



# RUNWAY 35

December 2010

Volume 52 Issue 12

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## Next Event

December 11th



PHOTOS CONTRIBUTED BY: R. HECKER, D. BAKER, O. ZUNIGA

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ED SEURER, EDITOR-IN-CHIEF**

## A FRIEND TO PLAY WITH

**By Oscar Zuniga**

My wife and I have two Boston terriers. It wasn't always that way; when we got our first one, Lola, we were perfectly happy because Lola was such a great companion, full of energy, lovable, easy to handle, never demanding. However, as she grew out of puppyhood we felt that she needed a playmate because we were only good for a few minutes' playing with her at a time and she was so full of energy. Enter our other dog Lily, her nemesis. Everything that Lola is, Lily isn't- except that they are both Boston terriers, and full of energy. And they are inseparable best friends.

In a similar way, I felt my interest rise and my heartbeat pick up just a little when I learned that a new Air Camper was on my home field. I would love to fly with another airplane like mine, to compare my airplane's performance with this newcomer's, to examine the details and differences between our airplanes, and to discuss flying techniques with another pilot of a similar airplane. Not an inch away from my hangar, just the thickness of a sheet metal wall away, two brothers with two RV aircraft get to fly, and discuss, and tweak, and compare their Van's Aircraft RVs, so why shouldn't I have a friend to play with?!

Flying is often a solitary sport, and sometimes it is intentionally so. There are times when we fly so that we can escape the pressures and tensions of the world around us and literally rise above them all to see the world in the larger, slower, and more serene perspective that brings us back in touch with reality. We leave the earth, along with its hustle and bustle and noise and traffic, behind and enter a world where we can once again be pilot in command. In that world we are in control of

every dimension of our lives within the constraints of the laws of physics and motion, governed by simple airspace navigation rules and the whims and capabilities of our airplanes. We can climb, glide, bank, stay aloft or land, steer in any direction we want to. We can fly accurate headings or wander lazily through the air, letting our fancy draw us to any particular feature below or aloft- or to none at all. We can climb up through the clouds, or keep them above us like a puffy blanket.

Suppose we have a friend, another airplane. Now the situation is different. Now we recognize that we are not alone in the air, and it is by choice. It may also be by an orchestrated plan if we intend to fly in close formation with another aircraft. In that setting the excitement heightens since our skills must mesh very precisely with those of another pilot and another airplane in the same near airspace. Like a "beat frequency oscillator", we must tune ourselves closely to the frequency of the other pilot's so that our flight will make sense, so that our airplanes will fly together and complement one other. Here is where we can hone our flying skills and demonstrate our piloting capabilities, and compare them against the measuring stick of another competent pilot's skills. Here is where "iron sharpens iron", where harmony rises to meet melody to make beautiful music, where friends join to share all of the joys of flying. Here is where we look over to our buddy in the other airplane, smile, give the thumbs-up, and then wing over to see who can make the best landing.

Although flying is always a thrill, flying with a friend who shares your enjoyment of it without having to say a word, is a broader and longer-lasting thrill because it is shared. Those thrills are the best kind.

## HORNS OF A DILEMMA



By R.B. 'Doc' Hecker

It was the first of those infrequent early winter South Texas weekend days...a hard clear sky with scant wind, and temperatures in the 50s. This is the type of weather that made me think about what clothing to wear...and the choice was dependent on the activity to pursue outside, but outside was where I was headed. The deer hunting season was open, but it hadn't been cold enough, or cold long enough, for me to really consider that as an option, but then, South Texas hunting was always a low priority for me as I have other outside pursuits. Going to the airport was the most logical choice, but of all the choices I would have to make today, the real dilemma was deciding what to fly.

I realize that having the option to fly multiple aircraft seems like an excess of blessings, but then I consider my hangar guests to be special machines. They were designed and constructed by far-seeing and brilliantly practical men and women to be both work and pleasure machines for the majority of their flying careers. Prior to coming into my possession, all of them came upon hard times and suffered the usual lack of regular maintenance and eventual neglect. Like stray animals, they all eventually came close to the ultimate fate of aging machines...either being parted out or scrapped...the capital blow to be avoided was being struck from the FAA Registry. My hobby, fate, passion or insanity (as my long-suffering wife would describe it) revolves around saving some of these machines to return to their intended purpose. All of the three "flyers" in the hangars were completely restored by me over a period of many years. The three other "projects" are in various stages of restoration – all tail draggers. At the least, the time expended on them justifies my day job - and the naming of my tongue-in-cheek company, "Assend Dragon Aviation".

The first question I had to answer to myself when I arrived at the airport was what type of airplane did I desire to fly today. Would it be a tricycle gear spam can, or tail-wheel rag wing?

The spam can I refer to is a 1965 Cessna C-210E that was my first "project" almost 20 years ago. I refer to it as my pickup truck as it is a cross country machine and heavy hauler. It is a sturdy bird that has been to most of the lower 48 states and usually flies IFR on the long trips. Although 45 years old, its complete refurbishment was finished 10 years ago, and the IFR suite is adequate with 2 IFR GPS boxes and a yoke-mounted Garmin 496 GPS. With 80 gallons of fuel I have a 5+ hour range. The normally aspirated Continental IO-520A gulps fuel in 2 figures at 160 Knots, but I have access to any airport in the USA. Fortunately, I have business use for this aircraft and reserve my flights in this machine to those that demand time and speed considerations. And as some have said, "friends do not let other friends fly nose wheels". It is ironic that many of the recent C210 flights have been to Houston to visit that "other" tail dragger I have been fortunate enough to be allowed to be associated with – the Commemorative Air Force Gulf Coast Wing's CAF's 1945 B17-G "Texas Raiders".

So today I decide to fly a 64 year old tail dragger for fun and currency. The horns of the dilemma have more to do with the choice of the tail dragger. Would it be my beloved, 1946 Taylorcraft BC12-D "El Comejen" that I completed in 2009, or my recently completed 1946 Aeronca 7AC "Miss Kelly Ann"? Both are faithful originals with Continental A65-8F power plants. The TAYB swings a Kliptip McCauley 1B90/CM 7443 fired by Bendix-Scintilla S4 "lunchbox" magnetos, and the 7AC swings a wood Sensenich W72CK-42 ignited by Slick 4330 impulse coupled magnetos. Both engines are hand started – the wood prop just feels softer to the touch.

Standing side by side in the hangar, they are both beautiful machines. The TAYB was completed in the Poly-Fiber process using the blanket technique. Final color was finished with Tennessee Red trimmed in Dakota Black. The visible interior woodwork and flooring was finished with Poly-Fiber epoxy varnish. A skylight STC was installed which vastly improves my upward visibility while flying straight and level, and allows excellent lateral visibility in the turns. Windows and windscreen are grey tinted which helps in the Texas sunshine. All control pulleys were replaced with more modern roller bearing types. A Lang D-501-A tail wheel was installed. The A7AC was completed in the Ceconite process with the fuselage covered by

**(Continued on Page 6)**

## PRESIDENT'S COCKPIT

### By Dave Baker

Well folks, this flight this year is coming to a close very soon. We will be starting our decent in a couple of weeks and expect to have you at the gate right on time! I would like to take this opportunity to recap some of the events that have helped to make our "flight" (Chapter) an enjoyable experience this year. We started off with a great team who put together our calendar of events for the year during our BOD meeting in January.

Jim Feighny put together an excellent series of programs that covered a lot of different aspects of flying from building, flying thru Alaska, Risk Management application to flying, solar power alternatives, and others that were very informative and entertaining.

We had quite a success with our Young Eagles flights even though we had a couple of postponements but at the end Brad accomplished another banner year for these flights. Captain Bill Bartlett's Aero Events were a big plus for getting our members back into flying events. They were fun and we look forward to more of these next year.

Our Pancake breakfast was a pretty good success although most everyone drove in due to low ceilings in the early part of the day. We had over 50 people attend and enough cooks to keep up with the demand.

The chapter was the beneficiary of a couple of very generous individuals who donated items to the chapter that we were able to turn into cash to replenish our account after having to replace the roof on our clubhouse. These individuals are Bob Guthrie (RV9 empennage set completely built) and Jim Thomas (Piper Tomahawk which we parted out). We are very thankful to these individuals for their generosity. We also received a very generous donation from the Edelen family for the efforts that Ron Paduh, Ron O'Dea and Jim Mulvihill put forth in conducting a fly-over for their father's funeral service. Each of these pilots were honored to have participated in this. This is the type of people that our chapter is made of and what makes this chapter one of the best in all of EAA.

Now, we will cap off the year with our Christmas Dinner and White Elephant gift exchange. The dinner will consist of Ribeye steaks, Scalloped potatoes, green beans, salad, tea, water, desert and will be prepared on site and served hot and fresh! The cost is only \$25.00 per person due to Dee Brame by December 1st, please. Then we will have a short ceremony for me to hand out some awards and then we will go right into the gift exchange. As those who have attended before, this is the highlight of the evening and leads to some really entertaining moments throughout the

evening. Remember, one gift per person who wishes to participate and the gift should be of a value of \$10.00 or less please.

Finally, I wish to salute all of you who have contributed to the success of the chapter during this year. Without you and your efforts our chapter would not be of the caliber it is THANK YOU ALL.

See you at the Christmas Party, December 11th with social hour starting at 5:00pm and dinner served at 6:00pm.

### **Congratulations to our Chili Cook-off Contestants!**

1st Place and winner of 10 gallons of 100LL: Freda Jones. People's Choice winner and recipient of another 10 gallons of 100LL: June Goode. Thanks to Tim Fousse and Hondo Municipal Airport for supporting this event and donating the 100LL aviation fuel.

Dear EAA Chapter 35 member:

I recently posted a survey to you through out e-mail distribution list and would like to encourage you to take the time to complete this piece of homework.

The object of the survey is to more fully quantify input from Chapter members. While the officers get some feedback and input from members, we do not hear from many of you. This is your opportunity to voice your desires for the direction of your Board of Directors.

The link to the survey is:

<http://www.zoomerang.com/Survey/WEB22BJ39WD7KQ/>

The survey is anonymous. Brain Elk, EAA HQ membership marketing member has used the survey as well as others.

If you have questions that you would like to see, please send them to me and the next time I do a survey, I will incorporate your input. I am limited to 30 questions however.

Again, if you have not taken to opportunity to make your voice heard, please do so. The survey will close 12/22/10 and the results will be reviewed at the January BOD meeting.

Thanks again for your time and commitment to EAA and Chapter 35.

Jim Feighny

EAA 35 VP/Programs

[jfeighny@satx.rr.com](mailto:jfeighny@satx.rr.com)

**NORTH POLE APPROACH PLATE**

**BINP**

90°00'00"N 00°00'00"E

19 DEC 04

**NORTH POLE, ARCTIC  
NDB or GPS-A**

AWOS-3 <b>120.67</b>	REYKJAVIK Center <b>132.55</b>	North Pole Unicom <b>CTAF 122.8</b>	Oceanic Clnrc Dlvry <b>121.65</b>
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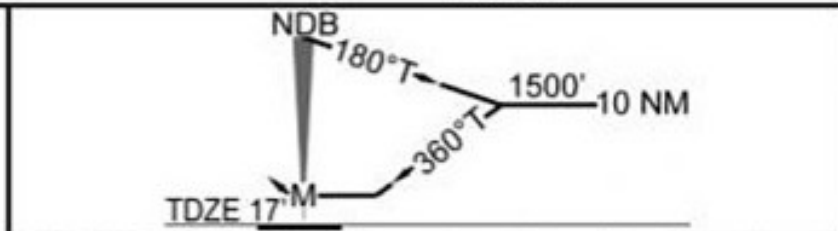
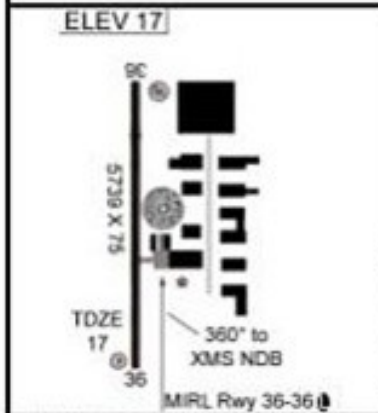
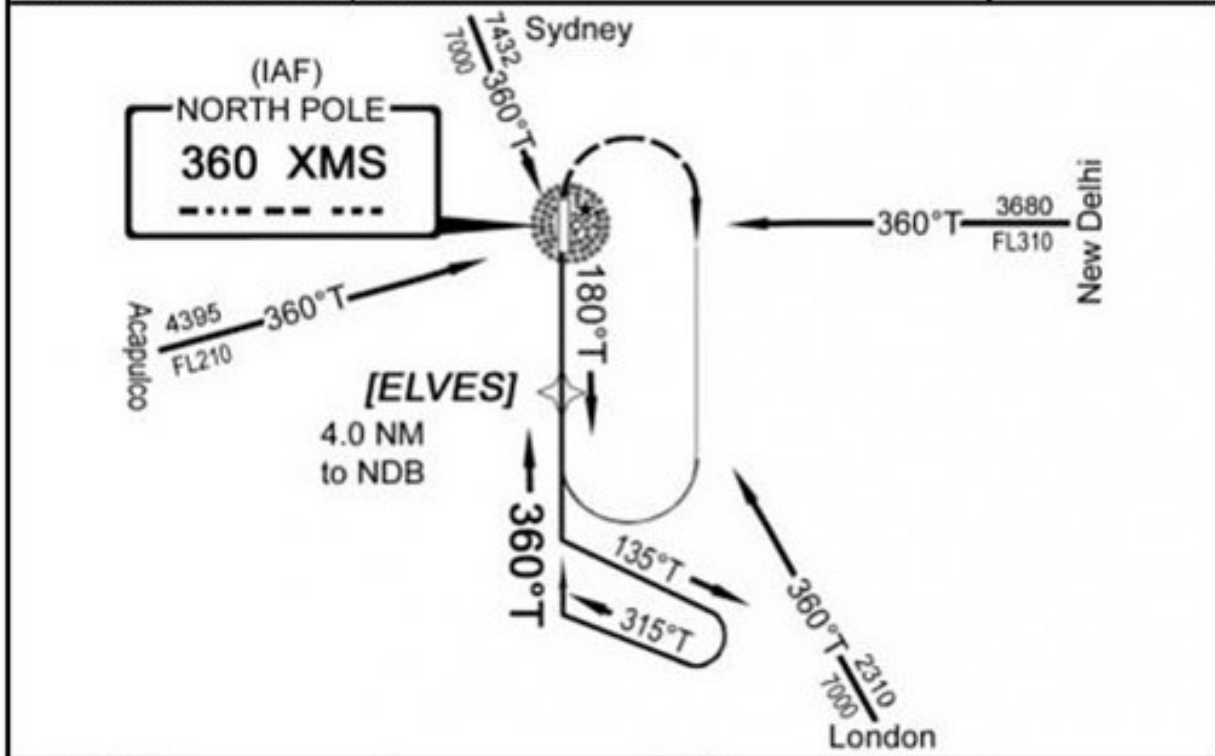
<i>NDB</i> <i>XMS</i> <b>360</b>	<i>Final</i> <i>Apch Crs</i> <b>360°</b>	No FAF	<i>MDA(H)</i> <b>400' (383')</b>	<i>Apt Elev</i> 17 <b>TDZE 17</b>
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**MISSED APCH: Climbing RIGHT turn to 1500' in XMS NDB holding pattern.**

1. Use North Pole altimeter setting; if not received approach NA.
2. Magnetic Compass unreliable; use true courses.
3. Approach may intersect runway at any angle.
4. Caution: Deer in traffic pattern.

*MSA XMS NDB*



CATEGORY	A	B	C	D
CIRCLING	400-1	400-1	450-1½	500-2
ALTERNATE MINIMUMS: NA				
OBSTACLE DP: Runway 36, climb 180° to 1000' then on course.				

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Rev 1.1

## MORTALITY IN ARMY AVIATION - 1914

In this multi-part series, Ron Paduh presents a unique view into the then-new endeavor of heavier-than-air flight. From the earliest days comes a sobering analysis of flight accidents, their causes, and their unfortunate results. This historical perspective reveals that while much more is known today about weather, materials, aerodynamics, and human factors, we continue to make the same mistakes.

This is article 7 of 12, to be published each month covering the first 11 fatal aircraft accidents in the Army 1908 – 1914. Each month will be a different accident and the last month will be a general discussion of all 11 accidents. This information comes from a copy of an original letter from the Signal Corps to the Chief of Staff.

### Accident No. 7:

Extract from Proceedings of Board of Officers held at Texas City, Texas July 8, 1913:

Lieut. Loren H. Call left the aviation field at 6:21 a.m., July 8, 1913, in aeroplane No. 11, a type C machine, made by the Wright Company, of Dayton, Ohio, for the purpose of practicing accurate landing without power. This landing is one of the tests for qualifications as military aviator, and Lieutenant Call left the field with the understanding that Lieut. R. C. Kirtland and the crew of the machine would follow him to the smooth ground north of the camp of the Fourth Field Artillery, where he would make the test with Lieut. Kirtland as official observer. The air conditions were quite good at the time he left the field, although there was a slight puffy wind blowing from the north, the anemometer record showing that at 6:45 a.m., the wind had a strength of 6 miles per hour. While flying at an elevation variously estimated at from 600 to 1200 feet (Lieutenant Call's barograph was broken, the record sheet showing that the needle failed to register at any time during the flight), the plane fell resulting in the instant death of Lieutenant Call and the complete destruction of the aeroplane, at 6:45 a.m., July 8, 1913.

From the testimony it appears that the aeroplane assumed a very dangerous angle, with the left wing at least 45 degrees lower than the right; that Lieutenant Call evidently attempted to straighten out the machine by turning to the left and pointing the nose down; that the machine then took a very steep angle downward which gradually became a perpendicular drop, and that between 200 and 300 feet from the ground the plane began to turn upside down, at which time the wings collapsed, the plane then falling straight to the ground striking upside down.

There was nothing found to indicate any engine trouble in the air.

Probable Cause of Accident: Stalling and subsequent in correct use of rudder by pilot. The collapse of the wings is a common result in accidents of this sort and does not necessarily indicate any structural weakness in the machine, but a great increase in pressure due to velocity of fall.

## HORNS OF A DILEMMA (CONTINUED)

### (Continued from Page 2)

the envelope technique. Finish paint was with Tucson Crème trimmed in Insignia Blue. All windows and wind-screen were gray tinted. I also installed a Lang D-501-A tail wheel. Both aircraft are regularly waxed to protect the fabric finish and to allow for close visual inspection of the fabric...and to allow me to caress the machines.

The BC12-D is a side-by-side 2-seater with a gross weight of 1200 pounds. This aircraft has a gasoline capacity of 24 gallons with a 12 gallon nose tank and 2 six gallon wings tanks. Burning 4.5 gallons per hour, it has a single passenger range in excess of 5 hours at 90-100 mph. The cabin can feel "tight", especially with both seats occupied. Side and forward visibility are limited on the ground. Control yokes are push/pull through the instrument panel with "pretzel" wheels. The throttle is right handed and of the push/pull type through the conventional instrument panel. Due to the long tail-moment, the controls feel very light and the overhead trim tab control "window crank" handle is very sensitive. Brakes are heel mounted and of the Shinn Type. Most ground maneuvers are addressed as if there is no braking system. The NACA 23012 semi-symmetrical airfoil is exquisitely efficient and this aircraft wants to float if speed control upon landing is not carefully adhered to. I usually land at 55-60 mph. The landing gear bungee shock cords easily handle landing loads and

the airplane tracks very straight. Three point landings are preferred and wheel landings take some time to master. The airplane demands attention to stick, rudder, and air-speed control. Once the Taylorcraft is mastered, it is a joy to fly.

The Aeronca 7AC is a tandem 2-seater with a gross weight of 1,220 pounds. This aircraft has a single nose tank capacity of 13.1 gallons and also burns 4.5 gallons per hour with a 2.5+ hour range at 85 mph. The cabin appears more spacious than the Taylorcraft and the bulbous canopy has excellent forward and 45 degree side-to-side visibility. The dual control sticks are of standard configuration although the control input/forces feel heavy compared to the Taylorcraft. The left cabin overhead push/pull trim system is awkward but efficient. The throttles are left handed on the cabin wall and are of the push/pull type. The magneto switch, carburetor heat actuator, and fuel valve on/off lever are also on the left cabin wall between the pilot and rear seat passenger. This aircraft can be soloed from either seat with a baggage weight limitation dependent on the seat selected. Brakes are heel mounted and of the Cleveland type. Again, most ground maneuvers should be undertaken with minimal braking anticipated. The NACA 4412 airfoil is an adequate compromise, but the aircraft slows quickly and sinks rapidly when power is reduced. The oleo struts are squishy and may set up a bounce if landings are



## HORNS OF A DILEMMA (CONCLUSION)

**(Continued from Page 6)**

not meticulously planned. The airplane will put a wing down and turn on one wheel (i.e. ground loop”) if the landing gear is asymmetrically loaded. Landing at slow speeds may run you out of elevator control on the landing flare and landing speeds should be 60-65 mph. Three point landings are preferred but the 7AC is easy to wheel land.

Both of these aircraft are quite fun to fly, but they are also very different in their handling. Although each stall in the low 40s, their control and landing characteristics are quite distinct. I fly the 7AC at higher landing speeds than the Taylorcraft and carefully watch for wing droop upon landing gear contact. Both aircraft require early rudder control inputs during ground handling and it is essential to remember that you do not stop flying these machines until the tie-downs are secured. I like having the ability to control aircraft from either hand, and to be able to switch between sticks and wheels. For me, transitioning back-and-forth between these aircraft is easy. They are like old friends. They are essentially sisters in time.

So, back to my original dilemma of choosing one airplane over the other: Let’s just say that similar to my two daughters with unique personalities, I love and admire them both equally for different, unspoken rea-

sons...and I would never, ever, favor one over the other...at least in public.

*RB “Doc” Hecker (EAA 789419) is a FAA Senior AME (20969) who retired from the US Army Medical Department in 1997 after 26 years of service. He holds a Private/Instrument certificate for ASEL and ASES. He has logged over 3,000 hours and prefers small, intimate airparks. He has restored a 1965 Cessna C210E (N4904U), a 1946 Taylorcraft BC12-D (NC43306), a 1946 Aeronca 7AC (NC2241E), and refurbished a 1947 Taylorcraft BC12-D (N43928). He is currently restoring a 1947 Aeronca 7BCM (N119TX). His other projects include building a RV-8 (N51TX) and preparing to help restore a Taylorcraft F-19 (N3556T). He has previously owned a Cessna C-172 (N61785), a Grumman AA-5B (N74447) and a Mooney M20C (N10AD). In his free time, Doc practices medicine in San Antonio, TX. He is a member of EAA Chapter 35 of San Antonio, TX, EAA Chapter 92 of Orange, CA, AOPA, and the Gulf Coast Wing of the Commemorative Air Force.*

November/2010

Photo Credit N5721T – Seattle Seaplanes

Photo Credit NC43306 – Doc Hecker

Photo Credit NC2241E – Steve Jones, EAA Chapter 35



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## CHAPTER CALENDAR

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
July 10	Program: Lew Mason "Thoughts on a First Flight"		Dinner @ 5:30 Meeting @ 6:30
17	Captain Bill's Aero Event		
24 -			
Aug 1	Air Adventure at OSH		
Aug 14	Program: Mike Jordan FAASTEAM Program Manager		Dinner @ 5:30 Meeting @ 6:30
Sept 11	Program: Norris Warner Presents the Bush Caddy		Dinner @ 5:30 Meeting @ 6:30
	Captain Bill's Aero Event		
18	Young Eagles Flying Pilots & Volunteers Needed		9:00 AM
Oct 9	Program: J Braun, "L-19 Down on Glacier - WWII"		Dinner @ 5:30 Meeting @ 6:30
Nov 13	Program: Nelson Amen, Solar Energy for Your Hangar - - Design and Installation		Chili @ 5:30 Meeting @ 6:30

## EVENTS CALENDAR

Dates	Event Name	Location	Distance
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No local Fly-in information available for this issue of the news letter.

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/Dec\\_10/Dec\\_10.pdf](http://www.eaa35.org/ENL/Dec_10/Dec_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: 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: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



**Flight Instructor Available.** Chapter member David Larson is a CFII and based at Boerne Stage (5C1). He is available for advanced instruction (BFRs, Instrument and Commercial). Emsil drlarson@usa.net or call (281) 222-2858

**FOR SALE: Breezy** 1/4 Fractional Ownership. Contact John Latour at 830 612.-2232

**FOR SALE:1946 Aeronca Champ 7AC Conv** LIGHT SPORT! N82621 \$27,000. AF:7AC Conv



TTAF: 4,438 Eng: Cont C85-12F, TTE 1,795 TSMOH 496 Prop: McCauley 1B90/CM7 144, TTP 332 TSPOH 126, 2-place intercom, Auto fuel STC, electric starter and battery) 12.5

fuel main tank, 5 gal aux fuel wing tank, Just completed extensive annual by Brad Doppelt. Contact Ron O'Dea (210) 488-5088



**Two Pietenpols fly in close formation.** For more on this photo, see Oscar Zuniga's article 'A Friend to Play With', on Page One.

**Thank Our Sponsors (and bring them some business!)**



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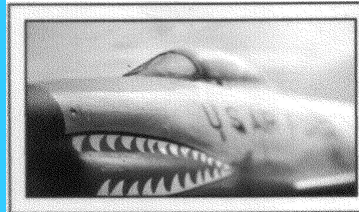
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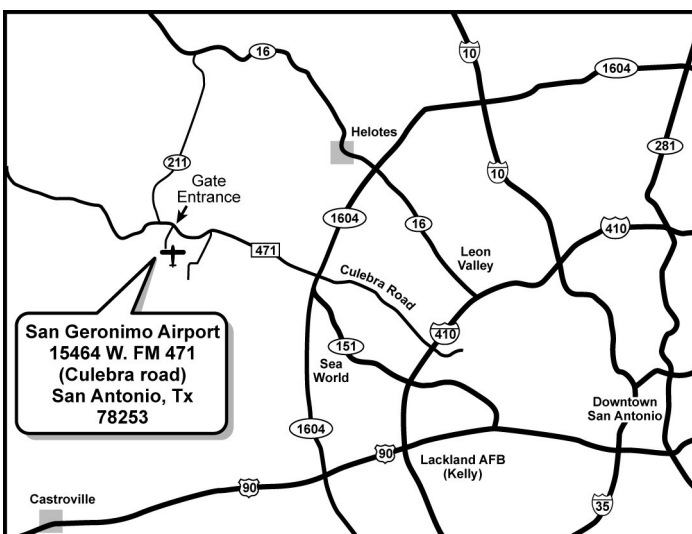
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**Please support those businesses that support YOUR local EAA chapter. Thanks!**



When Do You Meet?

**Second Saturday of the Month**

**December 11th**

- Annual Christmas Banquet and Awards Ceremony
- Event begins 6:30 PM

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