



RUNWAY 35



May 2010

Volume 52 Issue 5

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Next Event

May 8th

Hangar Work Party

- Work Party 3:00pm
- Program -Thomas Moore American Institute of Aeronautics & Astronautics (AIAA)
- Meal 5:30pm
- Business Mtg 6:30pm



PHOTOS CONTRIBUTED BY:
D.BAKER, O. ZUNIGA, S. JONES

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THE PROPELLER

By Oscar Zuniga

I sold a propeller the other day. It was a very nice wooden prop that was on the A65 that used to power my Air Camper, and I sold it to another Air Camper builder so I know it went to a good home. Still, I felt a little bit empty the day I shipped it off to him. It didn't matter that I sold it for a fair price, it was just something about parting with a prop that has flown with me for awhile that made me feel nostalgic.

My prop was a laminated Hegy, but not directly the handiwork of the legendary Ray Hegy of "El Chuparosa" (the experimental biplane called 'The Hummingbird') fame. After Ray died, his grandson Jim Corder took up the prop business for awhile so my prop came from Ray's old shop and tools but with Jim's hands instead of Ray's turning the wood into propellers. Still, it was a Hegy and a nice one. It had survived the nose-over indignity that my Air Camper suffered a few years ago; not a scratch from that incident. It had flown me through innumerable clouds of

midges and insects from neighboring cultivated fields on simulated aerial application runs, in ground effect near the grass at San Geronimo, and on lazy summer flights over Medina Lake and the Hill Country with the summer sun and hot air baking the bug juice onto the clear finish and yellow tips over the wood.



My prop bore a few faint stains from expeditionary flights to locate wild game, from spotting whitewing hunters in the September and October sunflower fields, from chasing trains on their way to and from Hondo with my shadow on the ground, from refueling flights to Castroville. I picked up grass and grit on touch-and-go patrols to

THE PROPELLER (CONTINUED)**(Continued from Page 1)**

Cannon Field, sorties to Boerne Stage and Freedom Springs and Medina River Ranch, and weekly tests of my engine-out skills as I slipped into different fields and farms with carb heat pulled and throttle back to idle. When I sold the prop, I wiped it down with a damp cloth but didn't bother with a lot of cleaners or scrubbing. The new owner didn't say a word about it. I think he likes a good prop with character as much as I do.

Most of our experimental light aircraft only have one propeller. In a way that we can't grasp unless we think about it consciously, the prop connects our airplanes to the sky like the wings do, but in a different way. They pull us into the air as the wings lift us skyward, the airfoils working together to create all the sensations of flight. We can see the wings but the propeller becomes a blurred disc in the view ahead as we fly. We rely on wings and propeller both, but in different ways and for different reasons- but we do rely on them. I like propellers in a special way but I can't really explain why they catch my fancy so much. Perhaps it's their shape? The beautiful symmetry of their prop bolt holes? The variable pitch and subtle sweep of their blades? I don't know, but props are appealing and maybe that explains why pilots like to decorate their hangars and dens and shops with them. They link us to the sky, to flight, to travel, to adventure, to exploration. Somehow, even a poorly-made propeller is a good one and even a battered old prop seems to invite respect and admiration. My Hegy 72x42 was a good one, and now that Ray Hegy is gone and his grandson is out of the business, there won't be any new Hegy props flying and that makes my old prop just a little bit more special. I sure do like props.

FLIGHT OF FANCY (CONCLUSION)**By RB 'Doc' Hecker**

My 1st logged flight was in a Citabria taking off from Meigs Field on the Chicago Lakefront. I was 14 and going to a Civil Air Patrol flying encampment in Southern Illinois to learn to fly sailplanes. Although I had been taught to fly by my father when I was 8 years old, I needed a "legal" flight prior to sailplane training. The Citabria is an aerobatic airplane that is a direct descendant of the Aeronca Champion...with a beefed up fuselage and a much larger engine. Both are capable of aerobatic maneuvers. I performed my first loop in that Citabria with the Magnificent Mile to the west of me. It was a thrill I will never forget. It is a thrill I am looking forward to again.

It is time to head for home. I close up Hangar #1 and walk to Hangar #2 to make sure the T-craft is tucked in for the day. I brush up against the 1965 Centurion that is in the back corner of Hangar #2, and marvel that I have relegated this classic Wichita, KS "spam can" to occasional flight status. It was my 1st restoration project, but it does not have the romance or panache of the antiques. I shake my head in wonder when I recall that I have owned this C210E for 19 years, and flown it all over the United States. It is in mint condition, but the 300 horses it generates do not get to canter very much. It is from another, younger time in my life. I will need to find a good home for it...maybe to one of my younger siblings.

I seem to have come full circle to my starting point...tube and fabric airplanes birthed in the 1940s...stick and rudder...fragile man and flimsy machine...the wonder of existence in a natural environment...enjoying an experience not fit for the timid.

Doc Hecker is busying himself restoring a '46 Aeronca Champ. We look forward to hearing more about this project in the coming months

PRESIDENT'S COCKPIT

By Dave Baker

For our Young Eagles rally on Saturday, April 24th, we had clear skies and magnificent visibility but the crosswind exceeded most everyone's aircraft's ability. We did get two young Eagles in the air and I'm sure they will remember those flights forever. We will have another Young Eagles rally on June 19th so hopefully we will have extremely good weather that day.

We have our Hangar workday at 3:00pm on May 8th and our monthly meeting following at 5:30pm for the meal and 6:30pm for the business portion.

We are participating with the Commemorative Air Force's (CAF's) Fly-in at Hondo on Saturday, May 15th. Danny & Roxanne Beavers will handle the Country Store to sell Chapter 35 stuff and myself and two or three more volunteers will take our canopy over and set it up on Friday, May 14th. Then Saturday morning myself and two or more volunteers will park general aviation aircraft from daylight to 10:00am. The field will close at 10:00am for the "opening ceremonies" so anyone flying over must be on the ground by 9:30-9:45am. They will have tacos and coffee, etc for breakfast and burgers and sausage in a wrap for lunch all at modest prices. Lets all go and support the Tex Hill Wing of the CAF on this day and see if we can't get another great fly-in started at Hondo.

The pancake breakfast was a "yummy" event even though the ceilings were low and we did not get many aircraft flying in. Thanks to Gail Scheidt for coordinating the purchase of the items needed. Freda Jones assisted her and these ladies and Roxanne Beavers were the ones who did most of the clean-up. Gail thanked the "cooks" in her article of this newsletter. And again, thanks to John Killian for chairing the pancake breakfast. I want to thank Ron Paduh for bringing his riding mower up and helping to

mow the grounds prior to the breakfast.

Once again I will remind everyone that we will have our Board of Directors meeting on Saturday, June 5th at 1:00pm right after our Chapter grounds work party starting at 10:00am and lunch at 12:00 noon. If you have any info that you would like presented to the Board, please give it to any of the Officers or BOD members at least one week prior to this meeting.

Now, we finally received some more "reasonable" bids for the replacing of our roof on our chapter building. The lowest bid was provided by Alamo Roofing and it came in at \$7427.00 which is lower than the original bids we received from AA Shepherd and Cloud Roofing. We will have the sheet metal removed and stacked on the premises. There are approximately 50 sheets of this corrugated metal roofing. It is more than twenty years old and has some nail holes in them. The Chapter will sell this metal roofing. New sheets of this roofing costs somewhere around \$12-15 per sheet. Brian Goode and myself are interested in this material so if you are also, call me.

I would like to solicit substantial donations to refill our bank account after this expenditure for the new roof. As you can see, this will take quite a dent out of our bank account. All donations are tax deductible as EAA Chapter 35, Inc is a 501 c3 Non-Profit Corporation. So, if you can, please help us out. Instead of making that \$100.00 hamburger run, consider making a like amount donation to your chapter. I will start off by pledging \$100.00 myself. Hey, I'm retired, on a fixed income BUT I still feel that I can afford this sacrifice at this critical time for our Chapter. Want you join me if you can? Thank you so very much.

Now, as you've seen, we have had some light turbulence on this flight so far, but now it looks like smoother skys ahead, so again, sit back, relax and enjoy this flight.

NEWS CLIPS

BOERNE STAGE AWOS

By Ron Paduh

Boerne Stage AWOS is on the air at 118.725
 No clue as to how long it will take to be officially commissioned and published on the charts. Probably up to 180 days.
 Local dial up is (830)755-9099.

ELSA REPAIR-INSPECTION SEMINAR

Friday - Sunday, June 11-13, 2010
 EAA Chapter 59 McGregor Executive Airport, Waco, TX
 FAA regulation §65.107 allows the owner of an Experimental Light-Sport Aircraft to earn a Repairman (LSA) Inspection rating by attending an FAA accepted course. Successful completion of the course allows you to perform the annual condition inspection on any Experimental Light Sport Airplane you own.
 The course is 16 hours in length starting on Friday evening and ending on Sunday afternoon. Students must be in attendance for the entire length of the class. Students must pass a 50-question test with a score of 80% or better to receive a certificate of completion. An unsuccessful student will have to re-enroll and retake the entire class to retake the test.
 In order to receive your repairman certificate, you will have to present the certificate of completion to your local Flight Standards District Office. Complete information on how to do this is presented as part of the course information.
 The course hours are: Friday 5:30pm to 8:30pm, Saturday 8:00am to 5:00pm and Sunday 8:00am to about 4:00pm. Short refreshment breaks and a lunch break each day are a part of the timetable.
 Cost for EAA members is \$299
 Contact: Mark Forss
 Phone: 800-967-5746, sportair@eaa.org

CHAPTER MEALS

By Gail Scheidt

May chairperson and Chef Roxanne Beavers is honoring all EAA MOTHERS with a Delicious Spaghetti dinner.
 Items need to enhance the meal are: salads, garlic bread and deserts. If you can help just bring items to the EAA building or contact Roxanne.
 A HUGE THANKS to April Chairperson John Killian and his chef's Jim Feighny, Jim Havens and Danny Beavers also Freda Jones and Roxanne Beavers for feverishly mixing the pancake batter. Friday set up crew was Dave Baker, Dennis Scheidt, Freda Jones and myself.
 Dates to remember: June 5, 9:30 -12am building and grounds clean up, lunch at 12noon by Gail Scheidt, follow by a board meeting.
 June 12 EAA picnic Details to follow.
 Volunteers needed for EAA dinners for the following dates: July 17, Aug.14, Sept.11, Thanks from Gail Scheidt Refreshment Chairman gailps@att.net

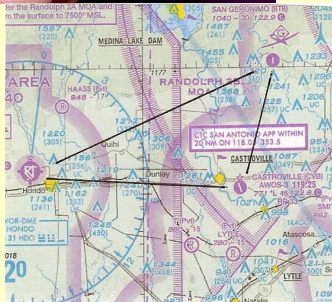
YOUNG EAGLES PHOTOS



2010 TEXAS HOLD'EM POKER RUN

By **Bill Bartlett**

AeroEvent



**OPEN TO ALL PILOTS, AIRCRAFT,
PASSENGERS & PLAYERS**



Capt'n Bill's 2nd Annual Texas Hold'em Poker Run

"8T8 – CVB – HDO - 8T8"

(San Geronimo – Castroville – Hondo – San Geronimo)

Sponsored by Capt'n Bill - EAA Chapter 35 Co-Sponsor

Saturday May 22, 2010 – Full Power at 10:00 Hrs



Rain Date (If Applicable): Sat. May 29, 2009
– Full Power at 10:00 Hrs

Sign up at EAA Chapter 35 Headquarters (North end of 8T8) between 09:00 and 10:00 Hrs

Donation \$20.00 Prizes For 1st and 2nd Place, Balance To EAA Chapter 35

Donations not used for event expenses will apply to EAA 35's purchase of a clubhouse video picture frame and a flat screen TV/Monitor.

Rules and Procedures:

1. Pilot safety briefing.
2. 52-card decks will be used based upon 20 players per deck.
3. If additional decks are used, ties will be settled by a 5 card showdown.
4. All flights must be completed within 2 hours from take-off to touch-down.
5. Dealer "burns" top card & deals "FLOP" 3-cards face-up prior to take off at 8T8.
6. Players fly to Castroville (CVB) & pick up first card.
7. Players fly to Hondo (HDO) & pick up second card.
8. Players return with both cards to 8T8.
9. Players may choose to drop-out or donate \$5.00 to continue & see the 6th & 7th cards.
10. Dealer deals a "burn" card face-down & the 6th card face-up.
11. Players will now brag to each other and discuss winning chances.
12. Dealer deals a "burn" card face-down & the 7th card face-up.
13. Player with the best 5-card poker hand wins 1st Place.
14. Player with 2nd best hand wins 2nd place.
15. If no 2nd place winners that prize will go to Chapter 35.
16. EAA Chapter 35's event Marshal's decisions are final. Live with it! This is a fun event to help our Chapter.

Timothy D. Fousse, Director of Public Works and Aviation / E.M.C., City of Hondo, will donate 15 gallons of avgas for 1st place and 10 gallons for 2nd. Be sure and thank Tim when you see him for this generous donation.

THE MASON FLY-BABY

By Lew Mason

The Mason Fly-Baby. The only way to fly your own airplane is to win the lottery, be a millionaire or a trust fund baby. A new Light Sport Aircraft will cost from \$60,000 to over \$200,000. Also maintenance costs are through the roof. Does all that sound familiar?

How does this sound? Ten thousand dollars for all the parts and a couple of years of fun work. The down side to all this is you're limited to 100 MPH, an open cockpit and fun. The secret is using nature's composite — wood. The Fly-Baby is a single place wood airplane and if you want to take your 'honey' with you, there is the two-place Pietenpol. These planes fly very well on 65 HP and can handle a 100 HP engine.

The Mason Fly-Baby was completed in December 2009 after two and a half years of work. The out of pocket expenses total \$5,923.47. This does not include all the nuts, bolts, scrap aluminum and other airplane junk that I had in my hanger. You would be surprised all the donations I have received from other aviation collectors of rare airplane parts. A note placed in the Chapter 35 Newsletter brought in many parts. I wish to thank all the members who helped me with my project. If anyone else is in need of experimental parts, I will be happy to donate anything I have.

This project began a few years ago when I purchased a Continental A-65 engine for \$1,000. Now I needed an airplane to build. The Fokker Eindecker E-III was an ugly airplane from W.W.I, so it had a couple of things going for it. As I was going through some of my books, I ran across a cutaway side view of a Bowers Fly--Baby. This plane has classic lines that I have always admired. A quick check of the internet turned up the Fly-Baby home page. One look at the front page of the site, and I was hooked. There on the page was a Fly-Baby done up as a Junkers

CL.1 replica. A W.W.I buff, I could not resist the idea of flying my own German trench strafe, with a rear cockpit gunner and dual machine guns up front. I'd already built a British SE5, so it was time to build it some competition. The rear gunner's pit and dummy machine gun are not yet complete. More to follow.

The construction of the Fly-Baby is like a huge model airplane. Wood is easy to work with and relatively cheap. The frame is built of Douglas fir. Alan and Alan Lumber supplied the fir, and they're good about letting you sort through their stock to select the best. This is important as it is difficult to find horizontal grain, but you can find a couple of good boards out of every shipment. Roddis Lumber has Russian 1/8" birch plywood. If you need sources for parts, you can contact me at any time.

The tools you will need before starting are a good radial arm saw or a bench saw and a good router. All the steel parts are fabricated with a metal chop saw and a welder. The Fly-Baby home page lists sources for prefabricated metal parts.

The plane was covered with Dacron and primed with nitrate dope. The color coat was purchased at the "aviation department" of Wal-Mart under the trade name "Latex Semi Gloss House Paint". This being an experimental plane, I experimented. Some of the paint additives recommended on the internet were flotrol →



THE MASON FLY-BABY (CONTINUED)

(Continued from Page 6)

and windshield washer fluid. Both worked, but I found thinning it with 30% tap water worked just fine. I do not recommend using a roller to apply the paint as it leaves bumps on the surface. A fine foam brush leaves a smooth streak-free finish. During the building process, the number one question was “When are you going to finish?” My stock answer was, “Thursday”. That became a standing joke at San Geronimo Airpark. Once the Airworthiness Certificate was signed off, I was stuck with making a first flight on a Thursday. After a few days of taxi testing between rain and weather fronts, Thursday finally came. After a few more taxi runs with increasing cross winds, I flew down the runway at about five feet for 1,500 feet. The following Saturday, with a slight break in the wind, I flew for twenty minutes.

The flight was thrilling to say the least. The wind down the back of my neck was a major distract-

tion along with the roar of the wind striking my headset. The left wing was heavy and the right aileron had to be held the entire flight. The flight and the landing were uneventful. Carrying power on final approach, I was lined up perfectly for the numbers, so as I crossed the fence, I cut the power. The next instant I was on the grass three hundred feet from the end of the runway. Boy, that sucker comes down fast with no power!

The wings have been re-rigged to remove the left-turning tendency and windscreen side deflectors have been installed to keep my neck warm. If the weather ever cooperates again, I will be off into the wild blue yonder.

I wish to thank all the chapter members and others who donated their parts, their time, and their advice during this project. Of course, most of my thanks goes to my very patient ‘partner’, Nancy, who has put up with my airplane hobbies for almost 50 years!



CONTACTS LIST

POSITION	NAME	PHONE	EMAIL
PRESIDENT	DAVE BAKER	210.688.3358	iflyaerosport@sbcglobal.net
VICE PRESIDENT	JAMES FEIGHNY	210.601.8607	jfeighny@satx.rr.com
SECRETARY	DENNIS SCHEIDT	210.688.3210	dcscr7s@att.net
TREASURER	DEE BRAME	210.493.5512	deeb@satx.rr.com
AT LARGE (B)	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
AT LARGE (B)	RON O'DEA	210.488.5088	r2av8r@yahoo.com
AT LARGE (B)	RON PADUH	210.380.3836	rpaduh@att.net
PAST PRESIDENT (B)	DAN CERNA	210.688.9345	dcerna@att.net
PAST PRESIDENT (B)	LEW MASON	210.688.9072	lewnan@sbcglobal.net
PAST PRESIDENT (B)	JOHN LATOUR	830.612.2232	latourjohn@att.net
BOARD ADVISOR	JOHN KILLIAN	830.438.9799	jkillian1@gmail.com

CHAIRPERSON	NAME	PHONE	EMAIL
AIR ACADEMY	MAARTEN VERSTEEG	210.256.8972	maarten.versteeg@sbcglobal.net
YOUNG EAGLES	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
BUILDER'S ACADEMY	BOB SEVERANCE	210.889.0472	sapropbuster@satx.rr.com
FACILITIES	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
REFRESHMENTS	GAIL SCHEIDT	210.862.4396	gailps@att.net
GROUNDS	NANCY MASON	210.688.9072	lewnan@sbcglobal.net
SUPPLIES	FREDA JONES	210.485.3982	eea35supplies@gmail.com
MEMBERSHIP	RON O'DEA	210.488.5088	r2av8r@yahoo.com
NEWSLETTER	ED SEURER	210.885.1160	eea35news@gmail.com
HANGAR	DAN CERNA	210.688.9345	dacerna@att.net
WEBSITE	BOB SEVERANCE	210.889.0472	sapropbuster@satx.rr.com
TOOL CRIB	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
PUBLIC AFFAIRS	BILL BARTLETT	210.494.7194	bartlettsat@gmail.com
FLYING START	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
COUNTRY STORE	DANNY & ROXANNE BEAVERS	830.931.9053	dbeavers@txun.net
FLIGHT ADVISORS	MARK JULICHER	210.382.0840	mjulicher@earthlink.net
	RON O'DEA	210.488.5088	r2av8r@yahoo.com
	RB 'DOC' HECKER	210.391.1072	tcflyingdoc@yahoo.com
TECHNICAL	PAUL MCREYNOLDS	210.363.1434	pmcreynolds@satx.rr.com
COUNSELORS	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
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	RB 'DOC' HECKER	210.391.1072	tcflyingdoc@yahoo.com
	MARK JULICHER	210.382.0840	mjulicher@earthlink.net

CHAPTER CALENDAR

February 13	Program - Nelson Amen Building the Starlite	Meal Business Mtg	5:30pm. 6:30pm
March 13	Program - Mike Lovelace "Applying Risk Management to Aviation Projects"	Meal Business Mtg	5:30pm. 6:30pm
April 10	Pancake Breakfast Fly-in	8:00 to 11:00am	
April 24	Young Eagles Rally - Brad Doppelt	San Geronimo	9:00am
May 8	Hangar work party Program -Thomas Moore American Institute of Aeronautics & Astronautics (AIAA)	Work Party Meal Business Mtg	3:00pm 5:30pm 6:30pm
May 22	Captain Bill Bartlett Aero Event	Pilots Meeting	9:00am
June 5	Chapter workday	Work Party Lunch BOD Mtg	10:00am Noon 1:00pm
June 12	Annual Picnic / Fly-in Hamburgers / Hotdogs	San Geronimo	11:00am to 2:00pm
June 19	Young Eagles Flying Pilots and volunteers needed	San Geronimo	9:00am

EVENTS CALENDAR

Dates	Event Name	Location	Distance
May 1, 2010	Stinson Fly In	San Antonio, TX	
May 8, 2010	Uvalde Spring Fly In	Uvalde, TX	63 miles
May 15, 2010	Third Annual Big Whoop Fly-In Port	Lavaca, TX	145 miles
May 15, 2010	War bird Fly-in	Hondo, TX	25 miles
May 28, 2010	RANGER FLY-IN & AIRSHOW	Ranger, TX	203 miles
Jun 11-13, 2010	EAA Sport Air ELSA Airplane Repair-Inspection	Waco, TX	157 miles
Jun 12, 2010	EAA Chapter 35 Annual Picnic	San Antonio, TX	

Aviation Calendar of Events web sites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-in calendar <http://www.flyincalendar.com>
- Fly-ins <http://www.flyins.com>

ELECTRONIC EDITION

This newsletter is also available online and in color. Please visit the following URL:

http://www.eaa35.org/ENL/May_10/May_10.pdf

WANTED AND FOR SALE

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

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

FOR SALE: RV-9A Empennage completely finished / primed. \$700 or best offer. This set comes with the electric trim pkg. Original value over \$1700.00 (in kit form). Project donated to the Chapter by member Bob Guthrie. Please contact Dave Baker (210-410-9235) if interested and / or want to see finished product.

FOR SALE: Fun Flying RANS S18 Stinger II



Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$27,000 firm, Jim Havens, (210)680-7882 home, (210)347-2455 CP

FOR RENT: EAA Chapter 35 Hangar Space. Rent a 10' x 20' space & get free use of hangar Equipment & tooling. Please call John Kuhfahl (210) 365-0120

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 (210)643-1417

FOR SALE: 5x8 Enclosed Trailer. Licensed, Cargo Door, Good Tires, \$1800.00 OBO, Brian Goode 727-709-1159



FOR SALE: 1976 Beechcraft Sundowner C-23 180 TTA&E-2203 Compression all in the 70's. Oil analysis shows no significant wear. KTM MX 170 Digital Nav/Coms, King ADF, King KT78



Trans w/ New Encoder, 3 LMB/ ILS, VOR, STS Loran, great useful load (870Lbs). 9 GPH, 120 MPH. Asking \$30,000. Dave Baker 210-410-9235

FOR SALE: Breezy 1/4 Fractional Ownership. Contact John Latour at 830.612.2232

FOR SALE:1998 RV 6A, 260 TTA&E (since rebuilt on engine), Lyc 0320 (150hp), Sensenich Fixed Prop, sliding canopy, Nav / Com w/ VOR,



2 GPS units, dual headsets, 18 gal, 6gph @ 150mph. Flies regularly. Hangared at 8T8- \$ 45K. Dale Shaw 210-826-4395

Well, it's Richard's plane, so he's bound to be somewhere on the airport.



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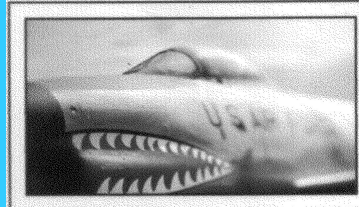
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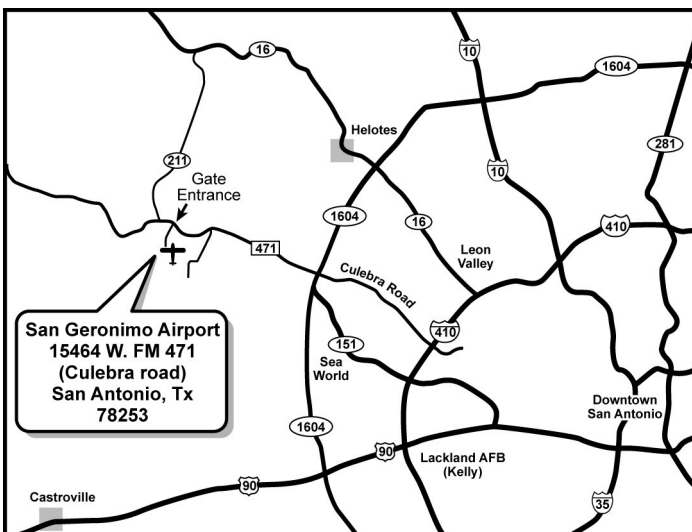
Say again

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



When Do You Meet?

Second Saturday of the Month

May 8th Hangar Work Party

- Work Party 3:00pm
- Program -Thomas Moore American Institute of Aeronautics & Astronautics (AIAA)
- Meal 5:30pm
- Business Mtg 6:30pm

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