

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 35 NEWSLETTER

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MEETING: **5:00 P.M.** SATURDAY, MAY 13, 1989
SAN GERONIMO AIRPARK

PROGRAM: JIM KINCAID, FAA Plans & Procedures Specialist, will talk to us about ARSA operations and new changes in approach procedures at SA International.

PREZ SEZ:

Greetings and Salutations, fellow grassrooters, PLEASE note the change in time for the May meeting!! As voted previously we are taking advantage of the time change to allow time to fly in an out of San Geronimo before nightfall. (Those of you with aeronautical devices already hangared at San Geronimo may wish to practice your pattern work-the rest of us will be more than happy to critique your landings!)

Our Program promises to be interesting and very informative. I've had the opportunity to hear Mr. Kincaid speak to the 99's about the ARSA Ops and again this past week at an FAA meeting at Int. Tower on the coming changes in approach procedures. Don't miss this chance to get current!

THE ROSTER is being updated and is nearly complete...if you have a change; phone #, address, project, or job title etc, Please let me know by the meeting!

A REMINDER: Get, and keep with you when flying, the NASA IMMUNITY FORM ARC-227, available at any GATO office. If you unintentionally violate an FAR, fill out the form immediately & mail to NASA, keeping a copy for your records. Nothing entered on the form can be used against you, FAA cannot access this information or prosecute you on that violation. If you don't fill out the form, and do lose your license temporarily, you cannot claim NASA immunity for a full 5 years! More info is available on FAA Advisory Circular AC-0046C.

Interesting news on the Airplane Insurance Biz; DAVE BAKER reports that he saved over \$400.00 per year by switching to Aviation of America (Dallas). His Avemco fee of \$965.00 dropped to \$536.00 with better coverage. For more info, contact Dave at 690-1626. It PAYS to shop around!

FYI: 1 800 252-9693 Why do you need this number? To check on the status of any bill before the Texas House and or Senate. Another handy number: 1-800 888-1188 to order copy of the Texas Legislative Handbook.

Scott Crossfield, 1st to fly Mach 2, and recipient of "World's Outstanding Aviator" award in 1961 and the Collier Trophy in 1962, will be the guest speaker at the AIAA dinner meeting May 13 at the Golden Wok Restaurant on Wurzbach. Cost is \$12.00 for visitors and guests; Jimmy Turner, (925-4525) needs your reservation by 4:00 pm on Monday May 8.

TEXAS HB 82 has passed both the House and Senate and has gone to the Governor.

TEXAS HB 2812 HAS BEEN MODIFIED. I was told today by the Ways & Means Committee that the proposed Aviation Fuel Tax was dropped to 4 cents a gallon and the 25% aviation, 75% education ratio was reversed. However the Ways & Means Committee did not take a vote because the Governor has vowed to Veto any new tax bill. As of now it remains in limbo.

Lots of good things to share at the meeting - see you there!!

CALENDAR

April 23	Fair Weather Flyers (512 658-3818) flyout to Rockport, Lunch @ Ducks Inn
May 3-5	Casa Grande AZ 31st Antique Aircraft Fly-In (Don Richcreek 602 567-9632)
May 13	San Antonio 99's Airmark New Braunfels Airport (watch for women with paint brushes on Runways!)
May 14	Ch 747 Fly-out BBQ, Cold Springs Ranch So. of Leakey Tx. Pot Luck
May 20	Lubbock Tower Fly-In Breakfast, 7:30-11:00am, Slayton Muni
May 20-21	Corpus Christi NAS - Bob Hoover, James Driskoll

- May 21 Thunderbirds - Randolph
- May 27 Breckenridge, Howard Pardue
- June 9-11 Denton Fly-In
- June 10 EAA CH 35 FLY-IN PICNIC (We'll get back to you with more details!)
- June 22-25 Int Bird Dog Assn Fly-In, Shangri-La OK, Phil Phillips 505 884-4822
- June 24 POKER RUN, San Antonio 99's Carol Fox 494-5148
- July 8 New Braunfels Airshow, 659-1968
- July 12-16 Northwest EAA Fly-In, Arlington, WA, 4700 188th NE Arlington WA, 206 435-5857
- July 14-16 1st National Gathering of Liaison Planes, Santa Ynez Airport. Camping or motels available. Freia Hooper POB 1516, Santa Ynez CA 93460 or C Cacioppo 209 222-8472
- July 28-Aug 3 OSKOSH 37th Annual Fly-In & Convention: Contact John Burton, Wittman Field, Oshkosh WI, 54903 or phone 414 426-4800
- Aug 17-20 "Wings of Eagles" Annual Fly-In & Airshow. Linda Crook, PO Box 159, Genesco NY 144545 or call 716 243-0690.
- Aug 24-27 "Sentimental Journey" 3rd annual Piper Fly-In. Cotact: "Sentimental Journey Fly-In, Inc. PO Box J-3, Lockhaven, PA 17745
- Sept 15-17 SILVER ANNIVERSARY, SW REGIONAL FLY-IN '89, KERRVILLE TX sponsored by all the TX Chapters. Contact B. Martin, 4952 Woodstone #1524, SA TX 78230 512)690-9960
- Oct 6-7 Deer Pasture - 10th Annual Fly-In, Lampassas, TX

FOR SALE: COLE'S TAYLORCRAFT



DUANE COLE, THE 75-YEAR-OLD AEROBATIC performer from Fort Worth, Texas, has lost his medical, so he's selling his famed clipped-wing Taylorcraft. But not to just anyone.

Experimental Aircraft Association Chapter 34 of Dallas and Fort Worth is raising money to buy the airplane and donate it to the EAA Museum in Oshkosh, Wisconsin. The National Air and Space Museum in Washington, D.C., has expressed an interest in displaying the Taylorcraft, but Cole says, "It would make me happy to see it end up in the EAA Museum."

The airplane was built in 1938 and modified for aerobatics in 1950. In it, Cole won first place in the 1964 National Aerobatic Championship. EAA Chapter 34 would like to present the airplane to the museum at the 1989 EAA convention in Oshkosh.

For information on how to help EAA Chapter 34 purchase the airplane, contact Maurice Dubois, Treasurer, 2305 Oak Lane, Suite 108, Grand Prairie, Texas 75051; 214/263-8877 or 817/292-8414. □

FAA DIPS INTO TRUST FUND

THE FAA HAS APPORTIONED MORE than \$800 million to be distributed to airports for planning and development projects during the current fiscal year. Of that amount, \$166.3 million is available for general aviation airports. The money, which comes from the user-financed Airport and Airway Trust Fund, is available to state and local governments and other airport sponsors.

Twenty-four-hour control tower service has been reinstated at Wilkes-Barre International Airport, in Scranton, Pennsylvania.

Privately owned David Wayne Hooks Airport in northwest Houston, Texas, has been sold to Northwest Airport Development, a company owned by G.S. and Jack Gill, for an undisclosed sum. The Gills say they plan to build new hangars, repave the airport's 7,000-foot runway, and improve both the 2,500-foot alternate runway and the water runway and docking facilities. The 600-acre field, located 25 miles from downtown Houston, has an FAA-staffed control tower and logs some 125,000 operations annually. □

I've been waiting seven years to thank Paul Poberezny ("Poberezny and Son," April). When I was 15 I read about the Oshkosh fly-in and asked my father to let me go. I pleaded for days and finally he agreed to call the EAA. Poberezny answered the phone and told my father to send me out, and he would take care of the rest. I arrived with a backpack, tent and sleeping bag, walked up to the EAA tent and asked for "Paul Pobasomething." He arrived five minutes later, put a bunch of stickers on my chest, and offered me a place to stay. Two hours later he was flashing by in a P-51. I was awestruck. To say I was lucky having Poberezny answer the phone that day is an understatement; it's hard to believe he made my father such an offer. He didn't take half a second to think about it. I'll never forget his kindness and hospitality.

ROBERT OWEN
Vero Beach, Florida



TAILS OF THE GOLD MONKEY (By the editor, Paul McKinley)

To all who missed the speech by Frank Kingston Smith: my sincere condolences. He is many times more entertaining in person than he is in print, if for no other reason than that he kept us in stitches for 3 hours straight (pardon the pun). My cherished copy of the February 1982 AOPA Pilot, with his Off and Winging "Cat III Operation" article, now sports his autograph at the top of that page. As many know, he is now the rambling emissary for Piper Aircraft, for whom there could be no better. He is truly the Ambassador of Aviation, whose writings I have attempted to emulate to a greater or lesser degree.

And now, for my "Port Isabel Operation", or... To Dive, or Not to Dive.

Tuesday, April 4th I received a call from Bill Dickson, my dive instructor, asking if I could fly him to Port Isabel that weekend for a (drilling) rig dive in the Gulf. I had previously planned to take a friend from Sunday School up for a beginner's flight that Saturday, but was able to reschedule for Sunday.

One small hitch: neither '250 nor I were IFR current, and I dislike overnight cross-countries without being IFR capable (spoiled, aren't I?). I also had an activity planned at the church Friday evening (First Friday Connections) for which I had to provide food, and couldn't leave afterward until about 8:30 PM. So, rev up the old think tank and start the plan.

Which was: Up and Off (or is that Off and Up) at 8 AM Friday morning, and over to AHR Aviation to get the transponder, static and altimeter checks done (IFR Currency for '250, \$220 worth!). Either during or after that I was to go get the 50 submarine sandwiches for FFC. Then, I had an appointment with Alpha Tango in Boerne for a checkride at 2 PM. Figuring that the checkride should take about an hour, and the return flight about 15 minutes, I should have had at least 2 hours at the church to prepare, participate, and then off to Port Isabel for my first Gulf dive, right? Right!

8 AM at AHR: no sweat. They offered their courtesy car so that I could go ahead and take care of the sandwiches. I also went by Western and picked up some shiny new IFR and VFR charts. Sandwiches safely in the fridge at church, I arrived back at Ahr about 12 noon, where they

had just finished the job.

So, Off to Boerne State, with 2 hours to spare. Alice fussed at me for flying a left pattern when the published approach (and the segmented circle) clearly indicate right pattern. Oh well, I'll know better next time. We made arrangements for another instructor to fly with me since I was early. Here I go: strut my stuff for an unfamiliar CFII.

We hopped into '250 ready to go... Hot start, so no prime (fuel injected engines are real picky about hot starts), turn the key, and..... and..... Well, the compass swings, but that's all! #*(&%@*%#! (sure is a long walk back to SA!)

Let's see, compass swing means Lots Of Current, so electrical is OK. Checked the pinion: the starter armature appears to be frozen. Borrowed some tools and fiddled with it for about an hour, managing to get it freed again (I thought). Still, compass swing but no worky. By this time it is 3 PM: no chance of IFR currency, and sweat beginning to appear.

So, I managed to get a helper at Blue Sky Aviation to come tow it down to their hangar, where I helped them remove the starter. So THAT's why it wouldn't turn: the armature thrust washer had broken and wedged between the armature and field. We managed to find a washer of approximately appropriate dimensions, and after some modifications installed it into the starter. Everything tests out OK, so back together again. Paid my bill at 5:00, and off again to 1-1/2 Oaks.

I hit the house running, called the church to warn about my lateness, showered, and managed to get there at 6:00 anyway. We had a very nice First Friday Connections, with Richard Harder of Alamo Heights United Methodist speaking on Creativity. Then out in a rush, call Bill, who meets at the house about 9:30. Filed the flight plan, load, and hop over to Chapparral to fuel and, finally, off at 10:30 on the 2 hour flight to Port Isabel.

Where we arrived at 12:30, naturally. 30-35 MPH winds (I learned later), pitch dark. The humidity is causing the windshield to fog up. We taxied up to where we thought the tiedown would be, where the landing light uncovers numerous hulks: wings removed, engines laying on the ground, the only one whole is a DC-3.

Shortly after we stopped, two cherry-tops race up on the other side of a partially complete chain link fence, uniformed officers wearing hog-legs (revolvers) jump out. Bill walks over to talk to them, and is told "Get your hands out of your pockets -- SLOWLY!" Naturally he obliges.

After securing 250, I also walk over to explain who we are, and ask where is a phone to close my flight plan (not wanting to brave again the howling tempest in order to get altitude and radio contact). One of the uniforms wants to know if I contacted the tower before landing. I look up at the tower, whose windows are boarded up, and point out that there isn't anyone in the tower to talk to, that this is an uncontrolled airport, and nobody but us fools are around at this unearthly hour.

I figured when they drove up that they were DEA, looking for smugglers. Turns out that the Cameron County/Port Isabel airport is an old airbase, replete with barracks which the INS has taken over to house illegal aliens (human, not martian) that they are fixing to give the boot. Apparently they thought we were there to spring some of their charges.

Anyway, there was a phone, which we proceeded to use, among other things to (try to) find the whereabouts of Bill's sister Kay, who was to meet us at the airport, and who was notable by her absence. Also found where

the "real" airplanes were, and moved 250 amongst it's living brethren lest it also become a hulk.

We discovered that another couple in the group had checked in at the hotel, but they had no record of Kay. (Twilight Zone music plays in the background).

Finally, Lo and Behold, a car drives up, a couple hop out and go into the hangar. Interesting. Amy, Bill's girlfriend, decides she is going in also, to answer the call of nature. Bill and I got to talking with the couple, explained our situation, and secured a ride into Port Isabel.

Where we met Kay, who was waiting in the hotel lobby for our call, having checked in hours earlier. The desk clerk was apparently "out to lunch". Kay was fit to be tied, having already rejected 3 rooms, the first for fear of drowning, wanting desperately to go to a different hotel, but couldn't until she heard from us. By this time it is 2:30 AM.

We finally settled down for our 3 (count em) hours of sleep. Up at 5 AM to get to the dive shop (Breakfast at Stop & Go) by 6AM.

Where we learned that the dive was cancelled, due to 7 to 10 foot seas (remember the 30 MPH winds?) !!!

Won't be at the meeting: Mission trip to Nuevo Laredo. Schedule stress. See Ya at the Picnic next month!

Notes:

Calendar Events Barb Forgot:

May 11 AIAA - Scott "Mach 2" Crossfield; Research Airplanes

May 28 12th annual Breckenridge Airshow

July 6 New Braunfels Fly-In

Help Wanted: Need part-time help producing brackets, etc. for the "Pulsar" kits. Light duty work & flexible hours. Call John Hudson 650-3398.

ROOM Wanted: At Oshkosh 89. Dave Baker would like to know if anyone has a room or whatever accommodations that they need to give up, as he wants to go but doesn't have reservations.

This is the last newsletter for those who haven't paid their dues.

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 CHAPTER 35 NEWSLETTER
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