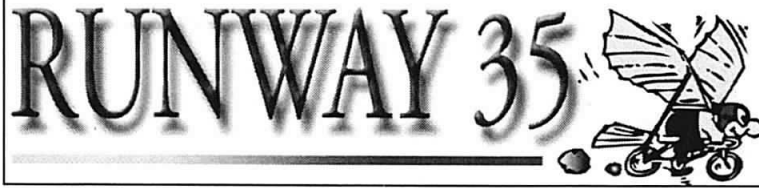




The Leader In Recreational Aviation



JANUARY 2009

Volume 51 Issue 1

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SO WHAT'S A NEWSLETTER?

By Oscar Zuniga

I got to thinking about this before writing something. A newsletter is a letter that contains news. We can go to various other sources for building tips, tricks, details, how-to articles, and so on. What we have our Chapter newsletter for is to convey news to the members. Hmm. What kind of things should go in the newsletter?

Well, how about asking "what's news"? About all I can relay is what is news to me. Funny thing is, sometimes my idea of news may not seem very earth-shattering. For example, when UPS brings a box to my door and it's a box containing a bunch of little plastic bags with AN6 bolts for mounting my prop, castellated nuts and washers to match, and maybe a skull-cap spinner (I haven't decided if I want to get that fancy with my Flying Squirrel or not, but some days I think that a simple spinner might help airflow into the cylinder inlets), that's big news for me! I open the package nonchalantly, but inside I feel like a 6-year-old opening presents at my birthday party, and the packing peanuts fly like confetti on the 4th of July. My wife doesn't think it's news, but I do. Anyway, that's "private" news, just for me. Only another builder would think it's news when a box from Aircraft

Spruce shows up at the front door.

So what's bigger news? Well, maybe it's something that others are aware of but I'm not. I've only hung around San Geronimo Airpark for six years now, so I haven't seen it all and I sure don't know everything that goes on in all the hangars. Not by a long shot. However, it was news to me that Lew Mason owned and flew a nifty short-wing Piper until just a few weekends ago when I watched him taxi it out, run up the engine, and fly it around the pattern. Matter of fact, I didn't even know it was Lew at the controls until he taxied up after landing and we took note of a loose fabric tape on his landing gear leg. Until that time I had no idea that Lew had such a pretty little airplane! Now that's bigger news to me. (Oh, and by the way Lew- you left your hangar door open so I let myself in and retrieved my can of Poly-Tak since you had nicely reattached the flapping tape and repainted it and it was obvious that you were done with the cement.)

It was news to me that there were so many liaison and observation airplanes sitting waiting for restoration over at Cannon Field until I flew over there, landed, and

(Continued on Page 2)

SO WHAT'S A NEWSLETTER? (CONTINUED)

(Continued from Page 1)

walked around the hangars the other day. Every one of them is a stalwart, sitting patiently in T-hangars waiting for loving hands to clean them up and get them in the air again, with the smell of old avgas and thick engine oil faintly detectable as I stuck my head inside each cockpit to look at the old instruments and controls and the crazed windscreens. And after seeing a pretty L-3 and later looking it up in Wikipedia, it was news to me that there were so many variations of it during the war and in the years before and after. My friend Corky Corbett over in Shreveport is restoring an Aeronca "Defender" and will paint it in L-3 markings, and it should be flying soon.

That will be news, when his "Blue Boy" takes to the air again. Bigger news than that? No, not a TFR due to the President flying in to his ranch. That's ho-hum stuff now. Well, I thought the new blue-and-yellow biplane on the field was big news, and I still do. Shoot, I

thought seeing the project in the EAA hangar sitting in the doorway with its wings set up in place was pretty big news! I even thought the

Legal Eagle taxiing around was big news. But then again, every time I hear an aircraft engine start up anywhere on the field I think it's big news! What's that old saying, "simple minds - simple pleasures?" Hey, I don't mind... I love airplanes and I love hanging around the field. That's my news.

So what's news for you?



Electronic Edition

This newsletter is also available online and in color. Visit: http://eaa35.org/ENL/Jan_09/Jan_09.pdf

PRESIDENT'S COCKPIT

By John Latour

I have been EAA Chapter 35's President for twelve months. I have learned during this period of time the loyalty of our members. I see this loyalty and commitment among members. We share the same high level of pride and passion for flying and building as when I joined EAA in January 1966. Through the years, Chapter 35 member support our many programs of aviation at San Geronimo Airpark to far exceed our expectation. You have made a huge difference in countless of lives and especially in the Young Eagles. Thank you for your continued support.

We have a passion for flying. Fifty-one years ago, a dedicated group met at Stinson Field to form EAA Chapter 35. They wanted a strong future for general aviation. Since 1957, the inspired leadership at EAA Chapter 35 has allowed us to experience the freedom of flight. It allows us to build and / or fly our choice of airplane. EAA Chapter 35 members far exceed the vision of early founders with our passion for flight.

President's Plaque - In recognizing the history of Chapter 35, the president's plaque is presented to chapter members and especially past presidents. It is decorated with brass name plates listing names of past presidents with room for future presidents. It allows us to remember dedicated men and women of Chapter 35. The Fifty-one years of past presidents award was presented to honoring our Chapter 35 past presidents. It was presented to Chapter 35 at 2008 Christmas Party and Awards Banquet. I pledge to do everything in my power to build on our past president's record of accomplishments.

Chapter 35 Awards - Over seventy awards were presented to over thirty recipients. Those awards marks the recognition of good deeds toward Chapter 35. They are in honor of people for whom gave of themselves to improve our chapter. We thank you for your support. The awards held will be mailed to recipients.

ACKNOWLEDGMENT OF EAA CHAPTER 35 SUPPORT
2008 Christmas Party fulfilled Lee Carlson's four "F(s)" of Christmas: Food, Friendship, Fun and Flying. Here are people and tasking that made it happen.

Master of Ceremony - Dave Baker preformed a masterful job in leading us through the gift exchange.

Santa & Snow Princess - Bruce & Sasha Harrison brought out the spirit of Christmas.

Decoration's - Nancy Mason lead a team of volunteers in decorating the club house. B.J. O'Dea, Freda Jones, Gail Scheidt, Georgia McCarley and Mary Ann Schlattman assisted in this huge task. I saw Nancy planning and designing the decorations for three weeks prior to party and disassembling decorations one week after party. Please remind me to increase her pay.

P-51 Peddle Mustang Fighter Raffle - Congratulations Miriam Talley. Miriam is a "#1 Chapter Member." After winning the P-51 Mustang Peddle Fighter she immediately gave it to Sasha Harrison. This is more than an act of kindness. It is what EAA Chapter 35 members do. It is the joy of giving and embrace a lifestyle of generosity in willingness to give. Thank you Miriam.

Ham & Turkey Dinner - Grady's BBQ catered the Ham & Turkey Dinner. They prepared food for a Chapter 35 record of one hundred plates plus 15%. People were served in an orderly manner as directed by Nancy Mason & Dave Baker. *Take-out plates were served for a donation. All of the food was distributed prepared for party plates or take outs.*

Caterer - Grady's BBQ was proposed & anchored by Anna DeGroot. Her involvement led to a highly successful 2008 Christmas dinner.

Cakes - The cake with the Chapter 35 logo is the artistic baking of Jennifer Flores. It is our January desert. The delicious raspberry and pineapple cakes are the artistic baking of Anna DeGroot. Not one cake serving was found after the party.

Flying - Airplanes to 2008 Christmas Party & Awards Banquet at San Geronimo Airpark this year was limited to IFR night flying.

2008 Presidents Award - The beautiful plaque is design & milled by Jerry DeGroot, a friend of Chapter 35. The laser etched brass plates are designed by another friend of Chapter 35, Kathy Hampton.

(Continued on Page 5)

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NEWS CLIPS

BUILDER'S ACADEMY STATUS

By John Latour

The Builders Academy is another EAA Chapter 35 educational activity. It offers young men and women the opportunity to build an ultralight airplane. The Dream Classic ultralight airplane kit from Airdrome Aeroplanes is taking shape. Three students assisted Bob Severance, Maarten Versteeg, Richard Gramling and Louis Viggiano on Saturday, December 20. The Dream classic was introduced in 1996 by Airdrome Aeroplanes. The ultralight is a full three axis airplane. This kit came to us in 2002 with pre-done machining and required welding. Airdrome Aeroplanes said, "Construction time is normally 100 / 120 man-hours." Our goal is in educating people rather than challenge construction time.



SIX HEADSETS AND E6B AVAILABLE

By John Latour

Don Copeland donated six headsets and a Sporty's E6B to EAA Ch. 35. Doug Apsey took a quick look at headsets and reports they are available for a donation of \$50 each.

Two David Clark H10-80 are in a very nice ASA carrying case. These are in very good condition and do not appear to need anything. This model has been discontinued.

Two David Clark H10-80 are in OK shape but showing their age a bit. These are in a decent case. They would probably need new foam parts. The H10-80's are going for around \$125.00 each on eBay if in good condition. The good set of H10-80's may be worth a bit more than \$50 each.

One David Clark H10-20 needs all the foam replaced. It is in an old case that is usable but not great. This model is still available and parts should be no problem. The H10-20 is a \$295.00 headset new (but this one needs new foam parts).

One ASA brand headset is in good condition. It may need new foam in the ear-cups which are available. It is in a nice case. ASA still makes this one or a similar set and parts are available. The ASA headset sells for \$125.00 new.

One Sporty's E6B needs operational checkout.

Please call 830 612-2232 for more information on headsets or E6B



YOUR NEWSLETTER NEEDS YOU

By Steve Jones



January is another slow month for your newsletter, but that didn't stop Oscar Zuniga from musing, just what is it that makes the newsletter, our chapter, even this way of life so in-

spiring.

It's cold in the hanger. So what are you doing this winter to prepare for the next year's flying season? Are you upgrading, repairing or maintaining your pride and joy? Are you just happy to reminisce about flying days past? Have you considered sharing your goals or your experiences with your chapter members?

We have a great aviation history represented right here within our chapter. It's very likely that one of the newer members, someone like me, isn't aware of our rich heritage — a heritage built from the hard work of pioneers like you. Would you consider taking some of your time to share your story? You'd be amazed how awe-inspiring it might be.

We've heard in the past, "There I was..." and "Don't do what I did". It's more than entertainment, it's information that could save a life. I'm keenly interested. The life you save may be mine! Oscar stepped up again, set aside pride and vanity and provided us with two real-world examples to shock us out of complacency. That's what quiet heroes do.

Please take a moment to jot a note, snap a photo or report on your position in the chapter. Your members want to hear from you. Contact your chapter newsletter editor at the following email address: eea35news@gmail.com. I look forward to hearing from you.

PRESIDENT'S COCKPIT (CONTINUED)

(Continued from Page 3)

Donations - Don Copeland donated six headsets to Chapter 35. Mike Landis is first headset customer. He made a donation for two headsets.

Hondo Aviation Day, March 21, 2009 - A Boy Scout Coordinator is Needed: A person with Boy Scouts leadership / background is immediately needed for Fifth Annual Hondo Aviation Day. We need someone to take over and fill Debbie Cherry's position and assume Boy Scouts responsibility. Please call 830 612-2232 or 210 287-1701 for more information.

Young Eagles - Brad Doppelt is leading Chapter 35 Young Eagles. Brad said, "I am willing to do the YE pilot coordination again this year, but we will need someone to fill Debbie's position. Perhaps Debbie can recommend someone to take over the Boy Scout end of things."

Hangar Shelves - Assistance is requested for installing shelves in hangar. We need a person with carpenter skills to install shelves. The building material is on hangar floor. For information or assistance, please contact hangar chairperson Dan Cerna, 210 688-9345 or Lew Mason, 210 688-9072.

New Refrigerator - Dave Baker purchased a new refrigerator for chapter club house. Nancy Mason reported a cooling problem with old ice box. It cooled contents 50% of the time. Dave volunteered to take lead on research and purchase of refrigerator. With assurance of funds and board approval, Dave responded with a sense of emergency to purchase and have box installed in minimum time. We thank you Dave Baker for being proactive.

Young Eagles - On behalf of EAA Chapter 35's Young Eagles Program, Brad Doppelt, Danny Beavers, Jim Feighny and Jon Burgin flew approximately twenty Boy Scouts/Young Eagles at San Geronimo Airpark on Saturday, December 20. Chapter 35 continues to offer young people ages 7-17 an opportunity to fly in a private airplane as well as offering aviation camps and other educational activities.

OWNING UP

By Oscar Zuniga

A few weeks ago while writing something about flying, I started feeling a little sheepish about the way I was writing. I thought I might be trying to come off as a high-timer, or an ace, or some kind of a hot-shot. So I thought I'd own up to my actual piloting credentials before someone got a glance at my logbook and found out that I'm pretty much just an ordinary Joe Pilot.

I'm a PPSEL, no instrument rating, a couple of years out of medical so I'm operating as a sport pilot. Total time in my logbook is a little over 500 hours, most of it in ho-hum stuff like Warriors and Skyhawks and 150s. Since I've gotten that time over a span of 30 years, it's obvious that I rarely fly anything like 25 to 30 hours a year, and most of my flying is weekend stuff. I can boast of nine instrument approaches in my 7.4 logged hours of instrument time, another 4.8 hours of simulated instrument time, 6.2 hours of multi-engine time, 28.8 hours of night flight, and nearly a hundred hours of dual time in all. One hundred forty-two point nine hours of my total time has been at the controls of aircraft with conventional landing gear, but that's just about where the bragging ends. I'm pretty much just an ordinary Joe Pilot who loves to hang out at the airport, fly around the patch on weekends, and spend time monkeying around with airplanes.

I'm creeping up on nearly a thousand landings logged in my book, but only two of those come immediately to mind as being my most memorable. Unfortunately, they are both memorable for the same reason: I made the landings with the engine stopped, and not intentionally, either. I've made landings exactly on the runway numbers, I've made some really spectacular Super Cub landings on the tops of mesas and in small clearings, I've made innumerable power-off landings, and I've made some really amazing

crosswind landings- but two dead-stick landings among the other nine-hundred-and-some-odd require no effort whatsoever for me to remember in exact detail.

The first was in a blue and white Cessna 150. I was returning to Laredo from a business flight to McAllen, a flight that I made many times in that same airplane. Due to winds at the time, I elected to set up my approach for Runway 27 rather than the usual 14 or 17L/R. Runway 09/27 at Laredo was much shorter than either of the main runways but when there was a crosswind that strong, the shorter runway worked just fine and it was no problem at all in the 150. I set up on a left base as I came right in from the VOR, lowered partial flaps, set power, ran the landing checklist, and was coming perfectly down the glidepath to the numbers when the engine stopped. No cough, no sputter, it just stopped. I was flabbergasted but was also coming down like I was on rails on short final so I confidently completed the landing and rolled to a stop before getting too close to the intersecting main runways. A radio call to the FBO had the fuel truck out to help me and that was the end of that. Ran out of fuel, despite the indications on the indicator needles on both gauges. Taught me about Cessna fuel gauges, topping off at any stop where there is fuel, and always being prepared to land without power!

The second fuel exhaustion landing I've made was more embarrassing since it was in my Pietenpol and was not that long ago. Even more embarrassing is the fact that it happened while flying into Laredo again. I was taking the airplane to my mechanic friend Wayne Barker for its annual condition inspection and had been watching the float rod on the fuel level indicator creep lower and lower the last hour of the flight.

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OWNING UP (CONTINUED)

(Continued from Page 6)

Thinking I'd just iron-butt ride the airplane all the way from San Geronimo instead of stopping for fuel and a rest in Cotulla like I usually do, I noted that the steady southeast headwind slowed me to the point that the fuel indicator was getting into the yellow. I have the indicator painted yellow after what should be 2.5 hours of cruise flight, with about 45 minutes of yellow and the final 45 minutes being painted red. That should always give me 45 minutes' reserve, or so I thought. I had carefully filled the tank myself and calibrated the float rod, so I knew the quantities were correct.

Cut to the chase: while maneuvering in Laredo traffic and talking on the radio, I saw that the float rod was solidly in the red, but I had enough altitude to glide to the field and the runways there are very long. I was cleared to land, turned right base to Runway 14, then set up on final and kept thinking about keeping up my speed due to bizjets and other traffic in the area. Beautiful final approach but as I brought the stick back to begin my flare, the engine quit cold and I knew the airplane was out of fuel. Short roll, embarrassment, hasty jump out of the cockpit to push the airplane off the active and past the hold-short lines, whip off the flying helmet and goggles which now feel corny and out of place, and then take a breath. In the distance along the flight line, flashing lights began heading my way.

I knew what happened

after peering down into the fuel tank. Sure, there was still fuel in the tank but it is unusable except in level flight or with the nose down. So I've learned that the red markings on my fuel indicator mean "NO FLY!", except in extreme circumstances and only with the understanding that when flying the remaining couple of gallons in that tank, pulling back on the stick will result in immediate engine stoppage due to fuel starvation as the carb float bowl level approaches the fuel level in the tank.

So now I've owned up to my real pilot's credentials, such as they are. I'm an average Joe Pilot, I've made some goofs in my flying time, I really only talk a lot about flying but don't actually do a heck of a lot of it, but it sure is fun when I do. I think that's better than telling you I'm a hotshot and then you getting a glance at my logbook or watching one of my landings and figuring out that I'm not. But hey: I have actually landed right on the numerals "17" at San Geronimo, and with a little effort I can actually remember that landing like it was yesterday!



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2009 CHAPTER CALENDAR

JANUARY 10	GENERAL MEETING / BOARD MEETING	BOARD MEETING @ 4:00 p.m.
	Chef: David Talley	DINNER @ 5:30 p.m.
	Guest Speaker IAW VP, Bruce Harrison	PROGRAM @ 6:45 p.m.

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

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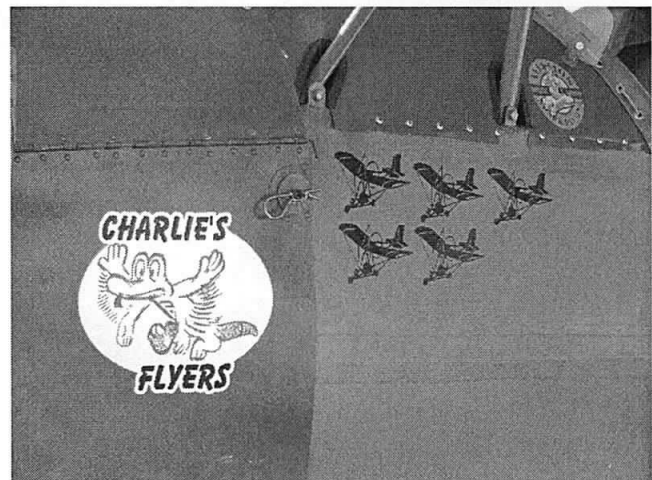
FOR RENT: EAA Chapter 35 Hangar Space. Rent a 10' x 20' space & get free use of hangar Equipment & tooling. Please call Dan Cerna 210.688.9345, E-Mail dacerna@aol.com or John Latour 830.612.2232, E-Mail latourjohn@att.net

FOR SALE: Scot Chesler, 37HP 1/2 VW Engine Zero time, still in shipping container. Paid \$3,275 (Shipping container not included) Price negotiable. Please contact Jim Munro at (210) 685-9306.

FOR SALE: New fiberglass cloth/tape and foam (from a Cozy project) that needs to find a new home. Contact Randall Klint at email rklint@sbcglobal.net or (210) 695-6624 (home).

FOR SALE: Thundergull 2000. Single seat, 20ft aluminum wing, composite fuselage, Rotax 503 oil injected with 360 hrs TTAF, 3 blade Warp drive prop, ten gallon fuel tank, aluminum Hagar wheels. Basic instrumentation / EIS, ASI , ALT, COMPASS, ICOM radio, 150ft or less take off/ landing, cruise is 90 mph, stall full flaps 35mph, excellent visibility and handles like a fighter for only \$14,000. Contact John Behrendt at jbehrendt82@aol.com or call (920) 327-9395

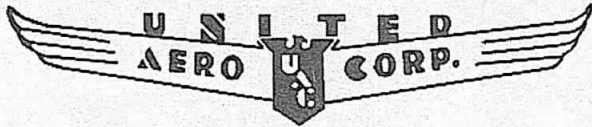
FOR SALE: 1996 Merlin GT with 110 hp Continental 0-200 engine, approx. 10 hrs on engine. Built by Gary Key and his Father-in-law who is a certified aircraft mechanic. Plane is hangered in Roswell, NM. 6 pack instrumentation and all engine monitor gauges. Asking \$30,000. If interested contact Gary at 575-623-6537.



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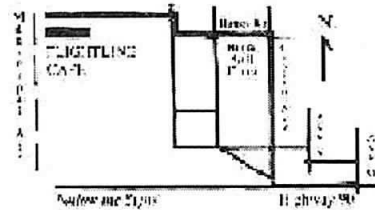


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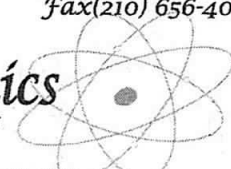
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