



The Leader In Recreational Aviation

August 2004

Volume 46 Issue 8

On the Web:
WWW.EAA35.ORG

Inside this Issue:

One Great Afternoon	1
Saturday Morning with Joe	2
Last Concorde Flight	3
Presidents Desk	4
The Red Knight of San Antonio	5
Happ'ens 'round the patch	9
Local events and Safety	10
Wanted & For Sale	11
New Chapter Members	11
Directions to San Geronimo	12

PHOTOS CONTRIBUTED BY
B KING, J. NORRIS, J.
FEIGHNY

RUNWAY 35



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

Builders, The Heart of Chapter 35

One Great Afternoon

By Norris Warner

It was my privilege to spend an afternoon with **Bruce King** Recently. Bruce is well known in our chapter for his beautiful "Hummel Bird," which he has flown to both Sun 'N Fun and Oshkosh.

Now Bruce is nearly finished with his original design, based loosely on the Hummel Bird. This new and very exciting all-metal single place speedster incorporates a tapered wing, and is substantially larger than his first plane. Bigger cockpit, increased fuel supply, softer landing gear (tail dragger, of course!), and a well thought out VW engine and Hegy wood propeller combination. Then engine compartment and cowling show how careful planning can lead to improved serviceability. And while I'm ticking off the attributes of Bruce's work, let me add that the parts count is extremely low, which leads to quicker construction, lower costs, and increased durability.

Continued on page 4



Key Contacts 2004	
President	
Steve Carlson	210.545.2376
carlson3@sbcglobal.net	
Vice-president	
Dave Baker	210.688.3358
baker.w.d@att.net	
Secretary	
Lee Ann Carlson	210.545.2376
larider@sbcglobal.net	
Treasurer	
Joanne Warner	830.510.4334
NJWarner@ev1.net	
Board Members	
Dan Cerna	210.688.9345
Lew Mason	210.688.9072
Bob Masters	210.545.4849
Skip Barchfeld	830.363.7649
Bob Cabe	210.493.7223
Jim McIrvin	210.481.3308
Newsletter Editor	
Jim Feighny	210.822.7229
jfeighny@satx.rr.com	
Ass't Newsletter Editors)	
D + M Talley	210.521.2359
EAA35@satx.rr.com	
Webmaster	
Steve Carlson	210.545.2376
Young Eagles Coordinator	
Brad Doppelt	210.558.8909
Brad_Doppelt@yahoo.com	
Membership Chairperson	
Norris Warner	830.510.4334
NJWarner@ev1.net	
Public Affairs Officer	
Jim McIrvin	210.275.7780
mcrivinj@swbell.net	
Radio/Communications Officer	
Jim Munro	210.680.3629
mr.munro@juno.com	
Facilities Manager	
John Kuhfahl	210.688.9473

Saturday Morning with Joe

By Jim Feighny

I met Joe Ramatowski a little over two years ago when I was scouting the local area for a Stinson. I learned from another Chapter 35 member, that Joe had a Stinson project in the works and might consider parting with it. Joe and I chatted and I went over to Cannon Field to meet him, I got there a little early and met a couple of the locals, and looked at their projects, completed and not so complete. That will be another story.

When Joe opened his hanger, it was quite an eyeful.... I didn't realize until later, how crowded a hanger can get (check mine) with other than aircraft stuff and how much room, a partially assembled aircraft requires. As he took me over his project, the measure of the craftsman became apparent. The work was very good and the completed units were factory fresh. I thought about it, but decided I wanted to fly, then build, and would look for a "flying" project. In retrospect, I probably should have gone with Joe's project, because I found that I really enjoy the restoration and building process, and his was an excellent "90% complete" Stinson.

A year or so ago, a new hanger started up at Zuehl, and when asked who's.. "Joe R", was the reply. "Building a 9 over there" was the scuttlebutt. I visited Joe recently at his hanger, and looked at his project, trying not to eat up too much time from his weekly escape.

Joe is building a RV-9A using the "slow build" kit. He has the tail pieces done, one wing open, one ready for a completed fuel tank and bottom skin. The parts and assembly are simply first class. He will order the fuselage when we commits to the type canopy...slider or tipper. The salient points about a 9, Vs the other models is that with the 9, Van designed a higher aspect wing for better cruise speeds with lower HP. The fuselage is the same dimension as other side by side RVs. This kit features (as do all new kits) matched hole drilling on all parts.

(Continued on Page 6)



Tool Crib Donations

Please, **PLEASE** open your checkbook today and send a check made out to EAA Chapter 35 and mail it to Joanne Warner, Treasurer, EAA Chapter 35, 719 Oak Hills Road, Pipe Creek, TX 78063. Thanks!

Last flight of the Concorde

Just after sunset on Thursday, 23 October, 2003, along with hundreds of others, I stood in London and watched the last Concorde lift off from Heathrow airport bound for New York. It was one of the most beautiful sights I've ever witnessed.

Terry Winnett, a friend from EAA Chapter 35, and I drove to Epping Station and caught the tube (subway, or underground train) to Heathrow Airport. Terry had planned the trip when he discovered the SST's last flight would be Friday, October 24, 2003 and that hundreds of thousands were expected to turn out to see it fly for the last time. On the tube, a man told us the BP station at Harrington was the best place to see it lift off from runway 09. We arrived at 1745 and, within a few minutes were at the BP station where a crowd was already gathering.

Since the take-off wasn't until 1830, we got to meet some of the crowd. Rarely do you see so many people who do not know each other become so close in such a short time. I have never felt as warm a welcome as I have everywhere I go in England. Despite the cold and wind, many stopped, dressed only in clothes they would wear at the office, to see this historic flight. It was a long wait, too, since the SST didn't leave until almost 1920. But, when it did, it was worth the wait.

The sun had already set, so no one would get a decent picture, although many photographers with step-ladders and big lenses were in the crowd and on the roof-tops.

While it was no longer daylight the sky was that deep blue before the dark sets in and made a fantastic back-drop for the take-off.

Finally, after watching so many other planes take off, we saw the SST rise from the runway, like a giant Manta Ray, making an unbelievable thundering roar, so intense everything shook. The four huge exhausts were lit up orange, almost white, and the underbelly was a soft glow of white against the dark blue sky. The cabin lights made a long chain of light along the side of the fuselage as she lifted her nose to the stars and passed overhead, not more than 300 feet above us, but looking a lot closer. As it passed, it rose so sharply the top of the wings became visible, white becoming light blue against the dark blue night, four huge orange exhausts glowing brightly, that roar so loud our shouts completely unheard.

Continued on Page 8

Sitework Concrete Framing Drywall

Moscrip Construction & Design

9466 Points Edge
San Antonio, Texas 78250

Interior Renovations New Construction Design-Build Construction

Mark Moscrip, A.C.

Certified Professional Constructor by American Institute of Constructors

Residential Commercial Office (210) 680-0970
Fax (210) 680-0979

David Day
Manager

Tom Armstrong
Larry Tate

The Powderhorn

GUNS

Buy • Sell • Trade

2412 S.W. Loop 410 (210) 674-5220
San Antonio, TX 78227 Fax (210) 678-9481



Catering Available

Reservations Appreciated

SALOON & STEAKHOUSE

Home of Mesquite Grilled Entrees

D'Hanis, Texas 78850 (830) 363-7230

(210) 656-3839
(210) 656-4012 Fax



Seurer Electronics

REPAIR ALL MAKES

ELECTRONIC CALCULATORS • DICTATION EQUIPMENT
LASER FAX & PRINTERS • TYPEWRITERS • CANON COPIERS
NEW & USED SERVICE • SALES • RENTALS

ED SEURER
Owner

4514 WALZEM
SAN ANTONIO, TEXAS 78218-2044

To Go Orders (210) 688-3402

STUMP'S

Family Restaurant

15245 FM 471 San Antonio, Texas

The Red Knight of San Antonio

By Hal Stanford

The Red Knight of San Antonio

Way back in about 1963 or 1964, my Father, Bud Stanford, had formed a close friendship with a fellow flying enthusiast, Ron Conrad. He would often stop by our house to visit and talk about all sorts of airplane "stuff". They would sit in my Dads' workshop talking, drinking coffee and smoking cigarettes.

Ron was a larger than life figure in my eyes simply because he flew a three quarter scale Fokker DRI Tri-plane, just like another heroic pilot I had read about named Baron Manfred Von Richtofen. He was the Red Knight of Germany!

One day there was a lot of activity springing up around our house. I learned that several Chapter 35 members had gotten together and planned to show some of their planes at Wonderland Mall. The public was invited to stroll through the mall and get an up close look at both the plane and pilot.

Ron Conrad decided that he would land his plane in the parking lot just outside Montgomery Ward! I'm sure Ron was a good pilot but this seemed like an almost impossible feat, even to a nine-year-old kid! Sure enough, Ron called my Dad to tell him that he needed some help. He had landed so rough that he busted the suspension on his plane.

Bud went into action calling a couple of Chapter Members looking for someone to haul away the crippled Forrer. Luke Lindsey was another "Chapter 35er" who owned an auto paint and body shop, "Car Craft". Somehow Luke managed to have Ron's plane carted down to the shop. There the mechanics and body men got busy making the necessary repairs. Ron decided that as long as his plane was at the shop he'd get a new bright red paint job!

When all the work was finished Luke delivered the Tri-plane to Twin Oaks Airpark. Twin Oaks was a little strip tucked smack in the middle of a rapidly growing North Central San Antonio neighborhood. I heard several pilots say that land-



CACTUS MACHINE SHOP SERVICE

P.O. Box 63898
Pipe Creek, Texas 78063
(830) 510-4307 - **METRO**
DP: 747-9701

Sal Hernandez

Aluminum
Stainless Steel
Welding & Repairs

Prototypes/
Multiples
Overnight Service Available

ing at Twin Oaks was a pretty unnerving experience, dropping in over the tree line and setting down on the short rough dirt strip, parallel to a barb wire fence that held back a small herd of urban cattle!

My Father and I went out to Twin Oaks early one morning to watch Ron being interviewed and filmed by Channel 5 News. The reporter wanted to get some exciting shots of Ron and his plane. After a brief discussion Ron climbed into the little open cockpit and strapped on his gold helmet. He revved

ENGINE COMPONENTS, INC.

CUSTOMER SERVICE & SALES
9503 Middlex | San Antonio, TX 78217
SALES HOTLINE 1.800.324.2359
TEL 210.820.8148 | FAX 210.820.8102
www.eci2fy.com | E-mail jtrampota@eci2fy.com



Joe Trampota
Central Territory Manager

Engine Components, Inc. is recognized for
Quality Management System Registration to ISO 9001:2000 & AS9100.

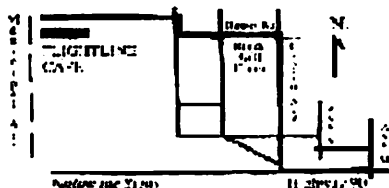
up the 65 H.P. engine then sped down the dirt strip and leaped into the air where he joined up with friends' J3 Cub. The superior performance of the replica WWI fighter was evident as Ron flew circles around the piper; as a fly would toy with a parakeet! The Channel 5 cameraman was ecstatic at the chance to film such a scene as Ron was providing him.

Early the following year, Ron stopped to drop off a large sack of grapefruit from Florida. He had been flying for an air freight service out of Florida, hauling fruit. As part of his job, Ron underwent a complete physical exam. During the exam doctors discovered that Ron had cancer.

(Continued on page 7)



Phone: 830.426.4020
HOURS
SAT-WED 7:30-3:00
THUR-FRI 7:30-9:00
2507 19th St (HW 90)



From the President's Desk

By Steve Carlson

Members, please sound-off...all of us need to be heard

We have been discussing our chapter's direction for some time now. This discussion has resulted in a plan of action that I am satisfied will set us on a path that we can all be proud of. If you missed the announcement at the meeting, let me lay out our plan of action for the future of our chapter. From now until November, you are all invited to weigh in with your opinions and views on our chapter building. **Please submit your writings to Jim Feighny.** His address is on the masthead. After these writings have been reviewed and discussed by the members, and after we have talked openly among ourselves, we will vote at the November meeting which will provide guidance to our board. The board will meet in January to decide on direction.



There are two good choices to consider. They both have considerable merit. One choice is to expand our current chapter house toward the runway. The other choice is to build a hangar adjacent to our current building.

Expanding our current chapter house is what we had been talking about for the past year or so. It would make more room for the overflow meetings we sometimes have and would certainly make the Christmas party roomier. It would provide a large, clean, air conditioned and heated area for meetings.

Building a new hangar would be a fundamental shift, I think, in Chapter 35. It would be a shift away from a meeting centered chapter towards an activity-centered chapter. The hangar would house our recently authorized tool crib. It would also house some number of projects in some stage of completion that we would have to define and manage. It would be a place for hands-on learning activities. As I understand it, some chapters have built hangars with stalls all around the perimeter and they have their meetings in the middle, surrounded by airplanes under construction. These chapters are able to charge enough rent to more than pay off the hangar. The administrative energy required for this plan is not small. Rules must be developed and enforced. Money must be generated and collected. Just keeping it clean would require the full attention of Team 35.

Your input is emphatically required. Do not let the squeaky wheels run the chapter in a direction that you do not want to go. This debate will set us on the proper course.

Thanks, Steve

Bryce King Continued

Anyway, the reason for my visit was to assist Bruce and his son, David, with the weighing of his new beauty. Bruce was hoping for an empty weight of 400 pounds, and believe it or not, it came in at 401 pounds, according to our Coop's certified electronic scales! The actual Center of Gravity (CG) we did not compute while I was there, but Bruce has a couple of small batteries that he can move around to place his CG where it needs to be. The icing on this cake, however, is Bruce's plan to build a second edition of this new airplane, with CAD drawings completed as he constructs the next one. That means that in a year or so, we might be able to buy a very complete set of plans of a beautiful, low cost, single seat, cross-country airplane. We all wish Bruce King well!

Please Read This...Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but is not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.

Saturday with Joe-Continued

When I looked at the parts he had in work, I was very impressed with the "raw" materials furnished by VAN.

As Joe took me through the work he had completed, he showed me a handful of "practice" units, and only a few small sheets of "practice" aluminum. And, the major lesson he passed on, was 1. Do make some practice units.... You will not get stuff done correctly the first time, and 2. The builder support teams available on the internet are a great source of information on how to do many of the tasks that plans drawers "assume" you know how to do, but don't. Someone has figured out a different way the skin that cat, and will share the info with you.

During our chat, I learned that Joe has been a student of the restoration process for some time, having worked not only on his 108, but also been a "partner" on a couple of other (Taylorcraft) projects also. He has learned a lot along the way by way of fabric and metal working techniques. His layout of plans table, work area, completing areas and completed unit storage areas reflected that experience. Joe has kept his tail-wheel endorsement current in a Taylorcraft and also flies a Cessna 150. He also completed his instrument training in a Cessna 182 (See For Sale items). Although he does not use the instrument rating for business travel, he found that the precision required during training translated into overall improved piloting skills.

I want to thank Joe for sharing "his" Saturday morning with me, and hope that if any of you are considering a 9, you will find this article and pictures to be useful information.

Jim Feighny

NORTHWEST FLYERS, INC.

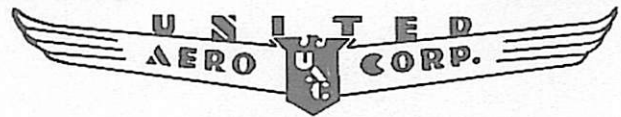
J.B. "Skip" BARCHFELD
PRESIDENT

- FLIGHT TRAINING
- RENTALS
- CHARTERS
- SALES
- MAINTENANCE

SCHAUMBURG REGIONAL AIRPORT
805 W. IRVING PARK RD.
SCHAUMBURG, ILLINOIS 60172
847/985-9777 FAX: 847/985-1978

(210) 227-8333

(800) 451-7282



*DISTRIBUTORS
AIRCRAFT SUPPLIES*

CLINT COOK
PRESIDENT

210 BROOKLYN AVENUE
P.O. BOX 222
SAN ANTONIO, TEXAS 78291-0222

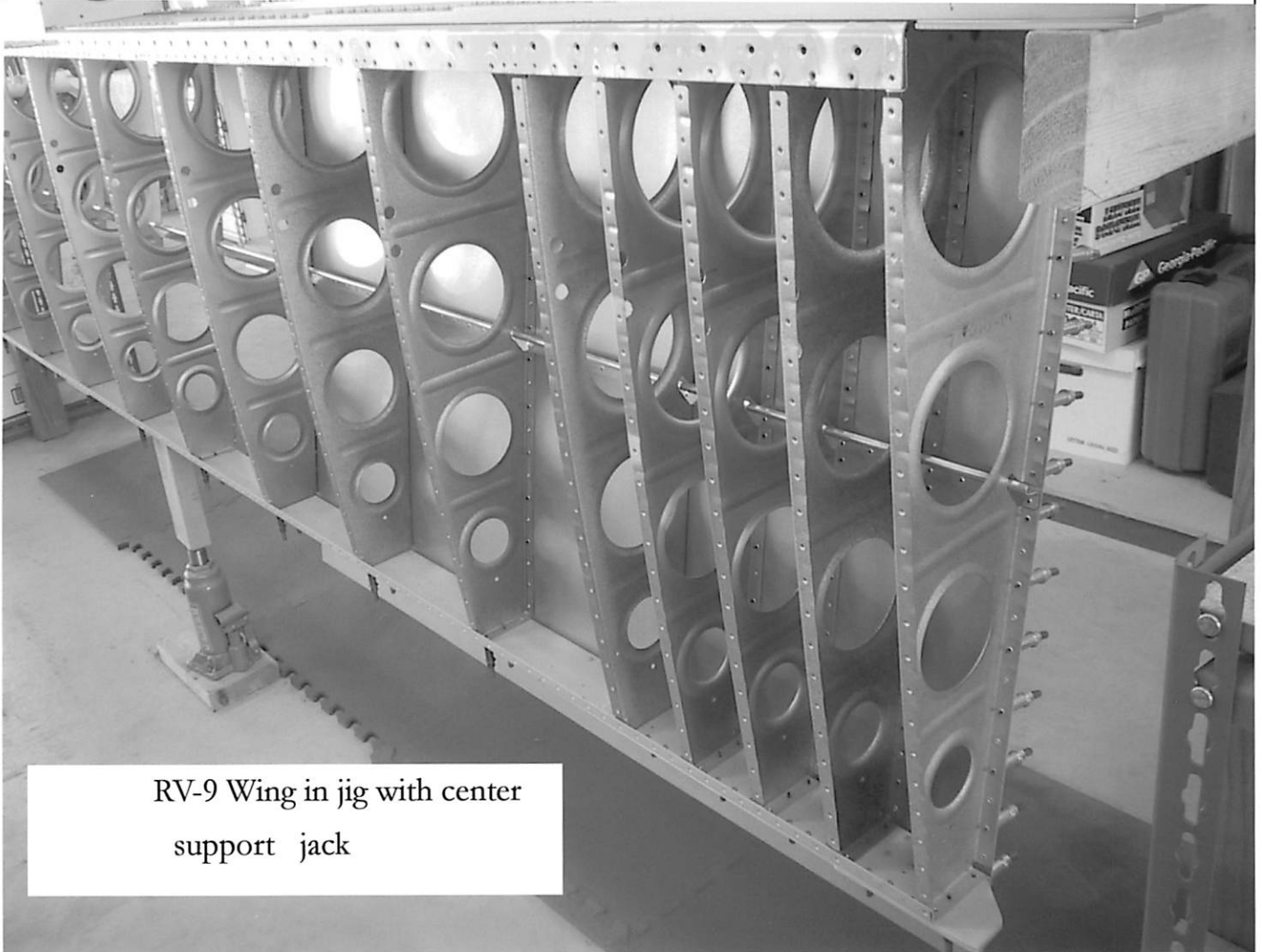
RV-9 Wing with aileron attached and bottom skin clecoed into position



Phillip Capestany
General Manager
FAA Repair Station #J66R864Y

1130 99th Street
Suite C
San Antonio, TX 78214

Tel. (210) 921-9211
FAX (210) 921-9281



RV-9 Wing in jig with center support jack

(The Red Knight of San Antonio-continued)

Several weeks later Ron dropped by for a visit. Upon leaving, both my parents remarked how Ron's appearance was changing. It was true, this large Burt Lancaster look a like was becoming thin and gaunt. His normal smiling face was now drawn and ashen. Only a couple of months had passed when we got word that Ron had died. His cancer was frightfully swift. Maybe that was a blessing for Ron? His last wish was to donate his plane to the EAA Museum. His wish was carried out as well as I can remember.

I was so sorry to see Ron leave our lives and also I missed seeing his enchanting Tri-plane zipping around the countryside! My only negative memory of Ron has more to do with my Dad than with Mr. Conrad. My Dad had given me one of his prized war memorabilia, a beautiful WWI German flag. I tacked this onto my wall over the head of my bed. I thought it gave my room a special and unique appeal! One day I returned home

from school to find the flag missing. I confronted my Dad and he admitted that Ron had always wanted that flag so Dad made a trade for a big clunky, heavy duty, 24-inch bicycle. This was not something that I wanted! Every time I rode my big cumbersome bike I would think about how much I wanted that flag back! I finally realized that my Dad was just trying to do something nice for his Son and his friend. I hope the flag brought Ron some pleasure in this too short life!

P.S. the bike got me where I wanted to go just fine and its lack of cool kind of kept a cap on my pre-teen ego!

Young Eagle Flying: Pleasanton, TX (PEZ)

August 14th 0900-1300

Please support this important chapter effort

CHAPTER CALENDAR

DAY/MONTH	PROGRAM	TIME
14 AUGUST	YOUNG EAGLES RALLY @PEZ (Pleasanton TX) FLYING THE U-2 BRIAN HEYNE	9:00 AM - 1:00 PM DINNER 5:30 TO 6:00 PM PROGRAM 7:00 PM
25 SEPTEMBER	YOUNG EAGLES RALLY	9:00 AM TO 1:00 PM
9 OCTOBER	CHAPTER FLY-IN AND PICNIC	
13 NOVEMBER	AIRCRAFT DESIGN-THEORY MARK BROWN	DINNER 5:30 TO 6:00 PM PROGRAM 7 :00 PM
11 DECEMBER	EAA 35 CHAPTER CHRISTMAS PARTY	5:00 PM SOCIAL HOUR 6:00 PM DINNER IS SERVED

(Last flight of the Concord)

As it disappeared into the night, we gradually realized we could hear everyone shouting and the traffic on the road beside us. Tomorrow there will be three take-offs, but this one was the best. No day-light flight can match this one. It will always hold a special place in our memories.

Oh, almost forgot the runner. Just as we got to the sidewalk across from the station we had to step aside for a runner. Not just any runner, this was one of the most beautiful women I have seen. It was cold and we were wearing leather jackets, but she was wearing only a very small pair of running briefs (not the boxer type most runners wear) and a very small halter-type top that was nicely filled out. And very beautiful. Did I mention that? A good runner, too, hitting an excellent pace at less than eight minutes a mile. She disappeared almost as fast as the SST and we were just as glad to be there when she passed.

A night I'll never forget.

Frank Ross

For more on the Concorde, visit:

<http://news.bbc.co.uk/1/hi/uk/3209441.stm>

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

Young Eagle Flying: Pleasanton, TX (PEZ)

August 14th 0900-1300

Please support this important chapter effort



JANET SHIRES
President

(210) 524-9525
(210) 524-9526 (Fax)
1-800-205-9525
Email: pilotshop@aol.com

600 Sandau Rd., Suite 100
San Antonio, TX 78216
Mon-Fri 9AM-6PM / Sat & Sun 9AM-4PM
Website: thepilotshoppe.net



NORTHWEST
Starter & Alternator, L.L.C.
(210) 521-0011
1-800-866-0312

MIKE BRANDT

ALTERNATORS — STARTERS — GENERATORS
• AUTO • INDUSTRIAL • MARINE • CYCLE
7106 ECKHERT • SAN ANTONIO, TX 78238

“Happenings around the patch”

Trip to Mustang Island:

I made a couple of trips, one to scout, and one to take my wife Janet, to Mustang Island. We had a good trip down and landed into a typical 8 knot headwind at the island strip. There are tiedowns in the paved area and in the grass. SS fuel is available as is an air conditioned pilots lounge. A free shuttle runs on the island with a pickup time of 46 past the hour on the road behind the runway. Across the street you will find Billy T's bar and grill., we had a snack and some tea while waiting for the bus. The island tour was pretty good: 10 stops with a good view and commentary on the local sights. The beach is within walking distance (1/2 mile) and a Circle K is at the half-way point.



LOCAL EVENTS AND HAPPENINGS

BILL'S AVIATION SAFETY COLUMN

(If you know of any local aviation events or happenings we can share with the chapter, call Jim @ 210-822-7229 or send it via email to: jfeighny@sabx.rr.com.

Shooting Star Museum, Devine, TX, Open every Sunday 1-5 PM or by appointment – Proprietor Pat Wegner, 830-931-383

<http://www.fun-places-to-fly.com/>

<http://www.100dollarhamburger.com/>

Ed Goodfellow Passes Away

EAA Chapter 35 lost a good member and a legitimate war hero when Ed Goodfellow passed away on July 23rd at the age of 85. Ed had weathered a number of skin cancers, and recently moved to Wisconsin to be with his physician daughter when the cancer got out of hand.

Many of us recall Ed braving all sorts of weather to ride one of his “hot rod” Buell motorcycles to chapter events—right up to his recent illness. Quite remarkable, as Ed was in his mid-80’s!

Ed was interviewed for our newsletter by Miriam Talley about three years ago. In that interview we learned of Ed’s wartime experiences in North Africa, where he was shot down while flying a B-25 Mitchell bomber. Although wounded, he recovered and was restored to flying duty. Later on Ed flew combat missions in Korea, and eventually retired in 1961.

Ed Goodfellow was a colorful and engaging character who in his years with us was always trying to figure out which Ultralite to buy. At age 85, he held onto his dreams of flying, once again.

God speed, Goodfellow!

Young Eagle Flying: Pleasanton, TX (PEZ)

August 14th 0900-1300

Please support this important chapter effort

Bill’s Aviation Safety Column– Part I

“Aviation Safety - Accident Layer Cake ”

Summer is the period when most pilots do their flying and visit places that aren’t too familiar. If you measure the ratio of flight hours to accidents/incidents you will realize that the risk factor is raised a notch or two. So, I thought I would touch on a few items that might heighten your flight awareness and bring your risk factors down.

You have heard the adage before that: “**an accident is really not an accident**”. You also may have read in NTSB reports the term, “**Probable Cause**”. Why is an accident really **NO** accident? The reason is that there normally is no one factor that is certain except that the aircraft hit the ground. Accidents and incidents are like a layer cake, one miscue, distraction, lack of a critical step during preflight (usually the last opportunity), or decision making, proficiency, recognizing/coping with weather conditions, etc. These factors all compound the risk factors leading up to one or the other.

The **FAA top ten list** of actions that lead to accidents and incidents are:

- Inadequate preflight preparations
- Failure to obtain or maintain flying speed (stall/spin)
- Failure to maintain directional control
- Improper level off (both under and over altitude assignments)
- Failure to see and avoid objects or obstructions (controlled flight into terrain – CFIT)
- Inadequate fuel management
- Inadequate in-flight planning and decision making
- Failure to properly judge distance and speed
- Landing on unsuitable terrain
- Improper operation of flight controls (loss of control)

Next month some other considerations for safe flying.

Bill Czervinske

Aviation Safety Counselor

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 the Editor: Jim Feighny 210.822.7229 or e-mail: jfeighny@satx.rr.com.

For Sale: 1/10th share in Cessna 182. Nice airplane. Great owners: All maintenance up to date, and a reasonable rate (\$60.00/hr wet). No scheduling hassles. Hangared in New Braunfels. \$8,000. Joe Ramotowski 210.824.2390

For Sale: Dynafocal mounts for Lycomings available. Manufactured by Barry, part #94011-40. Look like Lord mounts and interchangeable with them. Full set \$80.00. Retail is around \$300.00. Norris Warner 830.510.4334(Metro).

For Sale: Evans VP-1 Volksplane rebuilt and flying with 40 hours at Zuehl. Contact Danny McCormick for details: 210-872.3959 or 210-690-6048.

For Sale: RV-4, 180hp O-360A1A, Hartzell constant speed prop, KX155, encoding transponder, GPSMAP 195, wing leveler. Lots of fun, and good cross country too. Located SAT. \$49,500.00 Bob Fodge 210- 822-5725

For Sale - QUICKSILVER MX Hirth 2702 40 hp (62 hours TT) POWER-FIN Propeller--3 Bladed (new) Original Price \$7,200 Now Reduced to \$6,500 Contact Norris Warner at 830-510-4334

For Sale English Wheel 40 inch arm \$2,000 Contact David Hedges 210-913-0074

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: Sonex kit restoration project valued at more than \$6,000.00 for \$3,000.00. **VW type IV** new zero hour aero engine (Revmaster conversion) \$9,500.00 invested for \$5,000.00 Used **Electronic Gyro Corp.** 14V turn and slip coordinator new \$300.00 for \$145.00 For more information on the above items please call : (210) 680-2757

Tobias Aerospace Services

Bryan R. Tobias

A&P/IA/DME/FCC

Airframe and Powerplant Examiner - Central & South Texas Area

A&P Exams, IA Training, Troubleshooting Concepts, FAA Enforcement Training, Professional Consulting, Inspections

210-828-2086

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

2030 First Avenue

San Antonio International Airport, San Antonio, Texas 78216

New Chapter Members

Ed White, lives on an airpark (Kestrel) with his better half, Connie. Ed is an active duty Air Force officer serving at the headquarters of the Air Intelligence Agency, Lackland AFB. Ed **flies a Cessna 140**, and has volunteered to boost our Young Eagle effort. Ed is also active in the radio control model airplane world.



Robert Affeldt joined our chapter at the July meeting. A long time EAA member and now retired, he is **building a CGS Hawk**. More than 3000 Hawks have been built so it seems a smart choice. Welcome!

Clif Lowry joined Chapter 35 by downloading our data base sheet off our website. Clif has just **started work on a Affordaplane**, and is an accomplished woodworker. Clif is a retired Air Force officer, and among other accomplishments, has flown the F-106 over 2000 hours. That HAS to be some kind of a record!

Welcome aboard and we look forward to hearing about your project progress, interests and meeting you at chapter functions!!

Young Eagle Flying: Pleasanton, TX (PEZ)

August 14th 0900-1300

Please support this important chapter effort

Paste Address Label Here

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

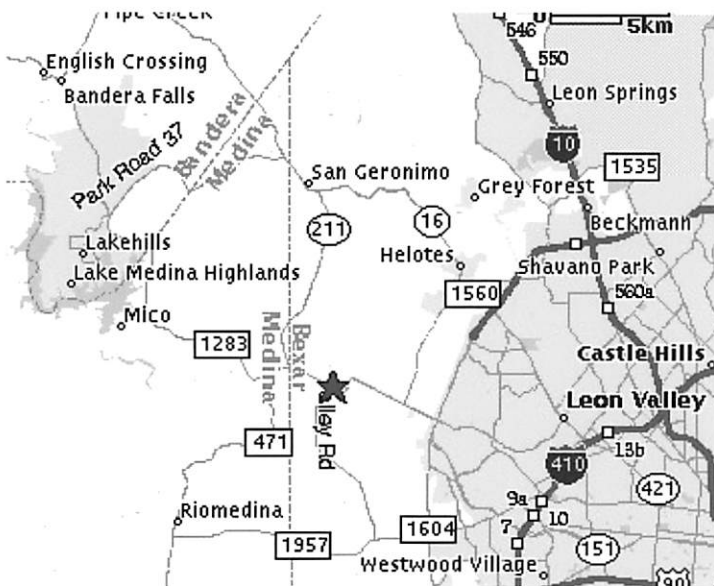
The Official Newsletter of EAA
Chapter 35, San Antonio, Texas

RUNWAY 35

Volume 46 Issue 8

Page 12

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



When Do you Meet?

Second Saturday of the Month

August 14th Chapter 35 Meeting

Dinner 5:30 - 6:00

Program - 7:00

Young Eagle Fly In Dates

14 August 2004

Location: PEZ (Pleasanton TX)

9:00 am - 1:00 pm

25 Sept 2004

Location: San Geronimo

9:00 am - 1:00 pm