



RUNWAY 35



NOVEMBER 2006

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Inside this Issue:

COPELAND OFF-FIELD LANDING	1
TOOL CRIB EXPANDED	2
PRESIDENTS COCKPIT	3
NEWS CLIPS	4
TECH REVIEW: PocketFMS	6
CONTACT LIST	7
CALENDAR	8
WANTED & FOR SALE	9
WINGS & WHEELS PICTURES	9-10
DIRECTIONS TO SAN GERONIMO	12

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

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DON & JERI COPELAND PERFORM OFF-FIELD LANDING

By Norris Warner

On Saturday, Oct 21, Don and Jeri rolled out their beautiful Zenith 601 HDS, preflighted thoroughly, checked three fuel tanks full, and proceeded to launch southbound from the San Geronimo runway. A beautiful evening to go for a pleasure flight in their newly acquired candy apple red trimmed tail dragger. With the Rotax 912 UL purring, all was right in God's sweet atmosphere. At least for a bit—

Somewhere near the end of the runway, and at perhaps 150 to 200 feet above it, the engine suddenly seized. With absolutely no chance to return to the runway, Don skillfully maneuvered to the only open field, avoiding all homes in the area. The touch down was firm in the soft field, and his forward speed took the Zenith through a barbed wire fence and on into a field choked with six-foot high willows. Both the fencing and the willows helped to decelerate the airplane and this greatly benefited the Copelands.

With main gear partially failed, the pair had little trouble exiting the airplane—it was only a short step down. Fearing that a fire could erupt, Don and Jeri put some distance between themselves and the airplane—until Jeri realized

she was missing one shoe and ran back to get it! Funny how people do such things, but I'm guilty of doing it myself (I was in a concrete building when an earthquake began shaking the building violently—I ran back in to rescue a glass of scotch!).

Gary Krysztopik rushed to the area, and many other San Geronimoites were soon on the scene helping the Copelands back to the airport proper. Jim Munro covered the canopy area with a tarp, and then started to arrange for a retrieval crew. By Monday morning, the FAA had determined that the connecting rod in the #1 cylinder had failed, and that Don had received the proper training in that airplane. He was also commended for his superb airmanship. They pronounced their investigation complete, and both the FAA and the insurance company approved the airplane for movement.



(CONTINUED ON PAGE 10)

TOOL CRIB GREATLY EXPANDED

By Norris Warner

Three Chapter 35 volunteers spent all day Sunday, Oct 15th, retrieving items from John Killian's shop in Bulverde. Terry Gombert, Brad Doppelt and I, along with John and his hired hand Juan, strained, sweated, and exhausted ourselves in loading three trailers full of very valuable shop stuff.

Upon arrival at San Geronimo, we unloaded one trailer in Ed Seurer's hangar (my son needed his trailer back for work the next day), and the other two are parked in Ed's hangar. We'd sure rather not unload and reload and unload again until the new chapter hangar is available. One of these trailers is mine, and the other is John Killian's--we both can do without for a while. Oh yes, helping us unload the one trailer were Ed Seurer, Terry Winnet (who is TDY here for 30 days), John Latour, John Kuhfahl, Kris Niswonger and our three very tired drivers.

We will give John Killian an IRS "write-off" letter as soon as an accurate appraisal can be made of the value. Some of the items we retrieved include; welding table, machine lathe, wood lathe, table saw, chop saw, planer, bench belt sander, two band saws, air compressor, three roll around tool cabinets with tools, one large lockable tool chest, parts washer cabinet, sand blaster cabinet, paint gun, air hose, shop fan, shop heater, drill press, epoxy pump, cable cutter, micropress squeezer, rivet squeezer, and all sorts of hand tools. And, we couldn't take the 16' worktable and plastic cabinets of assorted nuts, bolts, and such. To be sure, another trip is in order. Oh yes, John has welcomed us to sell items that are totally not compatible with our aircraft education and building mission

We should thank Brad for the use of his truck, my son Norris II (chapter member) for his truck and trailer, and my son-in-law, Michael Jewett

(chapter member) for the use of his truck. I paid for \$50 of gas for my two family trucks, and I'm sure Brad needed gas too. I am going to ask the tool crib fund to reimburse our fuel costs.

Most of all, we want to thank John Killian--longtime chapter member--for his huge and valuable contribution to our tool crib. We are surely in your debt! When you see John and his lovely wife, Jessie, at our Christmas Banquet, be sure to express our appreciation.

The challenge now will be to keep people from walking off with all the bits and pieces! In that regard, Jack Ridgway has offered to help inventory and data base our treasures for control. Our Tool Crib manager, Bob Cabe, has investigated other chapter's control system and will set up reasonable, yet secure requirements. Please inspect this "haul" at Ed's hangar at your convenience. And, as always, **the volunteers have the most fun!**

Northwest to the Rescue

By Norris Warner

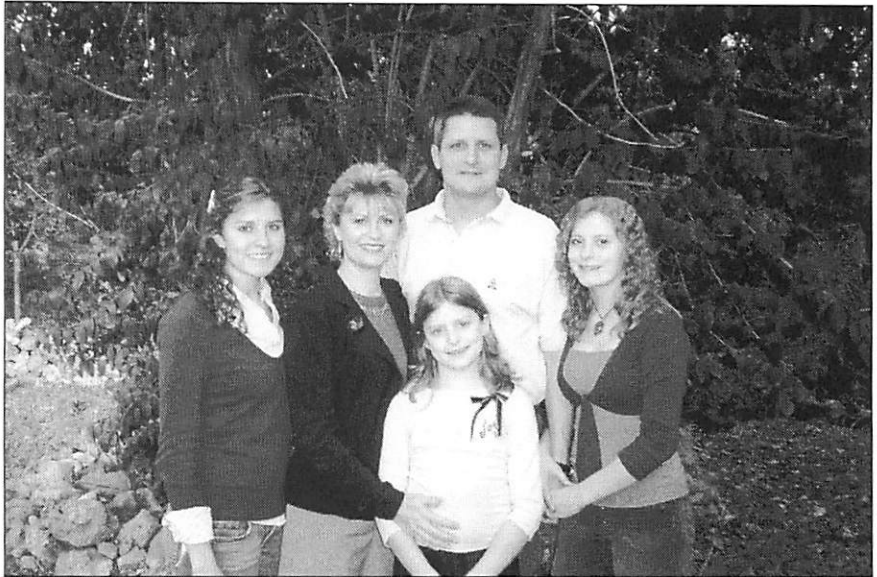
Once again, when the electric gremlins tried their best to keep a perfectly good airplane grounded, Mike Brandt of North West Starter and Alternator whupped 'em. In this case, Mike overhauled a malfunctioning Sky Tec starter for a mere \$22.00, a price we can all live with.

Located at 7106 Eckhert in San Antonio, Mike can be reached at 210.521.0011 or 800.866.0312. He can perform his magic on alternators, starters and generators of almost any type or kind. And for those of us with experimental aircraft, you are certain to get a quality repair at a very fair price.

FROM THE PRESIDENT'S COCKPIT: ROCH LaROCCA

By: Roch LaRocca

The Wings and Wheels fly-in went great even though the weather tried it's best to spoil the festivities. I would like to thank all the Chap 35 members who brought their planes out of their hangers to display around the club house. It really made for a great show. The corvette club had a very nice showing and there was plenty of food for everyone all day. The Angel flight representatives were very happy considering the dreary weather. I really want to thank Ruth Herron for her time and energy. She cleaned the carpet at the clubhouse after the fly-in (lots of mud and dirt). She did such a wonderful job and words cannot express our appreciation. THANK YOU!!



I do also want to mention that Don and Geri Copeland had an accident in their Zenith 601. The aircraft lost all power shortly after takeoff from San Geronimo. Don managed to maneuver the plane to a relatively flat spot and with the help of a fence, got the aircraft down and stopped. Both were able to walk away without injury but the aircraft was a total loss. I thank the Lord that they were spared any injury and want to again thank our members who came to Don and Geri's aid after the mishap. The 2006 Christmas party is right around the corner and we only have 64 tickets left to sell so

please get them early. It will be on 9 December with refreshments at 6:30 and dinner at 7:00. Each person will need to bring a small gift for the gift-exchange after dinner. Tickets are \$20 each and can be purchased from me in person at the 11 November meeting or send a check to me written out to EAA Chapter 35 and I will then send you the tickets.

Mail checks to:

Roch LaRocca

17111 Blanco Park Cove

San Antonio, TX 78248

rocbar@sbcglobal.net

We will be putting together the 2007 meeting schedule soon so if you have a presentation that you would like to present next year, please let me know so I can get you on the schedule. We have also had some board members move away and resign so there are some openings. If you are interested in making a difference and having a bigger part in the Chapter, please let me know. If you don't come to me, I may be coming to you anyway. Thanks again for all you do.

Fly Safe.

NEWS CLIPS

Power-Off Landing

By Roch LaRocca

The November meeting/Chili-cookoff will feature a presentation by Kris Niswonger on Power Off Landing procedures and techniques. Given our members' recent experiences, this is a timely presentation.



Texas Fly-in Signs Installed

By Norris Warner

Vinyl Signs Installed at Hondo

Longtime member and staunch EAA supporter John Killian has authorized SWRFI to place "EAA Texas Fly-In" signs on his huge hangar at the Hondo airfield. These signs, which signify the fly-in use of his building for our annual regional show, were done by Kris Niswonger, chapter member and vinyl artist extraordinaire. Kris now has the ability to even do "nose art" along with all sorts of vinyl trim. Kris can be reached at 210.557.3585.

Christmas Party Menu

By Roch LaRocca

- Chicken Chardonnay
- penne pasta, roma tomatoes, grilled spinach, sautéed mushrooms
- with a creamy chardonnay sauce
- Grilled Vegetable Medley
- Fresh Garden Salad
- Garlic Bread
- Chocolate Dream Pie
- pecan crust, cream cheese filling, chocolate pudding,
- chocolate chips and pecans
- Ice Tea/Coffee

Chili Cookoff

By Roch LaRocca

ATTENTION ALL COOKS!

Get out your crock pots and your grandmothers Chili recipe because it is time to compete in the Annual Chapter 35 Chili cook off competition. Please call me or email me if you can, and let me know if you are bringing Chili and/or some cornbread. If some want to bring desserts also, that would be great. Let's make this a delicious and fun meal. I would like to have an idea of how many pots of chili there will actually be and a prize will be awarded for the best chili. For all others, plan on a great dinner for \$5.00 at 5:30 with the regular meeting around 7:00.

A NOTE FROM JIM FEIGNY

LIGHT SPORT PILOTS AND CFIs

By: Jim Feigny
 Washington D. C.
 Hi Guys

I am pretty busy putting the finishing touches on my honey-to-do-list, holiday preparations, and other stuff I need to get done in anticipation of getting a new left knee. I will be at Walter Reed Army Hospital on Oct 25th for a day of in-briefings, surgery on Nov 8th. I have been working out, doing the same exercises that post op calls for, so hopefully I will rehab without too much trouble.

I have been very pleasantly surprised by the care of WR; guess I carry a little AF Blue chip on my shoulder. It is a very tough place to visit though—you can't round a corner without running across one of the wounded. They seem to be in very good spirits, always say "hello sir," ask you which floor you want on the elevator, etc... It is a real job to get out to the parking lot without having to dry your eyes, but they don't need to see that.

I have put a workshop together in the basement (they have those here) and will be working on a BK 1 by Bruce King. After visiting on the house hunting trip I could see that workspace and temperature control was going to be an issue for the Cozy project, so it remains under cover in the hangar. I hope to get back to SAT after I get my wheels back under me and can get clearance out o the local area, hope by spring.

The EAA group at Fredrick MD is pretty good, I knew one of the guys from the Stinson club and he has taken me under his wing. I will be getting my tech advisory from a couple of guys up there as well as a guy over at College Park. Thanks for the updates, always good to hear from the Chapter 35 gang.

Regards,

Jim (jfeighny@comcast.net)

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Question: I renewed my CFI this year but don't use the rating. Actually, I am now flying in the Sport Pilot category and own an Avid Flyer. While I was attending the CFI class, I asked the examiner about flight reviews. In the "old days," the CFI who gave the Biennial Flight Review (BFR) was the pilot in command. The instructor/examiner told us that the rule has changed. Now the pilot is in command, not the CFI, who is there to observe and review only. Since I am an ASEL-rated pilot without a medical, he said I could take the review in an aircraft in which I am rated. So, if I fly in a Cessna 150 for the review, how can I be in command without a medical? I don't think I can be. As I understand it, in the old days, the CFI would be PIC and there wouldn't be a problem doing the review. If the pilot is a sport pilot, does the CFI need to be a sport pilot also?

Answer: Actually, there's nothing to prohibit a flight instructor from acting as pilot in command during a flight review. In fact, anytime a flight instructor is giving a flight review to a pilot who's previous flight review has expired, the flight instructor is acting as pilot in command. There was no "old days" rule or any rule change to this effect, and this is not specific to sport pilot.

If you are a pilot who holds a recreational pilot certificate or higher and are operating at the sport pilot level, but wish to take your flight review in a non-LSA aircraft for which you are rated, such as a Cessna 150, the flight instructor will need to act as pilot in command during the flight portion of the review. If the flight instructor is unwilling to do this, you need to find a different flight instructor.

TECHNOLOGY REVIEW: PocketFMS

By Steve Jones

As a relative newcomer to experimental aviation, I'm enamored of all things that help us better manage our workload in the cockpit. I flew home last September with a pile of sectionals, airport facility guides, and a Lowrance Airmap 1000. I think it's fair to say, each played an important part in getting us home safely.

And yet, when Alex Roca invited us to check out his Zenith 601XL, I couldn't help but notice how vital the terrain display was to our safe flight, as the haze threatened.

So when the previous owner of our CH-601HDS boxed up everything that went along with the plane, we were surprised to receive three personal data assistants, a couple of hockey-puck GPS receivers, and nothing in the way of software to drive them. They were originally part of a turnkey 'Anywhere Map' moving map system. With all this hardware, and no software to drive it. It was time to research my options.

Not long ago, I recall a couple of Cozy owners talking about PocketFMS — a community supported project to bring flight management software within reach of all of us. I checked into the site at <http://www.pocketfms.com>, and was duly impressed. The authors work very hard, and ask only that anyone so moved send a donation to help defray costs. The online discussion forum provides ready access to a community of PocketFMS users, authors, and experts. I was convinced. I had to try it.

I can't tell you how long it takes to download this over a modem — I left the computer to do this deed overnight. If you have a high-speed connection, all the better.

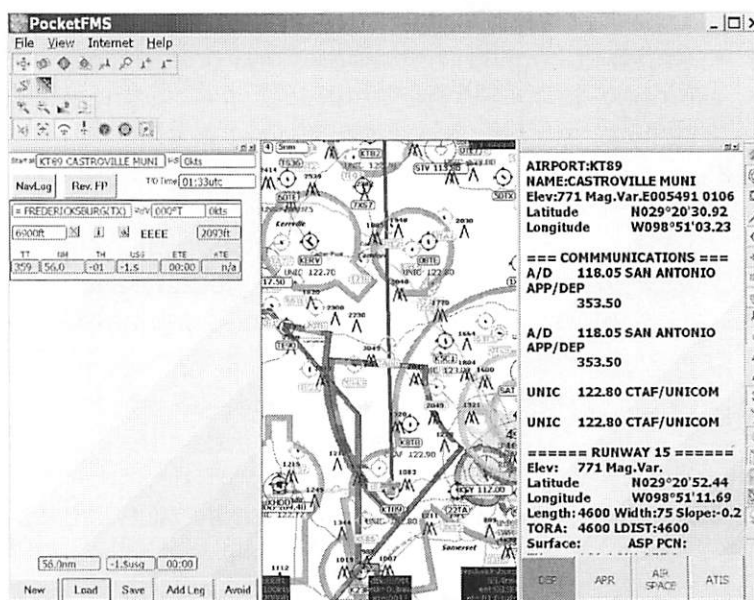
The authors recommend a higher speed PDA, running 400 MHz or better, with Microsoft PocketPC 2003, or newer. I tried running this on a 203 MHz unit, and the results were surprisingly good! Any GPS receiver capable of sending NMEA 0183 sentences over a serial port can feed positional data to the PDA.

PocketFMS includes a weight and balance calculator, wind calculator, a comms and airspace info page, and provisions for loading fuel burn, cruise, rate and angle of climb, approach and holding speeds for any number of aircraft. The flight planner is intuitive and allows for additional legs should you decide to continue onward. The moving map zooms to ten different levels and displays airspace data, airfields, obstructions and elevation or terrain information. You can select compass rose, arc, or HSI displays.

Online, you can update the navigation data monthly — in fact, the PDA will insist when the nav data is over 30 days old. Before leaving the house, you can download TAF and METAR data — which PocketFMS will factor into your flight plan for avoidance, time of arrival, and fuel consumption. Each airfield includes communications and airfield information.

Uploading and updating PocketFMS couldn't be simpler. If your home PC and your PDA can communicate via ActiveSync, you're ready. Simply instruct the PC version to synchronize with the PDA. If the application hasn't been loaded, it will be available under 'Programs'.

I've ordered a faster PDA — an HP hx4700. I look forward to learning more, and passing along the knowledge to anyone interested.



CONTACTS LIST

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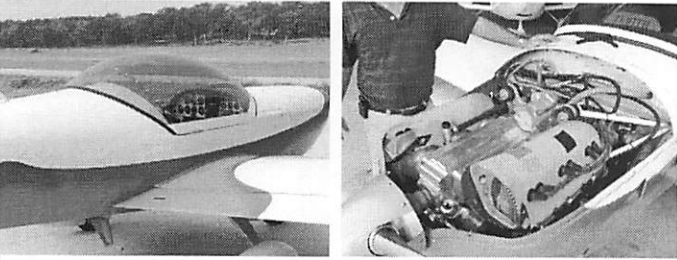
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FACILITIES	JOHN KUHF AHL	210.688.9473 (C)210.365.0120	johnkuhfahl@yahoo.com
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COMM GEAR	JAMES MUNRO	210.680.3629	mr.munro@juno.com
MEMBERSHIP	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@hctc.net
NEWSLETTER	STEVE JONES	210.679.8783	ea35news@gmail.com
HANGAR	DAN CERNA	210.688.9345	dcerna@aol.com
TOOL CRIB	BOB CABE	210.493.7223	bob_cabe@hotmail.com
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2006 CHAPTER CALENDAR		
DAY/MONTH	PROGRAM	TIME
14 JANUARY	MEETING USAF –Major Wade Buxton: Local Area Flying and Military Conflicts	BOARD MEETING 4:00 DINNER AT 5:30 PROGRAM AT 7:00
11 FEBRUARY	MEETING Rufus Barnes –USAF RET	DINNER AT 5:30 PROGRAM AT 7:00
11 MARCH	EARLY MEETING ROGER WILLIAMSON: STRATUS SUBARU CONVERSION	COFFEE AT 2:00 PROGRAM AT 2:30
18 March	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	PILOTS AND VOLUNTEERS NEEDED
8 APRIL	PANCAKE BREAKFAST	SERVING 9:00 – 11:00
12-14 May	SWRFI AT HONDO	ALL VOLUNTEERS ABOARD
10 JUNE	MEETING BOARD MEETING @4:00 BRUCE KING PRESENTER ON BK-1.5	DINNER AT 5:30 PROGRAM AT 7:00
17 JUNE	YOUNG EAGLES	CNX
8 JULY	MEETING BILL BARTLETT PRESENTER “HOW I BUILT MY LIGHT-SPORT AIRCRAFT” OSHKOSH FLY-IN	REFRESHMENTS AT 4:00
23-30 EAA @OSH		
12 AUGUST	MEETING ROCH LaROCCA “BUILDING THE E-RACER	REFRESHMENTS AT 4:00
9 SEPTEMBER	CHAPTER WORKDAY AND PICNIC	9:00 — 3:00
16 SEPTEMBER	YOUNG EAGLES	
14 OCTOBER	WING’S AND WHEELS GATHERING FOR ANGEL FLIGHT FUNDRAISER	GATES OPEN AT 10:00
11 NOVEMBER	CHILI COOKOFF KRIS NISWONGER: POWER OFF LANDING ANNUAL OFFICIAL MEMBERSHIP MEETING FOR 2006	DINNER AT 5:30 PROGRAM AT 7:00
9 DECEMBER	CHRISTMAS BANQUET	6:00 SOCIAL HOUR
Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS		

WANTED AND FOR SALE

FOR SALE: N114AR 2005 Zenith CH-601XL



Jabiru 3300, GRT EFIS, GRT EIS, XM Weather, Autopilot, Icom A-200 Comm, Narco AT-150 transponder, AH, DG, TC, VSI, Lift Remaining Indicator, excellent cross country machine. Reason for selling: got the bug to build another. \$75,000. Contact Alex Roca, cell 210.422.5972

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

For Aircraft Hangar Rentals at San Geronimo Airpark, please call Dan Cerna 210-688-9345, Dave Baker 210-410-9235 or Dennis Scheidt 210-688-3210

FOR SALE: TURBINE ENGINE. Solar T 41M-9A turbine driven power and heating unit as found in the KC-135A. Total unit is very large and weighs 600 lbs, but turbine unit when removed is very small and lightweight. Reasonable offers accepted.

FOR SALE: RING MOUNT FOR DYNAFOCAL LYCOMING \$75.00 . Just add your connecting tubes to your firewall hard points. Not pretty, but sound. Donated to chapter 35 by Stan Shannon, SWRFI President. Contact: Norris Warner, 830.510.4334, or cell 210.363.1282, e-mail: njwarner@ev1.net for more info or picture.

FOR SALE: 1973 Grumman AIB-N626OL
585 Since OH 6701 Total Time AF
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Best offer over \$16,900
Contact Dixon Johnson, 830.755.4192

FOR SALE; V-6 STOL PROJECT—Much like Norris Warner's four-place, Ford V-6. Contact

Norris Cell: 210.363.1282 for general info. Contact me for all details at Cell: 903.624.3595 or Home: 903.465.1701. Chuck Harris.

WINGS & WHEELS PICTURES



DON & JERI COPELAND (CONTINUED)

WINGS AND WHEELS PICTURES

(CONTINUED FROM PAGE 1)



On Monday afternoon, a crew of nine assembled at San Geronimo to effect the movement back to Don's hangar. They included, Kris

Niswonger, John Kuhfahl, Ed Seurer, Cliff Elrod, Gary Krysztopik, Jim Schlattman, Jim Havens, Jake White, and Norris Warner.

Using the Chapter's flat bed trailer, pulled by Norris' pickup, and also using Cliff's pickup, the airplane was soon



disassembled and loaded on the trailer and truck. Unloading was not quite as tedious, and we took pride in not doing any damage to the airplane over that caused in the incident.



It remains to be seen if the insurance company will total out the ship or have it rebuilt. In any

event, Jeri Copeland has already prompted Don to look for a really nice replacement. Way to go, Jeri!



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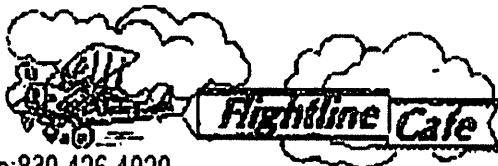
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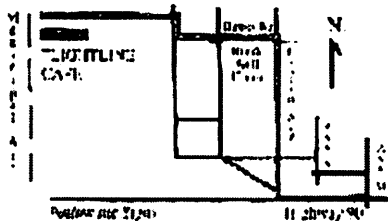
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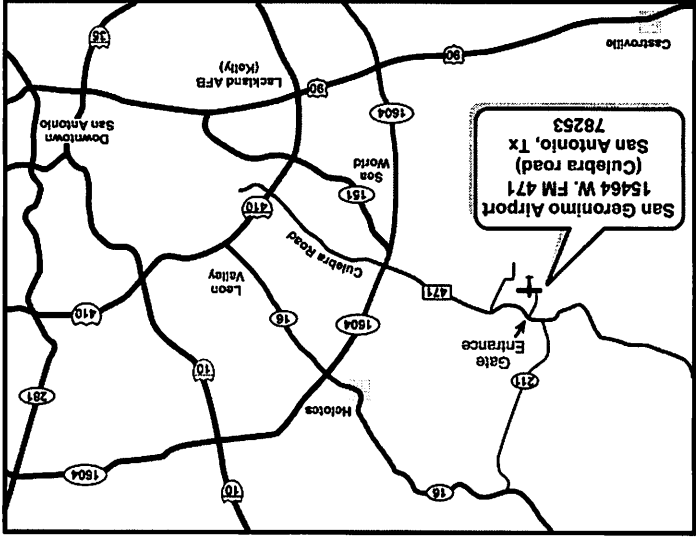
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When Do you Meet?
 Second Saturday of the Month
11 NOVEMBER
CHILI COOKOFF 5:30PM
POWER-OFF LANDING 7:00PM
ANNUAL OFFICIAL MEMBERSHIP
MEETING FOR 2006



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 Chapter 35, San Antonio, TX

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