



August 2003

Volume 45 Issue 8

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# RUNWAY 35



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

## Front Page News

### Tokyo Raider to Speak



Dick Cole, co-pilot of the first aircraft off the USS Hornet is posed here with the crew. Dick will be our honored guest at the August meeting speaking of his time with the Tokyo Raiders. That's Jimmy Doolittle second from the left.

August Meeting

August Meeting

August Meeting

August Meeting

August Meeting



### "Dick Cole Speaks"

Dinner@1730

Social Hour@1800

Meeting@1900

Food by who knows...however Ed promises a great meal!



This is a "MUST" Meeting!!

The 2002/3 1st Place Award Winning Chapter Newsletter of the Experimental Aircraft Association!

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Your Name Here Your # Here

**Chapter Historian**

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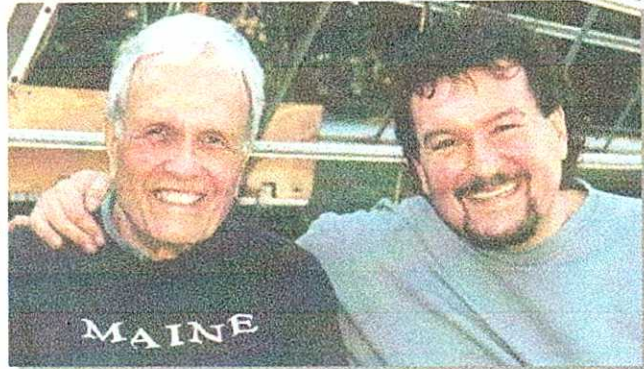
**Groundskeeper**

Your Name Here Your # Here

# Clear Prop!!!!

By David C. Talley

- This month's edition of *Runway 35* comes out a little early. We're off to OSH. Remember the meeting is **August 9th!** (The second Saturday of the month.)
- Those going to OSH, please bring back your personal report for the August meeting!
- Ed's Tri-Pacer is back in ONE piece! Many folks says it looks good. I think it does. Thanks to the Doppelt family who allowed "Daddy & Husband" out of the house since last March. Many and I mean MANY EAA 35 members pitched in and helped on this project. Thanks folks!
- David Seurer (Ed's son) is battling cancer. Read on for your help!



As you know, Louie's Champ had a mishap. Louie and passenger are OK but the Champ gave up a lot. We have two reports. As this goes to press, Louie is at home again in the watchful care of his lovely bride, Arlis. Be sure to give him a call of encouragement in the healing process.

We're into the "Dog Days of Summer". That means it's hot here. Which means there are not too many fly-ins listed. If you know of an event please, please, pass it on to me!

- LtCol (Ret) Dick Cole will be our monthly guest speaker. He was Jimmy Doolittle's copilot on the flight to Japan (with help from the US Navy). Folks, we are privileged to be able to have this man speak at our chapter house. So please make your best effort to be there! Thanks goes out to Bob Cabe who arranged his visit!
- Hey all of you homebuilders...where in the heck is that article you need to submit? I haven't had one in months, well until Weston Walker and Norris Warner sent in a couple...read on.) We are a **homebuilding** group, aren't we? Hum? So, please step up and give everyone some of your knowledge!
- There's much, much more...please read on and enjoy your copy of *Runway 35*, the "Best Award Winning" Newsletter of ANY EAA Chapter!
- Well, Cody Kelly has done it again!
- Flash News! Jorge has had to resign his position as the chapter groundskeeper! So now we have THREE position available for you to volunteer. You know you've been wanting to step up to the plate. Now's your chance! Contact Norris Warner (his info is in the same column, just up a bit) to sign up. Thanks!
- The NEW chapter rosters are available for pick-up. They will be at the August meeting..

**Please Read This...**

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# From the President's Desk

By Norris Warner

Did everybody have a good time at our annual picnic? Well, Joanne and I sure did. Great food, good friends, and airplanes setting the stage made it all very enjoyable. Our project manager, Steve Carlson and his bride Lee Ann did a great job in hosting the party, and actually ended up doing too much of the actual hands-on work, in my opinion. Thanks!

A bunch of folks helped get the clubhouse ready for the event. On the Wednesday before, several of us rebuilt the picnic table that had been donated a few months ago. Now it should hold up for years. Thanks to Ron Paduh, John Latour and Lew Mason. Yours truly mowed the surrounds, while Lew got out the big tractor mower to clean up all the outlying areas. And I'd be remiss if I didn't mention that Dave Talley brought in several cubic yards of mulch and placed it around our landscaping plants. Brutal work! Thanks, David.

There is one more thing I need to mention regarding preparation of our facilities, and that is the cleanliness of our fabulous grill/griddle. When last used about six weeks ago, the grill was used to barbeque chickens, and the residue from that was just awful—really awful. I sprayed the grill with "Oven-Off" on Thursday, and David Talley brought out his powerful pressure washer on Friday, which finally did the trick, but it was a nasty job. Folks, we've simply got to do a better job in keeping our beautiful "Bob Day Memorial Grill" in better shape. And suggestions are welcome!

On the big day (our annual picnic), Steve and Lee Ann showed up early to double check everything. And once more, I'll tell you why volunteers have more fun—Steve and Lee Ann brought us all Krispy Kreme Donuts and coffee! Yum-Yum!

One of our most reliable friends was among the earliest volunteers—Betty Day. Betty stayed in/around the kitchen

for hours, and was joined by Nancy Mason, Joanne Warner, and some other noble folk. While Steve headed up the grill workings himself, he had Harry Vowell, Linda Ridgway and Mike Drumm pitch in to assist. And when it came time to clean up, Betty, Nancy, Lee Ann, Steve, Joanne and Jim Munro carried out their tasks with some real enthusiasm, leaving the clubhouse as clean as John Kufahl had prepared it earlier in the week. By the way, Don and Georgia M<sup>c</sup>Carley have donated a really fine vacuum cleaner, allowing us to junk the old one. Jim reports it really does the job! Thanks Don and Georgia—I was on the verge of

We are guided and assisted by Attorney John Killian (long-time chapter member) and his friend, CPA Paul Tillman. These gents are working pro bono, and they deserve our sincere thanks.

spending good chapter money to buy a new vacuum.

And speaking of money, we received a check from EAA in the amount of \$2,918, our share of the proceeds of the successful B-17 visit. Thanks again go to our leader of that project, Bob Kindred, and to his deputies and all of the chapter volunteers that made the event such a success. I will ask your board of directors to place this money in our building maintenance fund, so that it becomes seed



money for our eventual building expansion.

Pat Wegner, Joanne and I have been working diligently on the IRS submission which will hopefully result in a 501(c)3 designation for our chapter. We are guided and assisted by Attorney John Killian (long-time chapter member) and his friend, CPA Paul Tillman. These gents are working pro bono, and they deserve our sincere thanks. We hope to be able to mail this thick package to the IRS in late August.

I have scheduled a Board of Directors meeting for 4:00 PM on August 9<sup>th</sup>, just before our regular meetings. We will be revising our chapter bylaws just slightly in order to dove tail with our Texas corporation papers, and will be offering these bylaws to the general membership for approval at the 7:00 PM meeting. Other items include setting rules for renting the clubhouse, a preliminary look at next year's calendar, finalizing Christmas banquet plans, and selecting a chairman for the September pancake breakfast. All of these items are deserving of your input, and as always, all chapter members are invited to the 4:00 PM board meeting.

The transition of two of our chapter members to the executive committee (vice president and secretary, Steve and Lee Ann Carlson) has been accomplished quite seamlessly, and these two are doing a fine job for you and your chapter. Many thanks to you two for keeping us on track!



# Comments from the VEEP

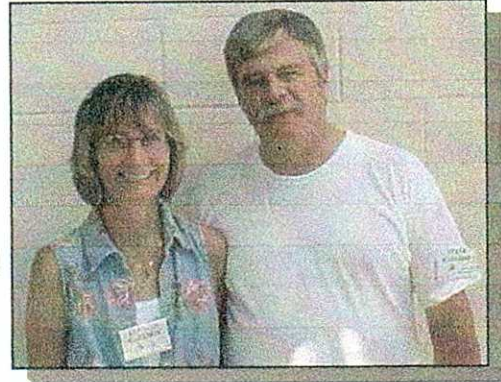
By Steve Carlson

Here comes the August meeting and I still smell like charcoal from the July picnic. This year's picnic went very smoothly in spite of the first time cooker/ first time Veepguy/ first time picnic chairman. Of course it went smoothly due to the can do spirit of Team 35. From Dave Talley's grill scrubbing to Linda Ridgeway hauling platters to Betty Day's kitchen aid and everyone in between helping wherever they saw a need, this picnic was a breeze. Even our president chipped in and stationed himself at the cooler to fill the cups with ice for the lemonade. If there was something there that made it memorable for you, or something missing that we should do, be sure and let me know.

The August program is going to be a winner for sure. We have Dick Cole coming to talk about his adventures as Jimmy Doolittle's copilot for the Tokyo raid. He also has a short film on Gen. Doolittle. Remember, as the days go by there are fewer and fewer folks who can bring us these histories from first hand experience. We are honored to have as many as we do.

We will also have a board meeting at 4 PM prior to the chapter meeting with many important issues to the chapter to be discussed, so make the board meeting if you can. These are open to the whole membership.

Leo Gates is making good progress on his Zenith CH-601 out at Zuehl. Saturday we witnessed his second engine test run. After the engine had been sitting for 5 years, with only a turn of the shaft occasionally, it started right up and sounded great. He has promised to send pictures soon. All that's left, as they say, is the finishing up. They also say



The August program is going to be a winner for sure. We have Dick Cole coming to talk about his adventures as Jimmy Doolittle's copilot for the Tokyo raid.

when you're ninety percent complete you're about half way there. It has been fun watching Leo's plane a'borning out at Zuehl and now with Joe's RV coming alive out there just across the street from Leo the airport is really a hotbed of activity. See pictures of these two projects on the website.

By the way, if you haven't checked lately, you should check out the EAA website, especially the

homebuilder's area. If you are approaching first flight in your project, I think the Ed Kolano articles on flight testing your homebuilt are a must read. Ed's experience and detailed knowledge of the full range of flight testing from pre-flight preparation to postflight documentation is a fantastic resource for anyone in the latter stages of their project.

The August Pilot safety meeting will be on Wednesday, 6 August at Hallmark at 7pm. The program will be the Stinson tower chief. He always has good words on local operating practices. Remember, these meetings are free to all interested in general aviation, count towards the FAA Wings program and may lower your insurance bill.

That's all from here for this month. If you're heading for Oshkosh, or other destinations, be safe out there.

Steve Carlson  
Veepguy



## ...News from Around the Patch

### Board of Directors Meeting

Norris Warner, chapter president has scheduled this meeting for 4:00 PM, August 9<sup>th</sup>, just before our regular meeting.

Items to be discussed include by-laws revision, use of the club house, a first cut at setting of the chapter calendar for year 2004, finalizing the Christmas banquet plans, and selecting a chairman for the September pancake breakfast among others.

As always, all chapter members are invited to attend, and you will be allowed to speak; however, voting is restricted to board members. Please attend!

### Chapter Bylaws to Be Amended

At the 7:00 PM General Membership meeting on the 9<sup>th</sup> of August, you will be asked to approve a change to our Bylaws. The portion to be changed is in the area called "Purposes," and is being revised to reflect what the chapter actually does. This will bring the Bylaws into alignment with our original corporation filing with the state, and will be absolutely necessary to support our application to the IRS for 501(C)3 (non-profit) status.

Please do attend this meeting so that we may make this change official.

### Grounds Keeper Wanted!!

Our loyal chapter member Jorge Thees, who has worked to make our clubhouse landscaping so elegant, is forced to resign his position as Grounds Keeper. Now that our greenery is well established, the amount of upkeep is really quite modest, and watering during dry spells is much of what needs doing.

For further information on what Jorge perceives the job entails, call him at 210.593.1516. If you can step up right now, call Norris at 830.510.4334 (Metro) or e-mail [njwarner@indian-creek.net](mailto:njwarner@indian-creek.net), or call any chapter officer or board member.

Please take a look at how far we've come—don't let our beautiful landscaping suffer!!

### New Chapter Directories!

The just-published 2003-2004 chapter membership directory is now available at the clubhouse. Each directory has a member's name on it, and they are in alphabetical order.

These directories are a great source of information about our members—skills, types of projects, aeronautical ratings, e-mail addresses and more make it

possible for our members to better interact with one another.

Be certain to attend the August 9<sup>th</sup> meeting so that you can pick yours up. And you may wish to thank our treasurer, Joanne, for constructing this document and Ed Seurer for publishing it!

# ...News from Around the Patch

## EAA 35 Around the World!

All,

I hope this message finds you all well!

I just thought it was time to send out a message from the great state of Hawaii. We arrived safely on the 26th of June and moved into housing and received our household goods on the 10th and 11th of July. We are still trying to finish unpacking and find a place for all of our stuff. So far we are enjoying Hawaii. We have enjoyed a few hours at the beach either swimming or snorkeling every weekend that we have been here so far. Our van has not yet made it over so we are having to go everywhere in our little extra cab Toyota. The kids have pretty much outgrown that little thing they call a seat in the back but they will really appreciate the van when it arrives and so will I. For anyone that is wondering, I may have airplane building withdrawals while here. I ended up leaving the project at Dad's. We don't really have a place to house it or build it here so I don't imagine it will get any closer to flying for the next

three years although I may see if I can do a little work on some small parts and then ship them back to Texas to be added to the collection.

Our contact info is:

381 Reasoner Rd. #C  
Honolulu, HI 96819  
808.833.0141

E-mail address will stay the same for now. (Burke & Kim Bristow [bkbristow@earthlink.net](mailto:bkbristow@earthlink.net))

If any of you make this way, please contact us.

Take care,

Burke

### Elm Creek Airpark Annual Fly-In

WHEN: Saturday, October 11, 2003 10 am to 5 pm Lunch at noon

WHAT: Annual Fly-In

WHERE: Elm Creek Airpark Seguin TX (4 miles SSW of Seguin)

FAA Identifier: ØTX6

Lat/Long: 29-30-18.835N / 097-59-49.018W

Rwy 14/32 (RP Rwy 32) 2200'x80' turf 122.9

<http://www.airnav.com/airport/ØTX6>

WHO TO CONTACT: E. Staley. Email: <VEStaley@peoplepc.com> 830-303-6577

<http://elmcreekap.org>

### Aircraft Oil @ Sam's Club

Here's a strange one...Sam's Club at Bitters and 281 (north side) has Aeroshell 100, 50 SAE for \$20.00 a case! If you know anyone who is breaking in a new engine, this is a great deal.

### Aero Trivia Answer

Who was the *only* pilot to win ALL three of the following races?

The Schneider Cup  
The Thompson Trophy  
The Bendix Trophy

**Jimmy Doolittle**



# ...News from Around the Patch...EAA 35 Style

## FLASH NEWS, FLASH NEWS, FLASH NEWS, FLASH NEWS!!!

Folks, David Seurer is really fighting his battle with cancer. And as I write this things are not going to well. Ed has been spending his waking moments assisting his son. David cannot walk any longer and is back in the hospital in excruciating pain. So, please, please pray continuously for

David's health and his family in general. David went with Ed to Oshkosh last year and was doing well, however things have changed this year. Enough cannot be said of the stress that the Seurer family is experiencing. So please pray if you do.

Thanks!

## News Flash—Cody Solos Sailplane

By Norris Warner

On July 13, 2003, at 12:16 PM CDT, Cody Kelly "broke the surly bonds of earth" in solo flight in a beautiful 2-place glass sailplane at Boerne Stage Airfield. Cody's flight training is funded by Jack and Linda Ridgway, as their investment in tomorrow's leaders. And their confidence in Cody Kelly is very well

deserved, as you know if you've been following the stories of his many achievements.

As many of you know, Bob Bruce, owner of the airport, operates the only glider training operation in this area, using really first class equipment. Cody was

able to fly with three of Bob's instructors, by Richard Onysko, CFI. Several of the chapter members had a chance to talk with Richard and we all were impressed by his professionalism.

In addition to the traditional shirt-tail cutting, Cody was also welcomed to the ranks of real pilots courtesy of a massive dose of water administered by owner Bob.

Bob—Richard—Cody—WELL DONE!

Cody was able to fly with three of Bob's instructors, and the final push was given



Above: Cody and instructor Richard Onysko. The smile on Cody's face says it all.

Right: Cody smiling' away while directly behind him lurks a bucket of cold water. Bob Bruce took the honors to introduce Cody to the "solo" world!



# ...News from Around the Patch...EAA 35 Style

## Quote of the Month

To invent an airplane is nothing. To build one is something. To fly is everything.

- Otto Lilienthal

## Shooting Star Rumor Mill (Con't.)

I have been approached by several 8T8 live-ins. It seems they think that I was out flying Miriam's Stinson on Sunday morning. Hum, it wasn't me. Also the plane appeared to be "black or maybe dark blue". That definitely isn't 61 Kilo. That baby is "black or maybe dark red". Could it be that Pat was visiting San G.? I know I'm looking forward to seeing this flying machine. I've seen the work done by the restorer on other planes. He does museum quality work.



## Ed's Tri-Pacer Flies Again!

Well folks, many doubted that it could be done, however, Ed's Tri-Pacer is back together again! Through the efforts of MANY EAA 35 members, Brad Doppelt & Dave Talley got that plane done on Tuesday, 22 July. It's ready to fly! All we are waiting on is the "paperwork" to be signed. The aircraft now sports a oil filter and air/oil separator & baffles. It also has all new wiring including all new circuit breakers & CB panel, a new dash, instruments by JPM, a four place intercom, working radios, new fuel shut-off valve (modern type) & on and on...**THANKS TO ALL WHO GAVE THEIR TIME AND HELP IN THIS PROJECT!**





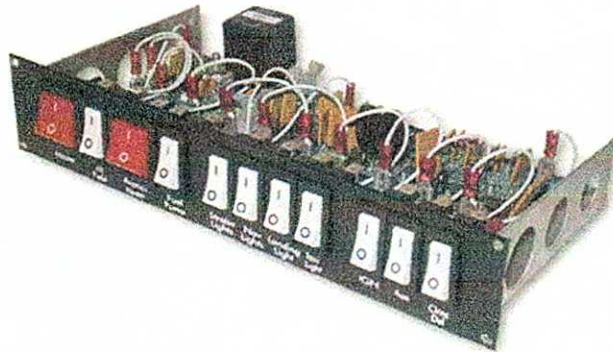
# Homebuilder's Corner

By Weston Walker

## Electrical System: Build or Buy?

Homebuilders face a myriad of decisions, many of which are subsets of the plans vs. kit debate. Money and time may be the greatest factors in evaluating these dilemmas. Do I have more time to build from plans or more money to pay for pre-made parts?

But time/money is not the only dichotomy. A builder with very refined and specific ideas may want some function or system that is not available commercially. If you can't buy it, then you must build it. Other patient builders with very high standards may want to work more from scratch to reach a level of precision that is not readily available for purchase.



In planning the electrical system for my kit-built Zenith 601XL, I faced a decision between plans or kit. Do I design my electrical system, buy individual components, and construct this system from scratch? Weighing my resources (knowledge, energy, time,

money, patience, etc.), I decided to consider buying the electrical system.

Being an Anywhere Map customer (the GPS system that runs on a Personal Digital Assistant), I was aware that Control Vision also manufactures EXP BUS, an electrical system for

experimental airplanes. One circuit board contains virtually everything I needed: master switch, avionics master switch, six overload protected avionics circuits, switches for strobes, nav lights, fuel pump, landing light, and taxi light.

Reliability and safety appear to be better than I could produce on my own. The package has a great appearance in the panel. The installation has been appropriately simple and straightforward. It works well on the ground, and I assume it will serve me well once I fly. For about \$450 I have a complete system that seems perfectly suited for me and my plane.

For further information, and to see if this system might be right for your project, see Control Vision's website: [http://www.expbus.com/pages/avionics\\_purchase.htm](http://www.expbus.com/pages/avionics_purchase.htm). For an independent (not flattering) critique from AeroElectric Bob, see <http://www.aeroelectric.com/articles/expbusthd.html>. Happy Building!



## The Breezy and It's "Skin"

The Breezy builders group (Jack Ridgway, David Talley, Norris Warner II, and Norris Warner) have been conducting a trial run on a simpler fabric attachment and finishing system called "HYPEC," a product from Chris Falconar's well-known Canadian firm.

We constructed a facsimile of a section of the Breezy wing, complete with the same plywood ribs we are using, and then simply glued on the Ceconite fabric, ironed it tight, and then brushed on one sun barrier coat and finally sprayed one color coat.

Note that there is no rib stitching required—at all—regardless of the type or width of ribs used. Moreover, no finishing tapes are used over the ribs. This process greatly reduces the time and expense of fabric covering and the "glue" attachment to the ribs is much stronger than the fabric is.

We've tried to destroy our sample run, and with no real success. If anyone wants to see this sample, call Norris at 830.510.4334.



Pushing hard and getting nowhere. This stuff is AWESOME!

# Louie Saves the Bacon!

By Norris Warner

(Or how to almost walk away from an unplanned “landing”)

Longtime pilot, aircraft mechanic and Chapter 35 member Louis Viggiano ended up in the trees—quite literally—on July 1<sup>st</sup>, 2003. Aircraft accidents are never nice, but, all in all, the outcomes here are much, much better than they could have been.

Some friends of Louie persuaded him (it doesn't take much in Louie's case) to give rides in his beautifully restored Aeronca 7 AC Champ that day. Part of the local sightseeing was to overfly the wild animal orphanage a couple of miles southeast of San Geronimo, and that's where the excitement

began. The engine sputtered and died, caught again, and then totally quit. The actions Louie took saved two lives—his and his young passenger—but led to the near-destruction of his beloved Champ. The newspaper account published also in this newsletter tells the story quite well, and also includes some accurate quotes from Don Staats (the press gets it right—yea!).

I got a call at my home from Don McCauley shortly after the accident, and by 1:00 PM some half dozen chapter members were lined up at the locked gate of the animal sanctuary. We were eventually escorted in, and were joined by Ed Trayhan of the FAA. It was too late to remove the airplane that day so plans were made to return the next day at 10:00 AM.

Mercifully the rain let up on Wednesday, and so we set to work—but only after lots and lots of FAA pictures and physical inspection. It was apparent that several

trees needed to be removed in order to extract the airplane, and fortunately, my son Norris II and his tree crew were there to do this necessary work safely—thanks Norris and company! Other hard workers

FAA friend looked a little deeper into the engine aspects, but no “smoking gun” was found. The gascolator was full of clean aircraft fuel and the screen was clean. Compression was found O.K. on all four cylinders, and the air path through the air filter to the carburetor seemed in working order. The airplane remains locked up for further FAA scrutiny, of course.

Are there lessons to be learned? Of course! Fly regularly (it's good for you and the airplane). Always use fuel of known quality. Expect the unexpected. Landing in the trees is softer than landing in the rocks. Fly the airplane! And Louie did all of these things, plus he had a fair share of Lady Luck with him.

So take time to call or see Louie as he works at his rehabilitation schedule. He has always been one of the hardest working Young Eagles pilots, as well



Above: The “Crew” getting ready to disassemble the airframe. Right: Ouch! The wing struts did their job in slowing the plane while descending at a 90 degree angle.

were Don Woodham (third from left in the picture), myself, Michelle of the sanctuary, and John Latour. Starting from the right side and working left were Jerry Jackson (whose intimate knowledge of this aircraft series saved us a bunch of time), Terry Winnett (who had just gotten off a graveyard nursing shift), Lew Mason, Jim Havens, John Kuhfahl, Jim Herron, and Norris II. (The three men unidentified are Norris' tree removal crew members).

In about two hours we had the airplane dismantled and placed on two trailers. One of the truck/trailer combos was courtesy of Ron Paduh, who was actually fishing at the coast at that time but graciously allowed the use of this super-sized rig. We also loaded up a couple of pickup beds as well, and proceeded with due caution back to San Geronimo. Once at Louie's hangar, our



Above: OUCH! Thankfully Louie got out with only a couple of broken bones. He heals fast so hopefully he can get ready to take me for that ride he owes me! Get well Louie, and get crackin' on the next restoration! ☺

as helping other builders/restorers with their projects. He has earned our respect in many ways—now it's time to show it!

(Louie and Arlis can be reached at 210.661.0841 or arlisolson@juno.com)



# San Antonio Express-News Report

San Antonio Express-News – July 2, 2003

Pilot, passenger hospitalized after crash—Small plane went down in a wildlife preserve west of San Antonio.

Author: Stephen Dove – Express-News Staff Writer

Edition: Metro, Section: Metro/South Texas, Page 3B

A 68-year-old pilot and his 14-year-old passenger escaped serious injury Tuesday when their single-engine airplane crashed into a western Bexar County wildlife preserve that is home to dozens of wild animals.

Pilot Louis Viggiano, of the 3700 block of Candlecrest Court, and Matthew Brunell of Durham, Conn., were taken to University Hospital. Viggiano was listed in stable condition with a broken leg, and Brunell was in good condition, a hospital spokeswoman said.

Brunell is in San Antonio visiting his grandparents, who are friends of Viggiano, sheriff's deputies said.

Vigiano's plane, a red and yellow 1946 Aeronca 7AC Champ, crashed nose first into a wooded area in the National Sanctuary for Retired Research Primates around 10 AM. The plane took off from the nearby San Geronimo Airpark, a private residential airstrip.

The plane crashed in an area of a 102-acre preserve that is near several pens of monkeys.

Michelle Reininger, an employee at the sanctuary, said she saw the plane flying low before it fell from the sky.

"That's what shocked me at first," Reininger said. "It sounded like the engine was sputtering and went out again, and five to 10 seconds later I heard a loud thunk."

Reininger said she rushed to the scene with her sister Mary, who was working about 50 yards from the crash site when the plane came down.

"I heard them talking inside (the plane) and saw the boy was getting out," Mary Reininger said. Vigiano was pinned in the cockpit, but both men seemed to be in good condition, she said.

Vigiano's plane came to rest perpendicular to the ground amid tree trunks, with its front end crumpled and pieces of its thick skin peeled from the wings and fuselage.

Sheriff's deputies said the crash could have been much worse if it had happened in an open area.

"The tree just basically cushioned the fall to the ground," Bexar County sheriff's Deputy Innocencio Baldillo said.

Viggiano is a longtime pilot and active member of Chapter 35 of the Experimental Aircraft Association fellow member and friend Don Staats said.

After hearing the circumstances of Viggiano's crash, Staats said it would take an experienced pilot to avoid serious injury in such a situation.

"He's an excellent pilot and has given hundreds of rides to children through our Young Eagles program," Staats said, referring to a national program that introduced youths to flying. "He is one of our best pilots. Louis obviously did a very good job getting the plane down in this situation. That's what we are trained to do."

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A single-engine aircraft stands in a wooded area after crashing on the grounds of the National Sanctuary for Retired Research Primates. The two people aboard the plane Tuesday suffered non-life-threatening injuries.

Bob Owen/Express-News



# Aircraft Scales—Finally!

By Norris Warner

Many of you have heard me expound over the years about a real need to have a set of reliable aircraft scales available. I've weighed (and run the numbers to arrive at the C.G.) on at least a dozen aircraft—and I've rarely been satisfied that my weights were spot on. Why? The scales we were forced to use, and the unfortunate fact that frequently, only one scale was available.

Some folks think that electronic bathroom scales are fine, but on all that I've seen, the scale "on" button must be tapped before putting weight on it. On all but the lightest aircraft, that means lowering a jacked-up aircraft to the scale very quickly after pressing the button. And then I find varying weights displayed.

When we are able to borrow a set of platform (Fairbanks-Morse type) scales, sometimes we find we can't get under the wing (on a low-wing aircraft) to reach a wheel. And when you can, if you only have one set of scales, you must perfectly level the airplane—twice—to be certain to get true weights. My experience is that it takes a surveyor's level to achieve this necessary degree of accuracy.

**Now The Big News!!!** I've gotten a group of EAA members (nearly all are Chapter 35 members) together—call it a Co-op—to buy a state-of-the-art, electronic scale set. This set has a pad for each wheel, is accurate to 1/10 of 1%, and has a digital read-out for each wheel, plus it gives total weight. And yes, the scales are calibrated and certified. The first air-

plane we weighed was the Kolb Slingshot of Ian Heritch, and it was truly a ten-minute job for a small, happy crew.

*(ED NOTE: The second plane weighed was Ed Seurer's Tri-Pacer, but with two engineers and a self-proclaimed "know-it-all" the job took almost 20 minutes. Hum, nothing like a group of educated professionals!)*

So far, I've had positive (buy-in) responses from 28 of the 30 folks I

**Remember, safe flight begins with a known center of gravity.**

called, and the fair-share is about \$41 now (I paid \$1095 plus \$71 shipping). I will be accepting more airplane safety-lovers into this group (it is not a Chapter 35 affair) until **August 15**, and of course, the fair-share goes down a bit with each new subscriber.

Early on in my telephone survey, one of the responders suggested that anyone who had had the opportunity to be part of this "co-op" and turned the offer down still could use the scales at a later date—but only with a donation to Chapter 35 of double the join-in fee. And so that is the rule.

Here then is a summary of the "Co-op's" rules:

1. The set will be kept at San Geronimo, at Don Woodham's hangar/home.
2. Chapter 35 will, in perpetuity, oversee the sign-out of the set, but ownership resides in the Co-op.
3. Co-op members may use the set on any airplane that they own, or own a portion of.
4. Damage to the set caused by misuse or carelessness will be corrected by the member involved.
5. Any non-Co-op member (but EAA member) desiring to use the set can ask a member to check the set out and assist in the weighing of the non-member aircraft. That non-member will donate twice the enrollment fee to EAA Chapter 35. The Co-op member is responsible for #4 above.

Remember, safe flight begins with a known center of gravity. Become a member of this Co-op to be an investor in safe flight!

(Phone Norris at 830.510.4334 or e-mail, [njwarner@indian-creek.net](mailto:njwarner@indian-creek.net). Don Woodham can be reached at 210.688.3052 or cell 210.884.6208 or e-mail, [div@idworld.net](mailto:div@idworld.net))



# Scenes from the Picnic

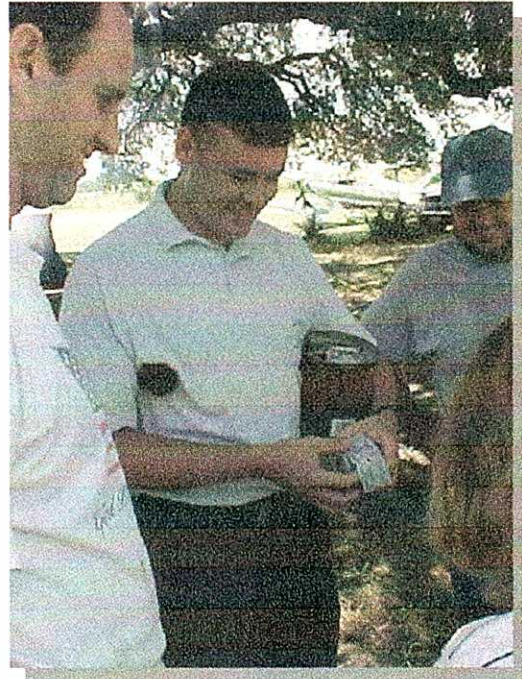
by David Talley, EAA 35 NLE

The EAA 35 annual picnic was held on our regular meeting day, however, with the looks of the photos, one can tell it was held a little earlier than "normal". The turn out was great and better yet, the "dishes" that everyone brought were AWESOME!

A BIG THANKS goes out to everyone that helped to bring this event to the table, so to speak. Steve & Lee Ann Carlson were the coordinators that really helped get the day off to a great start (read the Prez report).

Then good ol' chapter folks started in bringing a plethora of dishes that were, well, um good for the taste buds!

Terry Winnett (who is getting ready to do a military move) got



Above: Terry Winnett tearing off the tickets in blocks of five and tens. You all know it's easier that way! © Left: Stu and another RV showing us how it's done. Below: The ramp at 8T8. We had a great turn out! Thanks to all who participated!



cracking on the raffle tickets. This month, we were raffling off an umbrella that the EAA donated to us. I got to assist in the reading of the winning ticket. It seems that no one won! Well, Terry dug into his pocket and lo and behold, he had the winning ticket. Being the gentleman that he is, he refused to take the prize (remember, no, he's moving to England...you know where it rains almost every day of the year). A second ticket was drawn and Glen Short was the lucky winner. Thanks Terry!

We got to watch a nice RV formation fly by. And then it was time to clean up. Next year promises to be a great (hey we have a great group of folks in this chapter). So getting your planning books filled in...



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**EAA Chapter 35 2003 Calendar**

- 08 Feb: Board & Regular Meeting
- 08 Mar: Regular Meeting
- 11 Apr: Chapter Clean-up Day 1300-???
- 12 Apr: Pancake Breakfast & YE Flights
- 10 May: SWRFI work party at New Braunfels**
- 16-18 May: SWRFI @ New Braunfels
- 9-12 Jun: Aluminum Overcast; B-17 in town!**
- 14 Jun: Assisting 99's w/ Air Event @ Castroville Airport.
- 21 Jun: YE Flights & **BOARD MEETING**
- 12 Jul: Chapter Picnic
- 09 Aug: Regular Meeting
- 13 Sep: Pancake Breakfast & YE Flights
- 11 Oct: Regular Meeting w/ **CHILI COOK-OFF!**
- 08 Nov: Regular Meeting w/ elections for 2004 Officers
- 13 Dec: Chapter Christmas Party

**EVENTS AND HAPPENINGS**

*(If you know of any local aviation events or happenings we can share with the chapter, call Miriam or David at 210-521-2359.) [www.eaa.org/events](http://www.eaa.org/events)*

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

6 AUG 03—PAISA/GAPA meeting. Gathering of safety minded pilots, instructors and students. Meets 1st Wednesday of every month, 7pm, at the Hallmark Institute on Wetmore adjacent to San Antonio International. Info: Steve Carlson 545-2376.

10 AUG 03—Midland, TX. Hellcats of the Navy, Contact Information: 915-563-1000

17 AUG 03—Sulphur Springs, TX. Chapter 1094 Flapjack Breakfast, Contact Information: 903-439-3212 [www.rv6a.com/flapjack](http://www.rv6a.com/flapjack)

11 OCT 03—Elm Creek Fly-in. 10 AM- 5 PM. (0TX6) E. Staley 830-303-6577 [www.airnav.com/airport/0TX6](http://www.airnav.com/airport/0TX6)

24-26 Oct 03 - Reklaw, TX. Flying M Ranch Fly-In.



**EAA Regional Fly-Ins**

(For details in awesome websites go to [www.eaa.org/avlinks/flyins.html](http://www.eaa.org/avlinks/flyins.html))

2-8 April 03 - Sun N' Fun EAA Fly-In, Lakeland, FL.

16-17 May 2003 - South West Regional Fly-In, New Braunfels, TX. [www.swrfi.org](http://www.swrfi.org)

28-29 Jun 03-EAA Rocky Mountain Regional Fly-In, Longmont, CO.

9-13 Jul 03-Northwest EAA Fly-In. Arlington, WA.

29 Jul-4 Aug 2003-EAA AirVenture Oshkosh. Oshkosh, WI.

**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 Editors Miriam or David Talley @ 210.521.2359 or EAA35@satx.rr.com

**"Remember...Caveat Emptor...buyers beware!"**

**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.

**For Sale:** The items listed below are being offered for sale. If you are interested in any of the following please contact: Bill Miner, Flying RV Ranch, 830-995-3490, [miner@hcte.net](mailto:miner@hcte.net). We are located in Comfort, Texas approximately 40 miles NW of San Antonio off Interstate 10. \* Pair 12 Full Lotus Floats with spreader bars, \$1,000 firm. \* Avid Flyer/Speed Wings project with trailer, airspeed, tack, water temp, volts, compass, master switch, hydraulic brakes, other misc. parts, NO FIREWALL Forward \$4500 FIRM. \*Rotax 503-DCDI, muffler, E-Box w/Elect. Start, oil injection, air cleaner, 15 hours \$3,000 Firm

**For Sale:** 1946 TAYLORCRAFT BC-12D • Total time 2700hrs 175 since engine overhaul. New fabric on wings, new paint, brakes, tires & tubes, ELT, tail wheel spring and tail wheel overhaul, upholstery, bungees. Auto Fuel STC. Always hangared. Plane located at Comfort, TX. No electrical system...day

VFR only. A great flying plane that is Sport Pilot Legal. \$15,000. Also one RagWing Parasol RW-6, 37 hp Hummel 1/2 VW engine with 35 hrs on it; \$5000. Contact John Weikel (830) 895-1285 or email [jandd@maverickbbs.com](mailto:jandd@maverickbbs.com).

**For Sale:** Pazmany PL-4. Folding wings-tow it home to store. Canopy can be removed for open-cockpit flying. Limbaugh 72 HP. Only 325 TTAF/E. Asking \$18,500. Currently hangared at BAZ. Contact Ken Kardy@ 210-658-1121.

**For Sale:** Evans VP-1 Volksplane project. Contact Danny McCormick for details: 210-872.3959 or 599.2679.

**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:** 2 encoders -brand new- never used- still in boxes. model 120-15 Transcal - 14 to 28 volts-solid state -\$100.00 each please cal Mel @ 210-651-5086.

**For Sale:** Ken Brock nose gear retract assembly for Long EZE or Cozy. 1/2 of Ken Brock Prices. Call "Skip" Barchfeld @ 830-363-7649.

**For Sale:** Three (3) BIG Plugs of roofing tar. Have melted together so it's heavy. FREE! Contact Al Almond 210/674-1597

**For Sale:** Due to current restoration projects under way, I have the following items for sale:  
1- King KLX 135A Com/GPS (VFR). \$1200

1 - Apollo 612 LORAN. Make offer.  
1 - PS AeroComm II intercom. \$25.  
1- Sigtronics 400 Intercom. \$50.

All were working when removed, although the Loran has not had a database update for years. I also have an old audio panel (Markair or something) that I will donate to a good cause and a Terra transponder that was NOT working when removed. All of the above are "make offer" condition... Contact Jim M<sup>r</sup>Irvin at 210-275-7780.

**For Sale:** House and hangar @ San Geronimo (878). To view the property contact Dan Cerna@ 210.688.9345 or Dave Baker@ 210-688-3358.

**For Rent:** Shop Space. Danny McCormick has approx. 2,000 sq.ft. of shop space for 4-5 folks who need a place to build their planes. Bldg is located near the main post office. 210-872-3959 or 599-2679.



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

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

- This month:
- EAA 35 Summer Evening
- 1730-???
  - Speaker: Dick Cole
  - THIS IS A MUST MEETING!
  - Dinner by who knows!

**Where do you meet?** (See Map)  
Call Any member listed on Page 2 for help.

