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RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX



June 2014

Volume 56 Issue 6

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Next Event

14 June 2014

Chapter Picnic

1130

Chapter 35 Clubhouse

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"I Could Do This"

Chuck Fisher

A few weeks back I, and a few of you, flew down to the Hondo Airshow sponsored by the Tex Hill Wing of the Commemorative Air Force. For the first time in a while EAA Chapter 35 did not have an active role in this year's event, so, there were fewer of us EAA'ers there than normal; but that also meant that I got to just sit back and enjoy the event as a spectator. And, while I was soaking up rays and cleaning grime off my plane I had a chance to reflect on a bit of the present and future of our hobby.



That morning, after doing an overhead pattern to land between a flight of Fairchild's and a flight of T-6's (which is pretty cool when you come to think of it), I taxied to park figuring on pulling waaaay down south. However, a lineman stepped

out and frantically marshalled my old U-18 painted Navion and I to a show-line spot among the warbirds. I hadn't expected that but gladly obliged. OK, truth be known he parked me next to the crop-dusters so I guess they just needed the spot filled.... Anyway, I did have the presence of mind to bring basic cleaning stuff, so I spiffed her up a bit and had the chance to talk to a bunch of spectators who came by to see her. I was amazed by how many, well, older folks came up to tell me how much they had always wanted one, or how much they enjoyed them back in the day. The old girl drew a crowd and there were folks taking pictures of babies and kids and grandparents in front of the "US Air Force" emblazoned sides. One teen came by and asked me to take her picture with it. "My dad was a pilot. He would really like this plane" she said. I asked her if she was going to be a pilot, and she told me she had never been

(Continued on page 6)



Next Event 14 June 11:30
EAA Chapter 35 Annual Picnic
 Calling all members!
 Come welcome all our new members
 and re-acquaint with those you've missed

PRESIDENTS COCKPIT



[For Swedish Click Here](#)

To the members of EAA Chapter 35 in San Antonio,

The yearly Chapter 35 Spring Cleaning, a Yard and Chapter Building Work Party, was well attended. The hangar interior was

organized, the clubhouse was cleaned and refreshed both inside and outside and the yard was attended. Many thanks to all who volunteered for these activities. After the completion all participants were offered a nice lunch by Gail Scheidt with organizational help from Freda Jones and other volunteers from the Chapter. Gail, who is the chair of the Facilities, such as the Clubhouse, led the Clubhouse activities and Dave Baker, chair of the Hangar and its tool content, organized the hangar activities, and both were very satisfied with the results of the activities.

Philip Vaneau, chair of the Young Eagles Activities, gave a short presentation for the EAA 35 Board of Directors and other involved and interested of his plans for the Young Eagles' Rally on Saturday May 31 between 9 and 13. Kids between 8 and 17 years old are welcome.

The EAA Chapter 35 has recently kindly been offered to receive a donation of a Moni Motor Glider in memory of a long time Chapter Member and supporter of our Young Eagles program. This donation is to support the chapter's Young Eagle program, but for now the donor wishes not acknowledgement by name. The EAA Chapter 35 greatly appreciates this offer and intend to make arrangements to sell the airplane 'as is' for the donor, so that the donor then will give the money to the Chapter.

During my two weeks visit to Sweden during the recent month, where it was much colder than it was here, I had an interesting experience. I had bought the iPad app Flightradar24 upon recommendation from the EAA 35 member for many years, Norris Warner, who most of you know. He sent out an e-mail about it some time ago.

With that app you can look at all flights above you or wherever you want across the globe. I could, for instance, follow all flights going over Moscow and over Ukraine. However, I suppose their military flights are not revealed in this app, which is based on transponder information and scheduled/actual departures and arrivals of airplanes from involved airports. I showed the app for my brother, who used to be a private pilot in Sweden. We looked at flights over their house going out and in to

NEW MEMBERS

Ron O'Dea

Chapter 35 continues to grow! Please welcome

David and Diana Dallas

David and Diana live in Hondo, TX. David is retired Navy where he was in Aircraft Maintenance and a Gun Boat Captain.

Additionally he is also retired from the Nuclear Power Industry. His hobbies are Experimental Aircraft, Ultralight Aircraft, R/C model airplanes and Hunting and Camping. David has built the following aircraft: American Eagle XL, Kolb Ultrastar, Challenger I, and Piper Tri-Pacer! His future project will be Zenair CH-750.

Gothenburg, the second biggest city in Sweden. I noticed that a Norwegian Airlines aircraft from Copenhagen in Denmark bound for Oslo in Norway, suddenly diverted from its path and went down to Gothenburg for landing. At the same time I found three airliners bound for Gothenburg airport diverted and stacked in a holding pattern well north of the airport, another three in a holding well south of the airport and two in a holding over the North Sea west of the airport. Simultaneously, two other minor airliners bound for Gothenburg airport diverted to another close by city airport for landing. We switched on the local radio and were immediately informed that Gothenburg airport had just closed due to a bomb threat on an airplane and the just landed airliner was diverted to a safe place on the airport. Later I got information through radio and TV, that a Russian speaking passenger had told the crew, that he had placed a bomb in the cargo area on the airplane. The plane was evacuated and the police arrested the passenger. However, a thorough search of the airplane by the bomb squad and dogs, fortunately, did not reveal any bomb. Thank you, Norris, for giving me this unique experience in real time of an actual, possibly serious flight incident. It was worth the \$3.99 I paid for the app.

Being back to the more peaceful and sunny Texas than the dramatic and cold Scandinavian countries close to Russia and Ukraine, I welcome you to the next EAA 35 meeting. It is the Annual Chapter 35 Picnic on June 14 starting at 11.30 at the Clubhouse. Chef, Prep Cooks, Service personnel are needed. I hope to see y'all there, and if not working with the preparation of the food, at least eating with a good appetite.

Very welcome, *Ulf Balldin*

CHAPTER BULLETIN BOARD

YOUNG EAGLES

Chapter 35 Young Eagles Rally

- **Saturday, 31 May, 0900-1300 at San Geronimo.**
 - Needed:
 - **Pilots** - Refer to my March Newsletter article for requirements
 - **Ground Support** - Administration, Marshalls, Ground School (walk around demo, Flight instrument and general flying instruction)
 - **Kids 8-17 yrs old** with an interest in aviation
- Please volunteer or provide me information on interested kids ASAP at pvanneau@gmail.com. Thanks for your support!

NEEDED: Builders Academy Dream Classic is done but needs a prop. Looking for a prop for Rotax 227 with 6 bolt pattern Contact Lew Mason at lewman@sbcglobal.net

Fly in at the Flying L

EAA Chapter 1088 Fredericksburg will hold their annual Fly In at the Flying L (TE-90) on Saturday June 21st .

Hamburgers and sides. \$10 at the "door"

PLEASE RSVP NLT 14 June to Steve Jones (210) 570-9435 or

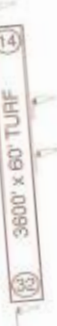
ea35vp@gmail.com

The POC is Steve Allen (830) 997-5751 or sallen98@austin.rr.com.

TE90
3600' x 60', TURF
ELEVATION 1375'
CTAF/UNICOM 123.05
Bandera, Texas

LAT. 29° 45.50 N
LON. 99° 09.11 W

From KERRVILLE
Airport (ERV)
13.5 NM @ 188°
From CENTER POINT
VOR (CSI)
10.4 NM @ 154°



Chapter Picnic

- Hamburgers and Hot dogs provided
- Share your best side dishes!
- Cooks/Volunteers welcome (always!)
- Serving times: noon until 1:30

Have a safe and Happy Summer.

Air Academy Silent Auction

Silent Auction and Sale of Aviation Merchandise at the Chapter Picnic

- Bring your good unneeded aviation or building items to the Chapter Picnic.
- All items will be considered "donated" and 100% proceeds go to the Air Academy Fund
- Yes...You do have to take unsold items back with you or take them to the dumpster!

POC Dave Baker

COLOR COPIES OF NEWSLETTER

Printed Color Copies mailed to you

\$60 annual surcharge (\$30 for remainder of 2014)

To cover the cost of printing.

Please contact ea35news@gmail.com to order. Checks to EAA Chapter 35 to Dee Brame (see officer list in the back)

YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: ea35news@gmail.com

MAY 2014 CHAPTER CLEAN UP DAY



MAY 2014 CHAPTER CLEAN UP DAY



YOU CAN DO THIS (CONTINUED)

(Continued from page 1)

in a plane. Wow, that's a rarity these days I think. I told her about Young Eagles and the link to our webpage. I hope to see her again someday at a rally.

Later that day was the airshow. Though the crowd was not enormous (maybe 2-3000) and there were few fly-ins, I thought the Wing really put on an outstanding event. There was lots of variety, and the weather, though windy, was almost perfect. There were parachutists, antiques, gliders, incredible aerobatic routines, and amazing formation flying by a fleet of RV's. The only military act was Tora Tora Tora, and of course that is actually also a bunch of mere mortals like us as well.

Across the nation last year military demonstrations were cancelled due to sequestration, and many airshows were cancelled altogether. This year there are still lots of airshows that can't land a military act due to funding or scheduling. But the void was filled with a whole new crop of aerobatic stars and aerial ballet by *civilian* formation groups all around the nation. These guys dress just like you and me and are flying planes that each of us could fly too. As I watched the RV-8's in tight formation with ribbons of smoke lacing the sky "*I could do this*" echoed in my head several times over. I have to suspect that some in the audience were hearing the same voice.

Although the big jet shows are certainly huge draws, we in GA have a wonderful opportunity to leverage outstanding civilian performances to recruit and build a whole new generation of pilots, just like the military has for years. I saw, that day, dozens of folks who caressed the old aluminum of a poor man's warbird, thinking or saying, "I could do this". The P-51's and P-40's are out of reach of all but the fabulously wealthy, but there are still planes that can be historic, cool and affordable.

Then, for several hours we watched airplanes that every GA pilot can own fly and perform before the crowds. Aerobatic and formation flight was once the exclusive realm of military pilots in planes none of us will ever pilot. In an unexpected quirk of history airshows are again the realm of civilians and precision formation teams have entered the realm of general aviation. There is professional training available and clubs

and teams all across the nation. This is also "something even I could do". As a GA community this is our chance to recruit, and we need capitalize on it.

So that Saturday, sensing this opportunity, I was disappointed that there were no RV's to show off and that the fact that these guys are "average Joe's" was lost on many in the crowd.

I was disappointed that there was no opportunity for the crowd to view the GA planes that flew in and talk to the pilots about them. I think as a community we missed an opportunity this year, and I hope we don't do so in the future.

Some think that General Aviation is dying a slow death. Without a doubt a generation of pilots is aging out of the cockpit, planes

are aging, fuel and maintenance costs are way up, and few folks feel very rich these days. However, this does not need to be the case. The real problem is that all too often General Aviation is equated with business jets and glitzy million dollar toys. You don't pick up "Flying" magazine and read about a 1961 Cherokee. I suspect most potential pilots don't realize that the new truck they just bought probably cost more than many planes and that they could actually own and fly planes and even perform in shows just like in the Airshows.

So, it is time for us pilots to leverage our GA airshow presence to build our general aviation community. There are a gazillion fly-ins and airshows in our area (well not this month). And, as members of the community, we know the folks who set them up. So, next time you see an airshow with reach, call them; put your plane on the line for display, or at least fly it in and invite folks to look at it. Make a sign about your plane to tell passersby what it is and how easy it is to own one. Try to excite your type clubs into gathering publically and demonstrating your planes. A four ship overhead will stimulate "extremely cool" neurons even in non-pilots.

And leverage fly-ins to bring not just current pilots, but future pilots into the fold. Next fly-in you go to, bring a non-pilot with you, or invite them to come see your plane. I think each of us has a golden opportunity and maybe even an obligation to seek out and find those youth and those adults who are hearing the voices and confirm to them - "Yes, *YOU can do it too*".



CHAPTER RECEIVES MONI MOTORGLIDER DONATION

This Month EAA Chapter 35 was pleased and honored to accept the gift of proceeds to be generated by the sale of a complete, very high quality Moni Motorglider as a donation dedicated to supporting our Young Eagles program.

This aircraft was constructed by a renowned builder for the owner. The attention to detail is seen in Stainless Steel skin to rib rivets and over-sized spoilers which are a BIG PLUS. It was signed off by the FAA for flight 04/25/1999. Unfortunately, the owner became ill and never flew the airplane.



The aircraft has been stored in a hangar since construction. The owner's widow has graciously offered to donate all funds from the sale of this aircraft to EAA Chapter 35 for the Young Eagles program.

This aircraft has a custom made trailer, three (3)KFM engines (one with belt reduction unit and two direct drive), two props, all the builder's logs, engine manuals, etc. The Aircraft can be seen and inspected at the EAA Chapter 35 hangar at San Geronimo Airpark (8T8) at any time convenient to all parties by calling Dave Baker, 210-410-9235. Please give as much advanced notice as possible

Important Notes and Conditions: This aircraft/project will be sold "as is / where is" to the highest bidder, and there are NO IMPLIED WARRANTIES NOR IS AIRWORTHINESS STATED OR IMPLIED. The buyer will purchase this aircraft and all "parts" AS IS, WHERE IS and is responsible for picking it up. The Buyer will agree to hold The Owner selling aircraft and EAA Chapter 35, Inc. HARMLESS AND NOT LIABLE FOR ANY INCIDENTS once the aircraft leaves its position in the EAA Hangar at San Geronimo Airpark, 8T8, San Antonio, Texas.

Bids will be accepted starting 12:01 am Monday, May 26, 2014 and continuing until 6:00 pm Sunday, June 8, 2014 via e-mail to: iflyc23@yahoo.com. Put "Moni Motor Glider Bid" in Subject line. Highest bidder will be notified by phone the evening of Sunday, June 8th. Payment must be in certified check and "Pay To" details will be provided at that time.

For questions, call Dave Baker, 210-410-9235



News Clips

Airshow Performer Eddie Andreini Killed

Kay Morgan

May 5, 2014 California airshow performer Eddie Andreini, 77, was killed when his modified "Super" Stearman hit the ground inverted while attempting an inverted cut-the-ribbon maneuver at a show at Travis Air Force Base.

There are a number of other news articles and obits available and info on his Eddie Andreini Airshows website, but I'm not sure he was well known in this area.

Eddie started flying at age 16 and had been doing airshows for about 30 years. In addition to the Super Stearman, he flew a red Yak 9U and had recently added a P51D to his airshow acts. I personally knew Eddie and his crew chief and watched him perform in the Yak and Stearman at many of the airshows in Northern California where I lived until 2010.

On two occasions I experienced his ribbon cutting performance as close as a spectator could ever get -- I was one of the ribbon pole holders at the runway. Eddie was one of the "good guys", always said hello with a hug and took time to chat a while.

He will be missed.



Doc Hecker Moves Office

I have moved my San Antonio office location to collocate with Dr. James Armstrong with my intent to schedule all classes of examinations per appointment on Wednesdays and other times per mutual agreement at:

5108 Broadway - Suite 203,
San Antonio, TX 78209.
Office (cell) phone: 210-391-1072.
Office (fax) phone: 830-980-8866.
email: faaexamdoc@yahoo.com

I am still examining interested pilots per appointment at my Bulverde Airpark (1T8) location at the 1T8 and can be reached at: 210-391-1072 or faaexamdoc@yahoo.com. I am now accepting referrals for pilots who may be associated with the HIMS or IMS programs.

Richard B. Hecker, DO, FAOCAFAA
Senior Aviation Medical Examiner
FAA Certified HIMS Consultant
AMEweb: assenddragonaviation.com
faaexamdoc@yahoo.com



Farewell Bubba Hunt and Don McCarley

The month of May was marked with two celebrations of life and memories at San Geronimo. Both Don McCarley and EAA Chapter 35 member Mason "Bubba" Hunt asked that they be forever interred at San Geronimo.

Members of EAA Chapter proudly honored both of these distinguished pilots and friends with a well-planned and eloquently executed missing man formation fly-over. The members of the honor flight hope it was up to standards! Farewell.



Chapter 35 Honor flight for "Bubba" Hunt

HANGAR TALK

Dave Baker

Thanks so very much to all of you who helped clean up the hangar, hopefully there are some pictures of this work gang cause I don't remember who all was there and don't want to offend anyone by leaving your name out. It has never been this clean (let's keep it that way!). The "Merlin Gang" moved their beautiful ship to John Latour's hangar so we have a large area that is available to rent so if you need some additional space or know someone who does, please have them call me 210-410-9235.

WEB TALK

Dave Baker

We have made some changes to your website to hopefully make it easier to navigate and find important documents and links to other areas of interest. Please visit it and if you have suggestions for improvement, please let me know. I want to thank Darren Medlin for stepping up and being my back-up as web editor. Darren picked it up very fast which is a big relief to me knowing he can step in anytime and support your website.



Chapter 35 Selects Air Academy Scholar for 2014



EAA Chapter 35 will again send a highly qualified candidate to Oshkosh for the Air Academy. This is YOUR membership and participation at work! Thanks to everyone who helped make this so!

Hi, everyone, my name is Amanda Pavlich and I am the candidate nominated to represent Chapter 35 at the Advanced Air Academy this summer. I just recently graduated from Clark High School in December and I turned 18 in March. I have two sisters and two brothers, one of whom, my older brother, Ryan, was the candidate nominated to attend the Air Academy a few years ago. From what

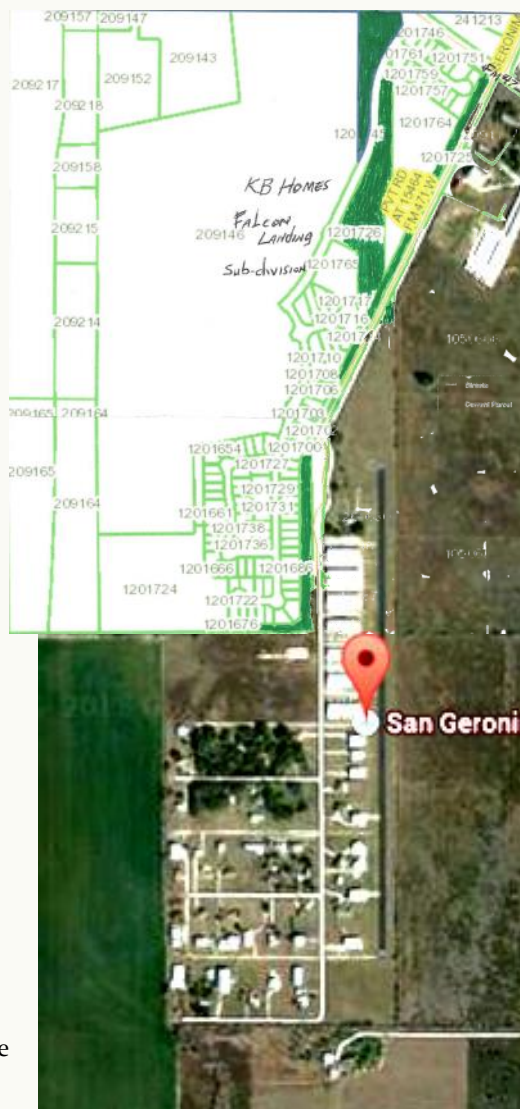
I've heard, he enjoyed his experience there immensely and I look forward to doing the same. I'll be sure to take plenty of pictures for you all! I'll be honest, I don't know too much about aviation but that is one of the reasons I'm so excited for the Air Academy this summer because I'm eager to learn everything I can! This is a once in a lifetime opportunity and I can't wait to share my experience with you!

You can participate with Donations of \$\$ or goods at the Silent Auction during the Picnic in June. Donations are always welcome!

FALCON LANDING CONSTRUCTION BEGINS

Dave Baker

There have been lots of questions "What's going on with the property to the north and west of San Geronimo"? You have probably seen a few pick-ups and a larger digging crane over there. Well, they are starting the site work for the new subdivision, "Falcon Landing" by KB Homes! Not sure as to the price ranges as of now but I have attached a plat showing the 1st stage of the new subdivision as well as San Geronimo Airpark (legal size paper). The entrance to 8T8 is in the upper right hand corner and the entrance to Falcon Landing is just to the left at the intersection of Geronimo Drive (where Stumps is). Now, before you get excited let me point out some things that KB has planned in our favor! You will notice a "green section" right in line with the approach to our runway. This is designated as a Park/Drainage easement on their plat, which shows us they are aware of our presence and are taking steps to leave that area void of any housing construction. Furthermore, you will notice a green area all along our road and at



the bottom where it borders Take Flight II property. That is a "greenbelt" which will also be void of any construction. Not sure yet, but if they follow tradition on the recent constructed subdivisions, they will build a "wall" along their property that borders other properties (sure hope that is so)! Now, it will probably be several more months before any houses are started but we do want some flying activity here when they do, BUT, we also want to be courteous neighbors and extend our downwind leg for runway 17 far enough north of FM 471 as not to fly base over the houses that will be built just to the left of our entrance. By following the "path" that they have created for our runway we should not have any complaints from our new neighbors! KB Homes will be required to inform every prospective home buyer that there is an airport next to the subdivision so that should also help eliminate complaints. Please pass this info to others that may fly in and out of 8T8 and ask them to help us be good neighbors in our approaches and departures to/from 8T8

THE BUILDER'S CORNER

TO SOAP OR NOT TO SOAP

Mark Julicher

Many aircraft owners ask if it is a good idea to have a Spectrographic Oil Analysis Program (SOAP) for their airplane. The correct, precision, aeronautical answer is,

“It Depends.”

There you have it – that’s all you need to know – OK not really.

First, the basics. A typical spectroscope burns a sample of material at a temperature of about 13,000 degrees C. In other words we are talking about putting the oil into a plasma arc. Then by measuring the photon emissions from the plasma, the materials giving off photons can be identified. You may recall from high school physics that each different atom in the periodic chart gives off its own characteristic colors. Quantum physics! I knew there was some use for that darn class.

Now there are different types of spectrographic analysis and there are different types of equipment in use to do the analyses. Some equipment is far more accurate and far more expensive than what we need for an aircraft engine. Every lab that does SOAP may have different equipment calibrated by different metrology labs.

What did all that mean? It means that if you decide to start doing SOAP, pick a laboratory and *stay* with that laboratory. Otherwise, you can get varying results – even from the same oil sample.

What does SOAP find? Good question! A SOAP analysis will report back three categories of materials in your oil, Wear Metals, Additives, and Contaminants. Most important, I say again, most important, is that SOAP will provide trend information on the materials in your engine. In other words, it is nearly useless to know that there are 47 parts per million of iron in your oil unless you also know how much iron was in it at the previous oil change and the oil change before that, etc.

WEAR METALS: Aluminum, Copper, Chromium, Iron, Lead, Nickel, Tin, Zinc, and others.

ADDITIVES: Antimony, Boron, Copper,

Magnesium, Manganese, Phosphorous, Potassium, Silicon, Zinc and others.

CONTAMINATES: Boron, Calcium, Magnesium, Potassium, Silicon, and others.

You probably noticed that some elements appear in more than one list. That seems confusing, but this is not a real problem because a typical SOAP report will not only include

the raw numbers, but it should have some interpretation as well. Words like, “The Silicon content suggests a dusty environment – consider a better air filter.”, or, “Copper content suggests abnormal bearing wear.”

SOAP can provide an early indication of parts failure. That could be obviously beneficial. On the other hand, an occasional SOAP done on the hangar queen will most likely show that rust is being knocked off the cylinder walls in copious quantities, and that is not very beneficial information. Another limitation is

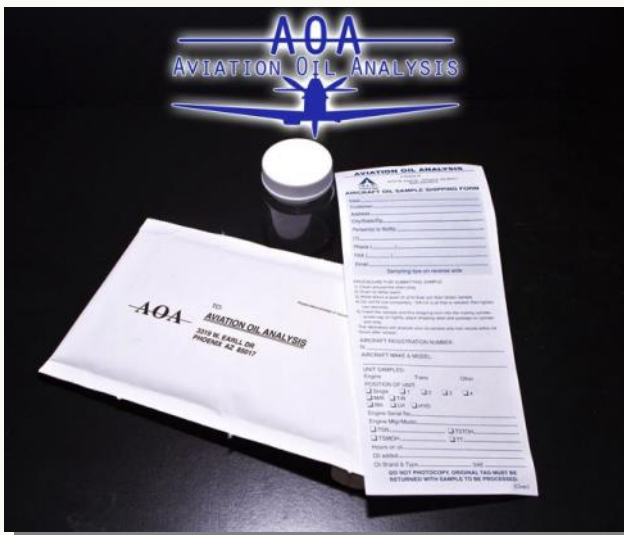
that a spectrometer can’t see chunks. If you have spalling, galling and chunkification going on in your engine, SOAP will not tell you about that because the plasma arc won’t atomize the chunks. Only finely pulverized materials will be seen by the spectrometer.

So how do I do this? Shall I just go buy some oil sample kits from my favorite aircraft supply house and fill them with oil? No, not quite. Indeed there is a technique for taking an oil sample. The approved technique requires the use of clean equipment. Don’t use your grungy old funnel! Start with the engine at normal operating temperature. Take your oil sample within 30 minutes of shutdown. Open the oil drain and let about a quart of oil drain out. Now catch some oil from the stream and put it in your SOAP kit collection jar. Don’t use the last dregs of oil and don’t use the first oil that comes out. Don’t use oil poured out of the oil filter either!

So to review:

-SOAP provides useful trend information

-Samples should be taken at regular intervals, no intermittent or random sampling.



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BUILDERS CORNER (CONTINUED)

(Continued from page 10)

-Samples must be taken using clean catch procedures – if in doubt ask your urologist.

- Always use the same lab to get consistent, useful information.

I hope that you now have enough information to make an informed decision about beginning a SOAP.

The images are various vendors of SOAP offered through Aircraft Spruce and Specialty. Check them out for further information.



Wheels for the Wounded

Looking for something unique to do? This is totally non-aviation but sounds kinda fun!

Steve Jones

Wheeler for the Wounded (<http://wftwtx.org>) is a volunteer organization bringing together veterans who've sacrificed so much on our behalf, and off-road enthusiasts who would like to demonstrate their sport and give our veterans an experience they'll talk about for years.

The invitation appeared in the daily Lackland events e-mail, a daily missive that informs on everything from upcoming inspections to recreational events occurring in the area. This event looked a little different. Essentially, it said join us in honoring our wounded veterans, transportation lunch, dinner and a hopping adventure-filled 4x4 ride through Hidden Falls provided. No charge for the event. I contacted the event coordinator to confirm a few things, then signed Freda and myself up.

A quick overflight by 'Google Air' of Hidden Falls Adventure Park, a retreat located just east of Marble Falls, reassured me they were equipped to handle the expected crowd. I spotted a good sized parking area, a prodigious tent pavilion and acres on acres of trails through some rugged terrain. As I skimmed the



Wheels for the Wounded site, I noted they claimed 100 off-road volunteer drivers and 238 wounded veterans and guests had signed up for the event. This started to look big.

Little did I know.

The chartered motor coaches, even filled to capacity, were more comfortable than any commercial flight I've taken in the past ten years. We rolled into the park a little after 10AM and beheld a scene even I wasn't ready for. The large parking lot was filled to capacity with off-road vehicles. Jeeps ruled the day, but there were Land Rovers, IH Scouts, Ford Broncos, and a Toyota Land Cruiser or two in the mix. These folks from off-road clubs throughout the area volunteered their time and fortune to make this a memorable day for their honored guests.

I soon realized they made no distinction between guest veteran and wounded veteran, we were all honored guests. This became apparent and a little embarrassing as we departed the bus. By way of seating, Freda and I were first off the bus. We were met with a throng - a reception line of cheering, clapping off-road drivers and WftW volunteers, an honor

(Continued on page 12)

Wheels (Continued)

guard, and even the Travis Tritt band. It was moving to say the least. I was helped in my embarrassment by a twisted knee, so I had a bit of a limp.

If you're a veteran, especially if you've been wounded, you should know there's an undercurrent of respect in this nation that you don't see reported in the papers or on the television. Beyond the propaganda, statist agenda, and outright lies, there's a kinship among your fellow citizens.

They DO understand, acknowledge, and gratefully respect your commitment and your sacrifice. They appreciate you.

After introductions, the organizers presented colors – that would be the U.S. Flag, along with a separate posting for the Texas Flag, struck up a song or two and treated everyone to chili dogs and nachos for lunch. An up and coming artist, Ryland Edwards, set the mood with his song, "Here's a Quarter (Call Someone Who Cares)". The mood was certainly 'tongue in cheek'. Then the emcee queued up the guests, and led them out, row by row, toward the field of waiting off-roaders. We were introduced to our driver, JB, his wife, Kelsey, and their travel companion, Chi-chi, a long haired Chihuahua. This eased Freda's mind a bit. If Chi-chi was going along, how outrageous could this possibly become?

It turns out Chi-chi is quite a trooper, and doesn't mind bouncing around in the baking sun or the choking dust, at all. She seemed to like it just fine. And so did we. For four hours, we toured the park, experiencing first-hand the capabilities of these machines, the skill of their drivers, and the awesome, rugged beauty of the Texas Hill Country from a completely new perspective. We learned so much about vehicle preparation, accessories and technique that...well, we have an outstanding hobby already, but the van might be more useful with a Quigley 4x4 conversion...who knows? These expertly piloted machines can climb and descend grades, and hop over obstacles in ways that just boggle the mind. It really was an eye-opening experience. With a fully loaded Jeep, our host JB high-centered only once. We hopped out to lighten the load and with a little nudge we were on our way again.

We returned to the pavilion, but we weren't done – far from it. Ryland Edwards, and then Travis Tritt took the stage to entertain, and serenade. As Travis wrapped up his set, he invited a couple to the front. He explained that they honored him by

playing one of his ballads at their wedding four years ago. For this, their fourth anniversary, he asked if they would let him play it right here. They danced, he played. The crowd was swept off their feet.

Grady's catered a sumptuous barbecue dinner, and they pulled out all the stops. The serving line was, well, it was as much of the restaurant as they could haul on the trucks. There wasn't much missing from the menu. The brisket, chicken and sausage were just 'melt-in-your-mouth' good. There's not much to add here, except they can bring it just as well as they serve it in house.



The shadows grew long, and the crowd, tired, dusty and overwhelmed by this awesome day, made their farewells. We invited JB and Kelsey to experience our hobby, and being adventurous as they are, they kindly accepted. Before departing, we had

one last item of business. We'd been invited to experience this, no charge. And yet, it was quite clear this organization put a lot of effort and treasure into this event. We made our way to their merchandizing table, and signed up as members. There was no call for this. No one was canvassing the crowd, recruiting members. These folks let the event speak for itself, and it spoke to us.

In summary, off-roading is a fun, rewarding hobby, requiring equipment, time, mentoring, and piles of money. These folks band together in clubs and communities of like-minded people and experience something few of us get to see. Sound familiar? They genuinely appreciate what our veterans have done, and are happy to show it. Turn off that TV, put down that paper. Give those lying mouthpieces no more of your time. There are citizens among us ready for adventure, who still believe this is a great country, made strong by hard work, secured at the gates by our citizen soldiers. Join them and have some fun, while we take back this beautiful land.

A little about our hosts. JB is active-duty Army, studying in San Antonio to become a cardiovascular technician. Kelsey and JB have been married two years and are planning an awesome life together. She drives her own Jeep on these adventures, when she's not working into the evening as they partner to build an outstanding future. Chi-chi provides sanity and serenity in an otherwise topsy-turvy world.

Wheelers for the Wounded: <http://wftwtx.org>



Safety Officers Notes

Texas Spring and Early Summer Hazardous Weather!

Ron O'Dea

This is the season of the weather phenomenon known as the "Dry Line" which occurs predominantly in West Texas, New Mexico and Oklahoma. Unlike a wx front which is defined by warm and cold air, a "Dry Line" is defined by dry and moist air. It is depicted on the wx charts by a "brown" scalloped line. The article from *USA Today Online* explains the conditions and the dangers

Plains Dryline Helps Trigger Severe Storms!

By Chris Cappella, USATODAY.com

During the spring and early summer, forecasters in the south-central USA know to watch for the formation of a "dryline" - the narrow boundary separating hot, dry, southern Rocky Mountain air from very moist Gulf of Mexico air.

The dryline's daily eastward movement, under the right conditions, can trigger severe thunderstorms and tornadoes. The most pronounced collision of these two different air masses commonly occurs over Texas and Oklahoma, creating a narrow moisture gradient known as the "dryline."

Air rising from the ground and overturning in the lower atmosphere to the west of the dryline bring southwesterly winds at about 1,000 feet above the ground down to the surface, shifting the morning's southerly winds to southwest in eastern New Mexico.

East of the dryline in Texas or Oklahoma, however, winds continue to blow from the south under a mix of low clouds and sun. The stronger winds blowing in from the southwest shove the dryline to the east. But the dryline's movement at the surface often is not as fast as it is aloft. Hot air at about 1,000 feet over-

runs the warm, moist air at the surface, creating a capping inversion. This "cap" acts like a lid on a pot of boiling water; it keeps the heated air from rising.



http://ktbc.images.worldnow.com/images/22261433_SA.jpg

On some days this lid is very thick preventing the blossoming of storms. But on other days, the lid holds the unstable air down for only so long before the inversion weakens. Once it breaks, billowing, moist air can explode upward at more than 100 mph, growing into 50,000-foot thunderstorms in minutes.

Large hail, torrential rain, deadly lightning and strong winds are common with these storms.

The strongest begin rotating as their updrafts twist with the shifting low-level winds, which can lead to powerful tornadoes. The thunderstorms most likely to produce tornadoes are called super cells and are often a product of the Southern Plains severe weather trigger known as the dryline.



From:
<http://usatoday30.usatoday.com/weather/tg/wdryline/wdryline.htm>



MAY MYSTERY PLANE REVEALED

By Doug Apsey

I've always been intrigued by the diversity of light aircraft that were being manufactured in 1946. Most of us probably think of the more traditional "puddle jumpers" such as the Cub, Champ or Taylorcraft when we think about that period in



aviation history but during that same time, there were some rather advanced, high performance designs available to the private pilot as well. The May mystery plane is one example of a plane that seemed to be ahead of its' time in 1946.

The Johnson Rocket 185 was designed by R. S. "Pop" Johnson and built by Johnson Rocket Aircraft in Fort Worth, Texas. It originated from a homebuilt design called the Rocket 125 that first flew in 1942. Johnson later changed the engine to a 185hp Lycoming O-435 and added retractable, tri-cycle landing gear giving the Rocket a top speed of 180 mph. The Rocket first flew in 1945 and was certified on 10 September, 1946. It had an all wood, fabric covered wing and a steel tube, fabric covered fuselage. Originally a two seat design, a single third seat was added behind the front seats later in its production run.

There is speculation that the predecessor to the Rocket 185, the Rocket 125, was actually a revised version of the Swift GC-1 that Pop Johnson built in 1941. The Swift later became the Globe Swift which certainly shares a close resemblance to the Johnson Rocket. There is also speculation that the original Swift was basically a homebuilt version of the Culver Cadet, one of Al Mooney's designs. The story goes that Pop Johnson, who was a Cadet salesman, used the Cadet as the basis for his Swift homebuilt that later became the Rocket 125 homebuilt that eventually evolved into the Rocket 185 - hope you followed all that!

Only 17 or 18 Rocket 185's were built between 1946 and 1951 and five of these are still registered with the FAA. Only about 3 are probably airworthy today. I spotted the one featured as

our May mystery plane at Sun 'n Fun this year. It is tail number 90204 and was the 11th one built.

While the Rocket is said to have fighter like handling characteristics and an excellent cruise speed for its' horsepower, the fact that it was only a two (or three) seat aircraft competing in a market with other designs of that era such as the all metal, four seat Bonanza and Navion probably led to its failure to really catch on. An all metal, four seat version of the Rocket called the Texas Bullet was in the works in 1950 but never made it into production.

Sources:

Wikipedia, 2. The Story of the Johnson Rocket by Larry Westin; www.stinsonflyer.com and 3. "X" Swifts; www.saginawwings.com



NAME THE PLANE

Doug Apsey

This month's mystery plane is courtesy of Chapter 35 member Brian Goode. Brian has found us some challenging mystery planes in the past and I think he's done it again.



1. So, who will be the first to tell me:
2. What company(s) built it?
3. What is its designation? i.e. C-172, PA-24, etc. (Civilian and/or Military)
4. What role was it built to fulfill?
5. Within 5 years, what year did it first fly?



Country Store

Brian and June Goode

The latest order for "Fishing Shirts" has arrived.

Our inventory level is now:

Men's short sleeve Khaki – Only one (large) remaining @ \$39.00

Men's short sleeve Royal Blue – One (large) & one (XL) @ \$39.00 each

Men's long sleeve Sky Blue – One (medium) @ \$43.00

Woman's short sleeve – Only one (large) yellow left @ \$39.00

If you don't see your size listed and would like to place an order for one, just let the Store know what you want. We must place an order for six shirts at a time. The price is going up on future orders as we have received notice of a \$4.00 increase per shirt from the vendor. New shirts will now be \$44.00 for short sleeves and \$47.00 for the long sleeved version.



A NEW ADDITION HAS ARRIVED

We have added a great new additional item to the Country Store. They are called Executive Saddlebags, but they really are a great way to store your aircraft logbooks, pens & pencils, keys and things.

They are adorned with the Colorized Chapter 35 logo on the front flap. They are made of 600D Polyester material and are 17" wide X 13" high x 4.5" deep. They have an expansion zipper which lets the bag open up to about 6.5 inches deep. They also have a convenient adjustable shoulder strap. We have been using one of these bags for several years and they are very handy. They could also be used for a computer bag or just a regular tote bag.

The bags are priced at \$29.00, including sales tax, and are available at Chapter 35 meetings or by calling Brian Goode at (727)-709-1159, or by stopping by the Goode's Hangar #53, the "Auger Inn."



"Fishing Shirts" with Chapter 35 Logo	Short sleeve	\$39.00
	Long sleeve	43.00
Aircraft Logbook Bag -17"x13"x4.5"	Chapter 35 Logo	30.00
Cloth Baseball Caps	New Chapter 35 Logo	11.00
Mesh Top Logo Baseball Caps	Close out item	5.00
Chapter 35 Sew-On Logo Patches		3.00
Chapter 35 Bumper Stickers	Several styles	2.00
Wheel Chocks - Aluminum	Enough for 2 wheels	42.00
Wash Wax All: Cleaner	Pint -16 OZ	11.00
	Quart -32 Oz	16.00
	Gal. - 64 Oz	30.00
Degreaser	Priced same as above	
Extending Mop Pole		100.00
Mop Head With Pads	Without Pole	55.00
Aero Scrubber Pad Holder	With 3 Pads	6.50

**Note – All Chapter 35 merchandise includes 8.25% Texas State Sales Tax

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2014 EAA Chapter 35 Leadership



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CHAPTER CALENDAR

May	31	Young Eagles Rally Volunteer Pilots and ground crew needed!	EAA Chapter 35 Clubhouse 9:00 am – 12:00 pm Mandatory Pilot Briefing 0800
JUNE 	14	ANNUAL CHAPTER 35 PICNIC Chef, Prep Cooks, Servers Needed	EAA Chapter 35 Clubhouse 11:30 am to?
JULY 	12	FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed BOD Meeting	EAA Chapter 35 Clubhouse 8:00-10:00 am 10:30 am
AUGUST	9	LUNCH MEETING Program: TBD	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	13	LUNCH MEETING Program: TBD	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
OCTOBER	11	BOD Meeting LUNCH MEETING Program: TBD	10:30 am EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
NOVEMBER	8	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
DECEMBER	13	CHRISTMAS PARTY  EAA 35 Holiday Luncheon	EAA Chapter 35 Clubhouse Social Hour 12:00 pm Lunch 12:30 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Events (200 mi of 8T8)

Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>
 EAA <http://www.eaa.org/calendar>
 Fly-ins <http://www.flyins.com>
 Fun Places <http://funplacestofly.com>

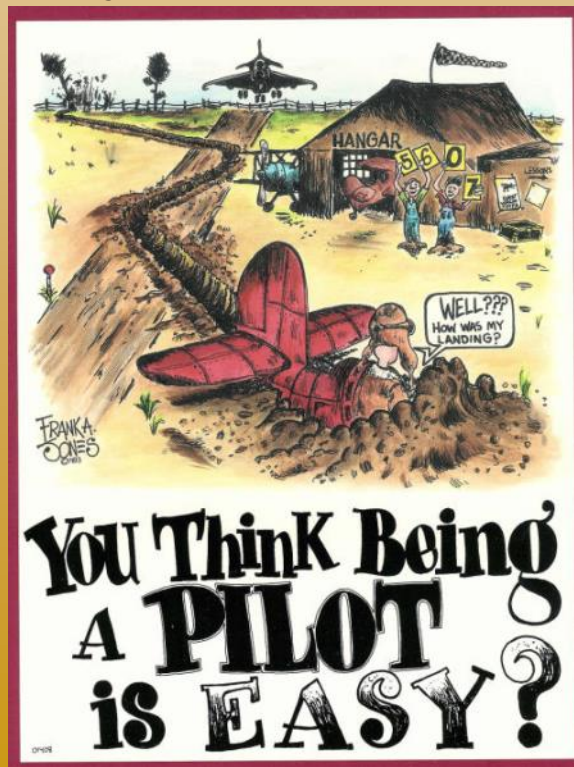
21 June Fly-In at the Flying L
Contact Steve Jones to RSVP (see bulletin board)

28 July—Aug 4 EAA Airventure
(If you are going please contribute pictures and words for the newsletter!)

27 September Heart of Texas Airshow
TSTC Waco

To post a classified—contact the editor at ea35news@gmail.com

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
- PLEASE Notify me when your item sells!!
- You must contact the editor by e-mail or phone to extend your ad beyond the expiration date



**You Think Being
A PILOT
is EASY?**

<http://www.balticaa.com/uploads/image/catalogs/a.370.jpg>

HANGAR SPACE FOR RENT (8T8): T-hangar (30A) available for rent. Contact. Doc Hecker. 210-391-1072. *(expires Jun 2014)*

FOR SALE: Hangar at Boerne Stage Airfield, 5C1. 30' x 40', elevated office and storage, shop, storeroom, and, toilet. Airport fee \$540 per year, includes water, trash disposal and runway access.



See at HangarHunter.com Contact Bill Bartlett 210-865-4591

Email: bartlettsat@gmail.com *(expires Jun 2014)*

For Sale: 1951 Cessna 305A Bird Dog (TL-19/O-1) N88T, S/N23364, 440 hrs. since factory reman, fresh annual, US Army markings, Polished, Garmin 250XL GPS/COM, GTX 327 XPDR, Transcal SSD 120 encoder, Terra TX 760D COM, PM 4000 Audio panel, Jasco 24V 50 Amp Alt, Bomb shackles, Increased gross weight - 2300#, 1509# EW, 792# useful load, 440 hours since restoration in 1998 by Steve Stires, See photos in August 2013 Runway 35. Based 8T8., \$80,000.00. Contact: Jeanette Hunt—210-688-9264 --e-mail: JaNet3679@aol.com or Dave Whitney, 210-912-0000—e-mail: dljwhit@hotmail.com *(expires JUL 2014)*



For Sale: Lycoming O-290 D2. O-since major overhaul \$5000. 300 amp Linde Heliarc welder \$475., Bridgeport Mill \$1350. Cadillac Lathe 14x40 \$1350, Chrome Moly Tubing. (25% of catalog), Contact Jim Waterman. (210) 860-7840 *(expires JUL 2014)*

Hangar for rent, 32 x 40 with water and electricity. Green hangar on north side. \$300/mo. Contact Gary at (220) 722-2977 or gary@zwheelz.com

WANTED I need to buy a **McCauley propeller model 1B90CM74xx or 1A90CF74xx.** These propellers were used on many A-65 installations. If you have one of these propellers you are willing to sell or know of someone who does, please contact me. I'm getting closer to finishing up my L-4 project and this is the last big part still missing. Richard Reiley at reileyr@yahoo.com or 832 794 1664 *(expires JUL 2014)*

For Sale 1985 MOONEY 201. 3950TTAF, NDH, complete logs, hangared. 7/2013 Annual, 7/2013 IFR cert, 7/2013 CorrosionX. New Windshield 2012, New 406MHz ELT. New interior ~2000, Originally a 201 L/M upgraded to 201 and beyond. PM800 4-place stereo icom, CD/MP3 CD Player. KCS-55A with KI-525A HSI, KG-258 ADI, KAP-100 Autopilot. KT-76C Transponder, Dual KX-155, IFR approach certified KLN-89B w/ update jack. engine monitor, preheater. Garmin 396 and yoke mount. Hangared at 5C1. \$99,000 Chris Watson chrisf16@mac.com or



210-497-5863. *(expires JUL 2014)*

For Sale 1968 Cessna 150H. TTAF 3400 TSMOH 1420. Narco MK 12D, Narco 150A Txpdr, ELT. New Paint, Wheel Pants, New Tires, New bearings, New interior, Refinished ctr console, New brake pads, New metal air filter, New tinted windshield, aftermarket wingtips make it hard to make a bad landing! \$21,500 Call Bob Drumm (210) 684-3331 or e-mail bigbbob-by@earthlink.net *(expires JUL 2014)*



For Sale Airpark Home 8T8 • \$325,000 • Located in one of the finest airpark communities in San Antonio, Texas. Home of EAA Chapter 35.---3000' x 40' asphalt runway. 1.5 ac lot w/ 2250 sf hm w/ 3 bdrs / 2.5 bths, all new plumb fixt, faucets, tile work, new light fixt, granite cntr tops in kit/mstr bth, Hunter ceiling fans all rms, lg fireplace and vault ceiling in liv rm, laminate wood floor mstr bdrm, new paint in/out, detached lg 2 car gar, circ dr,40' x 40' mtl hg w/ awning cvr 12' w x 40'-n. side, 8' x 12' strg bldg. Hm built 1991, recent ext. remodel "open liv space" Shown by appt only. • Contact Dave Baker 210-410-9235 *(expires JUL 2014)*



For Sale: 1961 Piper PA-28 (Colt) Owned and maintained by A&P for last 12 yearsTT: Airframe and Engine 2168 hrs, 125 hrs since rebuild of engine with new and serviceable partsFresh Annual, this aircraft is in very good fly away condition.This is a very nice basic VFR Aircraft with radio, ELT, and transponder that will give you 100 mph on 5 gph!Will let this work pony go to a fellow EAA Member for \$12,500 Please call John at 210-365--0120 or email: johnkuhfahl@yahoo.com. *(expires SEP 2014)*

For Sale: Garmin 796, COMPLETE with all accessories, Brand New. \$1999.00 **Icom A24** Handheld Radio, complete with power adapter and headset adapter. Brand New. \$ 382.00 Two **Strong 26' canopy Seat Pack Parachutes**--Never Used! Re-packed April 2010. \$ 950.00 ea. **Teeter Hang-Ups Exercise equipment** ---Like New. \$ 400.00 Contact Jeanette Hunt at 210-688-9264 or e-mail at JaNet3679@aol.com. *(expires SEP 2014)*

For Sale: 1976 Grumman Cheetah AA5A. In very good mechanical condition with nice paint, interior and glass. Maintained by FletchAir, with \$16,000 worth of maintenance and refurbishing done in 2011. O320, 160HP STC with Power-Flow exhaust. 694 SMOH by Mattituck. Narco 121,122, 810. Century 1 AP, Davtron etc. 2500 TTAF. Hangared at 8T8, Geronimo AirPark San Antonio. \$36,000 OBO. todd.hillard@gmail.com *(expires SEP 2014)*





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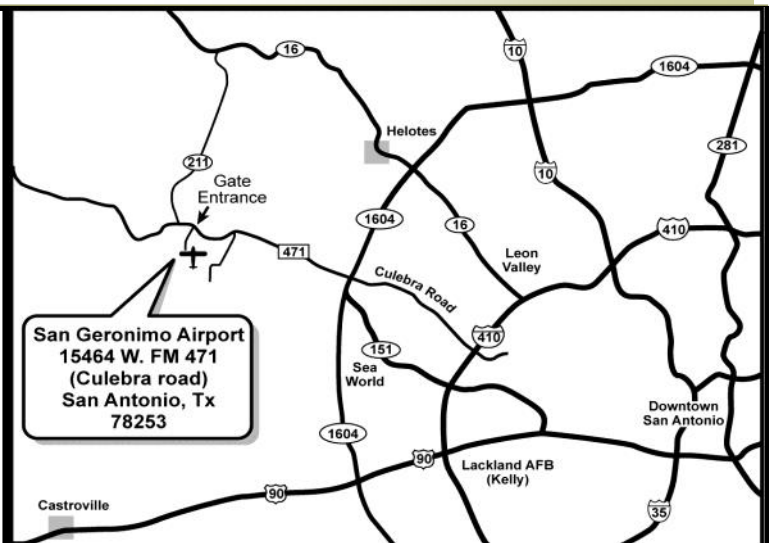
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

*Chapter 35 meets
Each Second Saturday of the Month*

14 June 2014
Chapter Picnic
1130
Chapter 35 Clubhouse



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For over 50 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

[Click Here for Link to 8T8 on AirNav.com](#)

Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS

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PRESIDENTER COCKPIT



Till

[For English Click Here](#)

medlemmarna i EAA Kapitel 35 i San Antonio ,

Den årliga Kapitel 35 Spring Cleaning , en gård och kapitel Building Work Party , var välbesökt . Den hangar interiör organiserades , klubbhuset var rengöras och uppdateras både inom och utanför och på gården deltog . Stort tack till alla som frivilligt för dessa aktiviteter . Efter genomförandet samtliga deltagare erbjöds en trevlig lunch av Gail Scheidt med organisatorisk hjälp från Freda Jones och andra frivilliga från kapitel . Gail som är ordförande för de faciliteter , till exempel klubbhuset , ledde Clubhouse aktiviteter och Dave Baker , ordförande för Hangar och dess verktyg innehåll , organiserade hangaren verksamhet , och båda var mycket nöjda med resultatet av verksamheten .

Philip Vaneau , ordförande i Unga Örnar Aktiviteter , gav en kort presentation för EAA 35 Styrelsen och andra engagerade och intresserade av sina planer för de unga örn Rally på lördag 31 maj mellan 9 och 13 . Barn mellan 8 an17 år gammal är välkomna .

I kapitel 35 EAA har nyligen vänligt erbjudits att ta emot en donation av en Moni Motor Glider till minne av en lång tid Kapitel medlem och supporter av vår Unga Örnar program . Denna donation är att stödja kapitlet Young Eagle - program , men nu givaren önskar inte bekräftelse av namn . EAA Kapitel 35 sätter stort detta erbjudande och har för avsikt att vidta åtgärder för att sälja flygplanet " som är " för givaren , så att givaren kommer då att ge pengarna till kapitel .

Under mina två veckor besök till Sverige under den senaste månaden , där det var mycket kallare än vad det var här , hade jag en intressant upplevelse . Jag hade köpt iPad app Flightradar24 på rekommendation av EAA 35 medlem i många år , Norris Warner , som de flesta av er vet . Han skickade ut ett e -postmeddelande om det för en tid sedan . Med denna app kan du titta på alla flygningar ovanför dig eller var du vill över hela världen . Jag kan till exempel följa alla flygningar som går över Moskva och över Ukraina . Men jag antar att deras militära flygningar inte avslöjas i denna app , som bygger på transponderinformation och planerade / verkliga avgångar och ankomster för flygplan från berörda flygplatser. Jag visade app för min bror , som

brukade vara en privat pilot i Sverige . Vi tittade på flygningar över deras hus går ut och in till Göteborg , den näst största staden i Sverige . Jag märkte att en norsk Airlines flygplan från Köpenhamn i Danmark på väg till Oslo i Norge , plötsligt avledas från sin väg och gick ner till Göteborg för landning . Samtidigt fann jag tre flygplan på väg till flygplatsen i Göteborg avledas och staplas i en vänt väl norr om flygplatsen , ytterligare tre i en anläggning väl söder om flygplatsen och två i ett innehav över Nordsjön väster om flygplatsen . Samtidigt , två andra mindre flygplan på väg till flygplatsen i Göteborg vidarekopplas till en annan nära stadens flygplats för landning . Vi slog på lokalradion och blev omedelbart informeras om att flygplatsen Göteborg just hade stängt på grund av ett bombhot på ett flygplan och just landat flygplan omdirigerades till en säker plats på flygplatsen . Senare fick jag information via radio och TV , att en rysktalande passagerare hade sagt besättningen , att han hade placerat en bomb i bagageutrymmet på flygplanet . Planet evakuerades och polisen arresterade resenären . Men en noggrann genomsökning av flygplanet med bombgruppen och hundar , lyckligtvis visade inte någon bomb . Tack, Norris , för att ge mig denna unika upplevelse i realtid av en verklig , möjligen allvarliga flygtillbud. Det var värt \$ 3,99 Jag betalade för app. Att vara tillbaka till de mer lugna och soliga Texas än de dramatiska och kalla skandinaviska länderna ligger nära Ryssland och Ukraina , välkomnar jag er till nästa möte EAA 35 . Det är den årliga Kapitel 35 Picknick den 14 juni med start kl 11.30 i klubbhuset . Chef , Prep kockar , behövs Servicepersonal . Jag hoppas få se y'all där, och om de inte arbetar med beredning av livsmedel , åtminstoneäta med god aptit .

Mycket välkommen , Ulf Balldin