as I'm writing this that we need to have recognition for the most kids escorted safely to their ride and the most kids given basic aerodynamics lessons. We all do it because it's at least as much fun for us as it is the kids.

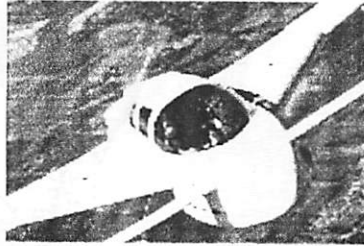
I hope we're not making just another fleeting memory in the minds of the instant gratification society. I hope we show them something to strive for, a reason to learn. If our poll of two, me and you, is any indicator, starting out young is a good path to a firm foundation of flight. I was hit about the same age in my uncle's C-172. We flew over the Fox River valley in northern Illinois. A few years later I took my \$5.00 introductory ride and began lessons. When I could no longer afford it, I got a job at the airport where the FBO owner let the lineboys fly his Yankee AA-1A for the cost of the gas. Maybe we can't steer them all into aviation, but we can sure open their eyes.

HOMEBUILDER'S CORNER

by Terry Winnett

The Cozy Corner

This is an occasional update on the underground sub-culture of Cozy builders in our chapter. Our members have come out into the daylight and updated the previous Cozy Corner, which was written about a year ago.



Terry Winnett has had his progress hindered by overseas deployments, home repair projects, and just plain slothfulness. The canard and elevators are built; control sticks, torque tubes and arm-rests are mostly installed in the fuselage. A brand spanking new... wait, a 1960 O-360 A1A from a Mooney M20A is sitting in his garage, awaiting a going-over and eventual mounting. An inordinate amount of time is wasted by the builder sitting in the fuselage, moving the stick, and making guttural Lycoming noises.

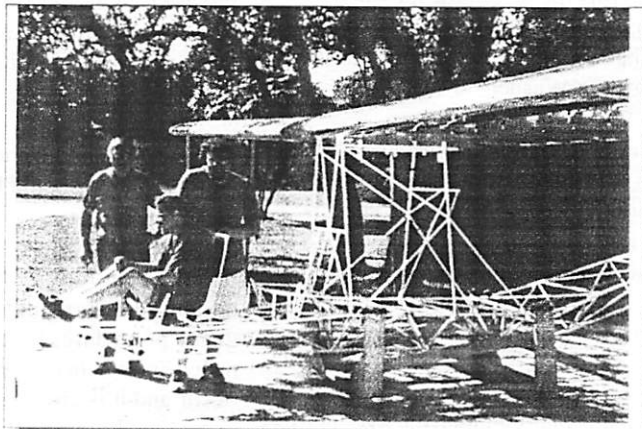
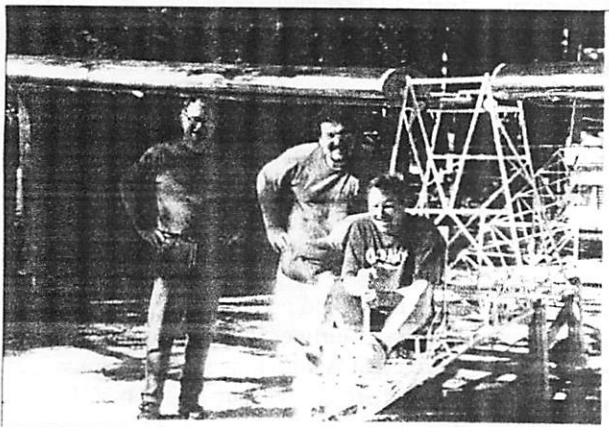
Jon and Linda Farr took their flying Cozy MkIV out of commission for approximately nine months to prep it for final paint. Jake White painted the outside and it now sports an alluring finish with graphics. The Farris state that their flight hours have not been accumulating as desired due to Central Texas' dynamic weather patterns.

Burke Bristow has now progressed to the canoe-with-no-ends stage and is installing the center keel/heat duct and the front seat belt supports. When queried about his slow progress, he simply replied that life is hindering it.

Brad Doppelt is still the ever-progressing builder; persevering by doing something most every day. He has since finished the canard and



Coming soon will be a feature about select tools that make glass work easier and faster. With winter's arrival, we epoxy mixers will be taking a seasonal hiatus or working in heated, enclosed spaces. If you observe one of us with a noticeable tic, repetitive twitch, or wild-eyed look, please remind us to crack a door or change the canisters in our respirators.



It's almost ready for flight! Well, not quite. Three-quarters of the Breezy owners group having some "hangar flying" Like Terry Winnett wrote above, someone (not the editor) was making funny engine noises. Can you tell who? That's Norris Warner, Jack Ridgway and David Talley (aka EAA 35 NLE) with the newly acquired bird. How about that landing gear?!

Scenes from the Meeting

by Miriam S. Talley

As always...if you weren't here, you missed great food, great camaraderie and meetin'.

Superb scents were wafting from the kitchen where Keith Fleming and his beautiful bride Cindy were cooking up a storm. The spaghetti sauce was to die for. Keith and Cindy also donated the cost of the dinner back to the chapter. Thanx guys for your efforts and generosity. Also, thanx to Lee Ann Carlson for assisting the Flemings in pulling it all together.

We had a good crowd show up with about 70 members and guests in attendance. We had seven guests grace our chapter house-welcome, hope to see you back.

VP, Dandy Don Staats reminded all of the May SWRFI Fly-in and preparatory meetings up in New Braunfels on 23 Nov and 7 Dec. Looks like Don will be the Director at Large and Gene Kent is putting in for Treasurer.

Tonight was the last night for calendar sales and there are still EAA 35 logo Christmas ornaments available. Call Norris or Joanne Warner for info.

The annual Christmas dinner is Saturday, 14 Dec. \$12.50/person. Silk scarves will be awarded for first flights. If you know of any first flights, let Norris know. YE pilots will be recognized. Only enough room for 100 folks, so get your tickets soon. It is a great time.

The Chapter is looking at attaining IRS 501c3 status and member Pat Wegner has

offered to assist in this matter. We now have over 160 members and the current building is getting more and more crowded, so we are looking at expanding

where currency in emergency procedures made the difference.

Our homebuilders are busy beavers. We have new projects on a Breezy, Zenith and Sonex.

There will be a Corvair Engine conversion workshop on 18 Jan at San Geronimo at a hangar to be announced later. This will at no cost to attendees and will be presented by William Wynne and Oscar Zuniga.

Ed Seurer, our dinner coordinator extraordinaire, needs volunteer chefs for the upcoming year. The Talleys and Carlsons will start off in January, the Staats in February. If you can help with other dinners let Ed know.

Al Almond was recognized as the sponsor/mentor to Warren High School students in their airplane building projects. Any one wanting to work with Al to mentor these students can contact Al.

It was passed on that there is a new instrument shop at Stinson field. JPM Aircraft Instruments Services, Corp. The folks in the shop are really good to work with and want to help. 210/921-9211.

Skip Barchfeld presented info re: a pit bull on an airliner that caused enough havoc that AA no longer allows dogs. Also, there is a website on the board

(Continued on page 15)



Chefs of the Hour! The BEST "Italian" cooking around! Who needs Aldos? The Flemings, Keith and Cindy. Thanks folks for such a wonderful meal!

the building. The new status may be an avenue to attain the much need funds for a project such as this.

We are looking for someone in the chapter to coordinate the maintenance of the grounds around the chapter...any volunteers???

The long awaited cement benches for the memorial area should be available after the 1st of the year.

Safety Brief by Jim McIrvin: Very important for every pilot to review all emergency procedures for their airplane. You never know when an emergency may occur and it is always when you least expect it. Jim presented several incidents



...Scenes from Meeting

(Continued from page 14)
where we can find more airline stories.

San Geronimo Inc still has hangars for sale. \$25,000/piece. So far all the buyers have been EAAers.

Don Staats then presented our guest

speaker Ron D. Neal. Ron has 41 years in aviation management and engineering. He has worked in both government and civilian agencies and on numerous major aircraft projects. His presentation was entitled "Road to Regulation". Ron had an absolutely fascinating talk on the historical progression of aircraft regulation

and controversies which brought us to where we are today. It is obvious that Ron is the man in the know and has spent much time researching this area. He was then bombarded with numerous questions from the group. Ron, thanx so much for a fabulous presentation, please come back again!!!

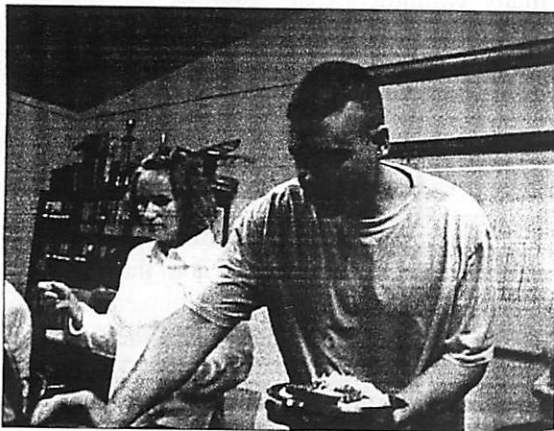
Action Photos from the Meeting...



Left: Filling up the shack! Before the meeting gathering...



Right: Packed house...look at the length of the line. Spaghetti! Who needs it? Well, if you had some of this "stuff" you'd change you mind! World Class at the least!



Left: Chow time! Seconds, thirds, ??? Terry Winnett and Ms. Doppelt (on her first round, of course!).



Right: Ron Neal, guest speaker and historian. Folks, it was AWESOME hearing and watching Ron's presentation on the HISTORY of aircraft certification. Eyes were opened this night! Thanks Ron!



A Moment in Aviation History

As taken from "T-Hangar Tales" Stories of the Golden Age by Joseph J. Juptner

What is so striking about this little cloud-buster is the fact that the designer went back, way back, perhaps to fashion a revival of the thrilling days of the "Great War". Can any red-blooded pilot look at this airplane pictured here, and not envision himself taking off in the early-morning mist on a "dawn patrol" with perhaps the chance of meeting the dreaded "Red Baron" in mortal combat! It is not known who designed this little airplane, but you can tell he fancied whimsy! As the "Diablo Sport" it was built in Stockton, California by the Diablo Aircraft Company in 1928-1929. It's a good bet if plans were available now, it would be a devilish project for the so-called home builder. With no data to go by, it appears to be a single-seater, and is powered with a three cylinder (French) Anzani engine of about 35 h.p.

The "Sport" was registered X-807M (as serial #1) and it appeared on the register in 1929. (Photo from Gerald H. Balzer Collection.)



DIABLO SPORT - 1930 - ANZANI 35 HP

Young Eagles 2002 (Con't.)

by Brad Doppelt



We managed to squeeze in our fifth Young Eagles event of the year on Saturday, December 7th. This was to be a smaller event than usual in that we were asked to provide Young Eagle flights to a group of home-schooled children. We had six pilots and about as many volunteers on the ground. We worked quite efficiently and ended up flying forty Young Eagles in three hours.

grown each year. None of these events would have been possible without the many volunteers that truly made each event a success. It is this dedication that enabled

us to introduce so many children to the world of aviation.

Now for this year's totals. This year our chapter flew an incredible 424 Young Eagles, up 141 from last year's total. The table below summarizes this year's effort.

Date	Number of Young Eagles
April 13 th	134
June 8 th	96
August 10 th	61
October 19 th	93
December 7 th	40
Total	424

The dedication our chapter has to the Young Eagles program has

I would like to thank all of those who have made this past year such a success. From the pilots, to the many other volunteers, to those who donated to the Young Eagles fund – the fruits of your efforts can be seen in each and every child's smiling face after their first flight.



Breaking News from EAA HQ

The following letter was received by your chapter Flight Advisors in late October:

“Dear Flight Advisor:

This letter is sent to inform you that EAA’s new insurance manager, Falcon Insurance, is requiring the use of the EAA Flight Advisor program for all NEW homebuilt aircraft and purchased tested homebuilts. Falcon and their underwriters have statistically found that using the Flight Advisor Program minimizes accidents and their payout for loss. When this program holds down the losses and the insurance payout, the builder, Falcon, and the underwriter all win.

This new policy may increase the number of calls and inquiries that you receive as a Flight Advisor. Remember, however, as per section 5-1 under Legal Concerns in your *Flight Advisor Handbook*, you may decline to work with an individual if you feel it is appropriate.

This announcement will also appear in the November issue of *Experimenter* in Cy Galley’s “Update From Headquarters” column.

If you have any questions about Falcon’s policy, you can call Falcon Insurance at 1.800.880.4545 for more details.

Safe Skies,
EXPERIMENTAL AIRCRAFT ASSOCIATION

Jan Streblov
EAA Safety Programs Assistant

If you intend to insure your homebuilt upon completion with Falcon, start working with your Chapter 35 Flight Advisors now.

Marine in Bosnia

(as taken from the internet)

(Ed. Note: This may be an “urban legend” but no matter what, it sure is funny. With our troops constantly deployed throughout the world, it sure is nice to know that if this is true, then we have very little to worry about!)

From a Marine in Bosnia. Note the signature, but read it last.

A funny thing happened to me yesterday at Camp Bondsteel (Bosnia): A French army officer walked up to me in the PX, and told me he thought we (Americans) were a bunch of cowboys and were going to provoke a war. He said if such a thing happens, we wouldn't be able to count on the support of France.

I told him that it didn't surprise me. Since

we had come to France's rescue in World War I, World War II, Vietnam, and the Cold War, their ingratitude and jealousy was due to surface at some point in the near future anyway. That is why France is a third-rate military power with a socialist economy and a bunch of faggots for soldiers.

I additionally told him that America, being a nation of deeds and action, not words, would do whatever it had to do, and France's support was only for show anyway. Just like in ALL NATO exercises, the US would shoulder 85% of the burden, as evidenced by the fact that the French officer was shopping in the American PX, and not the other way around.

He began to get belligerent at that point, and I told him if he would like to, I would meet him outside in front of the Burger King and beat his ass in front of the entire Multi-National Brigade East, thus demonstrating that even the smallest American had more fight in him than the average Frenchman.

He called me a barbarian cowboy and walked away in a huff.

With friends like these, who needs enemies?

Mary Beth Johnson LtCol, USMC



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Woman Fly

(Ed. Note: Leslye Doyle, our latest "Aviatrix" submitted a gazillion pages of famous quotes...we're continuing them here...)(Part 2 of?)

I have found that women are not only just as much interested as men are in flying, but apparently have less fear than the men have. At least, more women than men asked to go up with me. And when I took them up, they seemed to enjoy it.

— Katherine Stinson, quoted in 'Katherine Stinson: The Flying Schoolgirl!' by Debra L. Winegarten.

The men flyers have given out the impression that aeroplaning is very perilous work, something that an ordinary mortal should not dream of attempting. But when I saw how easily the man flyers manipulated their machines I said I could fly.

— Harriet Quimby.

The aeroplane should open a fruitful occupation for women. I see no reason they cannot realize handsome incomes by carrying passengers between adjacent towns, from parcel delivery, taking photographs or conducting schools of flying.

— Harriet Quimby, June 1912.

There is a world-old controversy that crops up whenever women attempt to enter a new field. Is a woman fit for that work? It would seem that a woman's success in any particular field would prove her fitness for that work, without regard to theories to the contrary.

— Ruth Law, 1920

So many men now have lost their lives in airplane accidents that individual addition [sic] to the long list of their names have ceased to cause any really deep emotions except in the minds of their relatives and friends. When a woman is the victim however the feeling of pity and horror is as strong as was that produced by the first of these disasters to men and though there is at present no expectation that aviation should be abandoned by men because of the recognized dangers, the death of Miss Bromwell is almost sure to raise in many minds at least the question if it would not be well to exclude women from a field of activity in which there [sic] presence certainly is unnecessary from any point of view.

— New York Times, editorial, 1921.

EVENTS AND HAPPENINGS

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

14 Dec 02 – San Marcos Airport, Commemorative Air Force Hangar. "Challenge Air" Airplane rides for physically challenged children from Austin and San Antonio. If you can help-brief at 0800. Rides 0930-1600. Bryan Laszlo 214/351-3353 ext 12 or www.challengeair.org.

14 Dec 02 – EAA Chapter 35 Christmas party. 5pm. Be there or be square.

9-11 Feb 03 – Dallas, TX. Helicopter Association International Heli-Expo. 703/683-4646

24-26 Oct 03 – Reklaw, TX. Flying M Ranch Fly-In.

Open every Sunday 1-5pm/or by appointment – Shooting Star Museum, Devine, TX, Proprietor (1 of 2) Pat Wegner: 830/931-3837

EAA Chapter 35 2003 Calendar

- 11 Jan : Regular Meeting
- 18 Jan : **Corvair Engine Conversion work shop. William Wynne. Cell:386/451-3676 or williamTCA@aol.com.**
- 08 Feb: Regular Meeting
- 08 Mar: Regular Meeting
- 12 Apr : Pancake Breakfast and YE Flights
- 10 May: SWRFI work party at New Braunfels
- 16-18 May: SWRFI at New Braunfels
- 14 Jun: Assisting 99's with Air Event at Castroville Airport.
- 21 Jun: YE Flights
- 12 Jul: Chapter Picnic
- 9 Aug: Regular Meeting
- 13 Sep: Pancake Breakfast and YE Flights
- 11 Oct: Regular Meeting
- 08 Nov: Regular Meeting with elections for 2004 Officers
- 13 Dec: Chapter Christmas Party

EAA Regional Fly-Ins

(For details in awesome websites go to www.eaa.org/avlhks/flyins.html)

2-8 April 03 – Sun N' FunEAA Fly-In, Lakeland, FL.

16-17 May 2003 – South West Regional Fly-In, New Braunfels, TX. www.swrfi.org

28-29 Jun 03-EAA Rocky Mountain Regional Fly-In, Longmont, CO.

9-13 Jul 03-Northwest EAA Fly-In. Arlington, WA.

29 Jul-4 Aug 2003-EAA Airventure Oshkosh. Oshkosh, WI.

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 Editors Miriam or David Talley @ 210.521.2359 or EAA35@satx.rr.com

"Remember...Caveat Emptor...buyers beware!"

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

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: Garmin GPS/COM 190 w/ accessories, 98 database - \$400. 2 pr Sigtronic S-40 headsets - \$50 piece. Avstar Flight Computer - \$25. II Morrow Intercom - #25. Call TR Thomas 210/497-0413.

FOR SALE: "Hot Water Special". Price negotiable. Call Jim Rice at 210/491-5957 or jim-rice@satx.rr.com.

FOR SALE: RV6-A Sacrifice. Construction completed in 1991, purchased from builder 200 hours ago. Only 280 total airframe hours. Maroon with silver wings, nice paint and interior condition. KX170B radio, Loran, ELT, Transponder, new starter, artificial horizon and battery this year. Lycoming O-320-B1A, 160 hp, 2800 TT and 550 SMOH. Recent annual with compressions all in mid to upper 70's. Sensenech 70" fixed pitch prop. Performance is consistent with design. Pictures available by e-mail. Purchased for \$46,000, family crisis and first \$40,000 cash will take this fine airplane. Richh10453@aol.com <mailto:Richh10453@aol.com>. Austin area, 512-259-1873.

FOR SALE: Stolp Starlet, single-seat parasol. The partially finished kit cost about \$10,000, and has been through three owners. Engine mount is for an O-235.

Lacking is engine, cowling, prop and fabric, and the ailerons (wood) still need to be built. Instrument panel is present, and workmanship appears good. Located in Ogden, Utah. Present owner is aging, and cannot complete project. Price is \$3000, but may be negotiable. Contact Norris Warner at 830.510.4334 or njwarner@indian-creek.net for more info.

FOR SALE: Cencel Aviation Bag blue, small \$25.00. Garmin GPS 195 + additions, updated at Oshkosh 02, \$425.00. 5 Jeppesen binders, plastic each \$2.00 or all 5 for \$8.00. Cencel Aviation bag "Tango", blue, \$35.00. Call Terry Ross (210) 566-2765.

FOR SALE - 410 Tailwind Drive, Elm Creek Airpark, Seguin, Texas. 2,077 Sq. ft. home 2,400 sq. ft. Hangar (1600 ft insulated and finished out for workshop or whatever) and an apartment in the hangar. Parking space for your RV behind the hangar with an electrical hookup. Pool. Lots of extras. Offered for \$249,000. Phone 830-303-1727, email debonair@prodigy.net

FOR SALE: A retired USAF mechanic is offering the following for sale: 9 flat socket wrenches (each has its own ratchet), a flexible inspection light, Push rod wrenches for R-200 and R-1800 P&W and maybe a home-made safety wire tool. \$100 takes all. Leo L. Pohlman 830-625-7658.

FOR SALE: RV6 empennage. Never started. Will sell at 75% cost. Call Ed Seurer 210/885-1160.

FOR SALE: Completed Van's RV-6 empennage. Horizontal and vertical stabilizers w/ elevators-trim tab and rudder fitted and hung. Good deal for someone who wants to get into an RV inexpensively. I'm spending more to build an RV7. Mike Lynch (210) 647-4905

FOR SALE: Brand new, never used, digital King transponder, KT-76C, with rack and installation kit. Will sell at cost \$1,200. Call Les Bourne at 210/658-2999.

FOR SALE: Mooney Club Membership. Meticulously maintained M20G based at Kerrville Aviation. The club has owned this plane since it was new. Get that instrument rating you've always wanted or just cruise cross country in style. You can own a share of this high performance retractable for only \$2800 and will consider a trade of any kind. It doesn't get any cheaper than this. Call Chris Christianson at 210-363-4450 or 830-755-4450

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: San Geronimo hangars are going quickly. There are only a few of the hangars remaining for purchase. Stop by and see the progress as the project is far along. Call Dave Baker @ 688-3358 or Dan Cerna @ 688-9345 for more information.

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

FOR SALE: T-Hangar for sublease at New Braunfels (KBAZ). Electric inside with electric bi-fold door. This lease will be until I complete my RV-8 (at least a year). Contact Bob Dean. Mobile: 210/861-0163. This hangar is only \$168 per month (my rate).

PLEASE UPDATE US WITH YOUR STATUS!!



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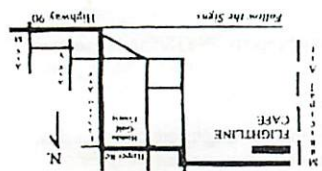
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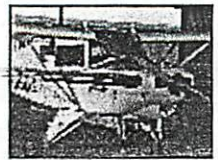
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Norris & Joanne Warner
 719 Oak Hills Road
 Pipe Creek, TX 78063

- When Do you Meet?**
 Second Saturday of the Month
 This month: Christmas Dinner
- Social Hour: 5:00PM
 - Food at 6:00 PM
 - Gift Thingy: After Dinner

Where do you meet?
 (See Map)
 Call Any member listed
 On Page 2 for help

