



RUNWAY 35



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

October 2005

Volume 47 Issue 10

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PHOTOS CONTRIBUTED BY: J LA-TOUR, A ROCCA, S. CARLSON	

BIOS OF ED HERGOT AND HARLAN TIBBITTS BY ALICE JACOBSON

MISSING: PROPANE BOTTLE—LOST DURING CHAPTER PICNIC: "NORRIS WARNER" PAINTED ON THE SIDE.....IF YOU HAVE A PROPANE BOTTLE WITH "NORRIS WARNER" PAINTED ON THE SIDE...PLEASE GIVE IT BACK TO NORRIS.....

MEETING NOTES

BOARD MEETING @ 4:00

DINNER @ 5:30

MEETING @ 7:00

PRESENTER:

PAUL MCREYNOLDS

"Travel logs from members"—Hurricane Relief flight by Alex Roca and his hand-crafted Zodiac 601 XL

It all started with an email I received from the EAA calling for help and supplies for the Hurricane Disaster Relief fly-in organized by

with the disaster. We have taken supplies to local shelters and even offered our house to evacuees (but never materialized). We felt frus-



RECONGNIZE THAT PAINT JOB FROM LAST MONTH? ALEX AND HIS ZODIAC DOING GOOD WORK FOR NEIGHBORS

Chapter 513 at Houma Terrebonne airport, Louisiana (45 miles southwest of New Orleans). Even though the email was sent on Tuesday 9/13, I did not read it until Thursday 9/15. Upon reading it, I immediately showed it to my wife. Marcy and I have been trying our best to help as much as we can

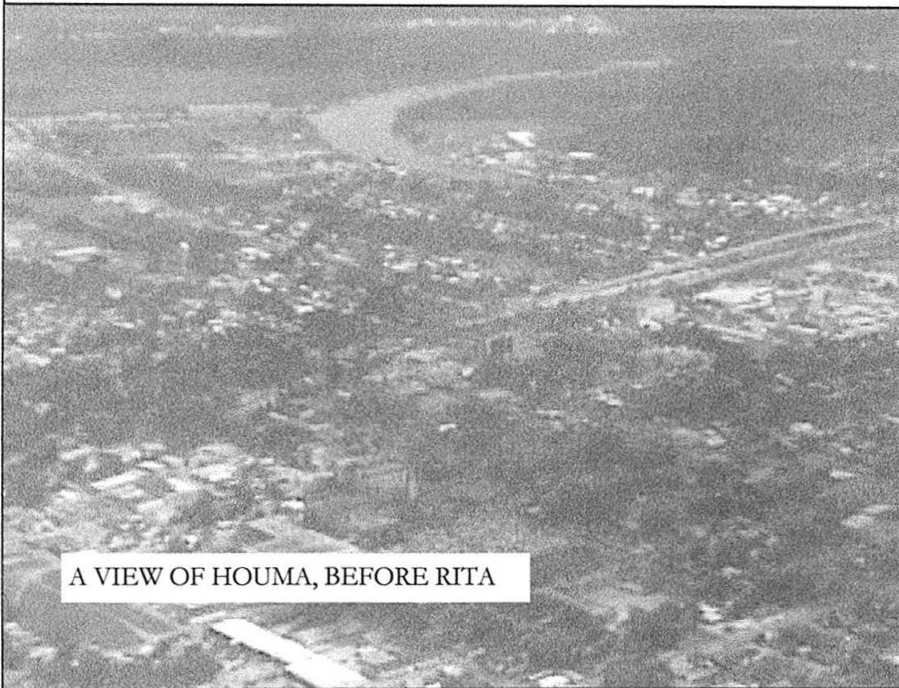
trated to the fact that we wanted to do more but couldn't. So when I read the email from the EAA I felt that finally I could do something that would directly impact the victims of this disaster.

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HURRICANE RELIEF ALEX ROCA

By Thursday night we had contacted our church requesting help with supplies. Within a matter of hours, they rounded up a couple of volunteers

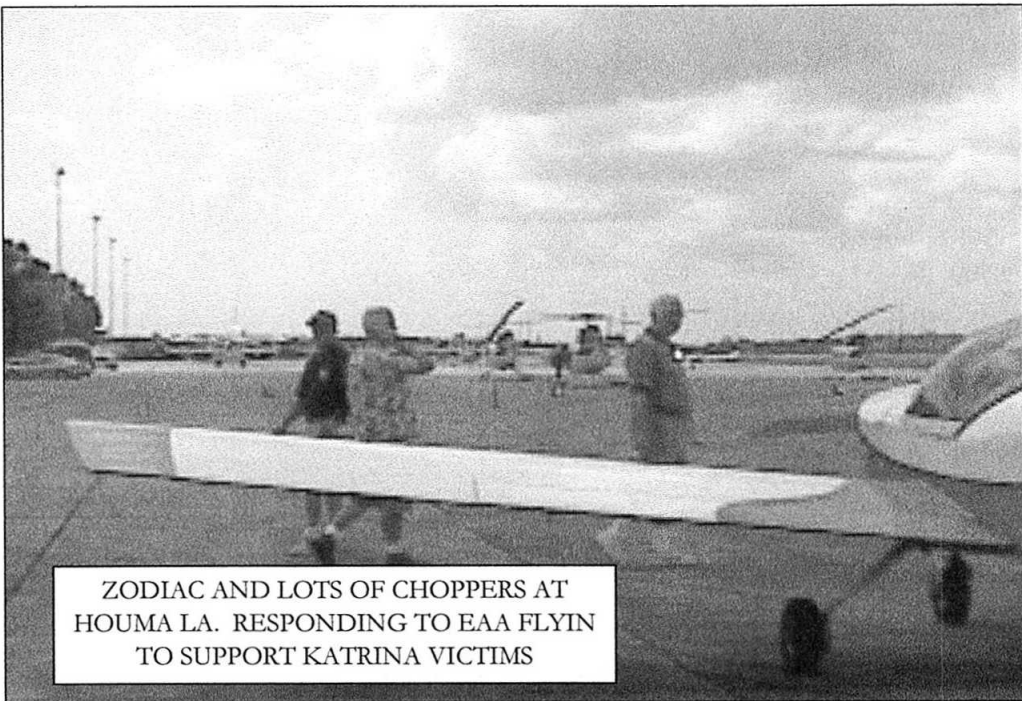
morning from Boerne Stage flying at an average cruise of 125 mph taking me straight to the first way point (81D) south of Houston to avoid Bravo airspace (yes... I'm a chicken) and then straight to my first re-fueling stop at (T00) east of Houston and finally, straight to (HUM) Houma, Louisiana. The trip was to take 4 hours and 7 minutes plus time for a potty stop/refueling. Actual take off was at 6:30 A.M. (thanks to my alarm clock snooze button!). I could not have asked for better weather and flying conditions taking off from Boerne. Winds were calm, very few clouds, a full moon setting on the west and sunrise coming up at my 11:00 o'clock position. Just beautiful! The first leg was uneventful. Weather forecasts called for scattered thunderstorms



A VIEW OF HOUMA, BEFORE RITA

that sorted and packed tons of supplies per the suggested lists. By noon Friday, I had picked up the supplies at church. The folks at church had collected much more than I could carry. Even though I had calculated that my recently completed Zodiac 601 XL could carry about 250 lbs of supplies, they would probably not fit! So I loaded my truck with about 150 lbs of supplies (towels, diapers, baby wipes, soap, deodorant, food, etc). Friday evening was dedicated to plan-

in the vicinity of New Orleans, but I was not



ZODIAC AND LOTS OF CHOPPERS AT HOUMA LA. RESPONDING TO EAA FLYIN TO SUPPORT KATRINA VICTIMS

ning the flight and getting the aircraft ready. The plan called for take off at 6:00 A.M. Saturday

ready for what I encountered south of Lake Charles. CONTINUED NEXT PAGE

Wanted and For Sale

WANTED & FOR SALE

Chapter members may place a free (non-commercial) add in this column. E-mail Editor: jfeighny@satx.rr.com.

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

Instructor Available. Chapter member Bob Browne CFII SE ME INST Rotorcraft. Will provide free flight review for Chapter 35 members. 830-612-2371

For Sale: 3 each M-20 Oil Separator \$200 4 each True Tach-optical tach checker \$75 Various Oregon Aero items for David Clark Headsets Lightspeed Headsets for sale Factory refurbished 15K--\$175 25XL--\$235 For sale Tru-Tack optical tack checker --\$50 ea Shaden fuel flow MicroFlo-L like new \$375 Light speed 15L \$100 Props for RV's

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WANTED:: Need older non-digital video VCR. Working on transferring 8mm aircraft films to video. **Call Skip @ 830-363-7649**

For Sale: San Geronimo Airpark Hangar Condo Units. San Geronimo Airpark is building one last "Condo Hangar Unit", just like the new grey unit. This building will have 10 hangars, 5 will be sold and 5 will be available for rent. This building is the one currently under construction just South of the parking lot. Hangars are 40' wide by 32' deep with concrete floors, corrugated divider walls, bi-fold doors w/smaller entry door. Electricity to the end of the building and water to each, Price for these hangars is \$35,000 and a minimum of 25% down to hold. If you want one of these units, Call Dan Cerna 688-9345 or Dave Baker 210-410-9235 (O) 210-543-6830 (H) 210-688-3358.

For Rent: Open T-Hangar \$75.00 Enclosed T-Hangar \$125. New Condo Hangars \$200 Call Dave Baker same #as as above.

FOR SALE: Piper PA 22/20 Pacer. Lycoming 0-320, 150 hp with less than 310 hours SMOH with chrome cylinders. New needle and seat in carb, sealed lift struts, Bogert cables and battery box mod, auto gas STC, new throttle cable. Narco 810 radio with flip-flop, Narco AT 150 transponder and Apollo 610 Loran. One owner since 1975. Asking \$25,500. Please, experienced tail-dragger pilots only as it has brakes on left side only. Don Staats. Call cell 830-832-3031 from 8:00 am to 5:00 pm or 830-606-3441 anytime.

For sale: Atlas Lathe, 12 by 36 , 4-jaw chuck, with post grinder \$800 Jon Farr 210-602-3351

Fore sale: Mother Nature is trying to force me to sell my beloved (79) **Tomahawk (N21HT)** (21-Happy Texan). The aircraft specs are: 2324TT, 43 SMOH, It has Collins Nav-Com, King Transponder, and Northstar 60 GPS. It has a primary blind flight inst. set-up. Pilot-Co-pilot intercom. Dual Brakes and 6x6.00 tires. It a 9 both inside and out. If no one answers this ad, I won't be angry. Price 20K firm, Harlan Tibbitts (210) 826-5030.

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The diagram shows a floor plan of the cafe with labels for 'FLIGHTLINE CAFE', 'Bistro Area', and 'N'. It also includes a north arrow and the text 'EQUINE AIR SYSTEM' and 'R. 210-410-9235'.

HURRICANE RELIEF ALEX ROCCA

Ed Hergot— Pilot Extraordinaire

Being a low time VFR pilot, I was very intimidated when I suddenly found myself flying toward a wall of huge thunderstorms. I contacted DeRider's FSS and they very calmly told me to deviate north about 20 miles and fly around the seemingly harmless stationary cluster of thunderstorms. So I did.

Once closer to Houma, the weather improved and now I was once again excited and eager to get to my destination. Even though I could not see any damage from the air, I could appreciate the vast low-lying areas full of water and marsh. It's no wonder that all this area was so vulnerable to Katrina's storm surge. Finally at 11:20 A.M., I landed at Houma. Once I taxied to the EAA's location at Houma's Airport, I was received by a number of chapter members, all wearing navy blue shirts and orange hats. As I opened the canopy, I realized I was the center of attention of not only a large number of chapter members, but also news reporters and a local TV crew. Boy! I never thought I would get so much publicity. After unloading the aircraft and doing a couple of interviews, I dissipated into the crowd looking for "food". The next couple of hours I enjoyed a hamburger in the company of several chapter members, doing what we do best.... talking about building airplanes! I have to say "kudos" for all members of chapter 513 for their excellent efforts in making this fly-in so successful. A total of 3,000 lbs of supplies were flown from many locations throughout the country, some as far as Tennessee, Florida and off course, Texas. That day I flew almost 1,000 miles, my longest trip so far in my Zodiac XL, and by far the most rewarding as a pilot.

Alex Roca: EAA 706421.

<http://www.houmatoday.com/>

http://www.eaa.org/communications/eaanews/050919_houma.html

Ed Hergot is an unassuming man who loves to spotlight those around him, especially his long-time friend, Harlan Tibbitts. Like a superb stage manager whose experience and knowledge is so valuable Ed has directed his life with a "let's do it" attitude. Whether maneuvering his plane to soar like an eagle or tinkering in his hanger next door to his ninety-one year-old "Flight Buddy" Harlan, Ed puts his heart into it. For twenty years they have shared adventures and honors together. For example, "In 2003 and in 2004, Harlan and I attended the Michigan Tour and came away with two honors (1) the longest distance piloted to attend the event, (2) the oldest pilots in attendance" he proudly recalls. At



ninety -five years of age Ed is a prime example of looking great by being young at heart. "I also have an airplane in Devine, Texas. My Bellanca Viking was sold in June, 2005. Then there's my Cessna which is now in the process of being sold," he says. CONTINUED NEXT PAGE

Ed Hergot— Pilot Extraordinaire

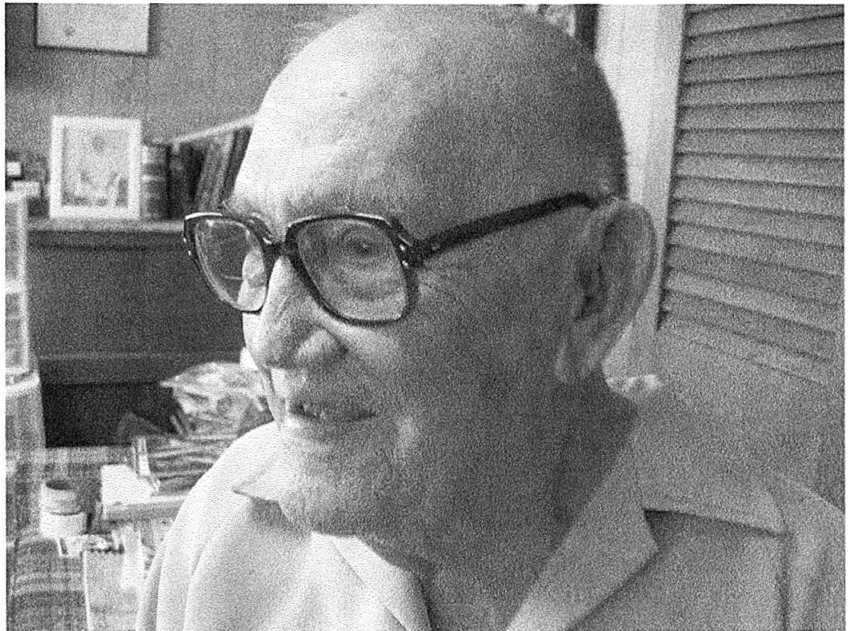
Harlan Tibbitts— Eyewitness to Peace

Knowing the ins and outs of his planes has kept him way ahead of the game. It could have been the dual type of education he had in his early years in northern Illinois developed his sharp mind. "When I was in school we had our morning lessons in German and then the afternoon lessons were in English. So I learned to speak fluent German. By the time my children went to school things had changed and foreign language was no longer a mandatory requirement. Only one of my children learned German. Times change and sometimes things regress," he says in retrospect. As Ed enjoyed a scrumptious meal of Jambalaya prepared by the Kindred family for him and his fellow club members at Runway 35, he informed those around him that he would be relocating to California by the end of September, 2005. "My daughter has asked that I go stay at her house and keep an eye on it for her," he said. His role as a protective father called for him to head west. There he also has a son to share his memories and his days with. As Ed watches the sunsets far off in the Pacific he can reminisce about the contented life he has enjoyed and the many friends whose lives he has enhanced.

One club member spoke for the rest, "You'll never be far from us because you'll always be in our hearts and in our thoughts. No distance will ever change that. You are one of us." With great admiration and respect we watch as our eldest Eagle glides westward. He earned his feathers, logging one hour of flying at a time. And now we salute Ed Hergot for showing us all that every day is a new opportunity to live life to the fullest.

Harlan Tibbitts is the sole survivor of the first EAA club of Hanger 10 at Stinson Air Field in San Antonio, Texas. The year was 1954. At ninety-one years of age he is also the second oldest pilot at Runway 35 and a boni fide eyewitness to peace.

"When I joined Hanger 10 at Stinson Air Field there were four members: Burt, the president, Loren our secretary, Hardy Canon and Winches-



ter. Burt would get recruits from the flying school but they would finish the classes and be off to other places. I hung around and am still here. But that's not to say I didn't venture from time to time. Overall, Burt loved the fact that I stored so much stuff in his 'barn' because I would give him a lot of parts. I had a DC-3 and parts at one time. Then there was the B25 that I bid on at Kelly. Somehow what was mine seemed to migrate towards Burt a lot. We were good friends," he says with a smile as he recalls those times.

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Harlan Tibbitts— Eyewitness to Peace

"I'm originally from Oklahoma. There was a small airfield two miles from our home. Even before I could walk my spirit would soar every time I'd hear a plane overhead. Later I'd run all the way just to see planes land. Five dollars (\$5.00) was the going rate for a ride. I didn't dare ask my father for that kind of money. I knew five dollars was enough to feed a family for weeks. It would be years before I'd fly

The first time I landed in San Antonio I thought it was a dirty little town. My attitude didn't change much on my second visit when I was shipped here with the military. War has a way of changing lives and putting things into perspective," he says.

"I was sent to the Philippines and the Manila Theater. I arrived one day after General MacArthur made his return visit. And I was in the front crowd as an eyewitness when the Japanese commander handed his sword to General MacArthur. That was the instant that marked the point of surrender and the end of World War II."

He pauses for a few seconds of contemplation as if saying a silent prayer and then continues, "On the second day after the war was over my orders sent me to Okinawa for a year of post-war duty." Harlan shifts positions and then continues, "Then it was back to the Philippines. My year of duty there would change my life forever. I met Lillian, a half-American half-Pilipino woman. We married and were blessed with a daughter and with fifty-one years of companionship as we shared our lives as residents of San Antonio. She preferred the demographics and climate here. My return to San Antonio with Lillian gave me a new love for the city.

Shortly after I returned to my second overseas tour of military service I was involved in a car accident. The road was icy and my jeep slid under a semi truck. After forty to fifty feet of

sliding the semi hit my jeep and I burned both of my legs. My rehabilitation was in San Antonio. I haven't left since."

Harlan has owned about seventeen airplanes. "I have owned a Taylor Craft that had skid wheels on back, a Cessna AW, a Moonie Mite and an Aero Commander. Then there are several Bonanzas, and Culvert Vs. The list includes a Funk and a Piper Comanche. Last but not least are the Tomahawks. I love fixing up planes," he says with a twinkle in his eyes. "I did aircraft maintenance in the Air Force for nine years. That experience served me well later in life."

As far as future plans are concerned Harlan says, "I am thinking of designing an Ultralite with a platform so pilots like me can get in and out of the plane easily. The plans will be easy to follow with quickie parts and drive."

Survivors have a tenacity that allows them to circumvent obstacles and to squeeze all the juice out of life. Even when that juice is somewhat bitter, survivors have that ingredient that sweetens the batch. Harlan Tibbitts' legacy is that of his Midas touch: he has restored the planes of the past as treasures for future generations.



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From the President's Desk

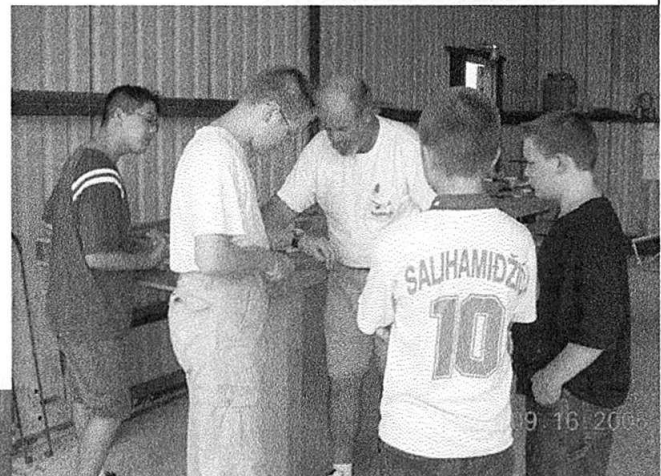
By Steve Carlson

The September meeting has come and gone. Our speaker was to be Capt Matt Vandewalle, a pilot with the 68 Airlift Squadron, but he came down with a case of deployment. Just as I was trying to remember my best hand puppet animal act, Lew Mason came to the rescue with an old video tape featuring a well produced program on Lew's Vari-EZ and interspersed with shots of member's planes at various events, some dating back to the days of the Westside airport. This was a fun look back even if the picture quality was tasked by the passage of time. Thanks to Lew for stepping up in a jam. The meal was ably put together by Bob Kindred and his wife, Lu. They made an excellent bunch of Jambalaya.

Raffle tickets continued to be sold for the Icom radio that was generously donated by former chapter president Ted Eckhardt. This hand held portable will make an excellent back up radio in somebody's flight bag, or it would also be great for monitoring air show activities or as a primary radio for an ultralight. Whatever you use it for, it's a steal at 5 bucks for a chance to win it.

We had another good EAA35 Builder's Academy sponsored by Al Almond on the third Saturday. We had about seven builders this time. The actual number is a bit vague because the line between builder and mentor is becoming blurred as

the students become the teachers. This is the natural and highly desired outcome of having this project. New members to our group were Michael Marcinik and Cliff Wedgeworth. These guys are former builders from when the project was at Warren High School. We are glad they have rejoined the group as they bring good experience and positive attitudes to the building process. Don Copeland was able to coordinate with these guys after school restarted in the fall. We also had new mentors join the group.



Bob Severance (above) has joined us bringing his experience as the builder of a Legal Eagle, and Frank and Christine have joined us from the UTSA PREP program.

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From the President's Desk

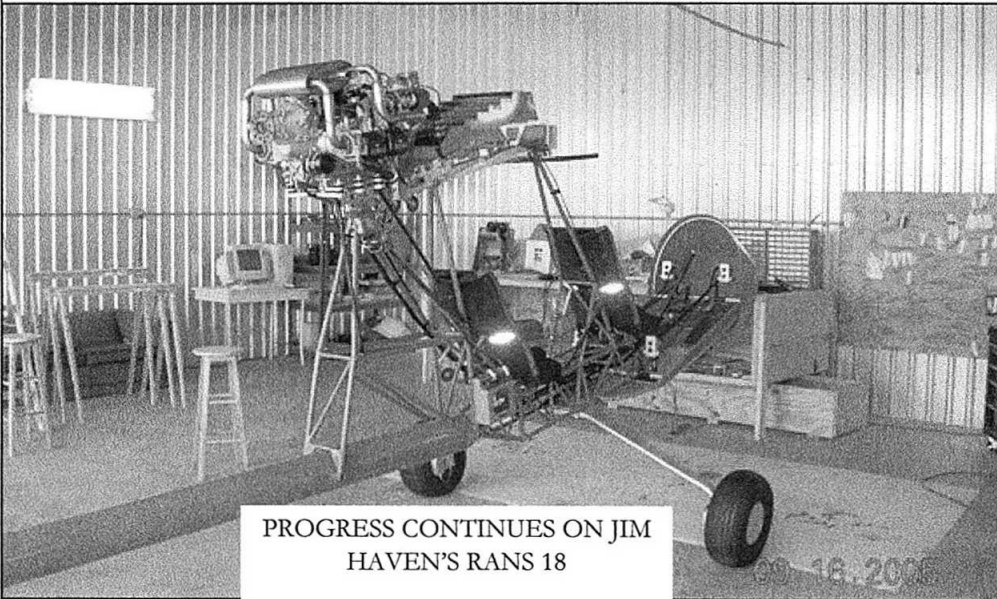
By Steve Carlson

A short walk from the Builder's Academy workshop space donated by project leader Lew Mason revealed more chapter 35 member activity. Right across the ramp, member Jim Havens is putting on the finishing touches to his Rans kit. The kit is nicely finished and Jim's shop is a study in organization. This one will be flying soon.

He wants to get it ready in time for the Copper state fly-in in Arizona. This is a rare shot of a member caught in the act of actually working on his project. If you have such a shot, or even a posed shot of your project, send it in to our editor, Jim Feighny.

After the Builder's Academy, sponsored by Al Almond, the Cozy Corner met at Bill Miller's BBQ at 1604 and Babcock.

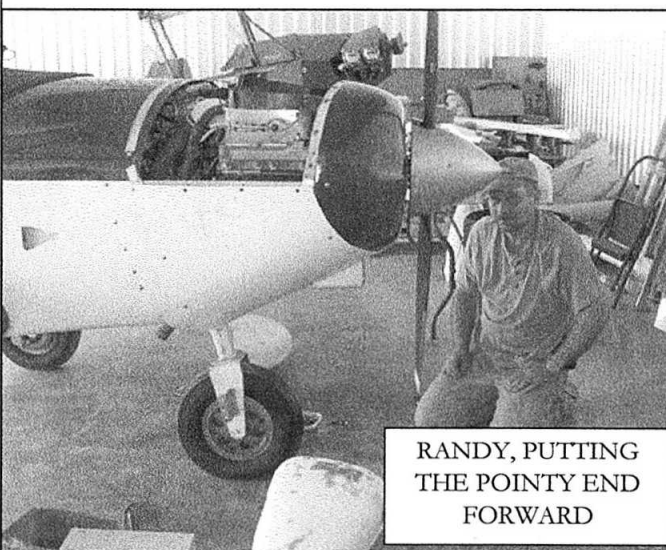
Our target this time was Randall Klint's very tidy shop. He is restarting his project after a break of some time. His fuselage sides, seen in the photo, look very good and are now ready for assembly with his bulkheads. In the photo (below) you see Technical counselor Skip Barchfeld. In the background as usual, you don't see Paul McReynolds. He has often expressed the desire to form a similar group for RV



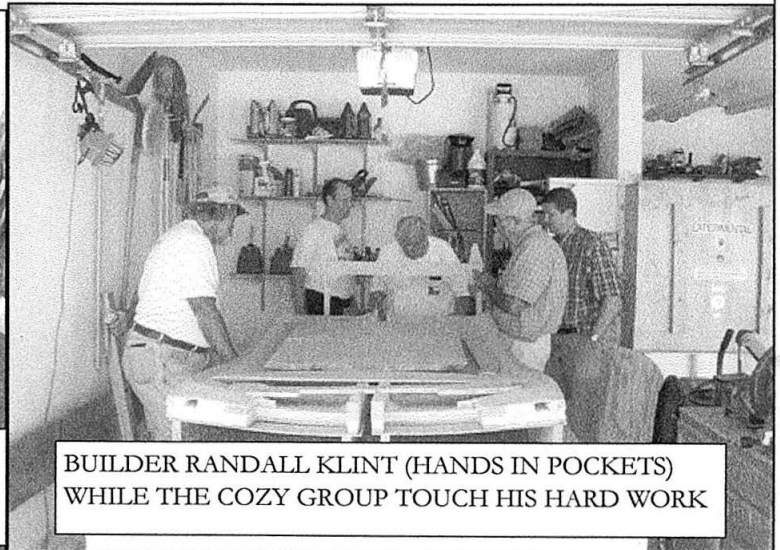
PROGRESS CONTINUES ON JIM HAVEN'S RANS 18

A couple doors down, member Randy Stout is working on improvements to his Zodiac.

builders. CONTINUED NEXT PAGE



RANDY, PUTTING THE POINTY END FORWARD



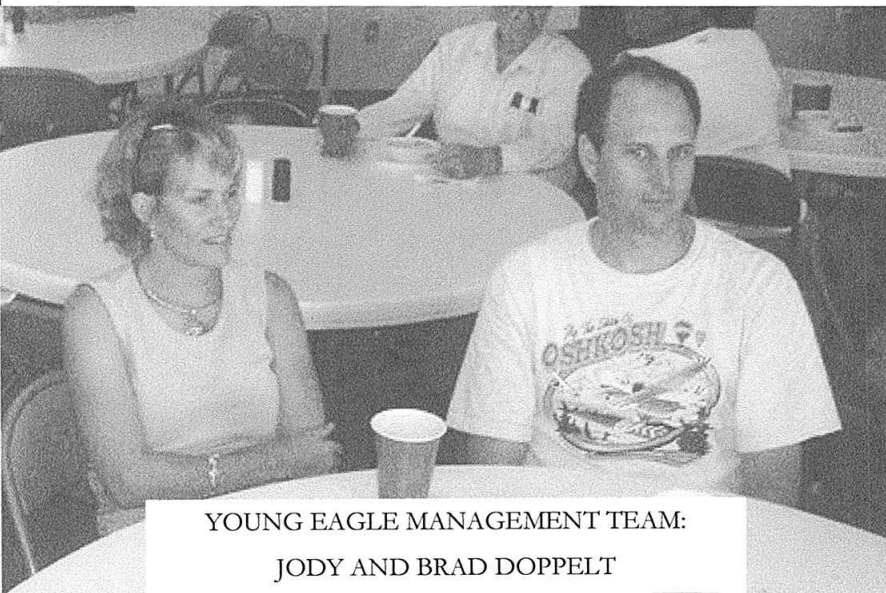
BUILDER RANDALL KLINT (HANDS IN POCKETS) WHILE THE COZY GROUP TOUCH HIS HARD WORK

From the President's Desk

By Steve Carlson

Bob Severance is also in the photos. Even though he is not a Cozy builder at this time, he wanted to come and see how this group might translate to a Legal Eagles group. Obviously, anyone and everyone is welcome to join us. The building tips, encouragement, and motivation that flows from these gatherings is something to be experienced, no matter what airplane you are building or considering. Builders Brad Doppelt and Jim Feighny rounded out the group. Yours truly was behind the lens.

24 September was time for the Doppelt gang to spring into action for the Young Eagles Pancake Breakfast. Jody Doppelt, as usual, was the Young Eagles Registrar and handled these du-

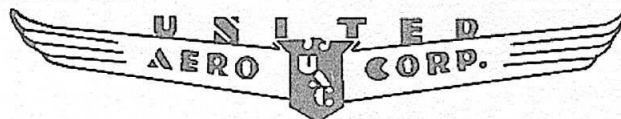


YOUNG EAGLE MANAGEMENT TEAM:
JODY AND BRAD DOPPELT

ties with her usual efficiency. They have this operation down to such a degree that even when we fly a group ten times this size, it makes no difference. With Hurricane Rita threatening, many chapter officials received many phone calls and emails regarding the status of the event. I think we were unanimous in our message.

We don't cancel on a forecast. It may be too

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rainy, windy, bumpy, or snowing, but it may not. If the weather makes flying unsafe, or if it is just too bumpy to fly kids, (our goal is to make it a fun experience), then the worst that could happen is we all have some pancakes and sausage and get to do some hangar flying. As it happened, Rita went

east, and we all flew west, much to the enjoyment of all who came. We flew 36 kids and with the incredible, latent, flipping skills of Richard Gramling, we had an ample supply of pancakes and sausages.

October's meeting will also have a board meeting prior. The goal of this meeting is to set the calendar for next year and other matters that may be brought to the board for action.

All members are welcome. We will start the board meeting at 4pm.

Steve



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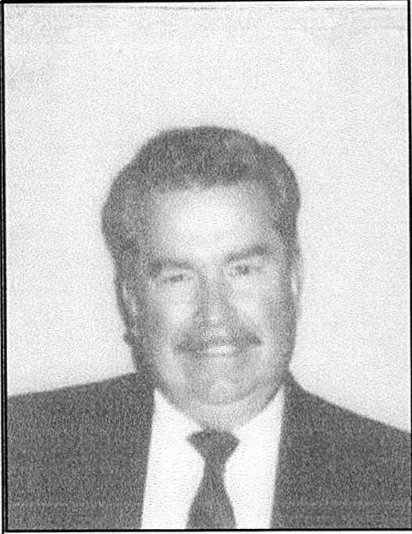
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Hurricane Rita – My Story

Bill Bartlett, Vice President



Before I share my Hurricane Rita story let me say that October's Program will feature our own **Mr. Paul McReynolds**, EAA Technical Counselor. Paul will share with us some of his aircraft building expertise. Might I point out that our organization is titled

Experimental Aircraft Association (EAA) not Certified Aircraft Association (CAA). Let's all join in supporting Paul and the many others who so willingly donate their time and knowledge to help us build our airplanes.

O.K., now my story. Hurricane Rita has passed by the time you read this.

My Grandson, Preston Bartlett is an Air Traffic Controller at the Galveston, Texas Tower and lives in Texas City with his wife Tracy, son River, and dog Zoë. Early Wednesday, September 21, 2005, Judy, my wife received a call that he was evacuating the Galveston area due to the threat of Hurricane Rita and would be coming to stay with us in San Antonio. When Judy told me this I was expecting them to arrive here in time for a

late Wednesday dinner. We were having Taco soup, but that's not important right now or even later.

Preston was having mechanical problems with his Harley which was being repaired and at the South Houston Harley-Davidson shop. So, Preston and his family loaded their car with necessities and stowed other things at their apartment in Texas City and left for the Harley shop at about 12:30 p.m. Wednesday. He didn't want to leave his other family member, the "Harley", in Houston to be exposed to the Hurricane, so he decided to ride his bike with Tracy driving their car with passengers River and Zoë following him to San Antonio.

Traffic leaving Texas City on north bound IH 45 was so very bad due to others evacuating that it took him 5 hours to go approximately 25 miles to the Harley shop. After picking up his bike and several hours later, but only a couple of miles traveled he called me and said the bike was over-heating and he was worried about burning up the engine and getting low on gas. I told him the most important thing he could do right now was to get the bike and car gassed up. The lines at the gas station were very long and it took over an hour. I received a call from Preston again at 11 P.M. (they have been in traffic now for about 10 hours) and were in a theater parking lot in Katy, Texas. The Harley was over-heating and shouldn't dare go further. We decided that I would borrow a friend's truck and trailer and go pick them up in Katy. I called our friend and arranged to borrow the truck and trailer then Judy and I left San Antonio at approximately Midnight Wednesday.

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Hurricane Rita – My Story

Bill Bartlett

We filled the truck with diesel fuel at Valero (which by the way was out of gasoline and only had diesel) located at 1604 and Judson and began our **nightmare** trip.

Arriving at Katy at 2:30 A.M. we then loaded the Harley on the trailer for our trek back to San Antonio. Talking with other evacuees in Katy gave us a greater appreciation of why some people decide to stay home during a storm and ride it out. We met one gentleman there stopped because his wife was an epileptic and suffering from a seizure. He was going to San Antonio to stay with his brother but had decided the hard trip was not worth it and was going back home to Houston. Also, at this time Preston was thinking seriously about turning around and going back home. Judy was concerned with them going back in harm's way and tried to convince the gentleman to continue to San Antonio. We only hoped he continued on to San Antonio.

However, during the stop and go traffic we witnessed many things such as cars along side of the road out of gas. We also realized that people can not be in their cars averaging 2-3 mph without making frequent personal comfort stops. Even women you would never expect to relieve themselves on the road were doing so without much privacy. Some people were walking going much faster than traffic. Trucks and trailers were full of animals heading west for shelter. TX Dot had not changed the eastbound lanes of IH10 to westbound at this time. Gas stations were out of gas and closed along the route. Some important exit ramps were closed and you couldn't exit.

We didn't witness road rage but did see a lot of very rude drivers. They would try to pass you on the shoulder or any way they could to get ahead of you. Also, they blocked emergency lanes making it difficult for emergency vehicles to get quickly to their destination. Incidentally, we did see several emergency vehicles "sirens blazing" going somewhere. We could only fear that the stress of this trek was responsible for heart attacks or other serious health concerns.

One of the brightest spots during our **nightmare** was TX Dot's rest area west of Columbus. It was a beautiful park area with BBQ pits and picnic tables, a place for dogs and above all very clean air-conditioned restrooms with toilet paper. Yes, even toilet paper is a major concern. My wife Judy was smart enough to take toilet paper with us. It was used often and greatly appreciated.

Nightmare traveling with an 11 month old baby also adds to the difficulty by keeping him confined in a car seat, diaper changing, preparing baby bottles, etc.

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it was difficult to depart the theater parking lot and enter the traffic on IH10 but we succeeded. It was stop and go for eight more hours until we passed Columbus, Texas, then traffic gradually picked up and became normal highway speeds at about Seguin, Texas. We arrived home in San Antonio at about 3:30 PM Thursday.

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Hurricane Rita – My Story

Bill Bartlett

If I learned anything about this experience the most important was getting loved ones to safety. Then gasoline, water, food and shelter, in that order. Also, I have concluded that we do not need appointed bureaucrats or elected officials in charge of disaster evacuation but we need active or retired Generals or Admirals in charge. They are only concern with getting the job done and not protecting their appointment or trying to get votes. They are trained in logistics, provisioning and safety. While Governors and Mayors are trying to do a good job, their underlying motivation is looking good.

Just look a New Orleans where we had a Mayor sending people back into harm's way and having to reverse himself and telling those people to evacuate again. Any person in their right mind would have listened to the Coast Guard Admiral who said publicly that support services (fire, police, EMS, hospitals, etc.) were not ready.

Well, our **nightmare** is over, thank you God for our good fortune. Others were having it much worse.

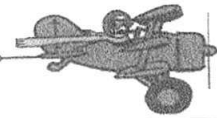
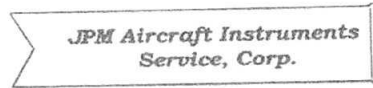
Building my Zenith Zodiac 601 XL –

This month I replaced my instruments on the newly painted panel. But, the best news is that I finally received my Jabiru fire-wall-forward kit and with the help of **Alex Roca** my new Jabiru 3300A engine is mounted to the airframe.

Now to connect everything and get it running.

Web site of the year:

<http://orizzle.com/htm/video.htm>



New name: Heli-Jet Instruments Service, Co.

New location: 1513 2nd Street Suite A
Pleasanton, TX 78064

Telephone: (830) 569-6101

Fax: (830) 569-6151

email: helijetinstruments@yahoo.com

web-site: www.helijetinstruments.com

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<http://www.solar-system.com/avtest.html>

2030 First Avenue

San Antonio International Airport, San Antonio, Texas 78216

Very Early Holiday Greetings

Hi! Just the first of the friendly reminders that tickets are now available for the Annual Chapter 35 EAA Christmas Banquet on **Saturday, 10 Dec 2005** at our Chapter house at **San Geronimo**. This year the dinner will be catered and we have the choice of Chicken Breast or Roast Beef. The price of dinner tickets is going to be \$20 per person. This year we have room for 80 people, so make your Banquet reservations early. Once again this year, please bring a \$15 aero themed wrapped gift. You can email, buy at the October or November meeting, or call me with your reservations or questions. We will stop selling tickets by November 25, 2005. Thanks! Hope to see you there.

Lee Ann Carlson
 EAA Chapter 35 Secretary
 210-545-2376
larider@sbcglobal.net
 16411 Hornet Creek
 San Antonio, TX 78247



**WELCOME TO THE 21ST ANNUAL
 FLYING M RANCH FLY-IN /
 CAMP OUT, PINEYWOODS EAA
 CH. 972 BBQ PICNIC, &
 13TH SOUTH CENTRAL CUB MIGRATION
 OCT. 21 - 22 - 23, 2005**



**CAMP OUT IN THE WOODS BY YOUR PLANE
 KIDS FISHING DERBY - 12 AND UNDER - 2 - 4 PM, SATURDAY
 HIKING ON WOODLAND TRAILS**

Trophies presented at Saturday Dinner
 Youngest/Oldest Pilot - Newest / Oldest Aircraft - Longest Distance - Newest Pilot
 (Winners must have flown in as PIC and be present to accept trophies)
 Cub Group Trophies: Oldest/Youngest Cub Pilot Oldest Cub Longest Distance in a Cub

Other Chapter Choice Trophies and Door Prizes Welcome

REGISTRATION \$5 @ ADULT... ADDRESS CORRECTIONS REQUESTED FOR MAILING LIST

- FRIDAY EVENING..... \$5.00 Donation..... Early Arrivals Cook Out - Served by EAA Ch. 1219
 - SATURDAY MORNING \$5.00 Donation..... Pancake Breakfast - By T.B.D.
 - SATURDAY NOON... \$5.00 Donation Bar B Que Picnic - Served by EAA Ch. 972
 - SATURDAY EVENING \$7.00 Donation Awards Dinner - Served by Corsicana Pilot Group
 - SUNDAY MORNING ... \$6.00 Donation Country Breakfast - Served by EAA VAA Ch. 2
- Children 12 and under - 1/2 Price

MOTELS AVAILABLE: Transportation to/from motels by private or chartered bus on a limited schedule. See registration desk upon arrival

- SOUTHERN MOTOR INN - Rusk PH: 903-683-2688 (\$47.50 - \$54.50 tax incl.)
 - WESTON INN & SUITES - Rusk PH: 903-683-8383 (\$55 + tax, & up.)
 - BEST VALUE INN - Jacksonville PH: 903-586-9841 (\$59.00 + tax (single), & up.)
 - PINE LODGE MOTEL - Jacksonville PH: 903-586-2255 (\$45.00 to \$47.00 tax incl.)
 - HOLIDAY INN EXPRESS - Jacksonville PH: 903-589-8500 (\$80.00 + tax)
 - (NEW) BEST WESTERN EXECUTIVE INN - Jacksonville PH: 903-586-0007 (\$76.50 + tax)
- (Be sure to mention you are with the fly-in for special rates)

AIRSTRIIP LOCATION: (7TA7) 2.3 miles SE of Reklaw, TX, east side of Hwy 204
 ELEV. 310' MSL - LAT. N31° 50.7' LONG. W94° 57.5' - LFK 337° /50 mi. & FZT 108° /37mi.
 Rwy 02/20, 4000' turf, trees at south end - use at own risk. This is a private use airstrip and does not comply with FAA requirements for public use airports. Hosts not responsible for accidents.

ALL TRAFFIC MUST USE LEFT HAND PATTERN
 NO LOW AEROBATICS OR ABRUPT MANEUVERS
 Use Unicom 122.9 for Traffic Advisories / CTAF
 BRING YOUR OWN TIE DOWNS

CONTACT: DAVE OR MARCIA MASON
 17643 State Hwy. 204 E., Reklaw, TX 75784

936-369-4362
 <mkmason@asme.org>

CAUTION: NEW TOWER TO THE WEST
 SEE LATEST SECTIONAL CHART
 (Also Map on back)



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	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@ev1.net
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	STAN SHANNON	830.997.8802 (C)830.456.2182	shannons@beecreek.net

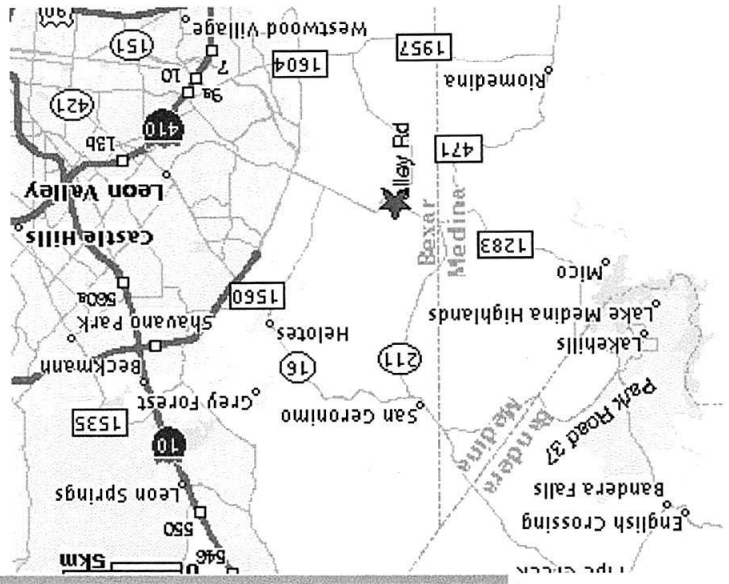
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CHAPTER CALENDAR

DAY/MONTH	PROGRAM	TIME & CHEF(S)
8 JANUARY	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
12 FEBRUARY	MEETING JULIUS BRAUN: TRAIL WALKING IN NEW GUINEA IN SEARCH OF WWII AIRCRAFT	DINNER AT 5:30 PROGRAM AT 7:00 (J.LATOURE & T. GOMBERT)
12 MARCH 19 March	MEETING BRAD DOPPELT: BUILDING A COZY YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	DINNER AT 5:30 PROGRAM AT 7:00 (B. & D. DANIELS)
9 APRIL	YOUNG EAGLE RALLY AND FLY-IN AT SAN GERONIMO 10:00—2:00	PANCAKE BREAKFAST (B. SERVERANCE)
13-15 May	SWRFI AT HONDO	
11 June	NATIONAL YOUNG EAGLE DAY 10:00 AM—2:00 PM	CHAPTER PICNIC
9 JULY	MEETING MARK BROWN—NEW DEVELOPMENTS	CORVETTE CLUB /ANGEL FLIGHT FUND-RAISER 9:00 AM Board Meeting @ 4:00 DINNER AT 5:30 PROGRAM AT 7:00 (J. WARNER & L. McIRVIN)
13 AUGUST	MEETING ED BENSON: Scouting Aviation Exploring in Boy Scouts, Post 816	DINNER AT 5:30 PROGRAM AT 7:00 (N. WARNER II)
10 SEPTEMBER 24 September	MEETING CAPTAIN VANDEWALLE 433AW OPERATIONS YOUNG EAGLE RALLY AT SAN GERONIMO 10:00—2:00	DINNER AT 5:30 PROGRAM AT 7:00 (B. KINDRED) PANCAKE BREAKFAST 8:00-10:00
8 OCTOBER	MEETING Paul McReynolds – Aircraft Building	DINNER AT 5:30 PROGRAM AT 7:00 (J. FEIGHNY)
13 NOVEMBER	MEETING Oops list by Skip Barchfeld	DINNER AT 5:30 PROGRAM AT 7:00 (CHILI COMPETITION)
10 DECEMBER	GIFT EXCHANGE	CHRISTMAS PARTY

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

When Do you Meet?
Second Saturday of the Month



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

Steve Carlson, President
16411 Hornet Creek
San Antonio, Texas 78247-4429

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