



The Leader In Recreational Aviation

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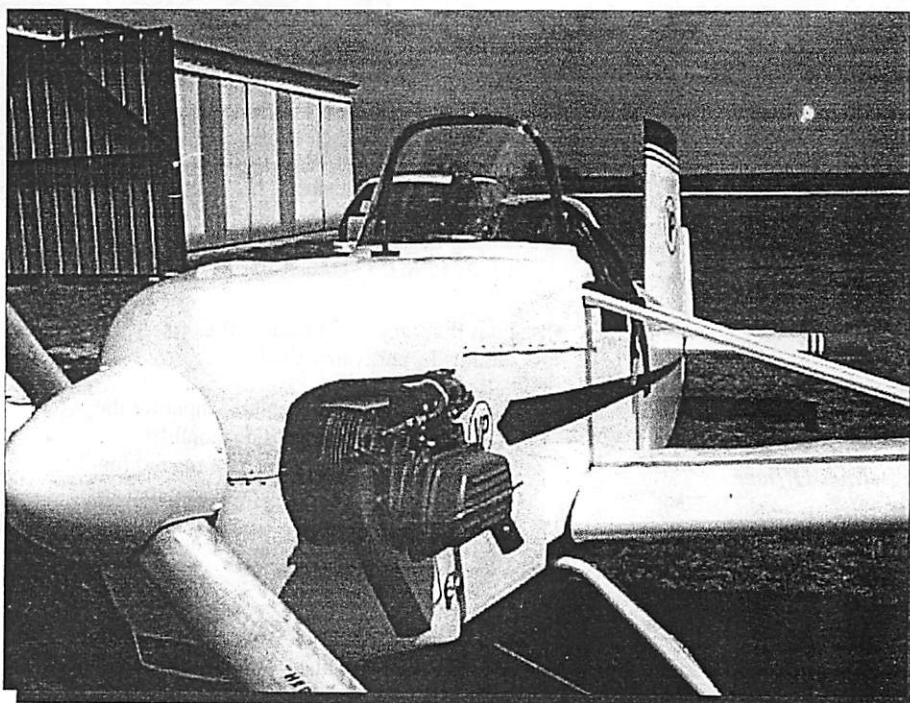
RUNWAY 35



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

Front Page News

It Flies! Danny "MaC's" VP-1



Right after the first flight of Danny McCormick's latest project, a VP-1. This isn't quite a "Flight of the Phoenix" however, Danny worked some magic putting this plane together. First flight was on a beautiful day at not other place than San Geronimo Airpark. There's more inside this edition of *Runway 35*.

CONGRATULATIONS DANNY!

April Meeting

April Meeting

April Meeting

April Meeting

April Meeting

"Pancake Breakfast and Young Eagle Flights!"

Food by the chapter...Young Eagle Flights by the chapter



Cleanup and Setup Day: Friday April 11th!



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

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Clear Prop!!!!

By David C. Talley

- OK folks. Please continue to pray for our troops, our leadership and our country. Lori M^cIrvin is (so far) safe in Europe.
- Oscar Olszewski sends in a story about his quest for a pilot's license. Congratulations on your PPL, Oscar!
- Clean-up Day is upon us. It's spring in San Antonio and that means it's time to spiff-up the chapter house and grounds. Also, we're preparing for our first Young Eagle event. Friday, April 11th @ 1300 (1 PM). C-U-there!
- First flight report on Danny M^cCormick's latest ride, an Evan's VP-1.
- We have (continued) depleted input for the "Homebuilder's Corner" this month!!! Thanks go out to Terry Winnett (again) for keeping the "plastic plane news" up to date.
- SWRFI News from SWRFI HQ and Don Staats.
- Skip's Millennium tour continues this month. This is the second in a series of five. Sit back, relax and enjoy!
- We have a pilot poem by Gary Stoker as submitted by Leslye Doyle.
- Brad Doppelt needs YOUR help! (So do the "kids".) Remember, pancakes and Young Eagles this month!!
- We have another new advertiser starting this month. Phil Capestany recently opened an instrument repair shop at KSSF. Contact him with you instrument needs. His company's card is near the others.
- Two EAAers from our chapter are sponsoring Cody Kelly in his pursuit of flight. Who are they? How is Cody doing?
- "BIG" AI is coming together. Team 35 has been helping with the building process. Teacher, Don Copeland, reports on "Big AI".
- This month's Runway 35 is about a week early. I'm heading out of town and well, you know how it goes...so remember...April 11th and 12th! That's an extra week away!
- Hey! Where's that article you keep thinking about writing? Please send them in!
- 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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From the President's Desk

By Norris Warner

What a great, great meeting we had in March. Your Board of Directors—along with many other chapter members met at 4:00 PM to conduct the business of the Chapter. Of some note, we concluded a new lease on the property Chapter 35's clubhouse sits on, and had a lively discussion about how best to enlarge our crowded facility. We also took a look at our many upcoming events and asked for volunteers to chair them. Our most immediate event is our pancake breakfast and Young Eagles event on next Saturday, April 12th, and when no one stepped up then or even at the general membership meeting, I took on the task of chairing it. Heck, I'd rather be a manager than a worker anytime! But please know I'm going to be calling on YOU to be a worker!

At 5:30, as advertised, Claudia and Bill Loftin served up the best Irish Stew and scrumptious cornbread muffins ever seen in these parts. In fact, it was so good that many of us paid the \$3.00 donation to carry an extra portion home. Joanne and I had our take-home for Sunday lunch, and it was marvelous all over again! Thanks Claudia, thanks Bill—your culinary labors are greatly appreciated!

At mealtime, a few of us were privileged to sit down at new, 8-foot white plastic-topped tables, and in folding chairs which have a bit of padding. The tables are around \$70 at Sam's, and the chairs \$14 each—so if you'd like to do something nice for the chapter, pick up a few chairs or a table and bring 'em out. Just be sure to

put "EAA Chapter 35" on the bottom. Thanks in advance.

Long time chapter member and U.S. Army Officer Burke Bristow asked to say a few words at the meeting. The words were about his permanent change of station from Ft Sam to—of all places—Hawaii! Burke has been one of the really nice guys in our chapter—always willing to help—and

Our most immediate event is our pancake breakfast and Young Eagles event on next Saturday, April 12th, and when no one stepped up then or even at the general membership meeting, I took on the task of chairing it.

I'm going to personally miss him. Enjoy paradise, Burke and Kim!

And on a slightly more serious note, our Lori McIrvine, Major, USAF, has been sent to Germany (TDY for 179 days, or as needed) to help treat our wounded as they are sent back from the combat area of Iraq. We will miss you Lori—God bless you for what you do.

Our featured speaker for the evening, Bill Ercoline, really kept a bunch of our amateur aviation historians on the



edge of their chairs. Bill's great interest is in the origination of instrument flight, and he kept us laughing at all of the ways that early aviators dreamt up to make it possible (frequently, impossible!). Bill has been a personal friend to at least one of the really significant experimenter/pilots, and we learned that much of that early work was done right here in San Antonio. What an interesting evening, Bill Ercoline—please do come back again!

After the meeting (it's always hard to leave when you're having so much fun) I had a chance to chat with our speaker. Younger than I by a dozen years, I'd guess, we served consecutive tours in Southeast Asia in the same Squadron! Bill was rotating home in 1972, just as I was arriving. I even became the Flight Commander in the flight that he had just served in—small world! And, wasn't it fun talking about our "heroics" in one of the greatest airplanes ever built, the Lockheed C-130. You bet it was!



Comments from the VEEP

By Don Staats



The fly-in season is well underway again. I just returned from Heritage Airfield in New Berlin where they had their 4th Biplane and Taildragger fly-in. Unfortunately the weather did not cooperate early on so by the time the sun broke through it was mid-morning. This is the grass roots type of fly-in that so many of us treasure. No airshow, no vendors, no big expenses, just good flying. I did hear one gent in the speaker's tent tell of his encounter in the military with Col. Lindbergh. That's the sort of little gem that comes to those who make the effort to spend their Saturdays where airplanes gather.

someone's horizontal stabilizer. You don't need to fly there to be part of the crowd.

I know that we in EAA tend to concentrate on building an airplane. But, even for those dedicated builders, you need to stop pounding rivets or sawing wood long enough to smell the flowers.

Some of the best fly-ins are ones that I've driven to. Last year I drove to the Flying M at Reklaw in a down pouring rain. It rained off and on all weekend, but the fly-in was great. Dave Mason had more airplanes in his stable that were able to fly in. It didn't matter. Everyone drove because they love the setting and the companionship that goes with that October weekend. The Texas Chapter of the AAA has a get together once a month. Usually in north Texas at

someone's airstrip. A great bunch, they are keeping the old stuff in the air. Also, several of the nearby EAA Chapters have flying events (witness our own pancake breakfast) and even on Easter you can join with Jerry Sides and his buddy at their place for a hamburger cookout.

I know that we in EAA tend to concentrate on building an airplane. But, even for those dedicated builders, you need to stop pounding rivets or sawing wood long enough to smell the flowers. I don't know what your favorite bouquet smells like but mine smells like the oil on hot aircraft engines. See you out there along side the runway (with any luck it will be grass).

Don Staats

I'm looking forward to this season. In June I have the choice of the Sport Aviation Fly-in in Urbana, Ill or the Texas Antique Airplane Association meet at Gainesville, Texas. Both are great laid-back events. All one needs to do is look at the various fly-in calendars to find a happening to suit. The neat thing about it is you will be welcome at most of them by merely having an interest in aviation and enough knowledge not to sit on



News from Around the Patch...



Job Opening: NLE

Well, folks...hum, the chapter is starting to make us look, well, bad. As you know, we have requested one (or more) members to step up to the plate and assume the duties and responsibilities of the Newsletter Editor.

Runway 35 is there. All we need is someone to take the baton and run with it. We have someone who wants to help, however, he may be deployed, and well, that wouldn't be too good.

So, you know you want to make a difference. Now make that call. Norris Warner is waiting! (Metro 830.510.4334)



...News from Around the Patch

EAA Chapter 35 (Almost) Annual Clean-up Day

It's that time of the year again! Yup, chapter house clean-up day is upon us. It's being held on a Friday afternoon. The day BEFORE the chapter meeting. That would be April 11th. We have a lot to do to set things up for the upcoming year of events! So, please, if you can, be there! The time? Why, one PM...until ??? (That's 1300 for you military and scientific types!)

Major M^cIrvin (No the OTHER Major M^cIrvin) is OK Overseas

Hi everybody -

Lori called today - sounds like things are getting settled down a bit. For those who don't know, she deployed last week with a 'bunch' from Wilford Hall Medical Center. She is at the Army hospital at Landstuhl, Germany. (Not a bad place to have to go if you are going to deploy.)

I'm sure she would appreciate any mail, "care packages", etc. They took a bunch of troops, too, and I'm sure she'd take "care packages" into work :-)

Major Lori M^cIrvin
LRMC CMR 402
Box 655
APO AE 09180

For those who haven't dealt with military overseas, just put normal USA postage on letters. Packages will need a customs declaration filled out (pick up at the post office); large envelopes also need a declaration on them if they contain multiple items - I'm not actually sure where they draw the line. A card is okay, but definitely the padded type need a customs form.

Pretty sure I'm not going anywhere - the training pipeline has us running pretty much "full throttle" in Del Rio... although we do have 3 instructors in various exciting world-wide locations in support of the current events... (One's even on a Navy ship.)

Take care, and thanks,

Jim

Flightline Café Anniversary Party

The Flightline Café at Hondo will be celebrating their 14th anniversary on Saturday, May 3, 2003. According to owner Evelyn Herman, the party will start at 9:00 a.m. and go until ??? Everyone is invited. It is

hoped that the weather will cooperate and there will be a lot of aircraft attending. Mark your calendars now. The food is always great and everyone wants to talk about airplanes.



...News from Around the Patch

SWRFI Update

EAA MEMBERS

The EAA Southwest Regional Fly-In is the next event after Sun & Fun. May 16,17 2003 in New Braunfels, Texas--- half way between Austin and San Antonio. This is our 39th year after being started by Tony Bingelis and we now are at the best location ever. Great airport— 1000acres of grass, lots of ramp for vendors and heavy aircraft. We will have 2 days of forums , workshops, fly-bys and judging—coupled with Texas hospitality and a city that is a family travel destination. The largest water-park in the world—Schlitterbahn is giving discounts on Sunday after the fly-in. This year the awards banquet is on airport. We will have on Saturday a full day of ladies' activities. At this point we have in excess of 50 aviation vendors. There

will be a breakfast on Sunday morning prior to church.

The hotel blocks are filling up so make your reservations by April 15 to get the best rates.

This is our HOMECOMING---back home in the Hill Country. We have invited the former presidents to be our guests as well as many former show winners and several from our first year in Georgetown in 1965.

We hope to see you there --Stan Shannon, President

See our site www.swrfi.org

General Information www.nbcham.org

Questions 800-572-2626

SWRFI Transition Meeting Notes

by Don Staats

The May 15 meeting of the SWRFI Directors and Transition Team members went exceptionally well. It seems that insurance costs and concerns from EAA Headquarters make it unlikely that we will have an Air Rally. On the positive side, however, was an offer for the City of New Braunfels to pick up some of the insurance costs NEXT YEAR. This could include the costs of an air show.

Chapter 35 is represented well at these meetings. This as it should be considering our proximity. We are having great participation from the other chapters as well. Chapter 12 in Houston is heading up the parking. Their numbers have declined in the past few years and they need help. Chapter 187 out of Austin has volunteered to step in. There will still be a lot of slots to fill in this area though. A bright note here from the San Marcos CAP. I have been in correspondence with them and they will participate in parking or wherever we need them.

Some of the best news is the new approach procedures. The FAA approved them re-

cently and will publish them in the NO-TAMS in April and May. We now have them on the SWRFI web site. NORDO aircraft follow the same entry procedures as those in communication with the tower. NORDOs just rock their wings at a certain point and then again on final and get the green light. The approach for all aircraft will be along hwy 123 that runs between San Marcos and Seguin. When you get opposite the weather station on the airport turn in and enter the pattern. Details are on the SWRFI web site at www.swrfi.org

We spent part of the morning talking to Chapter member Jimmy Tubbs, the vendor coordinator. He says that the vendors are really pouring in. Has more than 40 so far including a couple of aircraft companies--RANS and one other and a couple of engine manufacturers. This will mark an all time high for SWRFI if it keeps up. We are getting back a lot of those that dropped out of Abilene. One disappointment is a lack of food vendors. Apparently we haven't gotten the word out to them yet.

Air and ground operations, my specific areas, are full of continuing refinements. This first year getting the layout, the parking, the signage, etc. depends mostly on logic and past knowledge of all involved. It will take the first year, however, to develop the learning curve. I will need a lot of patience and some tolerance on the part of the attendees.

A lot of other things happened including an outstanding report from Kris Kilmer on the forums. ECI is providing some bleachers and a screen in one of their hangars for the forums that will attract large crowds. Kris said that we are doing very well in filling all the slots except in the 4:00 pm time period. If you know anyone that has something to contribute you might encourage them to contact Kris.

That's all for this report except to say that this event is shaping up beyond all expectations.

Don Staats



...News from Around the Patch

Cody Kelly Begins Glider Training

On Sunday, March 23rd, Cody Kelly got in his first two flights in a two-place sailplane at Boerne Stage Airport. Funded by Jack and Linda Ridgway, our 2002 Air Academy scholarship recipient said that he was "thrilled beyond words" at the beauty of this kind of flying. His first flight was obviously in good thermaling air, as they were aloft

about one hour. The second flight was more of a "pattern tow" to get in a second landing for the day.

Cody continues to be a straight "A" student as a freshman at Bandera High School, as well as being involved in many activities.

He will be with us for our upcoming Pancake Breakfast, so when you see him, introduce yourself and ask him how his glider training is going!

First Flight!

By David C. Talley

VP-1 Takes to the Skies!

Danny McCormick has done it once again! He's flown yet another homebuilt plane.

This time he's kept it simple and fun. He's completed an Evan's VP-1 Volksplane. As most of you know, this design has been around since the '70's. It constructed of mainly plywood, glue, and nails. Of course, there are many other materials involved, and like Bill Haskell, says, "it's a composite plane...it's made form almost ALL materials."

Danny started this plane with two VP-1s and pretty much took to best from both and assembled them into one machine. This was not "just an assembly job", though. He built up a new engine (including a single mag on the back) to get things moving. Then there's a new prop, canopy and well just about everything else.

His test flight hope was a short one with a return to 8T8. He's been "tweaking" a few things to make this machine perfect. He's changed out the tailwheel, and the brakes. I even helped him adjust the ailerons.

Danny continues to fly the bird while finishing it. He has a few fairings he wants to install to cut down drag. Then, look out all of you high powered jockeys, this thing may just pass you buy! © Congratulations Danny!



Clean and simple. Danny kept things to a minimum for a simple and efficient cockpit. Danny has a few homebuilts under his belt. This VP-1 is great looking machine.



Skip's Millennium Tour

by J.P. (Skip) Barchfeld

What's a "Millennium Victory Tour" Anyway?

J.P. (Skip) Barchfeld

Installment I – Eastbound

Tuesday morning, they checked with weather; it was to be VFR all the way from home base, Hondo, Texas, across the top of the gulf and on to Southern Florida. But there was some low weather from Lakeland south. That weather was to move south and by the time that they arrived, it should be VFR. 8:00 AM was the scheduled departure. They only missed that time by about 10 minutes. The first day's destination was to be Pompano Beach, Florida. The first actual stop was for fuel at Lafayette, Louisiana. It was during that initial leg that the questions; "Does the auto pilot really work? Will the GPS couple with the auto pilot as programmed?" were answered. Good news and bad news—yes, the auto pilot worked—no, it would not couple with the GPS. So now they had the auto pilot working, but it was working strictly as a wing leveler. And that is the way the first leg was flown. The course line on the GPS was centered by constantly correcting the aircraft heading with the wing leveler. It was also during the leg that fuel consumption was confirmed as being 7.8 gallons per hour at the RPM setting that was being used; 2675. But as the trip progressed, this consumption rate would be further tuned. The 7.8 GPH figure was good enough to use when determining the amount of fuel that would be needed to be added for each leg. There would be many legs to be flown and they did not want to tanker the excess weight of extra fuel.

Normally, he programmed the Eze with three and a half hours to four hour legs. But in the last few years things had changed. Both the pilot and the co-pilot had the misfortune of dealing with prostate cancer. Removal of both of their prostates seemed to be the answer as at their most recent checkups, the PSA for each had remained at 0.0. But that still left them with the need for frequent pit stops. So now the trip lengths were programmed at two hours. It was decided that excess fuel would not be carried; just the fuel need for the next leg and one hour of reserve was all that was loaded on board at each stop.

The leg from Hondo to Lafayette was flown at 5500 feet in very smooth and clear air and with a tail wind. The ground speed on this leg was 230 MPH. The landing at Lafayette was the first of all the landings made this day, and

they would all be crosswind landings; every landing was crossed at from 30 to 90 degrees and at speeds of 15 to 25 knots.

After fueling and with the same crosswind, they departed for Panama City. Once again the air was clear and smooth at 5500 feet and the scenery was tremendous. One could see the advertised 30 miles and a lot more. The gulf waters were a deep blue, the shoreline was bright beige and the adjacent land was so green that it all appeared to have been just freshly painted.

The schedule was to land at Panama City, refuel, check the weather, and go on. All went well until speaking with flight service. The weather that was supposed to move south out of Florida, didn't. So, on this the first day of the trip, the first deviation was made. "We'll just make our second day destination our first days stop. We'll bypass Pompano and go to Melbourne," the pilot relayed to the co-pilot. By flying from Panama City direct to Melbourne they cut off the top of the Gulf and flew about 25 miles out over the water. This was the first time that he ever flew over water and the engine didn't run rough. The reason for this had to be that the electronic ignition was working well. The engine was running the smoothest he had ever experienced. If any of the readers have not experienced the smoothness that electronic ignition brings to an aircraft engine, they should schedule a demonstration and be convinced.

Later, this direct route was to take them over the top of Orlando. There was a brush fire burning 25 miles west of Orlando, with the wind carrying the smoke eastward directly over McCoy, AFB. McCoy was actually IFR while the rest of the area around Orlando was VFR. IFR approaches were mandatory in order to land at McCoy. It was very interesting working with the ATC controller at Orlando for as they drew near to Orlando, she gave them a heading of 180 to follow. They flew that heading until we were directly West of Orlando. Then she directed them to fly a heading of 90 degrees right over the top of McCoy until about 10 miles East, at which time they were directed to proceed on course. She was not very busy with traffic so they enjoyed a very pleasant conversation with her. She wanted to know if they had been to Sun-N-Fun with the Long Eze, and when they told her that story of why they were late for Sun-N-Fun, she informed them that she, too, had not been there. It seems that region of the FAA runs a proficiency contest with the con-

trollers to see who make the best showing and thus gets to go to the Fly-in as controllers. Although she missed it this year, she guaranteed the Long Eze that she would make it next year. It was then direct to Melbourne and the third cross wind landing of the day. He was glad that Melbourne has a very long runway because of the 30 knot, 45 degree cross wind he used up lots of their real estate in the landing.

Then it was a pickup by his niece, Janine, and her husband Jack, a good dinner and off to bed. The first day was not too bad traveling. From Hondo, Texas to Melbourne, Florida it took less than seven hours flying time, averaging about 228 MPH.

The next morning, because of the weather, they decided to drive to Pompano Beach for they had a commitment for a ride in the Good-year Blimp. Janine volunteered that she could do without her car for the day, loaned it to them, and that saved a car rental. The drive to Pompano Beach was as beautiful as any day in Florida. That is, it was beautiful until they drove up to the blimp facility at Pompano Beach airport, and were told that the blimp was out of service for a couple of days. What a disappointment! So instead, they went to his former home near by and visited friends and neighbors that they had not seen in about ten years.

After the visits, they went to the first of his remembered good eating places. They drove South on Federal Highway, US Route 1, to Fort Lauderdale. As they approached state highway 84, there it was, still the same as he remembered it. It was the restaurant called "Dirty Ernie's". As he had done many times in the past, he ordered the special of the house, Conch (kink) Chowder and Bahamian Bread, followed by Conch Fritters. The food hasn't changed, still as delicious as ever. This would be his first recommendation of the trip, a stop at "Dirty Ernie's." On the way back to Melbourne, more friends were visited; some he hadn't seen for 15 years.

Once back at the niece's home, Jack let it be known that he was a train enthusiast. Now we all know that co-pilot Tom is a "railroad nut," so the two of them spent the evening, and half of the night, in Jack's backyard where Jack had constructed a very elaborate model railroad set up. The pilot went to bed while the co-pilot played trains with their host.

Experimental Aircraft Association



EAA Chapter 35

March 27, 2003

Dear Chapter Member

In this newsletter you will find a flyer for our April 12th Pancake Breakfast and Young Eagles event. This breakfast is one of our very important fundraisers, and I ask you to visit your local airport (or other appropriate facility) and post this flyer at once. In addition, if you have friends with youngsters in the age group we serve, do invite them to attend. We will be giving out free t-shirts to all new Young Eagles.

You all know how proud we are of our facilities, and that we try our best to make our clubhouse and surrounding area as attractive as possible. We will be working on Friday, April 11th, starting around noon to spruce everything up. If you can assist, please do so.

I invite each available member to lend a hand on Saturday, beginning at 7:30 AM. Please do your part to make your EAA Chapter better!

Sincerely

A handwritten signature in cursive script that reads "Norris". The signature is written in black ink and is positioned to the left of the typed name.

Norris Warner,
President, EAA Chapter 35
830.510.4334 (Metro)
njwarner@indian-creek.net

P.S. PLEASE put these dates/times on your calendar now!



EAA Chapter 35



Pancake Breakfast Fly-In & Drive-In



Young Eagles



Free Flights for Kids Ages 7-17

San Geronimo

Airpark (8T8)

Saturday, April 12th

8:00 to 11:30

Contact: Norris Warner

830.510.4334 (metro)

njwarner@indian-creek.net

WWW.EAA35.ORG



Impressions of a Pilot

Flight is freedom in its purest form,
To dance with the clouds which follow a storm;
To roll and glide, to wheel and spin,
To feel the joy that swells within;
To leave the earth with its troubles and fly,
And to know the warmth of a clear spring sky;
Then back to earth at the end of the day,
Released from the tensions that melted away.
Should my end come while I am in flight,
Whether brightest day or darkest night;
Spare me pity and shrug off pain,
Secure in knowledge that I'd do it again;
For each of us is created to die,
And from within me I know,
I was born to fly.

--Gary Claud Stokor



Young Eagles 2003!

by Brad Doppelt, EAA 35 YE Coordinator

Our first Young Eagles event of the year will be held on Saturday, April 12th from 10:00 AM to 4:00 PM. Show up early, eat some pancakes at our annual Pancake Breakfast, and then volunteer your time to help in making sure the Young Eagles flight rally is a success.

Any child between the ages of seven and seventeen is welcome to participate. During this event, each Young Eagle will receive a T-shirt, certificate, and picture next to the plane the Young Eagle flew in.

We are expecting to fly over 100 Young Eagles and that means we need many volunteers. The number one priority is making sure the event is run safely without incident, and this can only be achieved through members volunteering their time. Remember, our goal this year is 600 Young Eagles!



June 2002...Steve Carlson, a.k.a. "webguy" with another minted Young Eagle. Remember this year 600!

more. The escort's job is to make sure each Young Eagle is escorted to the correct airplane and then after the flight makes sure the Young Eagle is escorted safely away from the flight



line. We try to have one escort per pilot to keep the process running efficiently and safely.

As always, we will be having a clean-up day on Friday, April 11th beginning at 1:00 PM to get everything set up for Saturday's event. Volunteers not attending the Pancake Breakfast should plan on being at the clubhouse by 9:30 AM on Saturday for a volunteer briefing.

The position where we need the most help is with pilot escorts. We currently have four escorts and need at least eight



Homebuilder's Corner



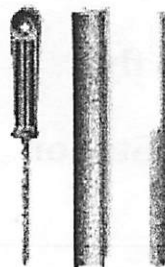
Cozy Corner

By Terry Winnett

The Cozy Gang looks to be shrinking in the near future. It seems the military-affiliated builders are heading off to far-away places. Burke Bristow is leaving us for Hawaii in May. Now, the author of this article is coming down on orders for Lakenheath, England in September. Because of space restrictions abroad, I'll be storing my project here in San Antonio during my tour. Delays, delays, delays. Well, other chapter members will be there with me; Frank and Sukhi Ross will be at Lakenheath, follow-

ing Sukhi's tour in Korea. Frank and I will probably ramble about England, looking for KR and Cozy builders.

Last month we discussed some power tools for use in constructing composite aircraft. This month we'll take a look at some abrasive tools that are darned near indispensable when working with glass.



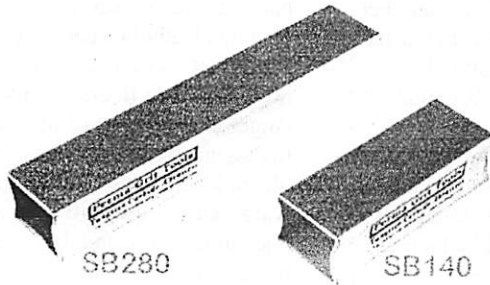
When I first started my Cozy project, I attended my first fly-in back in October

1999 at Copperstate in Arizona. While shopping around at the Wicks Aircraft booth, Jerome Hediger, general manager, introduced me to a set of abrasive tools called PermaGrit, which use tungsten carbide grit to form a permanent sanding surface.

The complete line of PermaGrit tools can be found on the web at www.PermaGrit.com. The tools were invented by Ian Richardson, a World Champion scale model aircraft builder, as espoused on the website. I met this British chap at Oshkosh 2000 and he's a very nice gentleman who is very knowledgeable and enthusiastic about his product line.

Homebuilder's Corner (Con't)

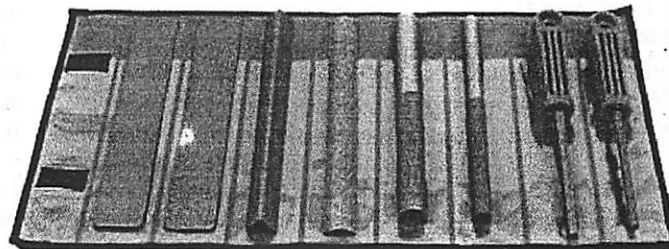
Practically any tool that can be benefit from the welded tungsten carbide grit is offered by this company. The catalog displays hand tools, saw blades, tile tools, dremel attachments, sanding blocks, hole saws, countersinks, jigsaws and power sander accessories. All their tools can be used to cut, sand and shape hardwoods, softwoods, plastics, fiberglass, carbon fiber, tiles, bricks, ceramics, glass, foam and can be cleaned by any solvent.



The PermaGrit product line is magic for composite construction. I use those tools almost every time I touch my project. The files are great for squaring slots, rounding out holes, and trimming any fiberglass. The dremel cutting discs cut through composites easily. The

sanding blocks, with a fine grit and a coarse grit side, are handy for sanding trailing edges and foam blocks. I've even used the blocks for squaring off the ends of my 6061 aluminum control tubes and the grit remained unscathed by this abuse.

The major homebuilding suppliers, such as Wicks and Aircraft Spruce, offer Permagrit tools. Even the website has online shopping out of the U.K., but the prices have to be converted from British Pounds to Dollars. I highly recommend these abrasive tools if you work on any type of composites or fiberglass for your project.

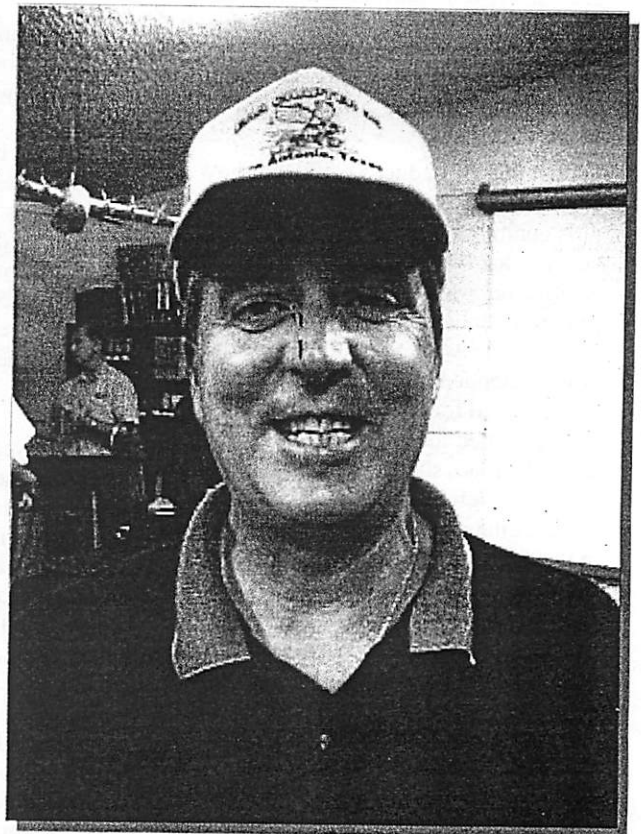


Photos From the Meeting



Above: The team of the day...Miss Claudia and Bill Lofton serving up something I can't pronounce. Regardless of the name, it was very, very, delicious. Several folks had thirds! Um, good!

Right: Our illustrious speaker, Bill Ercoline. Bill gave one of the best presentations ever seen within the four walls of the chapter house.



Thanks to all who provided such a great evening!

Newest Aviator

by Oscar Olszewski

Newest Aviator Conquers His "Fourth Strata"

For Oscar Olszewski, February 28th 2003 made history in his life as he left the flight line at Wright Flyers Aviation at KSAT with a Temporary Airman's Private Pilot certificate.

It's a very big deal for me, since the dream I was building small bi-wing model planes out of popsicle sticks during my morning break everyday for myself and my classmates. They would scour the playground for abandoned popsicle sticks and bring them over to me to glue together. The nuts didn't know my classmates were being selective about the "trash" they picked up until the story leaked out that I was creating the schools' first popsicle plane squadron. Soon, I had an audience of classmates from different classrooms. At that time, each grade had its own classroom. It was unusual to see any student walk into a classroom that wasn't their own, unless they had a sibling they needed to see. It started on a rainy day and consumed me since I was just creating my own entertainment.

Soon, I got to conduct a class and show the third graders how to build them. Even the girls got into the act. I saw one in particular carry her model plane in her hand while entering her Mother's car after school, and protesting to her Mother to keep it against her Mother's will. She rolled the window down, extended her hand outside with the model aimed forward into the wind as her Mother pulled forward. About half a block down the road, she let it go, and a couple of classmates left their place in the bus line to run after the model plane that took a detour to the ditch via muddle puddle grade. Proof that the mud puddle was deep was visible on their pant legs as they returned to the bus line and later got "standing room only".

My Father was very influential in how much aviation was to keep my interest. He controlled the budget and with two brothers and a sister, there wasn't much room for wings to start sprouting. I did get a Daisy BB gun for my birthday, which taxed all

the strength I could muster from my weekend arms to pump it, but that is another story. The first strata I was to master was good old fashioned terra cotta. I was grounded, but my dreams were building castles in the skies.

Just about every body acquires a nemesis whether they like it or not. Mine was my cousin, who was older and had a mean streak that would push my envelope. We tried mastering dark places. He threw me into a closet alone and abandoned me for hours. Then we tried the water. He dunked me until I coughed chlorine out of my lungs for a few hours. I don't know why he entertained himself with such abusive ideas, but I did learn how to run and swim away - fast! If I was going somewhere, I was swimming. When I was in Boy Scouts, I got to swim a mile and earn the mile swim badge. If my mean cousin would have been there, I would have earned five of them. Thus, I conquered my second strata - swimming.

After finishing high school, I joined the Air Force and got to travel. I visited Eglin AFB and saw what clear water beaches looked like. It was amazing! We had nothing like that back in Galveston. One clear day in Galveston, I did get to see my feet where it was a couple of feet deep at the beach but it didn't happen often. In Pensacola I watched a weighted bait shrimp drop off the boat 55 feet to the bottom by a sunken barge and get mauled by a school of whiting. The world just seemed odd down there.

It took 14 years to return to Pensacola when I latched onto a prized engineering assignment for GTE. Now everyone gets tired of hearing their responsibilities chattering away at them like the perpetual voices of healthy conscious. I had a family of five, and the voices never abated. I even heard them in my sleep. One day, I decided it was time to fulfill a promise to myself and get a life. I took up scuba diving because I knew no one in my family would follow me out to the water. At last, I could visit the world I only thought existed in the National Geographic Magazines. Those magazines had some pretty good

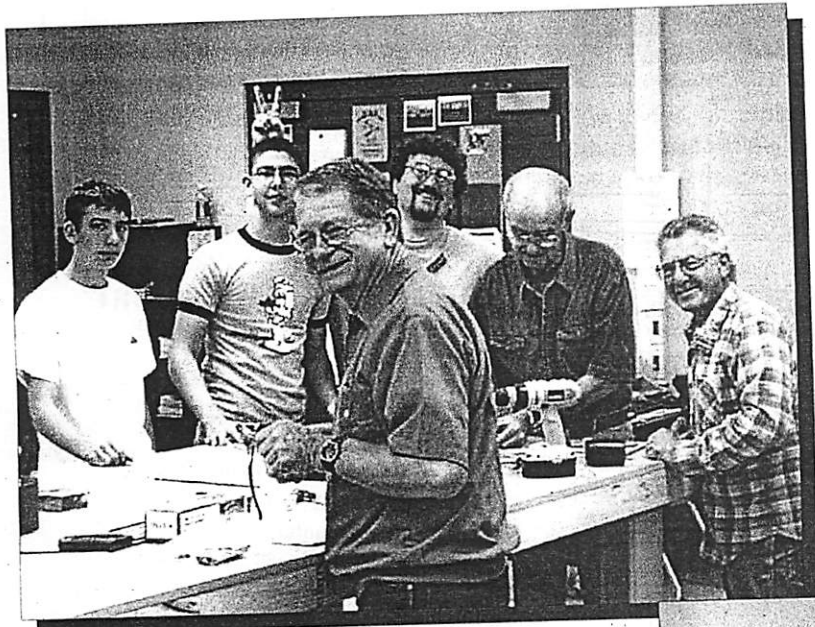
pictures. I finally learned why certain ones had their pages "censored" back when I attended Catholic school. People that love water just seem to love the idea of becoming buoyant or floating. Hovering like an Angel in the depths of the water while sea life swims by was like an E.T. visiting people on land. I know the creatures of the water don't see SCUBA divers but maybe once in their life and they are curious. I became a Divermaster and conquered my third strata - under the sea. I also became a cave diver and explored the aquifers of Florida where splendor spawns castles in the seas. Each fossil resembles a castle, and each moment spawns awe and humbles me.

Just about everybody goes through an experience where they feel their greatest opportunities are about to be taken away from them, and then feel deprived. For me, September 11th with the air attack was that moment when all the airspace in the country was closed. I always wanted to fly a plane, but seeing that terrorist crash into the building told me that my way of life was about to change. I began a personal transformation to pursue and claim my place in the sky before the dream of flying became unattainable. It took 51 weeks and gobbled one out of every four dollars of my take-home pay. I moved into a cheap apartment to meet the expense of flying lessons and even had my car stolen. Air-sickness was a dilemma that also required conquering. Receiving the pilot's certificate didn't spawn pride pomp and circumstance for me. Instead, I wept over the sacrifice that transformed me into a different kind of person that enjoys the American way of life. Conquering the fourth strata-flight, produced immense joy and satisfaction. I have touched more and inspired myself for the first time. It took 35 years. I will always respect the passions of others and feed it like a hunger that was my own. I know what that kind of feeling is like.

Dream Catcher Update

by Don "Cope" Copeland

"BIG" AI is started and progress abounds!



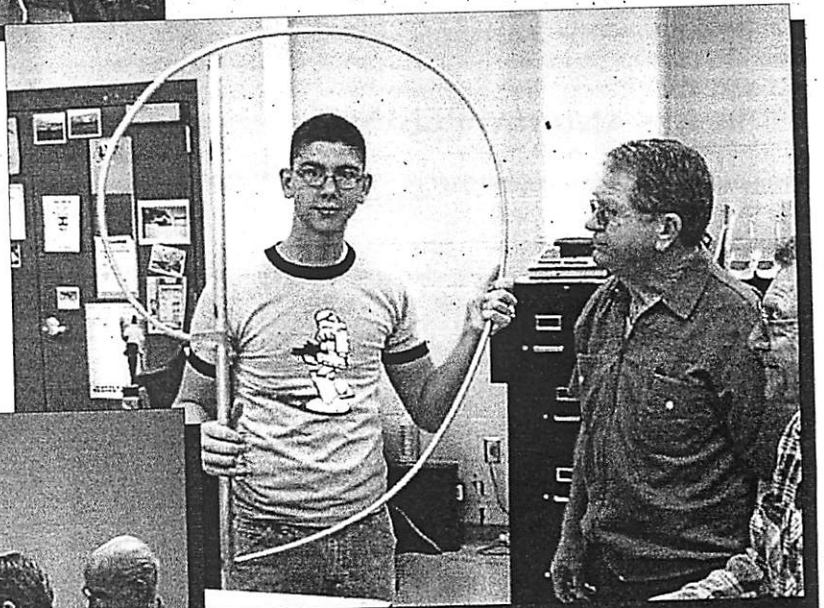
We continue to work on the rudder and horizontal stabilizer. The rudder just lacks installation of the ribs to be complete and we are doing the layout for the horizontal stabilizer. Lew will then come in and supervise the bending of the tube that forms the outer radius as it is quite lengthy. The installation of the inner tubes is fairly straightforward.

We have been assisted by the usual suspects that came with you last time, except we've gone to working after school. This has proved difficult to get students in as most ride the bus, but we are working on that issue. Remember, volunteers are always welcome. In fact, we want the public to come and see our lab. I can always be reached at Warren High School 257-4200 x2427, or on my cell phone at 884-6957.

Above: Team 35 helping out the students. In this photo the "FAB FOUR" can be seen with two students; Douglas Mancillas is on the left and Louis Abrams on the right.

Right: How's this mom? The rudder is actually coming together.

Below: Louie gets into it showing



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EAA Chapter 35 2003 Calendar

- 08 Feb: Board & Regular Meeting
- 08 Mar: Regular Meeting
- 11 Apr: Chapter Clean-up Day 1300-???
- 12 Apr: Pancake Breakfast & YE Flights
- 10 May: SWRFI work party at New Braunfels
- 16-18 May: SWRFI @ New Braunfels
- 14 Jun: Assisting 99's w/ Air Event @ Castroville Airport.
- 21 Jun: YE Flights
- 12 Jul: Chapter Picnic
- 09 Aug: Regular Meeting
- 13 Sep: Pancake Breakfast & YE Flights
- 11 Oct: Regular Meeting w/ **CHILI COOK-OFF!**
- 08 Nov: Regular Meeting w/ elections for 2004 Officers
- 13 Dec: Chapter Christmas Party

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.)

3 Apr 03 - PAISA/GAPA meeting. Gathering of safety minded pilots, instructors and students. Meets 1st Wednesday of every month, 7pm, at the Hallmark Institute on Wetmore adjacent to San Antonio International. Info: Steve Carlson 545-2376

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 Pat Wegener, 830/931-3837



EAA Regional Fly-Ins

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

2-8 April 03 - Sun N' Fun EAA 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.tx.com

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

Instructor Available. Chapter member Bob Cabe has recertified his CFI & CFII. Available to EAAers for BFR's. (210) 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: 2 Cencil bags in good condition \$20 and \$25. 4 Jeppesen plastic binders \$2. Call Terry Ross at (210) 566-2765

For Sale: The items listed below are being offered for sale. If you are interested in any of the following please contact: Bill Miner, Flying RV Ranch, 830-995-3490, miner@hctc.net. We are located in Comfort, Texas approximately 40 miles NW of San Antonio off Interstate 10. * Pair 12 Full Lotus Floats with spreader bars, \$1,000 firm. * Avid Flyer/Speed Wings project with trailer, airspeed, tack, water temp, volts, compass, master switch, hydraulic brakes, other misc. parts, NO FIREWALL Forward \$4500 FIRM. *Rotax 503-DCDI, muffler, E-Box w/Elect. Start, oil injection, air cleaner, 15 hours \$3,000 Firm *

For Sale: 1946 TAYLORCRAFT BC-12D • Total time 2700hrs 175 since engine overhaul. New fabric

on wings, new paint, brakes, tires & tubes, ELT, tail wheel spring and tail wheel overhaul, upholstery, bungees. Auto Fuel STC. Always hangered. Plane located at Comfort, TX. No electrical system...day VFR only. A great flying plane that is Sport Pilot Legal. \$15,000. Also one RagWing Parasol RW-6, 37 hp Hummel 1/2 VW engine with 35 hrs on it; \$5000. Contact John Weikel (830) 895-1285 or email jandd@maverickbbs.com.

For Sale: 2 encoders -brand new- never used- still in boxes. model 120-15 Transcal - 14 to 28 volts-solid state -\$100.00 each please cal Mel @ 210-651-5086.

For Sale: Ken Brock nose gear retract assembly for Long EZE or Cozy, 1/2 of Ken Brock Prices. See "Skip" Barchfeld 830/363-7649.

For Sale:

1. Rocky Mountain Instruments MicroMonitor includes sensors for: Fuel Pressure, Oil Pressure, Fuel Flow, Ammeter Transducer plus Warning Horn and Manuals. \$600. Specs available at <http://www.rkymtn.com/>

2. Matco Wheel and Brake Set. Model #W62 \$200 Specs available at <http://www.matcomfg.com/specs/w62.htm>

3. 12/14 Volt Cessna Flap Motor Assembly from C150 \$100

4. Spinner and back plate with a Lycoming O-235 bolt pattern for a 2 blade prop. \$50

Contact information:
Burke Bristow 210-637-5281 or bkbristow@earthlink.net

For Sale: Three (3) BIG Plugs of roofing tar.

Have melted together so it's heavy. FREE! Contact Al Almond 210/674-1597

For Sale: Due to current restoration projects under way, I have the following items for sale:

- 1- King KLX 135A Com/GPS (VFR). \$1200
- 1 - Apollo 612 LORAN. Make offer.
- 1 - PS Aerocomm II intercom. \$25.
- 1- Sigtronics 400 Intercom. \$50.

All were working when removed, although the Loran has not had a database update for years. I also have an old audio panel (Markair or something) that I will donate to a good cause and a Terra transponder that was NOT working when removed. All of the above are "make offer" condition... Contact Jim McIrvin at 210-275-7780.



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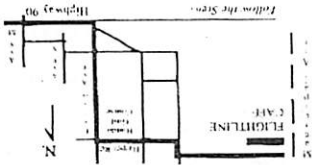
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When Do you Meet?
Second Saturday of the Month
This month: Pancake Breakfast
• Breakfast: 0800-1130
• Young Eagles: After Breakfast

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

