



RUNWAY 35



INTRODUCING STEVE AND FREDA JONES, YOUR NEWSLETTER EDITOR

AUGUST 2006

Volume 48 Issue 8

On the Web:

WWW.EAA35.ORG

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INTRODUCING

THE NEW EDITOR

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OK FOLKS, THIS IS IT.

I WILL REMAIN A MEMBER OF THE CHAPTER, ALTHOUGH FROM AFAR. I HAVE ENJOYED BEING YOUR NEWSLETTER EDITOR.

THE PRODUCT WE PRODUCED WAS ONLY POSSIBLE BECAUSE OF YOUR SUPPORT AND HELP

YOUR NEW EDITOR, STEVE, NEEDS YOUR SUPPORT: WRITE AN ARTICLE, TAKE SOME PICTURES, GIVE HIM SOME IDEAS OF WHAT YOU WOULD LIKE TO SEE IN THE NEWSLETTER...IT IS YOURS!!

RUNWAY 35 PUBLISHED BY
ED SEURER

I've been asked to explain how Freda and I arrived at Chapter 35. It started when a friend noted my interest in experimental aircraft, and the research I was doing on Subaru boxer engines. He recommended I contact the local EAA chapter.

We invited ourselves to the February meeting, based on a meeting notice posted to the eaa35.org website. Norris Warner met us at the door and immediately made us feel welcome. By the end of the meeting, I was filling out forms for national membership.

That's the end of a long story; here's the beginning:

As a child, I remember my father taking me to the municipal airport in Elgin, Illinois. The silhouette of an Ercoupe stood out in my then six-year-old mind. What a radical airplane, I thought. I felt the same about the V-tail Bonanza. These were my first impressions. Some time later, he began lessons in a J-3 Cub. As he explained, he was sitting in his office one afternoon, when he saw the Cub fly past. It wasn't the first time he'd seen it, but this time he wasn't going to let it get away. He followed it to its home field -- a little grass strip, next to a tiny railroad switching yard. This began a relationship

that endures today. His flight instructor would later baptize me. I suppose there's a certain solace that comes from taking lessons from your Pastor.

I remember one summer, helping our Pastor and his sons dope the wings of a Flying Milk Stool - a Piper TriPacer. It was a serene setting, with a Stearman parked in the grass, another in pieces stored in the rafters of the shop, a twin Apache parked on the other side, and the elegant sharp nosed Beech D-18 parked between the barn and the old homestead. Oh, the Cub was there, too, a constant companion. We used to sneak into the Beech, strap in and make airplane noises. You'd be amazed how fun that can be! I still have a scar, from running headlong into a barbwire fence, chasing after that Beechcraft as it began its takeoff roll. Fortunately, we're pretty resilient creatures. But picture me suspended off the ground, literally entangled in barbwire. This is how my mother found me.

We left Illinois for greener pastures in Texas. There, I joined the Civil Air Patrol. I'm probably one of the few of my generation who got to wear Air Force 1505s.

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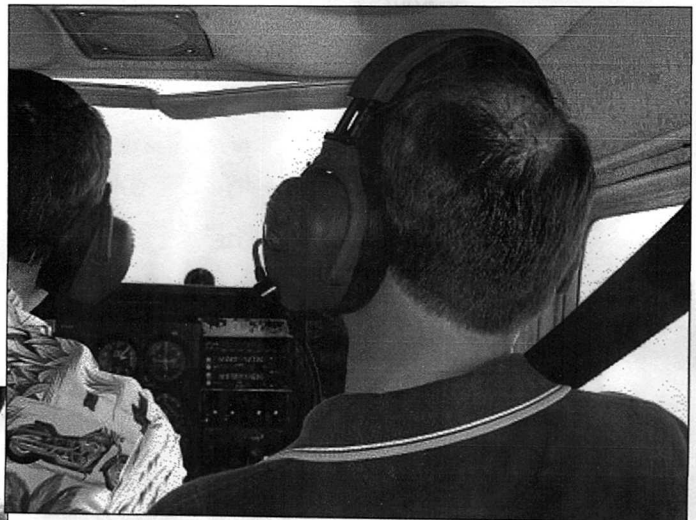
Meet the new Newsletter Editor, Continued

I started in New Braunfels, then transferred to the Seguin Composite Squadron, as the family moved to the farm. Imagine the thrill of hanging from the straps in an L-16 Aeronca Champ, watching the fabric flutter as we banked hard over to see my home. The thought that nothing but doped fabric and cotton straps was keeping me from falling 500 feet to the ground below was pretty exhilarating. The champ was seat-of-the-pants fun. I don't understand the fear of conventional gear. It just made sense to tack left and right down the taxiway to find the runway. Unfortunately, we returned to Illinois, a shattered family. Hopes and dreams faded, and I slowly forgot what it was to fly. "Just as well," I thought, "I'd never find the time or money to learn."

But the story didn't end there. By the most tenuous of threads, this all ties together. Eight years later, my friend, the Pastor's son, left Illinois for his mother's birthplace: Burlison, Tennessee. His brother and I visited a year later, and it was on this visit that I met Freda. A Piper Cub led me to my wife. And yet, I thought no more about

Varieze. A pipe dream, I thought, but wouldn't it be something to hop in a Varieze and fly back to Tennessee? I think I was a little smaller, then. Twenty years service in the Air Force came and went, and still I didn't follow up on this dream to fly. Odd, since these planes had been an inexorable part of my life, for nearly as long as I could remember.

Last August, a friend earned his PPL. As he need to remain current, He invited Freda and I along for an hour of meandering around the countryside. How nice, I thought. I hadn't REALLY flown since I was in the Civil Air Patrol. We were about 5,500 feet up, approaching Medina Lake, when my friend offered me the con-



trols. It all came flooding back. I'm not a learned man, and I'm no Mark Twain, so I hope you're getting all this in spite of my poor writing. I know you know the feeling -- the one that I can't express in words. Meanwhile, Freda, who had NEVER been in a private aircraft before, was settling in for a nice ride. After all, we were still alive, and we'd been in the air for 20 minutes. How bad could it...uh oh...life affirming event ahead:

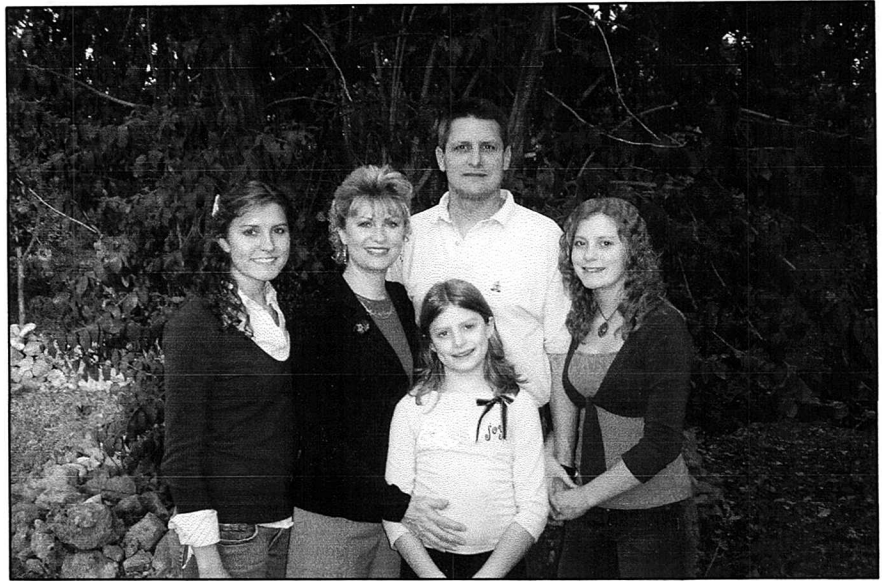
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flying. We married, and found our way to Texas. It was about this time I first noticed the

From the President's Cockpit: ROCH LaROCCA

We had another outstanding meeting last month. I believe we had about 9 or 10 planes fly in for the meeting. It is so nice to have some real hardware to put our hands on and ask questions about. We will continue the 4:00 meetings until later in the fall so members and guests can fly in and out in daylight conditions. It was good to see Steve Formhals in his new RV. He will soon be another certified EAA Tech Counselor and will benefit our Chapter immensely.



Bill Bartlett showed us the whole story on the CH-601 Zodiac. It was very informative and covered all aspects of construction. I know that many members are building 601's and a few more are very interested in the aircraft. "Thank you" to Bill for a great presentation. The video's would have been nice but the lap top that I provided to Bill was lacking in more than a few areas.

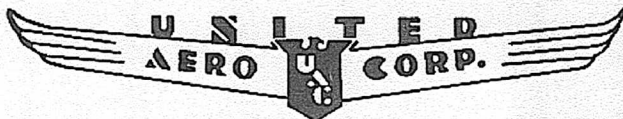
Steve and Freda Jones have graciously agreed to take over the newsletter editor job. The August newsletter will be Jims last one, (Until he comes back in a few years). Steve is a computer expert and I feel he can really benefit the Chapter and make the whole newsletter printing

process a little more streamlined. They came to the meeting with their new Falcon project on a trailer. They have some work to do on it but it looks like a lot of fun.

I will get to share my building exploits at the meeting on August 12th and introduce you to the "Eracer" that I am building. You may have seen it in the last newsletter as we flipped it over in my driveway. So after the last two meeting talking about mostly metal aircraft, we will get to discuss some composite construction. So pass on the word to your friends from other Chapters about the earlier start time. Let's once again see how many airplanes we can get at San Geronimo!

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Many Chapter 35 members attend and camp-out at the "Flying M Fly-In and Campout" at Reklaw, Texas on the fourth weekend in October. Owner and host Dave Mason has expended a small personal fortune to make this the most desirable, simple, laid-back, low cost fly-in anywhere in the nation.

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From the President's Cockpit

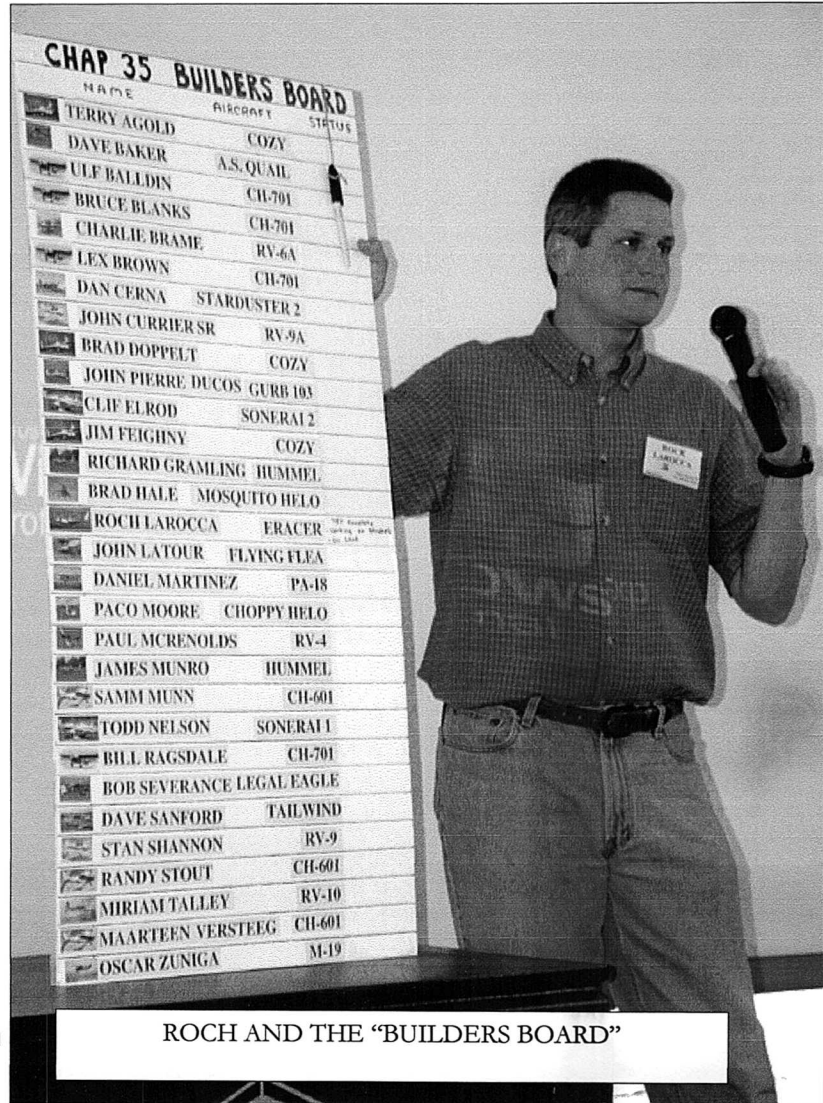
Last Year, some 500 airplanes flew in to the grass field (and most of them tent-camped under the wing), and enjoyed watching nearly every type of homebuilt, antique, and classic seen anywhere. Just to spread a blanket or recline in a lawn chair and watch the wonderful fly-bys up close and personal takes every stress away.

Now comes something we can all do to help ourselves—primarily those who camp out. Dave Mason envisions a simple shower house, utilizing a small building on the beautiful, tall pine site. Money has finally become a real issue for Dave, and so several EAA Chapters are pitching in financially to help. One Chapter has already pledged \$750, and others are lining up.

Locally, David Talley has agreed to be our focal point to consolidate Chapter 35 donations. Please make your checks payable to "Dave Mason, Flying M Ranch" and mail them to: David Talley, 8310 Beauty Oaks, San Antonio, TX 78251-2359. We will also have a donation "bucket" at the next meeting to take up donations. David's cell phone is 210.834.4234 if you'd like to hear his personal take on this worthwhile "bootstraps" project. For more information on this "don't miss" fly-in, see the website www.eaa972.org/download/files/FlyIn-Reklaw-05-invitation.pdf.

Some other upcoming events to remember will be the Chapter work day/ picnic on September 9th and the Wings and Wheels San Geronimo Fly-in has just announced that the Fly-in **WILL**

be on 14 October. At first they said it would be a bad date but Wings and Wheel's officials have decided to keep it on the original 14 October date. Therefore, we will not have a regular



ROCH AND THE "BUILDERS BOARD"

meeting in October so plan on coming to the fly-in on the same day.

Thanks again for the opportunity to serve and if you have any problems, please call or email me anytime.

Roch LaRocca

Meet the new Newsletter Editor, Continued

She wasn't on intercom, so she couldn't hear us chattering. However, she did finally notice Karl explaining clearing turns and pointing out some cloud features. From her perspective, all she knew was Karl was talking and hand-waving, so WHO WAS FLYING THE PLANE?! She leaned over and confirmed her worst fears. There I was, with a death grip on the yoke, and an ear-to-ear grin on my face.

This was our awakening. I started researching sport planes and Rutan canards with a vengeance.

We looked at a Glasair...



We looked at a Varieze...



I quickly concluded there was no way I'd survive learning to fly in a Long-EZ, and thankfully, I'm sure I'd never find an instructor with a death wish, who'd take me and a Long-EZ on as a student. But the canard siren called, and it was answered with the Falcon UL. I look forward to learning how to recover it, rebuilding critical systems, and eventually taking it up. The story begins to come full circle, now. I called a family friend who I knew would know about recovering the Falcon's wings; I called my Pastor in Illinois. He still has that Cub, by the way.

We're still undecided about a trainer, and we're hoping to find a trainer which will serve double duty as a small, efficient cruiser to carry us home to Tennessee. In the process of seeking nirvana, we found the Pulsar.



Like a Porsche Speedster, it looked fast, even sitting still. On Web site after web site, Pulsar builders extolled the virtues, such as fuel economy, speed, and of course, spirited flying. So taking flight in Mark Brown's Pulsar, at the July meeting, was a dream. I'm smitten. If only I were smaller!

CONTINUED NEXT PAGE

STEVE AND FREDA, CONTINUED

MEETING PHOTOS

Freda and I look forward to learning all we can, and toward that end, we'll be seeking helpful pointers on rebuilding the Falcon, while we help



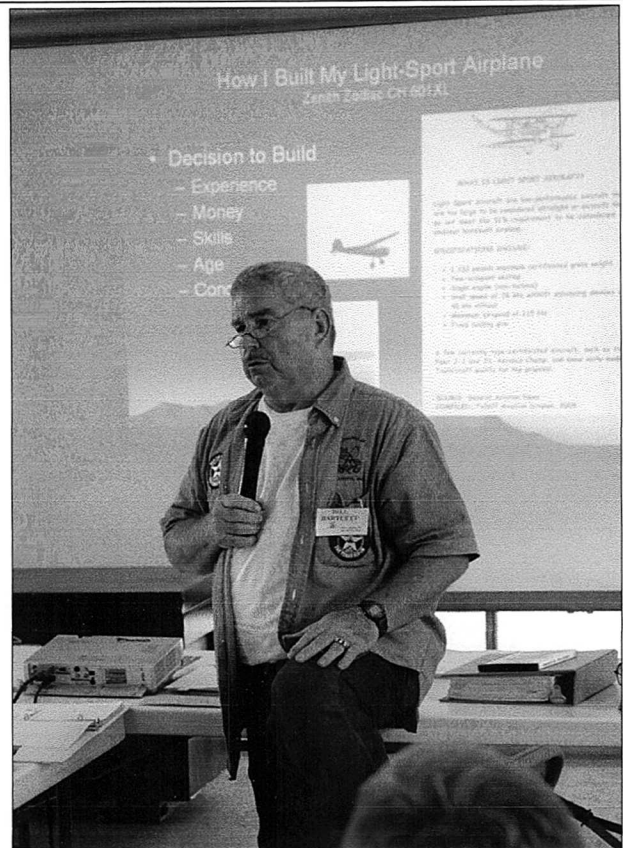
the Cozy builders.

You'll often find me hanging out on the Canard



Community forum at [//canardaviationforum.dmt.net](http://canardaviationforum.dmt.net), where I go by the obvious nom de plume, 'Falcon'. I hope to help build a similar forum at <http://eaa35.org>, for our members. And one day, soon, that Falcon will fly.

STEVE AND FREDA



ABOVE, BILL BARTLET GIVES HIS GREAT PRESENTATION ON BUILDING HIS ZENITH LSA

BELOW, THE CROWD ADMIRES HIS PANEL, PAINT, FIT AND FINISH.



Chapter Tool Crib

The Chapter 35 tool crib has been in operation for over a year.

Thanks to a generous contribution of Weston Walker which allowed us to get started, we have been able to accumulate a respectable set of tools to make available to Chapter members.

Weston won a new set of Slick magnetos at Oshkosh. However, his airplane didn't use Slick mags. David Talley offered to purchase them and when he learned that the proceeds would be donated to the Chapter, he agreed to pay full retail price. So \$1,000 represented the seed money to start the tool crib. Chapter members then contributed an additional \$1,000 and Norris and I have purchased some tools. Additionally, several generous Chapter members have donated tools.

The objective was to acquire tools that are needed on an occasional basis, but not for an extended period of time. Tools used during an annual condition inspection would fit that description.

The tools we have, which are kept in that large blue box in the Chapter building include the following:

- spark plug cleaner
- spark plug gapping tool
- magneto timing device
- compression tester
- instrument hole cutout tool
- instrument screw hole drilling template
- tube flaring tool
- torque wrench
- cylinder base nut wrenches
- oil filter cutter
- tire bead breaker
- brake pad rivet tool
- nicopress tool

The process is simple. If you need a tool, call me or Norris. We'll arrange for a way to get the tool

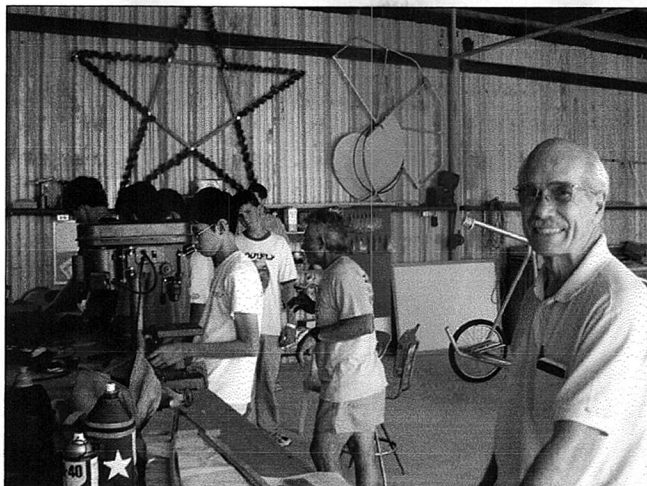
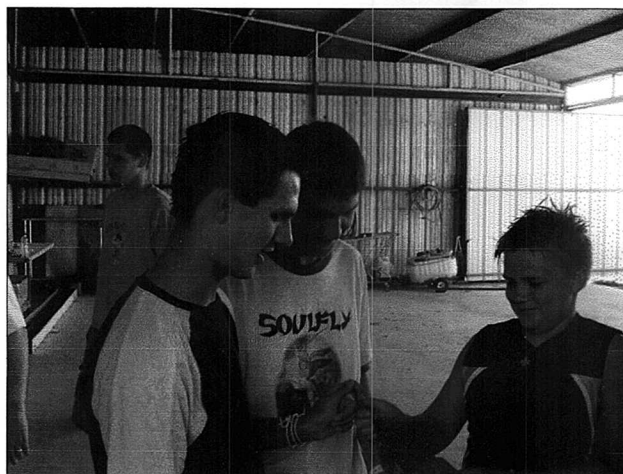
to you.

Also, if you have an idea of a tool that would be useful, let us know. We'll do our best. One suggestion received at the meeting was a bearing greaser.

Let's put these tools to work!

Contact Bob Cabe (493-7223) or Norris Warner (830-510-4334).

BUILDER ACADEMY CONTINES TO WORK ON
AL ALMONDS ULTRALITE



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2006 CHAPTER CALENDAR		
DAY/MONTH	PROGRAM	TIME
14 JANUARY	MEETING USAF –Major Wade Buxton: Local Area Flying and Military Conflicts	BOARD MEETING 4:00 DINNER AT 5:30 PROGRAM AT 7:00
11 FEBRUARY	MEETING Rufus Barnes –USAF RET	DINNER AT 5:30 PROGRAM AT 7:00
11 MARCH	EARLY MEETING ROGER WILLIAMSON: STRATUS SUBARU CONVERSION	COFFEE AT 2:00 PROGRAM AT 2:30
18 March	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	PILOTS AND VOLUNTEERS NEEDED
8 APRIL	PANCAKE BREAKFAST	SERVING 9:00 – 11:00
12-14 May	SWRFI AT HONDO	ALL VOLUNTEERS ABOARD
10 JUNE	MEETING BOARD MEETING @4:00 BRUCE KING PRESENTER ON BK-1.5	DINNER AT 5:30 PROGRAM AT 7:00
17 JUNE	YOUNG EAGLES	CNX
8 JULY	MEETING BILL BARTLETT PRESENTER “HOW I BUILT MY LIGHT-SPORT AIRCRAFT” OSHKOSH FLY-IN	REFRESHMENTS AT 4:00
23-30 EAA @OSH		
12 AUGUST	MEETING ROCH LaROCCA “BUILDING THE E-RACER	REFRESHMENTS AT 4:00
9 SEPTEMBER	CHAPTER WORKDAY AND PICNIC	9:00 — 3:00
16 SEPTEMBER	YOUNG EAGLES	
14 OCTOBER	WING’S AND WHEELS GATHERING FOR ANGEL FLIGHT FUNDRAISER	GATES OPEN AT 10:00
11 NOVEMBER	CHILI COOKOFF	DINNER AT 5:30 PROGRAM AT 7:00
9 DECEMBER	CHRISTMAS BANQUET	6:00 SOCIAL HOUR
Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS		

Wanted and For Sale

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

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

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

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

FOR SALE: 1973 Grumman AAIB-N626OL 585 Since OH 6701 Total Time AF Auto gas STC Radio Narco Escort 110 Best offer over \$16,900 **Contact Dixon Johnson, 830.755.4192**

FOR SALE; V-6 STOL PROJECT—Much like Norris Warner's four-place, Ford V-6. Contact Norris Cell: 210.363.1282 for general info. Contact me for all details at Cell: 903.624.3595 or Home: 903.465.1701. Chuck Harris.

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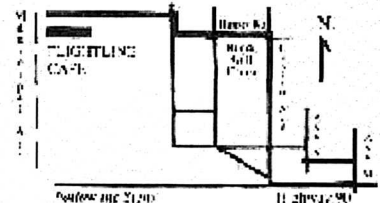
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- KX-155 Nav/com/KN-62 DME
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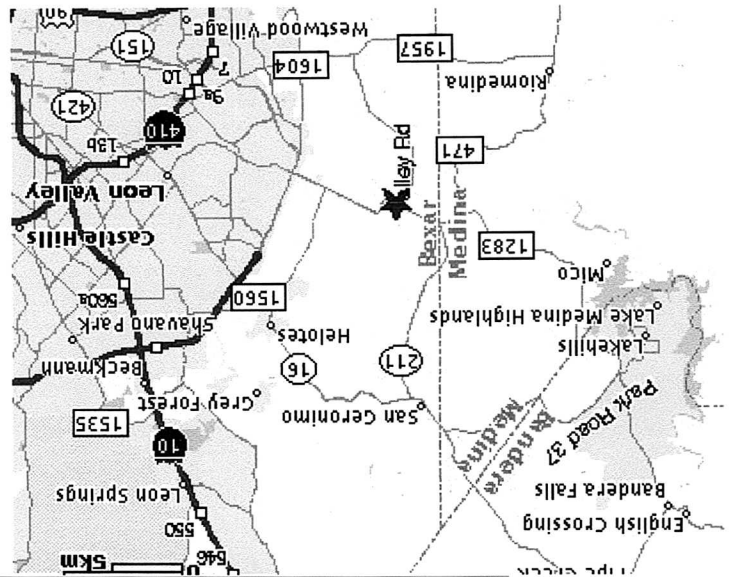
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BUILDING THE E-RACER**

**When Do you Meet?
Second Saturday of the Month**



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

Roch LaRocca, President
17111 Blanco Park Cove
San Antonio, Texas 78248

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EAA Texas fly-In Officer Realignment

By Norris Warner

The South West Regional Fly-In (SWRFI)—now more popularly known as The EAA Texas Fly-In—has reordered its leadership as it moves forward.

Most all of the valued volunteers knew that they couldn't work harder—so they asked that we work smarter—and that led to serious simplifications in the fly-in schedule. These changes, listed below, were lauded by the national organization and many of the exhibitors and contributing EAA chapters.

1. Two days only—Set-up Thursday—no Saturday, work-day and contract much of the work.
2. Change Date to the first weekend in June to avoid Moms Day.
3. No air show.
4. Minimum Judging—Officers choice + Tony's Award(s) + Best Vintage + Best Antique + Best Ultralight.
5. All Exhibitors outdoors—not use Corrigan's hangars.
6. Food Vendors cover Thurs and Fri nights for campers.
7. Banquet at Fairground bldg. or Killian Hangar—the only catered meal—Saturday evening.
8. Fly Market—rent tables like Ham or Gun show.
9. Collect all \$ at first turn to Spatz street—Parking, Armbands, Camping, Hookups.
10. Find a way to collect from Pilots!!!
11. No Shuttles—let hotels and merchants do it—they are making the money.
12. No printed program. Recreation Center available on individual fee basis.
13. Do Exhibitors and Forums well—very well that is a major draw.
14. Study cost of and improvement of announcing and sound.
15. Cut down on planning meetings.
16. Hire some security during event and special help with cash control.

Now on to the new leadership crew (you can see this posted in the Chapter 35 clubhouse). On the aircraft side of the organization, you will find Ron Paduh, Don Woodham and Cliff Elrod as Vice Presidents. On the groundside—the support staff, we have Vice Presidents Joanne Warner, John Kuhfahl and Dave Talley. These are all fly-in oriented folks, and we are led by the newly elected SWRFI President, Norris Warner.

Stan Shannon has been kicked upstairs as Chairman of the Board and CEO, and will expend considerable energy raising funds and providing long range planning, now that the fly-in has been awarded the IRS designation 501(c)3 status.

On Stan's personal staff, one significant change is found in Bob Master's stepping up to replace Deck Yoes as secretary. Deck has provided invaluable service for four years as fly-in secretary, and now deserves some time off.

Many of the solid volunteers will remain in the positions they have held, where their experience is so valuable.

We are always looking for committed EAA members to step up into responsible positions of leadership. If you have a particular area of interest and would like to contribute your time and skills, please contact any of these leaders mentioned.

As always, **VOLUNTEERS do have the most fun!**