



November 2001 Issue

Volume 43 Issue 11

RUNWAY 35



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

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Meeting this Sunday

- 50th Anniversary Celebration
- Food by Skip & Martha
- Presentation by Jim McIrvin
- 5:30 PM & Beyond!
- C-U-There!

Front Page News

Flyin' Times And Smilin' Faces

Well, EAA Chapter 35 did it! In the month of October, we managed to fly two hundred (THAT'S 200!) kids! Not bad at all! This accomplishment was despite the fact that it rained "a little bit" right before our BIG EVENT at San Geronimo. Plan "B" was devised and implemented. The parking lot was turned into an airplane ramp. VOLUNTEERS did their thing to help orchestrate the flow of kids to and from the planes. Overall things went GREAT!!!!

The following week several EAA 35 members made their way to Castroville to repeat the process. Here three planes did the duty and fly over 90 kids! Just three planes! Wow! A BIG THANKS goes out to those EAA 35 members who made a presence and a difference in Castroville.



The fourth weekend in October brought on the annual REKLAW Fly-in (that's Walker spelled backwards). EAA 35 was well represented with three planes and several cars full of folks. Folks, if you've never been to Reklaw, well you haven't been to the wildest, laid back event anywhere around. Be prepared to enjoy yourself. You register, but it doesn't cost a thing. The food is five bucks, maybe 6 or 7. Now that's a COMPLETE meal. Dessert is included. The "wealth" is spread among many aviation organizations. Make it a "must visit" on next year's calendar. The REKLAW crew is shown above. A BIG THANKS to Dave Mason for opening up his place for us.

The Best "Non-Award winning" newsletter of ANY EAA Chapter!

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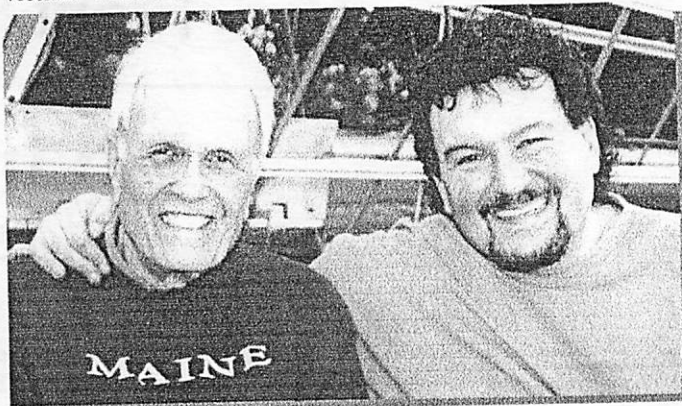
Please Read This...

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Clear Prop!!!!

By David C. Talley

- Here's something different! Someone actually VOLUNTEERED to submit to the Up Close & Personal (UC&P)! Yup, a volunteer victim. Thanks to Frank Marcie for stepping up to the plate!
- Hey, what's this? Yet another VOLUNTEER!? Yup, Jim McIrvin reveals his mistress for all of us. Read on about Nellie. She's tall, curvy and HOT. Her perfume may not be odoriferous to some. She's also known to belch like a sailor at times. This may not be for the weak hearted nor the young. Parents be advised before letting your kids read this month's newsletter.
- Steve Carlson continues to work on the website. Have you visited it lately? He still needs your picture. The site's URL is always on page one, but here it is for your convenience: www.endicor.com/~eaa35.
- Young Eagles...what more can be said? The chapter did its thing in two consecutive Saturdays in October. Thanks for all of those who could make the time to introduce aviation to the kids.
- Ed says...If you know of someone you'd like to get a copy of the "Best Non-Award Winning" Newsletter of ANY EAA Chap-



ter...well he didn't say all of the above, but...anyway...he'll be glad to send a copy of *Runway 35* to anyone you think might be interested in the chapter.

- Norris Warner checks in with two reports, the first being a review of the fly-in at Reklaw and the second with a capture of the YEs event at Castroville.
- The Christmas Party tickets are selling quickly this year. We have room for only 100 folks and the last time I heard anything (remember I'm the NLE, who needs to tell me anything?) that over 50 have been sold. Remember, first come, first served.
- Is the Castroville Balloon thingy gonna be a yearly event? We may want to plan on it as a Young Eagle event...
- Looks like the Ground School thing may take-off. Remember, the *minimum* is ten...no real limit...invite a friend!
- Rumor mill...Good word has it that Jim Rice will be stopping by the old chapter house this Saturday. Says he's getting hungry. He may need to park near the door, that is if we can't get anyone to help him out...
- It's ELECTION time once again. Remember to come out and VOTE!
- Dinner by Skip & Martha. Umm, good!
- Pick up your calendar! (Bring your check-book...)

President's Corner

By Ed Seurer

From the desk or maybe from the computer of the PREZ (or even his daughter)...

November meeting will be here soon. Well it looks like about 283 kids flown for the Young Eagles so far this year. We had a great turn out for our October Young Eagles event. We flew 101 kids despite the fact that we received over 4 inches of rain a day prior to the event. Our chapter organized major changes in the way we did business. Thanks to all who helped to orchestrate this big event!

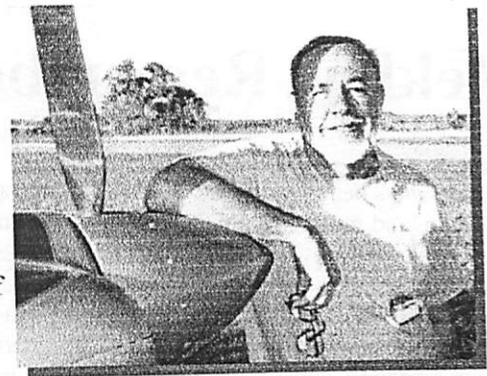
out to fulfill the obligation of flying Young Eagles at Castroville. There were three planes at Castroville, which flew about 93 kids. We could have flown more but had to call it quits with a line of kids still dreaming of a flight.

Well this meeting we will be voting for the new slate of officers for the next term.

Also, I'm looking forward to seeing you at our Christmas party.

See you soon.

The following week some of us headed



The VP Airs it Out

By Norris Warner

Our year has flown by. Good times, great times, and sadly, some bad times. Our gains this year don't measure up to our losses, but we only have control over the former, and I'd have to say that we can take some pride in our accomplishments.

master Steve Carlson. The Carlson family, Steve, LeeAnn and Jillian have been a great asset to the success of our special events this past year.

Another thing we can point to, thanks to our late VP Bob Day and his wife Betty, is the success of our chapter dinners, which precede each evening meeting. Lot's of fine members have stepped up to provide these light suppers, which have been served at 5:30 PM, in advance of our 7:00 PM meeting. The chapter does reimburse the dinner-makers for all expenses, and when the diners donate about three bucks a piece to eat, the chapter actually makes a little money. (If you'd like to help out in 2002, see Ed Seurer or Jim Munro.) We've been able to help support this social get together by purchasing three electric roaster ovens. Along with this, member John Kuhfahl has volunteered to keep the kitchen stocked, and also cleans the entire facility. Hats off to you, John!

And how do you like our new sound system? Cordless mike, state-of-the-art, etc, etc. One of our newer members—and a productive one—is our electronics specialist Jim Munro. It took a chunk of cash and whole lot of labor—in fact all of Jim's free time for several weekends, but it's now here for all to enjoy. By the way, all of Jim's labor (he says) totaled

\$100—and then he donated that back to our Young Eagles program. Also David Seurer (President Ed's son) donated a major piece of the equipment. Thanks, David!



Let me wind up this tally with something we're all busting our buttons over—our NEWSLETTER—by the Talley's! David and Miriam pull a couple of all-nighters each month to make it happen, and write a great deal of the copy themselves. I've been in half a dozen chapters, and our newsletter puts 'em all to shame. Congratulations Dave and Miriam! And I'd be remiss if I didn't tell you what President Ed does to support this work. He receives the newsletter by e-mail or hard copy and then the fun (?) begins. Ed reproduces, hand collates, folds, staples, labels, stamps and mails nearly 180 copies—and at NO expense to the chapter except for paper and stamps. How's that for the good of the chapter? Thanks for all you do, Ed.

I'll say it once again—EAA and our Chapter 35 is about PEOPLE!

Reklaw Remembered

By Norris Warner



It's always been Don Staats favorite fly-in, and mine, too, for the past several years. And now, I'll bet dollars to doughnuts that it's the favorite for Bob Cabe, Frank Ross, Bill Haskell, Dave and Miriam Talley and Steve, LeeAnn and Jillian Carlson. Yes, we all attended the fourth-weekend-in-October Reklaw Fly-in hosted by Dave Mason in the tall pine country of East Texas. About 100 miles northeast of Bryan/College Station, this is the most laid back gathering known to aviation.

Dave Mason, retired airline captain (along with his late wife Judy) started this some 18 years ago, inviting friends to fly-in for a weekend of camping. It's still sort of by invitation, but if you have an EAA card in your wallet, you are welcome to enjoy some of God's greenest earth and bluest skies.

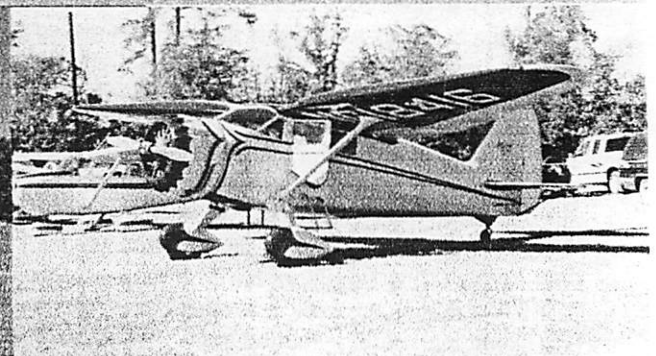
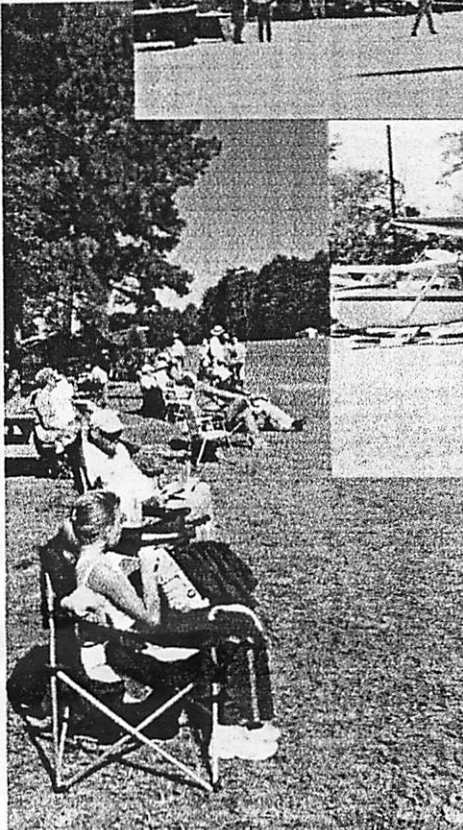
We were treated to wholesome meals right out of his hangars, with seating at tables for at least 200 at a time. The food prices are about \$5.00 a meal, and very good quality too. Let me tell you—when it's early morning and the first airplane engines are firing up—that steaming hot coffee is good!

I really don't know how many people and planes attended. Registration is conducted all right, but it's free, and so I'm sure many fell through the cracks. But if I had to guess, I'd say 400 airplanes and 800 people were in attendance. Many brought in lawn or camping chairs and sat along the undulating runway, just under the pines, and simply watched the hundreds and hundreds of landings. My Joanne also brought a thick blanket, and spread it to lie on. What fun!

The airplanes in attendance were of all stripes—antiques, classics, warbirds, contemporaries and, of course, a hundred homebuilts. Some that especially stood out: Gullwing Stinsons, a Howard, a Hyperbipe, a Mitchell Wing, a cabin Waco, a T-6, a Pt-19, a down-sized Australian

version of the Cessna Caravan, a Canary, a Funk, a Commonwealth, a Myers 200, a Russian Trainer, a Wilga and many other rare and/or outstanding airplanes. Of course the RV's were out in force, as were the Kitfoxes, and the Piper Cubs were everywhere. The runway is not well suited for the canard types with small wheels, but several ultralights were in attendance and flew often.

If you, too, want to get enthused about the world's most laid back fly-in, just ask one of us!



Top: A Howard DGA-15 prepares to land. How's this for Up Close?

Above: The predecessor to the Stinson 108. This is a Stinson SR-9C. Just check out that Gull-Wing!

Left: Jillian Carlson sits with the Editor's Father in Law, Ted Zadiniec. Notice they are on the runway! Not bad!

Christmas Party Time!

By Norris Warner

Social hour 5:00 PM - Dinner Served 6:00 PM

Get your tickets while they're hot! Seriously, our December 8th Christmas Banquet and Gift Exchange is a wonderful way to kick off the Holiday season, but time is running out to get a place at the table. As I write this, we are more than halfway to our goal,--and our limit--of 90 seats.

Our chapter home will be gaily decorated, with Christmas tree and all, and the tables set in the season's spirit. You will be served a sumptuous dinner on china with silver flatware—we're not into roughing it here!

President Ed Seurer will be presenting awards to the members who have contributed to our chapter in an "above and beyond" manner, and our matchless Master of Ceremonies, Dave Baker, will conduct the hilarious gift exchange. Because everyone attending will be bringing a wrapped Christmas gift, you are assured to end up with something cute or clever yourself. Gifts with an aeronautical flavor are best, but tools and craftworks are always in abundance.

Here is our menu, as selected at the September meeting:

Caesar Salad, 10 oz Sirloin Steak, Twice Stuffed Baked Potato, Asparagus w/Hollandaise Sauce, Apple Crisp ala mode, rolls, iced tea.

The following may be substituted for the Steak

*Chicken Acapulco (grilled chicken w/grilled onions, grilled peppers, grilled tomato slice topped with sliced Swiss cheese & sliced avocado).

*A vegetarian plate.

***NOTE: These special orders must be requested and paid for NLT the November meeting.**

This event, as always, is our Christmas party, and not a meeting. Therefore, come prepared to have a load of fun! And should you wish to enjoy a libation prior to or with dinner, feel free to bring your favorite. Some members bring wine to share.

Please, PLEASE make our work easier by buying your tickets at this November meeting. If you can't make this meeting but want to join in the Christmas fun, mail your check, made out to EAA Chapter 35--\$12.50 per ticket—at once to:

Norris Warner
719 Oak Hills Road
Pipe Creek, TX 78063

For more information call me at (830) 510-4334 (METRO) or e-mail at njwarner@indian-creek.net.

Remember to bring a wrapped gift for the exchange!

News from Around the Patch...

Skip and Martha Celebrate 50 Years

Skip and Martha Barchfeld, in celebration of their 50th wedding anniversary... (Martha, you have earned yourself gold medal!)... will prepare the meeting supper. The celebration feast will consist of spaghetti with meatballs, salad and rolls. A wedding cake will top off the meal. If any of you have tasted Martha's cook'in... mmmmm... be prepared for some good eatin.

Congratulations!!!



Film and Processing Donation

Thanks to the contacts of our illustrious Young Eagles Photographer, Michael Sulens, two shops donated to the Young Eagles cause. *The Camera Exchange* donated the use of a very nice camera and gave rolls of film. The *Photo Express*, owned by Phillip Cantor, processed four rolls and provided 5x7 prints that we will be mailing to all of our new Young Eagles. A very generous donation out of the blue. We will be placing the business cards of these shops in our newsletter in thanx for their support. Please support these shops, if you can, since they provided support to us. It must also be mentioned that our photographer worked his buns off running around ensuring each Young Eagle had their mug shot with their plane and pilot as well as keeping track of who they were. Thanks a bunch Michael!!!

World of Flight 2002 Calendars

Pre-sold calendars are ready for pickup at the November meeting, see treasurer Joanne Warner. We have 6 extra calendars for sale. First come first served.

Ground School Numbers Just About There

We now have 9 folks who have expressed a serious interest in the course. One more and we can set a date and get started. This course is open to anyone, one does not have to be a chapter member to participate. It is a 48 hour course—3 hours for 16 weeks. Mike Lynch, our resident CFI and former manager of Kelley Aero-club will be the instructor. If any of you have heard Mike speak in the past, you know this will be very thorough program. Cost is \$175. \$100 for materials (obtained at a discounted rate through the EAA—thus the 10 person minimum), \$75 for the instructor. If any of you have priced ground school courses, this is a good deal. Here is the list of interested folks. We need payment up front. If you have not sent in your check, please do so now to Joanne Warner, Chapter Treasurer. (Address is on the back of the newsletter) If for any reason the course does not get started, checks will be returned.

Students:	Ed Seurer	Miriam Talley
	John Currier	Richard Bachmeier
	Linda Bachmeier	Mike Jagge
	Ginny Dufresne	Ed Eades
	Arlis Olsen	

**Need one more name here!!!

...News from Around the Patch

VOTE FOR CHAPTER OFFICERS!

At the November meeting Chapter 35 will elect its officers for 2002-2003. The nomination committee has proposed the following slate of individuals:

President	Norris Warner
Vice President	Don Staats
Secretary	Miriam Talley
Treasurer	Joanne Warner

These members have agreed to serve if elected. With all the talent available in the membership there may be others who would like to hold office or that you would care to nominate.

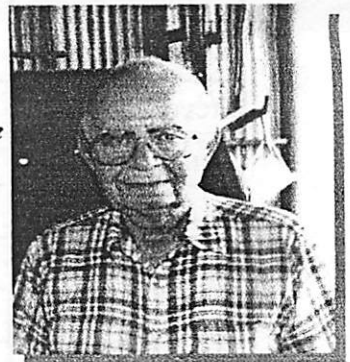
At the November meeting the floor will be open for additional nominations. If you know of anyone who would be willing to run for one of these offices confirm their interest and nominate them at the November meeting.

The thing that makes our Chapter great is the participation of its members. If you are not one of those "fortunate" enough to be elected to a specific office be assured that there will be many opportunities to work on projects and committees in the next two years.

P.S. Some really good news---Dave Talley has offered to continue as Newsletter Editor. Thanks Dave! Thanks Miriam!
Ed Note: I did!?!?! I feel something's not computing here...hum...

TRIVIA FACTOID

By Julius Junge



If you don't know what you are doing - do it neatly.
 If at first you don't succeed - destroy all evidence that you tried.
 I know two rules of life- No. 1 Don't divulge everything that you know. No. 2 -----

The Wonderful World of Aviation

(sent by Jim McIrvin)

The three best things in life are a good landing, a good orgasm, and a good bowel movement. The night carrier landing is one of the few opportunities to experience all three at the same time.

(A DC-9 captain trainee attempting to check out on the glass cockpit' of an A-320.) "Now I know what a dog feels like watching TV."

It only takes two things to fly: airspeed and money.

The similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies. If ATC screws up, the pilot dies.

It's better to break ground and head into the wind than to break wind and head into the ground.

The difference between flight attendants and jet engines is that the engine usually quits whining when it gets to the gate.

New FAA motto: "We're not happy, till you're not happy."

Young Eagles Update

By Brad Doppelt



Throughout the year we have held four very successful Young Eagle events, introducing a total of 283 children to aviation. The first event was held on April 21st during which we flew twenty Young Eagles in six planes. As the year progressed, so did the number of Young Eagles that we flew. During our second event, held on June 9th, we flew sixty-nine Young Eagles in nine planes. Through the June event we learned how to make the overall process better, which was a good thing since during our October 13th event we flew 101 Young Eagles, again with nine planes. Then, just one week later on October 20th, we flew ninety-three Young Eagles in conjunction with Castroville's balloon festival, all with just three planes.

None of these events would have been possible without the many volunteers that truly made each event a success. As we flew more Young Eagles we needed more volunteers and our chapter was up to the task. The October 13th event required over thirty volunteers to make sure every task was covered and that the entire event was conducted safely and efficiently.

A summary of the Young Eagles flown this year is provided below. Even though I have only listed the pilots, they are but a small portion of the people who have donated their time and money to this worthy cause. I would like to thank all of those who have made this past year such a success. With this kind of commitment from

our chapter, I am sure that during 2002 we can fly even more Young Eagles. It is comforting to know that despite the personal loss our chapter has suffered this year, we have not lost sight of what is really important.



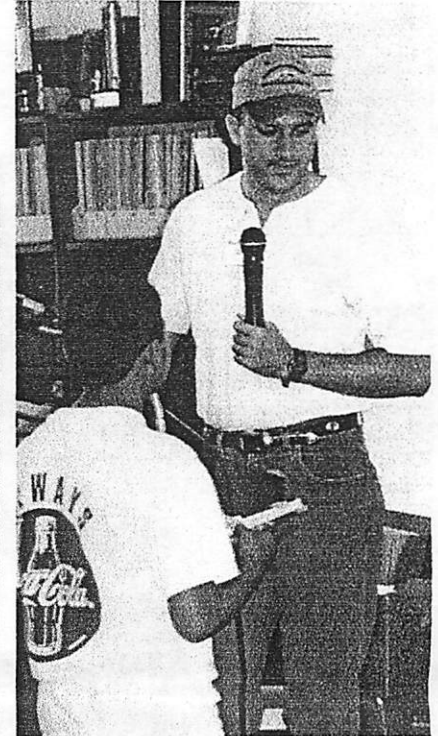
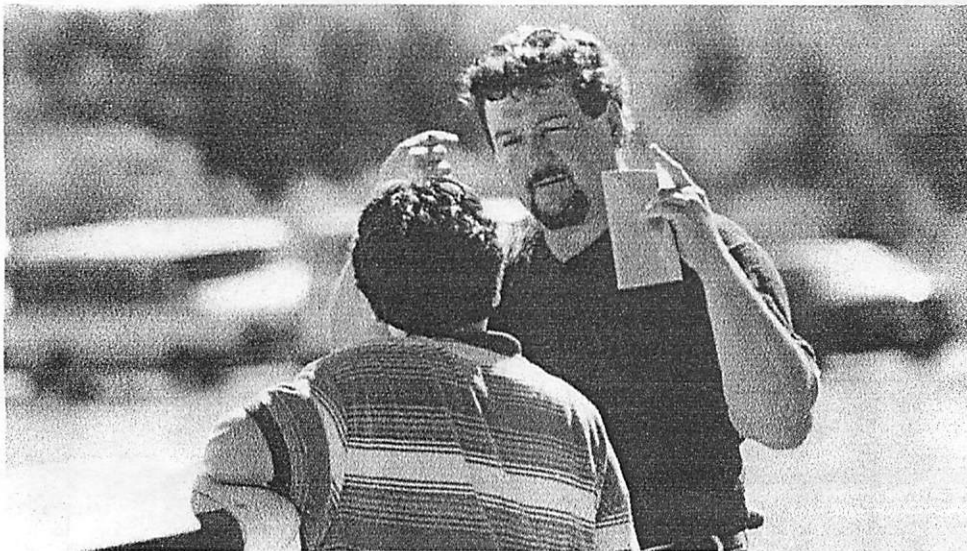
Pilot	Date and Number of Young Eagles Flown				Totals
	April 21st	June 9th	October 13th	October 20th	
Steve Carlson	-	14	17	-	31
Danny Daniels	-	-	6	-	6
Brad Doppelt	6	11	13	47	77
James Einoff	2	4	-	-	6
Keith Fleming	-	1	7	-	8
Jim Havens	2	-	-	-	2
Michael Luigs	-	17	-	-	17
Mike Lynch	-	-	13	37	50
Jim McIrvin	-	-	16	-	16
Ron Paduh	-	-	10	-	10
Lowell Robinson	-	6	-	-	6
Kevin Schnitzer	4	4	-	-	8
David Talley	2	9	12	-	23
Louis Viggiano	-	3	7	9	19
Deck Yoes	4	-	-	-	4
Totals	20	69	101	93	283



...Young Eagles Update

Below: NLE, Big Dave, passes on the knowledge.

Right: Burke Bristow "Keepin' Track"...



Above: Dave Baker does the duty (after cooking all day!).

Left: Honey can I have one? Some kids try on the Wing for size!

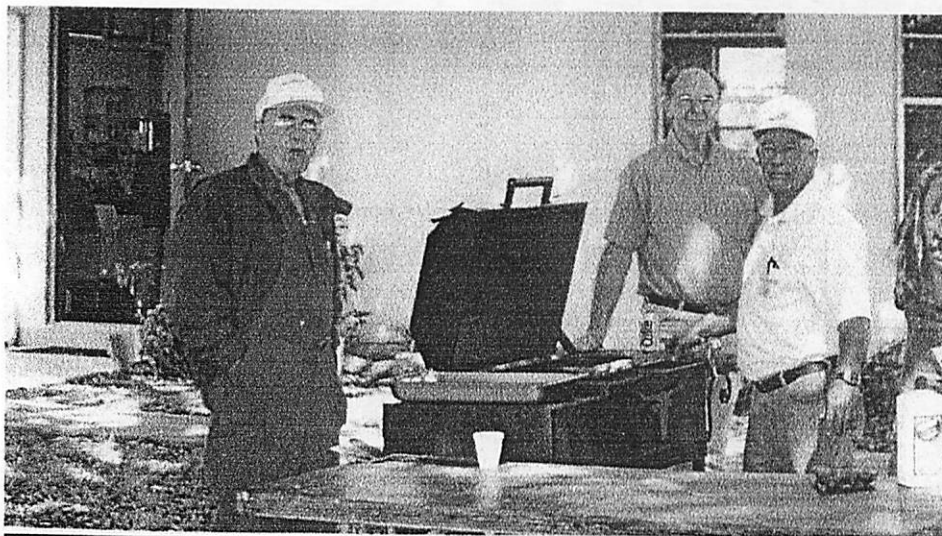
Young Eagles Update...



Left Above: Ute Tobias and grandson Lucas Houk sellin' stuff.



Left: G.K Doman, Lee Ann & Jillian Carlson, Marc Ripley, and Kim Bristow holding down the fort registering over one hundred kids!



Left Bottom: Dan Cerna, Dave Baker and Bob Kindred, "Grillin' & Chillin'"...

Above: Danny Daniels (a.k.a. Young Eagle 7) standing proud with a new YE! Danny flew six kids this day in his C-150.

...Young Eagles Update



Above: Mike Lynch and a fresh YE.

Above Right: Fran Mendez and John Kuhfal "manning" the kitchen duties.

Middle Right: Louie Viggiano and a fresh YE.

Bottom Right: Bob Cabe and Bill Lofton on "RADAR" duty. These gents kept all pilots cognizant of each other.



Young Eagles at Castroville

By Norris Warner



Just one week after our big “Young Eagles” day at San Geronimo Airpark, determined volunteers assembled at the Castroville airport to continue efforts to add to “The World’s Largest Logbook.” And although this was not an official Chapter 35 occasion, we did fly 95 youngsters, starting at 10:00 AM and finishing at 4:30 PM.

Leading the way again was our Young Eagle Coordinator, Brad Doppelt, in a rented Cessna 172. Along with Brad, Mike Lynch in Ed Seurer’s Tri-Pacer and Louie Viggiano in his beautiful Aeronca Champ performed flawlessly. Flights were necessarily kept short so that only a

few kids were turned away late in the afternoon.

The “ground crew” who attempted to process these youngsters and also to escort them to and from the airplanes were, Ed Seurer, John Kuhfahl, Norris Warner, Jim Havens, and one of our newest members, John Sandlin. They were sunburned and pretty well tuckered out at the end of the day, but all agreed that it was well worthwhile.

We understand that the Castroville Chamber of Commerce intends to make this an annual affair. If so, we’re going to have to get more space between our own

Fall YE event and the Castroville event if we do participate. I should

point out that we have much less ability to conduct crowd control when working away from our own San Geronimo base.

Our hats are off to our hard working pilots and ground support people. Those 95 new “Young Eagles” were thrilled with their flights—each and every one of them!



One on the ground at Castroville...Brad Doppelt and his rental 172, Mike Lynch in “el Presidente’s Tri-Pacer, and EAA 35 Secretary Bob Cabe’s RV-6. This was one busy day!

Jim Rice Report

by Miriam S. Talley

Jim is finally home from the rehab center. I'm sure wife Stephanie and his two daughters are pleased as peaches to have him to themselves again. He was moved to tears when he mentioned chapter members, he did not even know, that came to visit him at the center, and is grateful for their time and caring. Jim fessed up it was harder than anticipated when he first got home—no nursing call bell or assistants to help him out. He did have therapy folks coming in daily to continue his rehab sessions. This week Jim had to go under the knife again to remove pins from his left ankle and screws from his right elbow. They were interfering with his full range of motion. Norris and I had a chance to watch Jim during one of his rehab sessions at the center—that boy was working hard. If he



keeps it up, we have no doubt he'll be back to his old self sooner than planned. Rumor mill has it he may get a kitchen pass to come to the next meeting. Plus he needs to check on his mistress, a Dave Blanton Conversion with V-6 water cooled engine, or "Hot Water Special". David and Norris, who recently went out and took the heads off to check out the engine for Jim, have nicked named it the "Rusty Stalagmite Cold Water Special" after seeing the rust build up. Jim is looking at putting in a 150hp Lycoming. Continue to pray for Jim's ongoing rehab. Jim... we expect to see you at the meeting, dinner is on you! (Or is it us?!) Hum, bring an appetite and your wallet! ☺

Aviation Clichés

By Miriam S. Talley

Aviation Clichés –(Oldies but Goodies)



More Aviation Clichés...

- Always remember you fly an airplane with your head, not your hands.
- Never let an airplane take you somewhere your brain didn't get to 5 minutes earlier.
- If its red or dusty don't touch it.
- Don't drop the aircraft in order to fly the microphone.
- An airplane flies because of a principle discovered by Bernoulli, not Marconi.
- Cessna pilots are always found in the wreckage with their hand around the microphone.
- Push stick forward... big house, pull stick back... little house.
- To go up, pull the stick back. To go down, pull the stick back harder.
- Hovering is for pilots who love to fly but have no place to go.
- Flying is the second greatest thrill known to man...Landing is the first.
- Everyone already knows the definition of a "good" landing is one from which you can walk away. But very few know the definition of a "great" landing. It's one after which you can use the airplane another time.

Removed from *Slipping the Surly Bonds* by Dave English

Up Close and Personal

by Frank Marcie

Frank Marcie on *Frank Marcie*

(Ed Note: This month my "victim" chose to be presented in the first person....made my job really easy)

It is normal and usual for most flying enthusiasts to say they were interested in airplanes since they were little. I am no different, my father died when I was 5 but I remember receiving a metal hanger for my birthday less than 2 months before his death. I remember the hanger because he had painted checker boards on the roof, just like at Randolph. I started making model airplanes from apple and orange boxes (they were wooden in those days) as soon as I could handle a saw. I progressed to solid model kits and then rubber powered flying models. Shortly before Pearl Harbor, my uncle entered the Air Corps so I inherited his gas engine, a Brown Model B. When gas rationing began I had to get ration stamps for my model engine. The only thing they had that was applicable was C stamps, and they allowed me the minimum 5 gallons a month. That motor couldn't use 1 gallon a year, but being in high school we found a way to use the extra gas. After a few free flight models I shifted to control line models. At this time these were little more than a string tied to the airplane.

It was in late 1944 that an airport opened in Schulenburg and started giving flying lessons in a J-3. I was able to convince my mother that my learning to fly would

help when I had to go into the service. My first lesson, was my first flight in an airplane. I had to hitch hike to San Antonio to take my flight physical and get an "Airman Identification Card" complete with finger prints and picture. I soloed in May with a little over 7 hours of dual. I started at St. Mary's U. in June and by hitch-hiking home on weekends, man-



aged to get the hours for my private by September of '45. I had to fly to Cuero for the exam - no written or oral. I'll never forget the FAA examiner trying to get into the front seat of the J-3 with a seat pack on. In those days, spins were required - I frequently used a spin to loose altitude fast.

During the summer of '46 I stayed out of school and went to work at the airport in Schulenburg. The owner and CFI ran a Juke Box business during the day and only came to the airport in the evenings and on week ends. Me, a 60 hour 19 year old running an airport. I got to fly J-3s, J-5s, L-2 and L-3, Aeronca Champ and

Chief and best of all a Waco UPF-7 and oh yes a 40hp Taylor Cub. There were a couple of high school students that worked at the airport with me. A mechanic flew in from Austin a couple of times a week and instructed us in how to work on the planes and check our progress. We repainted the J-5 and L2, recovered a J-3 and restored the Waco that

was flipped over by a strong wind. Did you know that a hickory wagon wheel rim exactly matched the curvature of the tip? I never flew it after the restoration but they said it flew left wing low. Incidentally

The Waco (NC32013) was later seen towing banners over San Antonio.

While attending St. Mary's I flew out of Hurt Airport (Culebra Road) and then in '49 flew out of Stinson, my first experience flying out of a controlled airport via the light gun. Korea came along and I entered the Air Force, which ended my flying for some time. After graduating from OCS, I was sent to Keesler AFB for training in RADAR and was retained there as an electronics instructor. While at Keesler I became interested in HAM Radio and it became my new hobby. After separation from the AF, I

(Continued on page 15)

Plane of the Month

by Jim McIrvin

Many of you got your first introduction to 'Nellie' last month at the outstanding Young Eagles Day at 8T8. And since none of us had much time to chat with 100 excited youngsters and their supporting cast milling about, here's her biography.

The time and place was Oshkosh 1993 and I had been drooling (for the 2nd straight year) all over the 1950s. My wife, Lori, finally said those magic words, "if you take the (Air Force pilot) bonus, you can buy one." Oh boy, oh boy, oh boy, the search was on!

After locating a 1951 Cessna 195 way out in Los Angeles (at that time we were stationed in Del Rio) I flew out to have a look. Harold and Janet, the owners, met me at the airport. They had bought "Nellie Belle" in 1969, and it was quickly obvious 'she' was their baby. One thing led to another and Lori and I became the proud new owners in 1994.

Nellie started life in the employment of a construction company in Omaha, Nebraska. Her logbooks for the first several years are filled with almost continuous flying across the upper Midwest and northern Rockies. One piece of trivia that I found interesting was the frequent engine swaps on Nellie. It appears that the company found it made more sense to do an engine swap than face down time longer than about one day. The same two engines were regularly swapped, and the engine currently installed was the original factory engine.

In May 1959, Nellie stopped flying. As near as I can gather from logbook and maintenance records, 337s, and some scratches on the belly, she suf-

fered a ground loop. There was a change of ownership, and no further log entries until the 337 returning her to service in 1966. Much of the 337 and log-book entry read very innocently:

"Removed and Replaced part number umpty-ump."

(Okay, they did use part numbers!) Of course, one of the part numbers corresponds with "Left Wing" in the parts catalog!

During their ownership, Harold and Janet had replaced the paint and interior and overhauled the engine, but the early 70s paint (2-tone Ford green) was in pretty bad shape. Did I mention it was *lime* green? Those of you that looked closely probably noticed that the left yoke and the right yoke are different colors. That is because the 195, like it's Beechcraft competitor, utilized a single, throw-over yoke for normal operation. I pretty much leave the right-hand yoke on all the time since it takes a couple hours to change configuration.

Shortly after Nellie moved in, I was reassigned to Clovis, NM. For several months after that, I made weekend trips back to Del Rio, where Lori was still stationed. These trips would prove to be quite educational. On one early morning departure I discovered that, although the two instrument panel floodlights did NOT work, the small little cabin floodlight proved quite adequate--as long as I didn't need the airspeed indicator! But, it turns out the massive, retractable



landing light that extends under the wing just happens to illuminate the corner of the panel containing the airspeed.

On another trip the weather forecast showed nice VFR, so I departed Del Rio in time to make a sundown arrival at Clovis. As I approached CVN, a brown haze began to appear--blowing dust. A call to FSS revealed that, yes, the winds were getting "breezy." Fifty knots...from the west. Hmmm, that means a healthy crosswind on 4/22 OR 13/31. The other nearby runways were either oriented the same, or worse. Lubbock was the closest airport with an E/W runway--could I make it? If I diverted to LBB, I would arrive there well after sundown (remember the lights?), with low fuel.

Did I mention that Nellie has the Cessna crosswind landing gear? Folks either love it or hate it, and I hadn't gotten any practice using it yet! After deciding that I could still make LBB after a go around, I elected to try the daylight landing at CVN, then divert if it was ugly. On final I stuck in ALL of Nellie's powerful rudder, and discovered I was still a few degrees short of

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got married and started a family I couldn't afford much of any hobby. By the time my 2 boys entered high school we had started flying radio controlled aircraft. Actually my boys did the flying and I just built them - couldn't seem to coordinate the controls - used to laugh and say I couldn't fly anything unless I had a prop spinning in front of me.

Its funny, but once I entered the AF, I really didn't seriously consider flying again. Oh I used to drive by an airport

my own although the thought had occurred to me the summer I worked at the airport. I flew in a friends Cherokee and was convinced I wanted a high wing but wasn't happy with the looks or performance of any kits until I got some literature on the Glastar. This is what I wanted - 120 to 150 cruise - short field capabilities - good load capacity and good looks, so I ordered the kit in December '96. I did most of the building in my garage, moved it outside to hang the wings, then back in the garage to complete construction. It was then moved it into the back yard

the Glastar. On October 6, 1999 at 0800 hours, half a dozen of us met at Stinson and after a thorough preflight, Howard took to the air. After an hour test flight he was more than enthusiastic about its handling characteristics. He said it loves to fly and is a "Booger" to slow down. Even the tower operator had some words of praise. The flap handle tended to jump out of the full flap position and there was a tendency for the right wing to drop. After fixing the squawks and a couple more test flights he turned it over to me. It is a very easy plane to fly and in



once in a while and every time a plane flew over I'd look up. When my wife of 38 years died Christmas of '94, I was lost. It took a couple of months of floundering before the thought occurred to me "I'm going back to flying". After checking several places I settled on Castroville. Now remember I had never flown tricycle, never used flaps and never used a radio, at least in an aircraft; although I have talked to people all over the world on Ham radio. After about 10 hours in a 150 and 172, they cut me loose. In September of '95, I became the proud owner of a '48 Stinson 108-3. I had admired them in the late 40's and wished I could own one - but a college kid owning a 4 place aircraft - no way.

I am not sure when I got the bug to build

again to put on the finishing touches. Chapter 35 Tech. Advisors Bryan Tobias and Harry Vowell and a A&P friend assisted during the construction. It created quite a stir in the neighborhood the first time it fired it up; many came by to see this nut building an airplane in his garage. We used a tilt-bed truck to haul it out to Stinson. The weight and balance came out to very near that of the prototype. Doug Bilbrey, a DAR, did the inspection and after correcting a couple of squawks, issued the long awaited Airworthiness Certificate and Operating Limitations. I had previously met with EAA Flight Advisor Bill Haskell regarding the test flight and with his assistance deemed it best to get a more experienced pilot to do the test flight. Howard Lowry, Stinson Air Center, volunteered to test fly

retrospect, I don't think I would have had any problem with the first flight. I requested the license 397SM - 397 for its serial number and the SM in honor of my wife, who was nicknamed Shooney.

Ed Note: Frank joined national EAA in spring/summer of 1995 and the chapter shortly there after. He has not been able to be very active in the chapter because of Lodge activities also being on the 2nd of the month. Plus, being a board member of the lodge he felt obligated to the Moose Lodge. The Glastar is kept at Stinson in the T-hangers (bay 2). I guess we'll have to visit that hangar at Stinson or better yet Frank needs to fly that baby to San Geronimo so that we can all enjoy her. Thanx Frank for sharing your story with us!!

...Plane of the Month

(Continued from page 16)

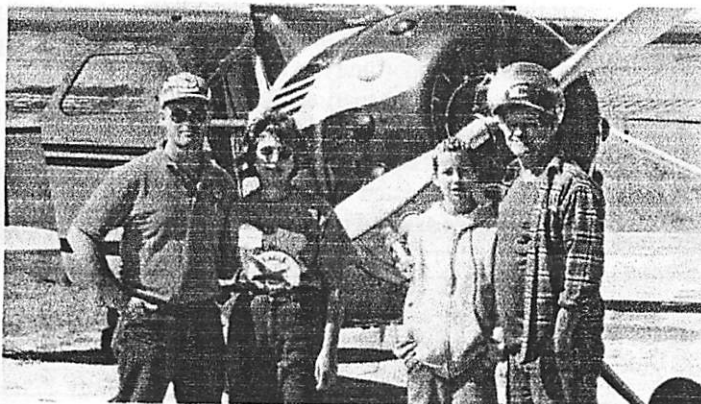
making the runway lineup match the fuselage lineup. So, my first "crosswind gear landing" was for real. Ya' know what? It worked! Taxiing back in was another story, but it ended up working too. (Since then Nellie and I have become a "crosswind gear training team" if anyone is interested in more on this subject.)

On another trip CVN-DRT, I had settled in to a nice cruise up around 9500 ft when the big Jake up front quit. I mean, it went from its smooth, loping rumble to silence. But before I could touch anything, it was back to running like nothing had happened. Whaddya do now, mister pilot? Surveying the sectional, I was located about as far from any airport as I could be in west Texas (which is pretty far), so I decided to stay at altitude and land at the next airport. Thirty minutes later or so, I was approaching a suitable airport, but nothing else had even hinted of a problem, so I continued. A call to Steve Curry after landing generated a snicker and "welcome to the Jacob's cough" from him. He gave me a couple techniques that seem to have mostly eliminated the cough from Nellie's repertoire.

My next assignment was to Korea, so that meant Nellie would get a vacation for a year. I decided I could pickle the engine for a year, but the paint (or lack of) really needed some attention. "Oh, Mr. Banker!" After explaining to the nice man about how a new paint job would protect his collateral, he had no problem underwriting a new paint job - which became what you saw on Saturday. We also

got to replace the windshield after the paint shop "discovered" it broken. (How does a windshield "just break?") (By the way, I do NOT recommend the paint shop, which might be considered a 'local' paint shop around here.)

After returning from Korea and returning Nellie to the land of the living, we moved to Columbus, MS. It only took a couple of cancelled trips back home to figure out that Nellie's old VFR panel was not going to cut it for reliable trip planning into or out of



MS. "Oh, Mr. Banker!" That led to the panel that Nellie has now. The centerpiece is a Garmin 300 GPS/COM (IFR approach certified) surrounded by a KX-155 with GS, Garmin audio panel, King transponder and S-Tec single-axis autopilot. The old panel had been cut and hacked so many times, I had the instrument shop cut a brand new one from stock aluminum. Also, we finally tried to solve my lack of panel lights by using fiber optics. They work great, but the lack of a glare shield results in significant instrument glare on the windscreen. I think a small eyebrow for each instrument would solve that, but I have yet to make 'em.

Over the past seven years, Nellie and

I have logged almost 500 hours together crisscrossing the Midwest. Her 300 hp seven-cylinder Jacobs (R-755-A2) pulls us along at a comfortable 150 mph on about 65% power. My experience is that 16.5 gph on mogas is pretty accurate, which gives us 4.7 hours of fuel (78 gal usable). Consumption on 100LL is a little better, but not enough so to change my planning numbers. I do buy oil by the barrel, but that is more because of the 4.5 GALLONS it takes to fill after an oil change than the 1 qt/hr consumption. (Most of that consumption ends up on the drip pan under the engine, I suspect.)

After adding B.A.S. tail pull handles, I find it much easier to handle Nellie's 3350 pounds on the ground, but a "warbird-style" towbar connects to the main landing gear for tug use (never pull a 195 by the tailwheel!). Useful load

is 1150 pounds, and the back seat has three seat belts, making Nellie an ideal platform for hauling a mom or dad along with three new Young Eagles. Speaking of Young Eagles, Nellie has hauled aloft well over 150 youngsters for their first flight, as well as several parents, sponsors, a couple reporters, and one cameraman.

I have become active in the Eastern 195 Association, and have done some preliminary work in developing a Cessna 195 pilot proficiency training program. Nellie and I have taught a few folks how to fly 195s, and even given a checkride to an FAA Inspector up in Lubbock! So, if you just gotta have one, I can probably help you out!

Volunteers Recognized

by Miriam S. Talley

Muchas Gracias To All!!

The Young Eagles Fly-In would not have been the success it was without the numerous folks that brought it all together. Boy, this event is getting better and better, each time we do it. I ran around trying to get every one's name so that we can recognize these good folks... hopefully I did not miss out on any one. If I did, my apologies... we are very grateful. Plus, many folks volunteered in one area but jumped around and filled in and helped in others as the need arose.

Sitting out on the flight line all day were ground controllers Bob Cabe and Bill Loftin—keeping the aviation traffic in safe mode. Our new sound system allowed all to hear radio communications. Joanne Warner managed the never ending flow of tickets and money. Behind the food counter we found Fran Mendez and John Kuhfal goofing around and having too much fun while they waited for grilled items coming from the grill masters of Dave Baker, Guy Smith and Dan

Cerna. We had a full line up of registrars which helped to keep the line of kids moving—Lee Ann and Jillian Carlson, G.K. Doman, Marc Ripley and Kim Bristow. Burke Bristow had his hands full as the “kid” controller, assigning YE’s with pilots and escorts and all around question answerer. Terry Winnett helped Burke with the task of keeping track of all the kids and to which plane they were assigned. The tee-shirt sales table was manned by the ever smiling Lucas Houk and Ute Tobias. Jim Munroe pulled out his VP-1 as a display. He had a long line of smiling kids ready to take a seat in the small plane and head for the imaginary surly bonds. The Sabre Ultralight was also put out on display and kids had the opportunity to take a seat and imagine they were soaring. (My apologies...but I do not recall the names of the Sabre flyers) Escorts were assigned to an airplane and assisted the YE’s in and out of the planes safely—Fred Pennell, Lori McIrvin, Harry Vowell, Frank Marcie, Alan Lawson, Tom Grabow, Clarence Norstrud and G.K. Doman. Photography kept Michael Sullens hopping. General



safety and catch all problem solvers were Lew Mason, Alan Lawson, Norris Warner, Ed Seuer, Ed Yoes and Dave Baker. Dave Baker’s little golf cart was a hit with the kids. We could barely see the cart for the kids hanging off of it going for a ride with Dave. Many thanx also go out to the folks who came out the day before to clean the shack and prepare the grounds—Brad Doppelt, Norris Warner, Lew Mason, Gene Tobias, David Talley, Harry Vowell, Fred and Donanell Pennell and John Kuhfal. Of course our YE pilots, see Brad’s write up, worked a long day in hot cockpits not only flying the Young Eagles but giving them an aviation education.

Thanks to all for a very successful and awesome day!!



Moment in Aviation History

Taken from *T-Hangar Tales* by Joseph P. Juptner

In 1936, Yankee (American) mercenary pilots were flying and fighting on both sides of the fracas during the Spanish Civil War. Both warring sides, trying to lure good pilots from one another, were offering \$1500 per month as base pay with a chance to earn bonuses. They were paying \$2500 per month for a pilot with an airplane. Many pilots left for Spain and so did a lot of good airplanes.

EVENTS & 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.)

10 Nov 01 – Mesquite, TX. Dallas 99's host a Flying Companion Seminar at Mesquite (HOZ). Pre-registration required. Dallas99s.org

5 Dec 01 – 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.

7 Dec 01 – Midland, TX. Holiday Open House at American Airpower Heritage Museum. Kelly 915/563-1000.

8 Dec 01 – EAA Chapter 35 Christmas Party.

14 Dec 01 – The Ten Most Significant Airplanes of All Times focus night at Frontiers of Flight Museum at Love Field. www.flightmuseum.com

7-13 Apr 2002 – Lakeland, FL. Sun N Fun EAA

Fly-In. 863/644-2431

27-28 Sep 2002 – Abilene, TX. EAA South West Regional Fly-In. 334/578-1707 or www.swrfi.org

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@starband.net

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

Instructor Available. Chapter member Bob Brown CFI SE ME INST Rotorcraft. Will provide free flight review for chapter 35 members. 830/612-2371.

FOR SALE: 1965 Colt with tail wheel conversion, Lycoming O-290-D2 135 HP engine with approximately 30 Hrs SMOH, STITS Cover.

1999 Starduster Too with 150 HP O2-320 Lycoming engine with less than 15 hours on engine and air-

frame, STITS covering.

Call Allen J. Pratkan at (830) 569-3998 (Pleasanton, TX)



FOR SALE: '43 T-craft L2A, DCO-65. Cont. C-85-F. TTAF: 1094, SMOH 127. Contact: Jim Havens 210.680.7882.

FOR SALE: Runway Property on 8T8! Contact "Dan the Man" Cerna at 210.688.9345.

FOR SALE: Ercoupe Wings, Fuselage, misc. parts. Call Chuck Schelnick (830) 685-3305



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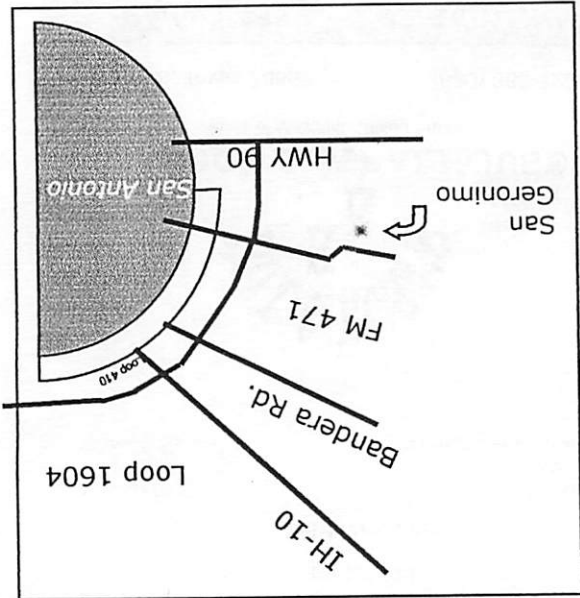
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 Meeting @ 7PM
 (See Map)
 Call Any member listed
 On Page 2 for help



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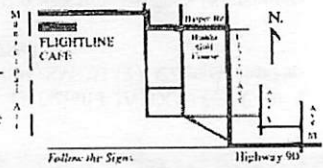
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