



RUNWAY 35



July 2004

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

Young Eagle Update:

B. Doppelt

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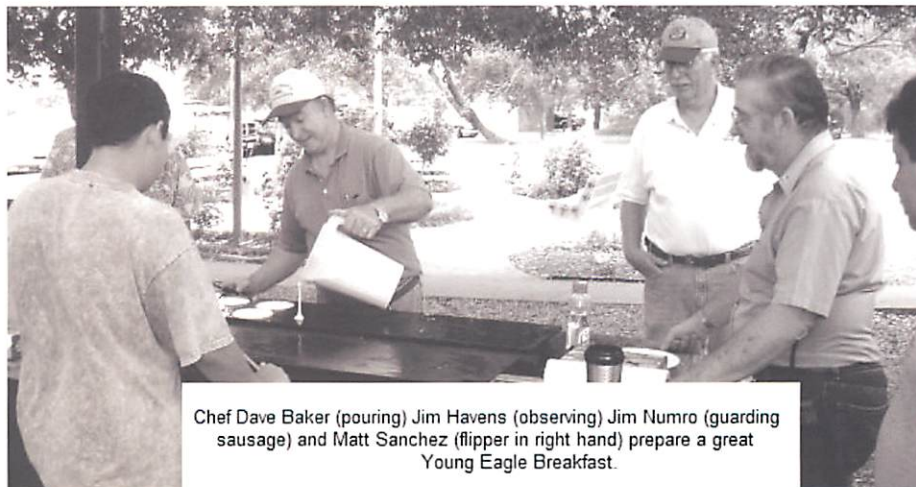
PHOTOS CONTRIBUTED BY J. NORRIS, O. OLSZEWSKI, R.STOUT, T. GOULD

It has been a very busy year for Young Eagles. On June 12th, our chapter hosted its third Young Eagles rally for the year in conjunction with our pancake breakfast. The morning started out with a low ceiling that by the time we were ready to fly Young Eagles had risen to allow flights to begin. Travis Blair flew in with the News 4 WOAI Bell Jet Ranger helicopter. Travis provided the crowd with some high speed passes and then stayed at the airport so everyone could get a close look at the helicopter. Thanks Travis! Our chapter showed its support by having about eight aircraft ready to fly Young Eagles along with plenty of volunteers. We were well prepared.

The first Young Eagles began showing up around 9:00 and it looked like the day would be filled with plenty of Young Eagle flights. By around 10:00 am it was evident that the turnout would be light and by noon we had flown most of the twenty Young Eagles that wanted to fly. I think the low turnout was due mainly to the inclement weather and a limited effort in advertising the event. We had decided to limit the advertising due to the large turnout we had at our April 24th event.

Overall, we have flown 145 Young Eagles this year, with two more events planned. We have inserted an event on August 14th at Pleasanton (PEZ), starting at 9:00. This event will give the children who live around the Pleasanton area a chance to fly along with Boy Scouts from Troop 640. The last event of the year is on the calendar for September 25th at San Geronimo. As always, we need lots of volunteers and pilots for both of these events.

The current national Young Eagles total now stands at 1,057,024. To date, our chapter has flown a total of 1,693 Young Eagles. Thanks to all those who have helped to make our Young Eagles events such a success. BD



Chef Dave Baker (pouring) Jim Havens (observing) Jim Numro (guarding sausage) and Matt Sanchez (flipper in right hand) prepare a great Young Eagle Breakfast.

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A CHALLENGER II SPECIAL PROJECT

By Tom Gould, EAA 9892

I started flying in 1952 while in college. In those days when you went for a lesson you didn't know if you would be flying a J-3 Cub or a 7AC Champ until you got to the airport. I liked the Champ best because it was front seat solo, and I still have fond memories of those days.

Over the past ten years I have build my dream hanger-shop-office where I rebuilt a Citabria 7GCBC. After a photo of the Citabria appeared in the March 2003 issue of Sport Aviation, I received an offer I couldn't refuse. Now there I was with an empty hanger and nothing to fly!

At first I thought of a J-3, but the prices in Trade-A-Plane quickly convinced me that was not a reasonable choice. The spar AD eliminated the 7AC Champ from my list, so at that point I decided to look into kit plans and made a list of what I wanted.

I decided the kit must be a two place, tandem high wing with front seat solo. It must be capable to operate out of my strip, which is grass and can have unexpected gopher mounds. I wanted a proven design with at least 100 copies flying so that all the main bugs had been worked out. Since I was 69 I wanted a project that could be completed in less than a year. I preferred fabric covering, since I had materials left over from the Citabria project. I wanted a machine that looked like an airplane—not a flying canopy bed—and it had to have conventional controls.


I researched all the available quick build kits and after a lot of consideration I chose the Challenger. The fact that over three thousand have been built was very important, and all owners I spoke with really liked the design. Since the design is over 20 years old I assumed the bugs should have been worked out by now. My decision was verified by an article in the August 2003 issue of the Experimenter where another builder used the same basic criteria and arrived at the same decision.

Quad City, manufacturer of the Challenger, offers four different configurations with several options with each. I chose the Challenger II Special which is two seat tandem and cruises a little faster than the standard. I wasn't interested in the higher cruise speed as much as the higher wing loading which should give a smoother ride on a hot Texas afternoon.

Continued on Page 9

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Project notes from Chapt 35 Builders

Steve Carlson Cozy MK IV

Who: Wife Lee, Daughter Jill and Steve

Where: Garage

When: Start 1 Dec 2003

Status: At end of Chapt 4, Bulkheads

Oscar Zuniga

M-19 "Flying Squirrel"
"75%"

Aero Conversion Corvair
6 weeks to go

Plans include Pietenpol, Affordaplane, VP-1 &2, KR-2S and others
Happy 35th Anniversary to the Zunigas

Chuck Imken

RV-7A

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From the President's Desk

By Steve Carlson

Host a dinner?



One of the most enjoyed social events of our chapter is the 5:30 PM supper that is served up before our evening meetings. To run this program smoothly, we must have volunteers lined up several months in advance. We need 4 volunteers for each dinner—to shop, prepare, serve and cleanup. For those members able to do this, one would only have to volunteer once every two years for this worthy cause. A feature of these suppers that some members don't understand is that the chapter picks up all of the costs of putting it on. All that the volunteers need do is to pass their receipts to our treasurer, Joanne Warner. Ordinarily, the expenses are reimbursed the night of the meeting. And the best part is that all proceeds go to the building fund for future expansion of our facilities. Remember, this chapter meal is a legacy of our friend, Bob Day. I know he's smiling down on us every time we get together. If you would like to get in line to help us with this important func-

tion, please call our secretary and meal coordinator at Cell 210-414-2379 or home phone 210-545-2376. And thank you!!!

WE WOULD LIKE TO EXPRESS OUR SINCERE THANKS TO **JOHN KUHFAHL**, WHO MAKES SURE WE HAVE OUR SUPPLIES FOR THE CHAPTER HOUSE AND **NANCY MASON** WHO CLEANS AND MAKES SURE THE CHAPTER HOUSE IS PRESENTABLE WHEN NEEDED FOR MEETINGS AND EVENTS. THANKS FOR ALL YOU DO, JOHN & NANCY

A Pietenpol Is A 'Coming!

By Oscar Zuniga

Many of you know that I am building a Flying Squirrel, the Volkswagen powered airplane with some really unique construction features. Also, in my limited spare time, I've been building up an aircraft-suitable Corvair engine. I've been building long enough and slow enough to get the urge for a currently flying airplane, and I recently got my chance.

Four-One-Charlie-Charlie was completed and test flown very recently, and in fact has only about 60 hours since new (and a complete overhaul on the Continental A-65). A very, very stock Pietenpol, and she is a beauty!

She was built by Corky Corbett, a wonderful 81-year-young southern gentleman from Shreveport. Retired schoolteacher; retired piano salesman (45 years), Air Corps pilot who flew all the L- and O-birds as well as other fun stuff in the war. Corky is unable to get a medical due to some unfortunate consequences of increasing age, but has a wonderful hand for building airplanes and an unfaltering love of flight. He grew tired of waiting for the Sport Pilot initiative to pass, thinking he'd probably die before it ever made it through the molasses of government, so he put the Piet up for sale and is already well underway building his second Piet, which he calls "RePiet." Lengthened, widened, and with another A-65 that he already has in rebuild.

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The Trip I Will Never Forget—Part II (or, What Else Could Go Wrong?)

By Jerry DeGroot

Well, we finally got off the ground at Oshkosh, and headed south. Nightfall coming, I can see the instruments, headed up to around 5000 ft, where we are in clear skies, smooth as silk. What else can one ask for? We drift over towards the lake and follow it south. There was a fire works display going on down there. Most interesting to see from above. Here comes Chicago, Pete says that we must be at 2000 ft, two miles out over the lake to go through this area. We become legal, not a problem, all is well.

I think I smell hot oil, check the oil gauge and it is down in the yellow. I've been monitoring Chicago's Meggs field and all is quiet there. The conversation went something like this: "Meggs field, this is Pacer 7404K" "04K, Meggs field, go ahead." "I'm about 20 miles north of you, losing oil pressure, want to come in." "04K, the field is yours, winds are calm, use runway 18." "Thanks, we're inbound." In the cockpit the pucker factor has come up somewhat. I say to Pete, "where is the beacon? I can't see it anywhere." He replies that it is probably behind one of the tall buildings and we are just not in a position to see it. That's nice, but I need it now. Pete says, "Look at the lights of that city, isn't that something?" "It's beautiful, now find the field." I distantly remember while sitting in the commercial ground school, the instructor telling of different fields and the hazards of some of them. Meggs rang a bell. It is built on a pile of rocks placed in the lake. If you land too soon, you're in the water, if you over shoot, you're in the water. Strange how the mind will find and bring up these little tidbits bits.

Still no runway in sight, oil pressure has not dropped any lower, I must be getting close to the runway, it's night and this will be my second night landing with this plane which has no landing lights, pucker factor is rising. I call, "Meggs Field, Pacer 7404K, do you have runway end indicating lights?" "Sure do." "Can you turn them on for me?" Boom! There it is, pucker factor starts lowering. Wonderful sight! Got to hit that spot, I'm 50 ft above the water, quarter mile out and Pete screams, "Golly sakes, look at all the sail boats down there!!!" I couldn't believe it, for Pete to do this, 35 years of flying experience, knowing the spot we are in, he yells something like that. Perhaps he was trying to lower the pressure in the cockpit a little—I don't know. I said, "You look at the sail boats, I've got to hit this spot." And I did, as pretty as one could want, and had a helicopter hovering above me when we came to a stop. Guess that was to pull us out of the water if we went in.

On the ramp we found some oil streaks on the bottom of the plane. We were one quart low of oil, ran the engine up, could see no leaks, so added a quart of oil and lifted off. The tower bid us good night and remarked that it was a pretty plane climbing out. We thanked him and went on. We are over land, climbed back to 5000 ft, going to pass over Kalamazoo and called them to tell them where we were and our intentions, but no reply. Battle Creek is the next town and we

are about half way there when the hot oil smell came again and this time there was **No** oil pressure, the needle pegged at zero. Half way between Battle Creek and Kalamazoo, we have enough altitude, so do we go on or turn back?. I'm not sure where the field is located in Battle Creek, but I do know were it is in Kalamazoo, so a hard 180 and very quickly and we can see the field. This is going to be the third night landing with this plane. I call the tower and declare an emergency, tell them the field is mine, no reply. I start "S" turns, Pete says to go over the airport and circle down. I never liked them, I have more control with "S" turns and he says nothing more after that. I'm going to kill the engine so as to do no damage to it. Pete says to let it run, better to ruin an engine by giving one last burst of power if necessary to make the field, than save the engine and wreck the plane. Good advice. All is working well, and when I can count the bricks in the chimneys of the houses I say we are going in. He says that we are too high. I say "We're OK, watch this," and I pull 40 degrees of flaps and push the nose over. The runway is long and we have no problem except for the fire truck running beside us, red lights flashing. I come to a stop and here is a fireman at my



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Continued Next Page

The Trip I Will Never Forget—Part II

By Jerry DeGroot (Continued)

window, axe in hand, "Where's the fire?" he asks. "There is no fire, so put that axe away!"


The tower had closed down at 11 pm. There was a cleaning man in there when I called, declaring an emergency. He felt he was not licensed to use the radio, so did not answer. He did, however, call the fire department and tell them what he heard, so that is how the fire truck came to be running down the runway with me. We pushed the plane off the runway into the grass and headed for the terminal. Surprising enough, it was open, we went in, and not a person in it anywhere.

The front doors were locked so we had to make sure we did not both go out at the same time or we could not get back in.

A taxi drove up and, a man gets out, and the taxi drives away. He tries to get into the terminal, but, of course, it is locked. He wants to know what I am doing there? I tell him I had an emergency landing and am waiting for tomorrow so I can have my plane repaired. He says, "I want you to fly me to Chicago."

"I can't, my plane is in for repairs. " It is not, and I'm going to face." It has become very apparent that he is very inebriated. "I really wish you would not do that." "Why not?" "Because it would hurt." Pete is standing in the terminal watching all this. When the man turns away thinking, I slip into the terminal. I find a bank of phones, with each going to a different taxi company. I pick the one that delivered the man and call them. They know the man, said it happens all the time, and they would come back and pick him up. Morning arrives and I find a place on the airport that will work on the plane. We find that a oil hose was leaking. I had it replaced with metal line so I wouldn't have this problem again. Fortunately, the engine was not damaged.

We lift off and head on home, a wonderful learning experience.

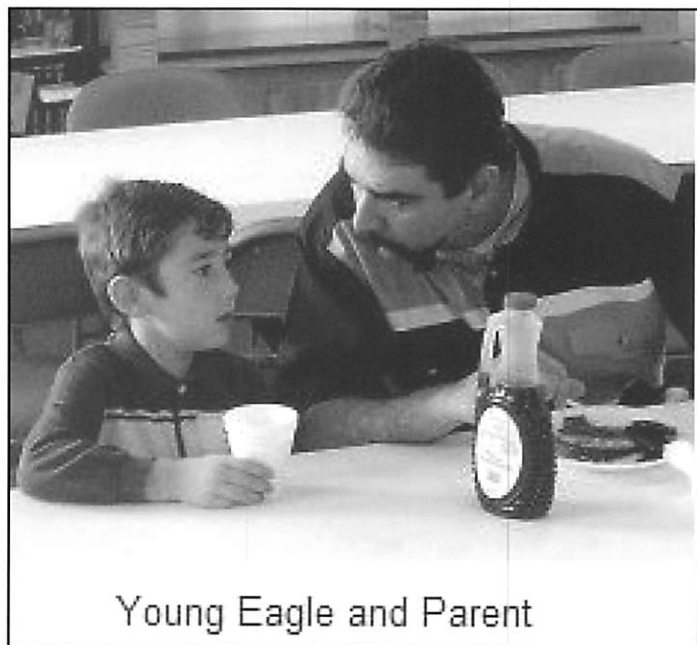


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An article by Randy Stout: Rolling on the Paint

I recently painted my Zodiac with polyurethane boat enamel. Many have stopped by to comment on the paint job and I have been urged to write about the experience for our newsletter. While the finish looks pretty good, it is not as good as a professionally sprayed Imron paint job. Results will vary with proper preparation, weather, and facilities. Ideally, you would want a dust free, bug free, and climate controlled room. My hangar was none of the above, but it would have to do.

I found about the boat paint one day when I was at the boat store looking for some zinc chromate primer. The polyurethane paint was right there close by and caught my eye. Then the store clerk came by. We got into a discussion about painting aluminum "boats" and I mentioned that I didn't have the facilities or equipment to spray it. The clerk then said, "You don't spray this paint. You put it on with a roller." Then he pulled out a pamphlet for Interlux Paints (www.yachtpaint.com). After looking it over, I decided to give it a try.

All the products listed are from Interlux Paints. It may take a little practice to get the technique down so if you decide to paint your plane this way, you should practice on a piece of scrap metal first. The first step is to wash and dry the plane. Then lightly ruff up the surface with a scratch pad and make sure there are no deep scratches or sharp edges. Use some cheesecloth wetted with 216 thinner to remove dust and any remaining oils. This stuff is strong. Be sure to have plenty of ventilation, and use rubber gloves marked for use with solvent.

Taping is next. Use a quality masking tape. A simple paint scheme is probably best with this method, as you will only be able to paint one color at a time. It takes several, very thin coats and each coat will need about 24 hours to dry.

Next, prime the surface with Vinyl-Lux Primewash 353/354 that has been thinned 25% with Vinyl-Lux solvent 355. This is a self-etching primer. It can be applied



with a roller. The rollers are the small 6-inch, fine, closed cell, sponge rollers you can buy at your neighborhood home improvement store. Allow the primer to dry at least 1 hour but not more than 24 hours. Only prime what you can paint in the next 24 hours.

After at least an hour, lightly sand being careful not to sand all the primer off of the rivet heads and wipe with 216 thinner and cheesecloth. Then use 333 Brushing Thinner to thin the paint according to the instructions on the can. The paint will be very runny. Apply the paint as thin as possible. It will most likely run anywhere there is a bend. The runs can be easily taken care of with some very fine sandpaper after it dries. I recommend working in

small sections, as it will take some time. The instructions have you "knock down" the bubbles with a brush. I found that I liked rolling over them repeatedly until I had crushed them all. Sometimes I'll go over it with a dry roller to try to pick up some of the excess, in hopes that I can prevent some of the runs. Let each coat dry about 24 hours, then very lightly sand with 400 grit paper to ruff up the surface, remove runs, bugs

and any other imperfections. Wipe the dust off with a tack cloth and 333 thinner. It took me a minimum of 3 coats before I couldn't see the primer beneath. I put on at least 4 coats on my plane.

After you are satisfied with the first color, remove the tape. You may have to use a razor blade to score the paint before peeling the tape off. Allow the paint to cure a few days before taping for the next color, as you will be taping on the fresh paint.

After I finished painting, I completed to process with some decals from DecalZone.com. The whole job, including decals, cost me less than \$500 and took about 3 weeks of my spare time.

CHAPTER CALENDAR

DAY/MONTH	PROGRAM	TIME
10 JULY	RAYCHEM SOLDERLESS CONNECTORS BY DAN ZAIONTZ	DINNER 5:30 TO 6:00 PM PROGRAM 7:00 PM
14 AUGUST	YOUNG EAGLES RALLY @ PEZ FLYING THE U-2 BRIAN HEYNE	9:00 AM - 1:00PM DINNER 5:30 TO 6:00 PM PROGRAM 7:00 PM
25 SEPTEMBER	YOUNG EAGLES RALLY	9:00 AM TO 1:00 PM
9 OCTOBER	CHAPTER FLY-IN AND PICNIC	
13 NOVEMBER	AIRCRAFT DESIGN-THEORY MARK BROWN	DINNER 5:30 TO 6:00 PM PROGRAM 7 :00 PM
11 DECEMBER	EAA 35 CHAPTER CHRISTMAS PARTY	5:00 PM SOCIAL HOUR 6:00 PM DINNER IS SERVED

Hi there friends!!

My exit from San Antonio was sudden, but I found a rare opportunity to return to Pensacola, Florida and pursue a more tranquil life.

Enclosed are some photos. One is at Ferguson Field, about the size of San Geronimo, but only 2 miles from Sherman Field, AKA Pensacola-NAS, where the Blue Angels are based during the summer. The traffic pattern altitude is 527 A.S.L and field elevation is 27 feet. Extended Final entry is forbidden and all traffic enters upwind for left traffic. The closed pattern is tight and pilots can easily miss the field at 500 feet AGL and bust Pensacola NAS airspace. Last week, I did some "Body Surfing" at the beach. It is tricky but easy to learn. You just lay your body into a wave to imitate a surf board and ride the wave in. If your head goes underwater, you shut your eyes for a few seconds, and then can reopen them underwater. If you don't like what you see, you can close them! The SCUBA Diving is awesome here, too! I have 125 hours under water and 182 hours in the air. It is ironic how I moved from San Antonio - the aviation cradle of the Air Force, over to Pensacola - the aviation cradle of the Navy. The short field landings are practiced a lot over here with great hopes of making a carrier pilot out of us someday. Its funny that I left the BLUE ANGEL TOMAHAWK over there in San Antonio!

Oscar



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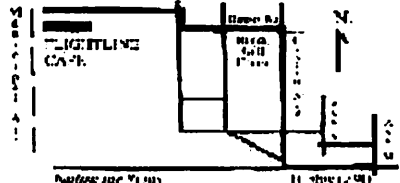
“Happenings around the patch”

Flight line café report. I flew the Stinson over to Hondo to check out the rumor that the Flight line Café was open for business: Business looked good. When I landed, I taxied to the old site and, using my cell phone, called the café. I told them I was at the airport, and needed a ride to the café, “we’ll be right over” was the response. As I finished tying down, the car appeared and we were off. It is just a short ride, out to the Recreation Center, turn right, cross the tracks, turn east on Highway 90, and you will see the new Flight line Café on the right in a strip mall. Same down home food, good looking deserts, sweet tea, and friendly service. They have moved some of the memorabilia out of the old building and with some luck and help, the rest may make the trip also. **New hours: Sat—Wed 7:30—3:00 Thru—Fri 7:30—9:00. Phone # 830.426.4020. Address: 2507 19th St. (HW 90) Hondo TX . Take your tie down ropes.**

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A CHALLENGER II SPECIAL PROJECT By Tom Gould, EAA 9892

(continued)

I ordered the kit and started construction in September 2003. The kit is excellent and everything fits. I would rate both the kit and factory support a 9.9 on a scale of 10, but the manual is a 5.0 at best. The article in the August 2003 Experimenter also had a high opinion of the kit and factory support, but referred to the manual as “marginal at best”.

As the kit went together I was calling the factory at least once a week with questions. Several times I had to undo things because they interfered with installation of another part. I pointed out these minor but time wasting errors or omissions in the manual, and in the end, the factory offered me a dealership which I agreed to. I then started fabricating steel jigs and fixtures to help others during construction and this slowed my project down.

Finally in May of this year, N9892T was ready for Norris Warner and crew to do the weight and balance so I could determine where to install the battery and have the best CG envelope. The battery has now been installed and the only thing left is the inspection. At this point after eight and a half months of effort there is less than one day of work left to be ready for flight. Using what I have learned and the fixtures I made, I am sure I could build another in less than half the time.

Unfortunately, the fickle finger of fate has stepped in. I had been having a lot of pain in my right shoulder and ended up having extensive surgery to repair three torn tendons. The doctors tell me that it will be a couple of months before I will do any flying. The word “frustrated” does not begin to cover how I feel with my project just gathering dust.

To keep busy in the meantime I am writing a supplemental construction manual with a more detailed step-by-step construction procedure spelled out and to correct some of the blank spots in the manual. Hopefully this supplemental manual and the fixtures will speed up the building process for others.

If anybody would like to see my project or has any questions about Challengers please call me at 830.663.4448. There is also a web site for the Erie Airpark where there are 27 Challengers based and five others under construction www.erieairpark.com. Also check the April 2004 issue of EAA Sport Pilot.



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LOCAL INFORMATION

(If you know of any local aviation events or happenings we can share with the chapter, call Jim @ 210-822-7229 or send it via email to: jfeighny@satx.rr.com.

We were saddened to learn of the passing of Darleen Eckhardt, wife of longtime chapter member and a former president, Ted Eckhardt. Darleen had been ill for an extended period, and Ted was required to curtail his chapter activities to care for her.

All chapter members extend their sympathies to Ted and his children

Oshkosh reporters: Anyone going to Oshkosh, please take a few photos and write some notes on your experience. I would like to feature some of our chapter members input in the September Newsletter.

Shooting Star Museum, Devine, TX, Open every Sunday 1-5 PM or by appointment – Proprietor Pat Wegner, 830-931-3837

<http://www.fun-places-to-fly.com/>

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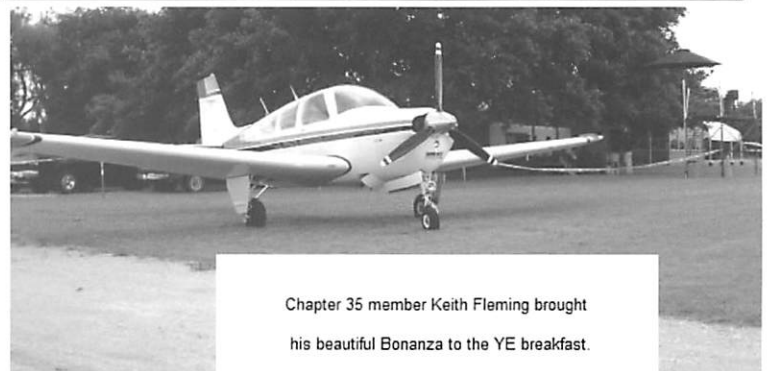
New Chapter Member

Please welcome our new member

New Chapter Member, Danny Beavers and his wife, Roxanne, live a few miles Southwest of San Geronimo, and they base their pride and joy, a Piper 180 D Cherokee right here. Danny has volunteered to help with our Young Eagle program.



DANNY BEAVERS



Chapter 35 member Keith Fleming brought his beautiful Bonanza to the YE breakfast.



Steve Carlson and George Tovar with the Carlson Warrior



Former Chapter 35 Editor at his Florida based Flying dig

Date: 25 Sept 2004
 Location: San Geronimo
 Time: 9:00 am - 1:00 pm

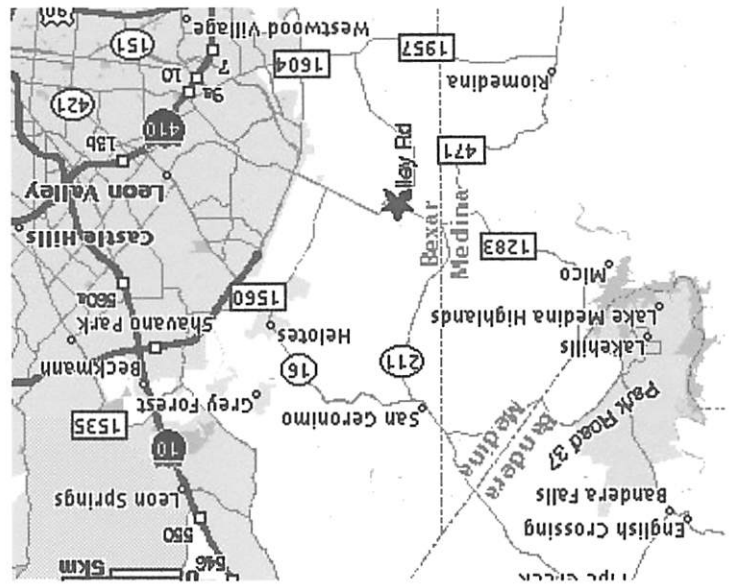
Date: 24 April 2004
 Location: San Geronimo (6T8)
 Time: 9:00 am - 1:00 pm

Date: 12 June 2004
 Location: San Geronimo
 Time: 9:00 am—1:00 pm

Date: 10 April 2004
 Location: Hondo (HDO)
 Time: 1:00 pm - 4:00 pm

Young Eagle Fly In Dates

When Do you Meet?
 Second Saturday of the Month
April 10th Chapter 35 Meeting
Hondo Airport 1:00 to 4:00 PM for
Young Eagles Fly-In



Please support those businesses that support YOUR local EAA chapter. Thanks!

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

Steve Carlson, President
 16411 Hornet Creek
 San Antonio, Texas 78247-4429

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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 the Editor Oscar Olszewski @ 210-382-4675 or send it via email to: Big-O@satx.rr.com

For Sale: 1/10th share in Cessna 182. Nice airplane. Great owners: All maintenance up to date, and a reasonable rate (\$60.00/hr wet). No scheduling hassles. Hangared in New Braunfels. \$8,000. Joe Ramotowski 210.824.2390

For Sale: Dynafocal mounts for Lycomings available. Manufactured by Barry, part #94011-40. Look like Lord mounts and interchangeable with them. Full set \$80.00. Retail is around \$300.00. Norris Warner 830.510.4334(Metro).

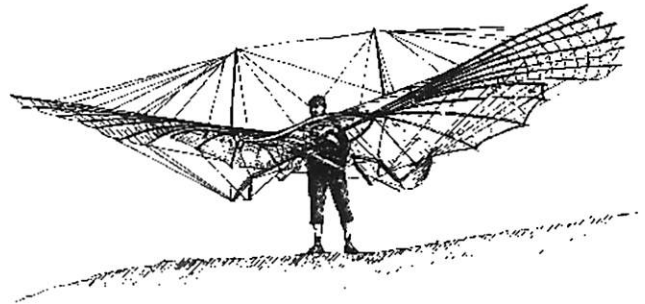
For Sale: Evans VP-1 Volksplane rebuilt and flying with 40 hours at Zuehl. Contact Danny McCormick for details: 210-872.3959 or 210-690-6048.

For Sale: RV-4, 180hp O-360A1A, Hartzell constant speed prop, KX155, encoding transponder, GPSMAP 195, wing leveler. Lots of fun, and good cross country too. Located SAT. \$49,500.00 Bob Fodge 210-822-5725

For Sale - QUICKSILVER
MX Hirth 2702 40 hp (62 hours TT) POWER-FIN Propeller--3 Bladed (new) Original Price \$7,200 Now Reduced to \$6,500 Contact Norris Warner at 830-510-4334

For Sale English Wheel 40 inch arm \$2,000 Contact David Hedges 210-913-0074

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.

A Pietenpol is coming...Zuniga (continued)

I've been hanging around the Piet builders' list for a couple of years, ever since I got interested in the Corvair engine and discovered that the Piet guys have been flying with Corvairs since the 60's. I never cared much for the old low and slow Piet till I got on the list, and the love has grown by leaps and bounds ever since. Now I see the beauty and simplicity that has drawn hundreds, thousands to the venerable Pietenpol design over the years.

There have been several projects come up for sale from time to time, some nearly complete, and I've almost bought one or two over the last few years, but figured that I'm not getting any younger, things aren't getting any less expensive, Corky is such an honest man and such a talented builder, and since I need something to fly to keep my competence while I build, I decided to go ahead and buy his airplane. At the same time, Randy Stout's hangar-mate (Weston Walker, and we'll all miss him) was going to move away, and I saw the chance to find a home for my bird. Things are coming together!

Now all I need to do is get the ownership transferred, get the airplane to Texas, and get a thorough checkout. The airplane will temporarily be ferried to Zapata, where my old instructor Charlie Avaritt is the airport manager and will take care of her till I can get down there and get checked out. All in good time!

At the moment, I'm working at frantic pace to get some work done before my and wife and I leave on our 35th anniversary vacation to Tahiti the first week of July. Our anniversary is on 7/7. When I get back home there will be plenty of time to get the airplane issues in order, including a new weight and balance. I'll need to use our new co-op electronic scales! Corky has just changed the metal prop on 41CC to a Hegy wood prop, and the 18 to 20 lb difference warrants a new W&B. What fun!!!

Author's note: Ray Hegy of Marfa, Texas was a long time Chapter 35 member until his death about three years ago. His grandson carries on in the finest traditions of the old time wooden prop carvers

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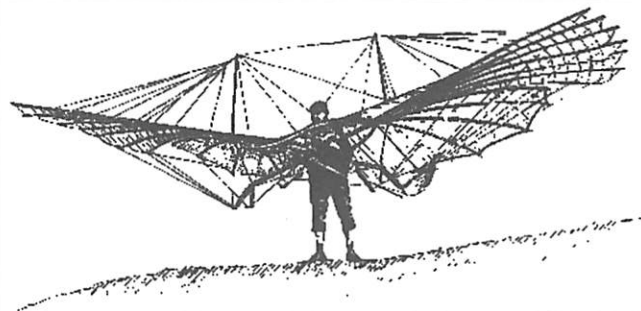
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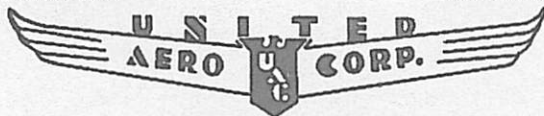
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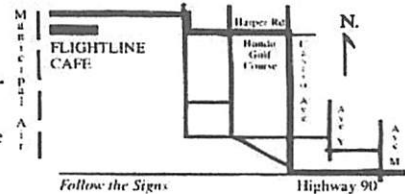
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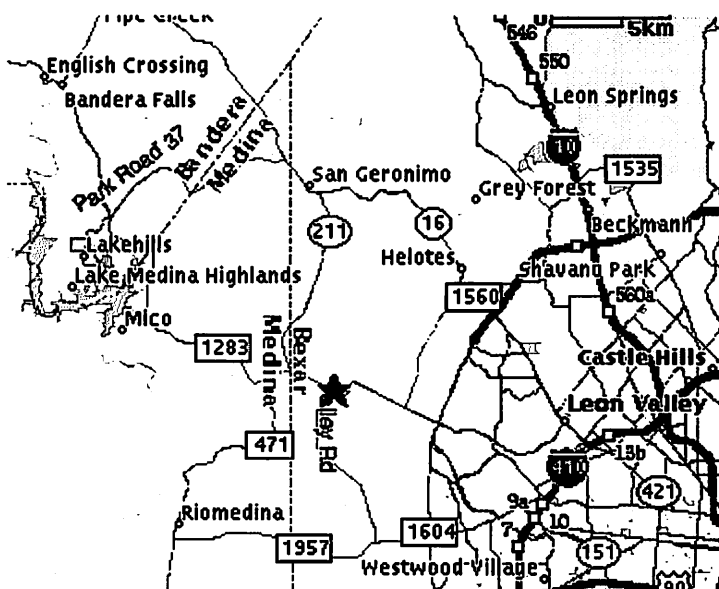
The Official Newsletter of EAA
Chapter 35, San Antonio, Texas

RUNWAY 35

Volume 46 Issue 7

Page 12

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When Do you Meet?

Second Saturday of the Month

July 10th Chapter 35 Meeting

Dinner 5:30 - 6:00

Program - 7:00

Young Eagle Fly In Dates

14 August 2004

Location: PEZ (Pleasanton TX)

9:00 am - 1:00 pm

25 Sept 2004

Location: San Geronimo

9:00 am - 1:00 pm

LOCAL EVENTS AND HAPPENINGS

(If you know of any local aviation events or happenings we can share with the chapter, call Oscar @ 210-382-4675 or send it via email to: Big-O@satx.rr.com.

Open every Sunday 1-5 PM or by appointment – Shooting Star Museum, Devine, TX, Proprietor Pat Wegner, 830-931-3837



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