



RUNWAY 35



JANUARY 2007

Volume 49 Issue 1

On the Web:

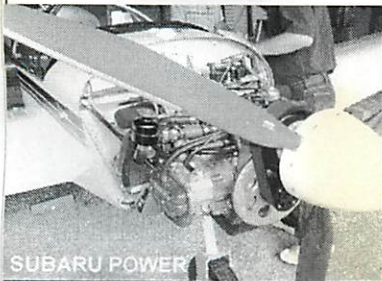
WWW.EAA35.ORG

Inside this Issue:

POWER-OFF REDUX	1
WHAT A PARTY!	2
PRESIDENTS COCKPIT	3
NEWS CLIPS	5
DESERT EMERGENCY	6
CHAPTER RECOGNITION	10
CONTACT LIST	11
CALENDAR	12
WANTED & FOR SALE	13
CHRISTMAS PICTURES	13
DIRECTIONS TO SAN	
GERONIMO	16

PHOTOS CONTRIBUTED BY: D BAKER, K NISWONGER, N WARNER, M ZEITLIN, J LATOUR, F JONES, S JONES

RUNWAY 35 PUBLISHED BY
ED SEURER



POWER-OFF LANDINGS REVISITED

By Kris Niswonger

Safety Does Matter

There is a difference between operating a machine, and flying an aircraft. Procedures are great, but understanding the forces, (lift, gravity, thrust and drag) and then applying that knowledge to the real world, is what makes us true pilots, and not just machine operators.

Part of the FAA flight training for PPL is practicing emergency landing procedures. This is always done with the engine rpm reduced to idle to simulate an engine out scenario. Even this can be potentially dangerous, because if you misjudge your approach and

the engine is loaded up or shock cooled, then you may find yourself between a rock and hard place (literally) when you apply power to go around.

Using a flight simulator is really the only truly safe way to practice power off landings. Fly safe!



WHAT A PARTY!

By Norris Warner

A clubhouse full of Christmas spirit and great camaraderie made for a wonderful evening at our annual banquet. The building—both inside and out—decorated by Nancy Mason and her super crew of elves set the scene that we so enjoyed.

The social hour included the famous Shirley Baker punch, and a variety of wines furnished by Al Almond and the Warners. Handshakes and hugs all around put everyone in a festive mood.

As the dining hour approached, President Roch led us in a very meaningful prayer, and then the food was served. And served in real style by gents and ladies in black and whites—it simply could not have been more professionally presented. And the food! Everyone agreed that the quality of the food was superb, and even “seconds” were available for the hearty eaters (Dave Talley, et al). The desert was especially well received, but was so very rich that no one asked for more. Good—Very, Very good!

President Roch recognized the Young Eagle

pilots and ground crew who have done so much for that valuable program. Some of the numbers of youngsters flown were almost beyond belief. Certainly, the chapter—and indeed the flying community—owe Brad & Jodi Doppelt and their sons a great debt of gratitude.

Two other awards were presented by Roch for superior service to the chapter. These worthy recipients (to no one’s surprise) were Nancy Mason and Joanne Warner.

And then the fun began. The hilarious gift exchange chaired by Dave Baker kept everyone in stitches. Dave has an unequalled knack for this master of ceremonies job, and the clubhouse really rocked for an hour or so. The quality of the gifts exchanged seemed to set a new high mark, with many items obviously bought at the Pilot Shop, along with a half dozen or so of wooden biplanes, which were a very hot, often traded item.

Thanks to all of you who attended, and for the rest of the membership, well, put this event on your 2007 calendar now—you do not want to miss out!



At the January meeting, pictures taken by Norris will be handed out. Be there to see how good you looked!

(Additional photos beginning on page 13)

FROM THE PRESIDENT'S COCKPIT: ROCH LaROCCA

By: Roch LaRocca

Another year has come to an end and I can't help but look back on my first year as your President. I have learned so much from all of you but what I have really gained are friendships that are tied together with the tread of love for aviation in almost any form. My membership with this chapter has spurred my own construction efforts to a new level which has resulted in me getting more accomplished in the past 3 years than I did in the previous 8 years. For that, I thank all of you.



The Christmas party was a great time of fellowship and fun. I would like to thank the many people who helped Nancy decorate and help out. The gift exchange was again very entertaining but Santa did not show up. I KNOW next year he WILL be there. Please plan on making it next year on December 8th 2007.

In the December issue of Sport aviation was an article which I could have easily written myself. The author and aircraft builder speaks of "Builder Moments". He says:

"Building an airplane is like a long journey. An endeavor so large that I dare not look for its end, as the distance may scare and depress."

As I often sit in the quiet of my workshop, I sometimes let my eyes wonder to the journey's end that the author describes and strange thoughts like "Will I really have the nerve to climb into this thing and leave mother earth?" Or "Is this just a giant money pit that will end up as a toy in the backyard for the grandchildren to plan in?" But then I snap back to my reality as my inner determination wells up and I know I refuse to be part of the 80% of builders who begin a homebuilt aircraft project never to complete it. The article goes on to describe those moments during the Journey of building that makes it worthwhile. He writes:

"Builder moments happen at the completion of each Construction step. When the plans, the materials, the seemingly endless preparations... culminate in a finished piece.."

I can't help but think of the satisfaction and sense of accomplishment I would feel when something came out better that I could've ever expected. Or those chapters that seemed so complicated and impossible that I thought I could never complete it. My wife would always reassure me by saying "You can do it, just take one step at a time and slowly it will get done". She was and continues to be right. (Did I say that)? The author continues:

"Builder moments are not planned; they just happen. Sometimes I just turn around and there it is. I am literally stopped cold in my tracks, and it's time to stop and smell the roses.... a builder moment is like stumbling across paradise along the side of the road."

I can sit in my workshop late at night in the quiet of the fluorescent light and just look out over my project being reminded of the sweet years of sweat and blood, it's a feeling that can't be explained or duplicated in any other environment.

FROM THE PRESIDENT'S COCKPIT: (CONTINUED)

"Builder moments only last a short while. If you have been there, you know. Another builder will smile and give a knowing nod when you say 'I had a moment'."

Well said.

Fly Safe,

Roch LaRocca

Chapter 35 President

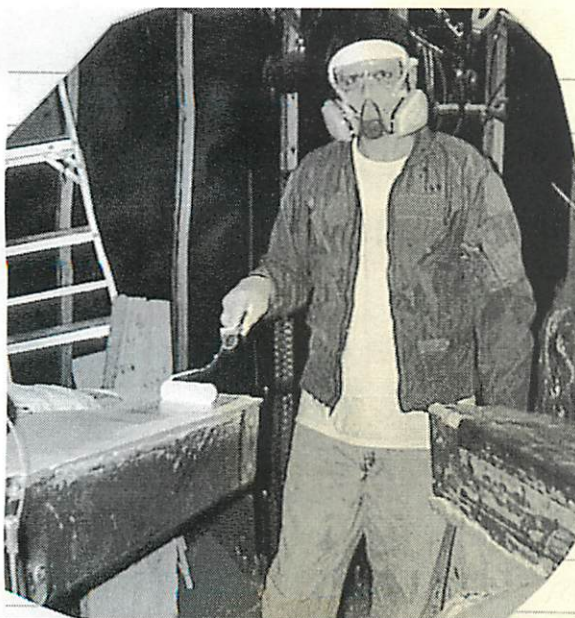
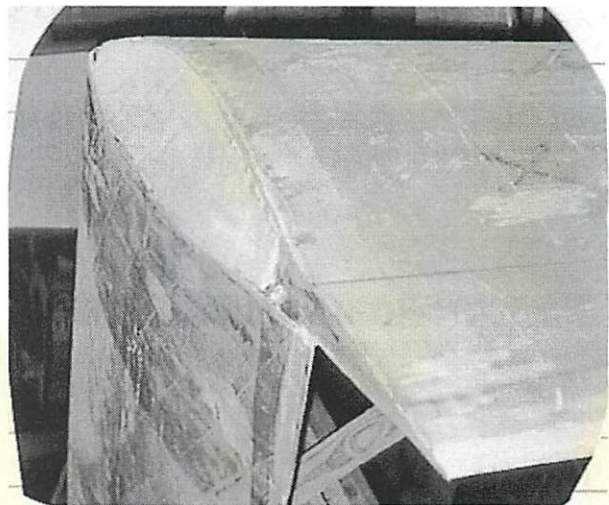
build primer onto the bottom in an attempt to achieve a smooth finish prior to painting. My plan is to finish the bottom to primer and then flip the plane back over and finish the top thus keeping me from having to flip it back over at a later date. Things are progressing well but there are many details to keep up with. I have included a few pictures of my recent work.

E-Racer Project Update:

As many of you remember from my October presentation. My Eracer aircraft is flipped over on its back sitting in my garage. Since then, I



have completed the strakes and begun assembling the winglets and attaching them to the wings. I have also put the first coats of high-



NEWS CLIPS

Membership Renewal

By Norris Warner.

Renew Your Membership---NOW!

Please take the time right now to renew your Chapter membership. Your information will be entered into our database so that we can publish the membership directory in mid-February. The directory is the way to find people who have interesting airplanes or projects, or certain skills to share.

We are required to furnish EAA-headquarters with this directory annually to satisfy our insurance requirements. Please remember that we could not possibly afford the liability protection we enjoy without the national organization.

One very valuable aspect of this database is the ability to screen for program presenters, dinner hosts, committee chairs, Young Eagle volunteers, etc. These lists are requested by various chapter officers and committee chairs and become great management tools.

Please, PLEASE renew today—we need your check for \$24.00, payable to EAA Chapter 35, then fill out the data sheet clearly and completely, and mail both to: Joanne Warner, Treasurer Chapter 34, 719 Oak Hills Road, Pipe Creek, TX 78063

Joanne can be reached at 830.510.4334 (Metro) or by e-mail njwarner@hctc.net for questions.

Norris Warner



Chapter Board Meeting

By Norris Warner

Chapter Board Meeting Scheduled

President Roch LaRocca has called a Board of Directors meeting for 3:30 PM, Saturday January 13, just before our regular meeting.

All chapter members are encouraged to attend, and you will be able to speak, though you will not be able to vote.

The board conducts all of the business of the chapter, except the election of officers, which will take place in November of 2007.

Please plan to attend.

F-35 Maiden Flight

By Steve Jones



Lockheed Martin's F-35 Lightning II single-seat fighter made its maiden flight this past Friday. The F-35 is the production version of the X-35 Joint Strike Fighter prototype which was selected over the competing Boeing X-32.

The flight marked the culmination of a five-year gestation period and was for the most part successful. "The Lightning II performed beautifully," said F-35 Chief Pilot Jon Beesley.

DESERT CENTER EMERGENCY LANDING

By Marc Zeitlin

Marc Zeitlin Cozy Mk. IV builder and flyer, describes his no-prop emergency landing:

BANG! Deanie said "Oh my god - what was that?" "I'm not sure". I brought the throttle back, noticed that the aircraft vibration had almost completely disappeared, and that we had started descending and slowing. I pushed the throttle back in and heard the engine speed up (and saw the RPM's increase), but there was no change in vibration and there was no thrust from the prop. "I think we lost the prop". Deanie asked "What does that mean?". I said that "I think the propeller came off the engine". "Oh my god - what are we going to do?". I said "we're going to land".

I slowed us down to Best Glide speed (about 100 mph) and punched the "Nearest" button on the GPS. It told me that Desert Center (L64) was 17 NM almost directly ahead of us. We were at 9500 ft., it was at ~500 ft., and there were no hills/mountains between us and it. We also had about a 15 kt. tailwind. Although Chiriaco Summit was only a mile or two further, and Twentynine Palms (KTNP) was about 22 NM behind us, they were higher, had headwinds or crosswinds, and had mountains between us and them. I did the quick calculation of glide range and determined that Desert Center was where we were going - we should get there with at least 1000 ft. to spare over the pattern altitude of 1500 ft. At some point in there I must have turned off the autopilot to follow the GPS to L64, but I don't remember doing it. All this took about 15 - 30 seconds.

Deanie was asking if I was going to call ATC - we had been kicked off of Flight following about 10 minutes earlier, and although I had tried to raise LA Center on 128.15, they hadn't responded, so we weren't in contact with anyone. I said I'd talk to them when I got a chance. Aviate, navigate, communicate.

I spent the next 30 seconds playing with the throttle and the controls to try to understand

what had happened and how the plane was doing. Everything seemed to be working - the engine was running, the #'s on the gauges were good, and the plane was flying fine. We were at 100 mph, descending at about 600 fpm. No thrust, though - although I couldn't see the prop arc (or lack of it), I was pretty convinced that the prop was gone.

Deanie was very upset, but she was holding herself together and letting me do what I had to do. I spent a few seconds every minute or so telling her that everything was OK - the plane was flying, and we were going to land at an airport. Although I could see that I wasn't having a lot of effect, 98% of my energy had to go into concentrating on the plane and the plan.

After a minute or two, I felt stable enough to radio in. I tuned in 121.5 and said "Mayday, Mayday, COZY N83MZ is 15 miles northwest of Desert Center at 8500 ft. with engine trouble. We're going to land at Desert Center". An aircraft replied (commercial jet, I believe) and relayed our call to LA Center, who then responded to us. They got all our info and had us squawk 7700. Although radar coverage in that area isn't great, they were able to pick us up. They asked for Souls on Board and our intentions, and I told them that I believed that we could make it to L64 and land there. Although I had asked Deanie to look at the chart and give me the field elevation, runway length, and CTAF for L64 (more to give her something to do than anything else), ATC read me the info too. I dug out a pen and Deanie wrote down LA Center's phone number - they asked me to call them when we were on the ground to let them know we had arrived safely. At some point they had us change from 121.5 to 128.15, so our comm with ATC was interspersed with the normal communications with other aircraft.

We were getting closer to L64 (and lower, obviously), and although I could see Interstate 10 to the south, I was having a little trouble finding Desert Center. Deanie was still very nervous and shaking, and I kept telling her that

DESERT CENTER EMERGENCY LANDING (CONTINUED)

everything was fine, we were just going to make a normal landing. I found the strip, picked a landing direction, and we arrived over the field at about 3500 ft. - 2000 ft. to spare. Since we were high and had the field made, I put the nose gear down so I wouldn't have to think about it anymore. I usually put the fuel pump on before landing, too (usually before putting the gear down), but that seemed unnecessary and particularly futile at this juncture.

Deanie was already nervous enough, so I told her that I was going to come in high and I might have to slip to get down, so if we get a bit sideways, it's on purpose and OK. She knows what a slip is. I did a standard left pattern for runway 23, albeit high, so I kept it a little wide. As I turned base I thought I was still high, so I put the landing brake down, but after about 10 seconds and turning final, I brought it back up. There was a touch of crosswind, but other than that it was a completely nominal approach and landing. We touched down about 1000 ft. down the 4200 ft. runway and I rolled to the end and off onto the single taxiway.

We were on the ground and safe. From the time of the "BANG!" to rolling to a stop, we had been in the air for approximately 12-13 minutes. Things happened slowly - there was time to think, time to evaluate, time to react, and time to decide.

We unbuckled and hugged for a couple of minutes - I told Deanie that everything was OK - we were safe, unhurt and on the ground (albeit pretty much dead center in the middle of nowhere). That was all that mattered.

Amazingly, there was EXCELLENT cell phone coverage there - probably because we were only about 3 miles from I-10. I got out of the plane and called ATC to tell them we were on the ground and safe, and to thank them for their help.

We had been on our way to Phoenix - Deer Valley Airport (KDVT) to visit Frank and Rachel Hoffmann and Bill and Marilyn Seibold for the

weekend. I called Rachel to let her know that we would NOT be arriving as planned. I talked to Bill, who offered to fly his COZY III out to take us somewhere if needed. I said that we'd push the plane down to the lone hangar, 4000 ft. down the taxiway, and give them a call after we figured out our situation.

I then gave the plane a once over. Since I suspected that the prop was gone, I headed for the engine. My suspicion was correct - everything aft of the prop extension had decided to vacation in the southeast section of Joshua Tree National Park without us. No spinner, no crush plate, no prop blades, no prop hub - nada, zip, zilch, zero, nothing. All six prop bolts had broken at the base of the threaded portion deep within the extension bushings. The threads were all still in place in the bushings. One bushing was substantially deformed as the bolt tore out - it must have been the last bolt to go. A cursory view inside the cowl didn't indicate any major damage - a tiny tear in the top cowl, a small dent in the crankcase breather line, and some baffling out of place below the alternator.

As I was marvelling at this - the forces required to tear prop bolt completely off, I happened to look down the wing at the right winglet. I was greeted by the view of a missing lower winglet, as well as a chunk torn off the trailing edge of the wing (and a tiny corner of the aileron). As the prop departed, it apparently took the right lower winglet (80% of it, anyway) with it. The blade had torn off the trailing edge of the wing JUST behind the rudder cable conduit - 1/2" further forward and I wouldn't have had a working rudder on the right side. It had, in fact, torn out the EXTRA rudder conduit I had installed 10 years ago in anticipation of eventually installing hidden belhorns - if I had ever done so, the rudder would not have worked (maybe that would have mattered in the landing, maybe not). The rudder itself was completely untouched and working perfectly.

We then spent the next 45 minutes pushing the plane over to the single hangar at L64. There

DESERT CENTER EMERGENCY LANDING (CONTINUED)

was a building nearby as well, but the last time it had been used, Roosevelt was still president. The first one, I think. The hangar had a sign on it stating that it was US government property, NO TRESPASSING. No phone #'s, no people, no nothing. We called Bill and asked if he could fly his COZY III out and take us somewhere - probably back to Tehachapi. He agreed and headed out to KDVT to come over.

We spent the next two hours tying the plane down, getting our stuff out, eating and drinking a bit, wandering around the airport, and talking. I took the top cowl off to look around - as far as I could tell, there was essentially no damage. Nothing shook loose, nothing cracked, nothing moved. I spent some time evaluating the wingtip damage as well - we had flown for 13 minutes like that, and I had no inkling from the aircraft's performance or behavior that anything was wrong. The structural layups tying the winglet to the wing were essentially fine, although there was a small cut in the lower layup where a prop tip had embedded itself. This had cut about 5% - 10% of the lower reinforcing layups, but the rest were completely intact. There was no excessive movement between the winglet and the wing, and no cracks in the upper or lower winglet attach layups anywhere other than where the prop tip had hit. I then put everything back together and put the cover on the plane.

Just around sunset Bill arrived. We took a quick look at the plane, then loaded up (Deanie was buried with our crap in the single back seat, but she fit) and headed out for Tehachapi. I was actually a bit surprised that Deanie was willing to get into a plane at that point, but I certainly wasn't going to ask about it. With a 30 kt. headwind, it took about 1/5 hours to get back to the Antelope Valley. I had called the Tehachapi AWOS prior to takeoff, and although they were reporting 2 miles visibility and 500 ft. ceiling, we figured that we'd head to the ridge between Mojave and Tehachapi, and if we could see the runway, land there, and if we couldn't, land at Mojave (KMHV).

The flight was a bit bumpy but and uneventful night flight. As we passed Lancaster and couldn't see into the Tehachapi valley, I told Bill to divert to Mojave (KMHV) - he could fuel up there and guarantee a departure back to Phoenix. It felt good to touch down close to home. I filled up Bill's tanks, he taxied over to Scaled, we unloaded, and Bill departed for Phoenix after some BIG thanks.

We called a friend in Tehachapi (co-worker, as well) and he headed down to pick us up and bring us home. He brought us to the airport, where got our car and went out to eat at the Thai restaurant in town - I hadn't eaten anything but a banana since breakfast, and it was 8 PM.

We were home and safe. The proximate cause of this incident was probably one of two things.

Bill Seibold thinks that there might have been a problem with the prop bolt torque. Although I had checked them at the Condition Inspection in September, that's certainly a possibility. The aft face of the prop extension and the extended portions of the bolt bushings show some fretting on their surface. Whether that was due to long term rubbing from loose bolts, or short term rubbing as the prop was departing, I don't think I'll ever know. The propeller is in a section of Joshua Tree National Park that's designated wilderness area and has no roads. Although I could probably localize it to within a 1 square mile area, I'd be surprised if it's found within the next 100 years by hikers. I won't get a chance to examine it.

Another possibility is a blade loss. Although I've never heard of a Catto 3-blade prop failure, anything's possible. Starting about 1/2 hour before the prop departure, we had been noticing an intermittent vibration. It would come and go for a few seconds at a time every 5 minutes or so, and even Deanie noticed it. All engine gauges read nominal, so I was thinking that one of the wheelpants was a bit loose and vibrating at certain airspeeds. I played with the throttle and mixture when the vibration appeared and was always able to get it to go away.

DESERT CENTER EMERGENCY LANDING (CONCLUSION)

A few minutes before the "BANG" (which I now think was the prop hitting the lower winglet, not the prop departing the engine), the vibration had returned, just as we passed over Twentynine Palms airport. In retrospect, obviously the right thing to do would have been to land there and investigate. We even discussed it, and since I had been able to get the vibration to go away by changing RPM (and therefore the forcing function) before, I told Deanie that we'd land in Blythe, about 15-20 minutes ahead. Stupid decision making on my part - no question. About 10 seconds before the "BANG", the vibration returned with a vengeance. Not enough to shake the crap out of the plane or anything, but enough to know that something was really wrong. I retarded the throttle to 1800 - 2000 RPM, played with the mixture, and advanced the throttle a bit, but couldn't affect the vibration. Then, "BANG". Quiet and smooth as glass.

My theory is that there was a crack in a blade which was growing, bringing the resonant frequency of the prop in and out of the RPM operating range as it got bigger and the vibration mode frequencies changed. One blade leaves, then 10 seconds later the hub gives up the ghost.

I THINK that I can actually trace the vibration back four weeks, to my flight to Marysville, CA for the altitude chamber class. I noticed a slight vibration on the flight up there which lasted for a minute or so, but then went away. I flew a couple of flights to Thermal, CA to help repair the Hoffmann's Long-EZ, a long flight to Bisbee, AZ for thanksgiving, to Watsonville, CA for a concert in Santa Cruz, and did not have any vibration on any of those flights. On the short flights to John Wayne airport (KSNA) for a CATIA class last week, I did notice a couple of VERY short periods of vibration, but they went away quickly on their own.

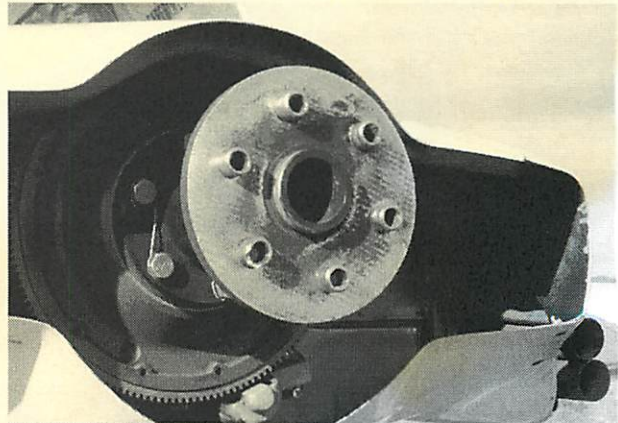
Or maybe Bill's right, and these symptoms could have been created by undertorqued bolts and fretting between the prop and the prop

extension.

My big error in judgment was in not landing at Twentynine Palms, where there's an FBO, a town, and which we were right over when the problem manifested itself. The decision to continue on and land at Blythe was stupid, and could have cost us far more than a lost day and an airplane parked in the middle of nowhere. Deanie has tried to make me feel better about it by saying that we might have landed, found nothing, and then had the prop disappear as we were taking off, which would have been worse. Maybe so, but far more likely is that by that time the problem was large enough so that I WOULD find something and ground the plane in civilization, with an intact wing and winglet (and prop extension and spinner).

But I'll never know.

Marc Zeitlin maintains the Unofficial Cozy Builder's Website at <http://www.cozybuilders.org>



Story and photos © 2006, Marc J. Zeitlin

CHAPTER 35 RECOGNIZES GREATNESS

By Joanne Warner

We need to recognize the many, many members who make financial contributions over and above their annual membership dues each year

[Editor: This is the continuation of a story Joanne introduced last month. I inadvertently credited the story to Norris in the December issue]

The large (\$2500) financial donation of Jack & Linda Ridgway and the matching funds from generous members that got the YE program off the ground. The YE Pilots who gave their time and considerable money to fly maybe thousands of these youngsters.

The large financial contributions by Al Almond (\$5000) that initiated the Builder's Academy where our members mentor young people in building aircraft.

The generous donation of a complete shop full of excellent tools by John Killian to furnish our new chapter hangar.

And what of the contributions by Norris Warner of years of grounds mowing, stump grinding (with our stump grinder and fuel) cleaning the ground of debris, trailering our tractor, gasoline, propane and other equipment to San Geronimo once a month before, during and after his presidency. Norris also built (free labor) all of the picnic tables we enjoy. Norris's son, Norris II, has voluntarily paid (out of his own pocket) his tree crew on several occasions to prune SGA trees around the clubhouse.

The major contribution of Ed Seurer in so many, many ways--his business printed our NL these many years and only charged for paper and postage--Ed can always be found available to help in a myriad of ways at all of our chapter events. John & Gail Latour who faithfully trek to Ed's shop once a month along with Norris Warner and Linda Ridgway to help print, assemble, staple, label, stamp and mail the newsletter.

The wonderful Jim Munro who has lent so much

talent and labor to our many endeavors--he put in our chapter clubhouse sound system--(free labor). Louis Johnson who is always available to fix clubhouse electrical problems and extensively re-wired the kitchen (free labor). Richard Grambling who is always there to lend a hand.

Cody Kelly (Air Academy Graduate) & his family who patiently tended the "Country Store" accepting contributions during so many of our fund raising events. We even have those gracious souls who are not members of our chapter or EAA, but manage to send considerable contributions from time to time.

The work of John Killian, Pat Wegner and the Warners to gain our 501(c)3 status from the IRS.

Those members who over the years have taken their time away from their families to make extensive repairs on the Chapter 35 building (free labor).

This is at least a start----but I am sure there is much, much more to be said about the many wonderful chapter members and friends of the past and present.

Perhaps to commemorate in our Newsletter the 25th Anniversary of Chapter 35 at San Geronimo, we should (of course) solicit more testimonies from other chapter members.

If anyone else thinks that this is a worthwhile pursuit so as to save our Chapter 35 history, recognize our many heroes, and acquaint our newer members with what has made us what we are, well, please contact President Roch and let him appoint someone to direct the effort and compile this rich history. And of course, copies of those pictures that Jeannette has compiled over the years should accompany the history.

Joanne Warner

CONTACTS LIST

POSITION	NAME	PHONE	EMAIL
PRESIDENT	ROCH LaROCCA	210-408-7964 (C)210-218-9445	rocbar@sbcglobal.net
VICE PRESIDENT			
SECRETARY	DANNY BEAVERS	830-931-9053 (C)210-213-0102	dbeavers@prodigy.net
TREASURER	JOANNE WARNER	830.510.4334	njwarner@hctc.net
AT LARGE (B)			
AT LARGE (B)			
AT LARGE (B)	BOB CABE	210.493.7223	bob_cabe@hotmail.com
PP (B)	SKIP BARCHFELD	830.363.7649	jmr2@awsomenet.net
PP (B)	DAN CERNA	210.6889345	dacerba@aol.com
PP (B)	LEW MASON	210.688.9072	lewnan@sbcglobal.net

CHAIRPERSON	NAME	PHONE	EMAIL
AIR ACADEMY			
YOUNG EAGLES	BRAD DOPPELT	(C)210.380.2025	brad_doppelt@yahoo.com
FACILITIES	JOHN KUHF AHL	210.688.9473 (C)210.365.0120	johnkuhfahl@yahoo.com
GROUNDS	NANCY MASON	210.688.9072	lewnan@sbcglobal.net
COMM GEAR	JAMES MUNRO	210.680.3629	mr.munro@juno.com
MEMBERSHIP	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@hctc.net
NEWSLETTER	STEVE JONES	210.679.8783	ea35news@gmail.com
HANGAR	DAN CERNA	210.688.9345	dcerna@aol.com
TOOL CRIB	BOB CABE	210.493.7223	bob_cabe@hotmail.com
PUBLIC AFFAIRS			
FLIGHT ADVISORS	SKIP BARCHFELD	830.363.7649	jmr3@awsomenet.net
	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@hctc.net
	JIM MCIRVIN	(C)210.275.7780	champ_pilot@sbcglobal.net
TECHNICAL	SKIP BARCHFELD	830.363.7649	jmr4@awsomenet.net
COUNCILORS	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@hctc.net
	PAUL MCREYNOLDS	210.697.1434 (C)210.363.1434	pmcreynolds@satx.rr.com
	STAN SHANNON	830.997.8802 (C)830.456.2182	shannons@beecreek.net
	STEVE FORMHALS	210.695.6610 (C)210.289.3984	sformhals@satx.rr.com

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.

2007 CHAPTER CALENDAR		
DAY/MONTH	PROGRAM	TIME
13 JANUARY	MEETING Steve Formhals Presents	BOARD MEETING 3:30 DINNER AT 5:30 PROGRAM AT 6:45
10 FEBRUARY	MEETING	DINNER AT 5:30 PROGRAM AT 6:45
10 MARCH	EARLY MEETING	COFFEE AT 2:00 PROGRAM AT 2:30
17 March	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	PILOTS AND VOLUNTEERS NEEDED
14 APRIL	PANCAKE BREAKFAST	SERVING 9:00 – 11:00
12 MAY	MEETING	DINNER AT 5:30 PROGRAM AT 6:45
1-2 JUNE	TEXAS FLY-IN	ALL VOLUNTEERS ABOARD
14 JULY	MEETING	BOARD MEETING 2:30 REFRESHMENTS AT 4:00 PROGRAM AT 4:30
23-29 July	AirVenture 2007— Oshkosh	
11 AUGUST	MEETING	REFRESHMENTS AT 4:00 PROGRAM AT 4:30
8 SEPTEMBER	CHAPTER WORKDAY AND PICNIC	8:00 — 2:00
13 OCTOBER	WING'S AND WHEELS GATHERING FOR ANGEL FLIGHT FUNDRAISER	GATES OPEN AT 10:00
10 NOVEMBER	CHILI COOKOFF Annual Official Membership Meeting for 2007	COOKOFF AT 5:30 PROGRAM AT 7:00
8 DECEMBER	CHRISTMAS BANQUET	6:00 SOCIAL HOUR
<p><i>Runway 35</i> OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS</p>		

WANTED AND FOR SALE

CHRISTMAS BANQUET PICTURES

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

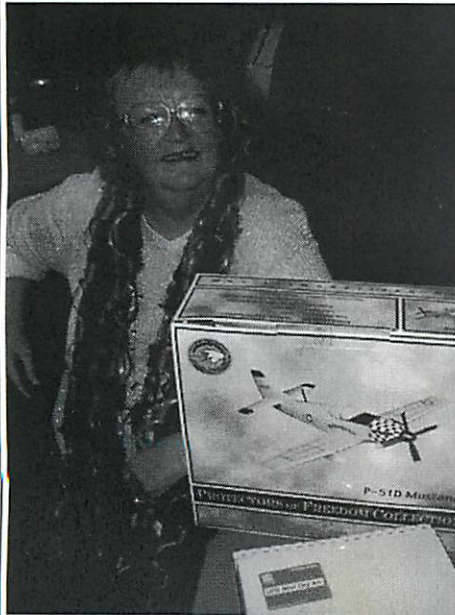
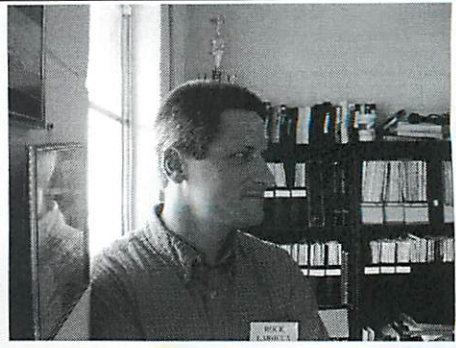
FOR SALE: 1973 Grumman AAIB-N626OL
585 Since OH 6701 Total Time AF
Auto gas STC Radio Narco Escort 110
Best offer over \$16,900
Contact Dixon Johnson, 830.755.4192

FOR SALE: Lycoming O-235-L2C. Removed from Cessna 152 at TBO (first run). Logs available, no accessories. Extra case available for converting engine to accept fuel pump. Price \$2000. Harlan Tibbitts (210) 826-5030.



(Continued on Page 14)

CHRISTMAS BANQUET PICTURES (CONTINUED)



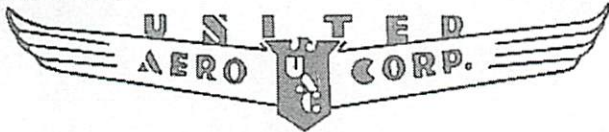
Merry Christmas and Happy Holidays Everyone!

Photos Courtesy John Latour

Thank Our Sponsors (and bring them some business!)

(210) 227-8333

(800) 451-7282



**DISTRIBUTORS
AIRCRAFT SUPPLIES**

**CLINT COOK
PRESIDENT**

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

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.eci2fly.com | E-mail jtrampota@eci2fly.com



Joe Trampota
Central Territory Manager
Engine Components, Inc. is recognized for
Quality Management System Registration to ISO 9001:2000.



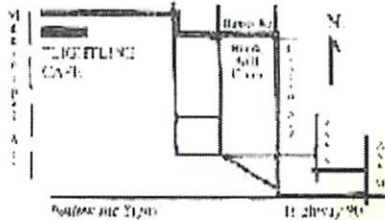
Phone: 830.426.4020

HOURS

SAT-WED 7:30-3:00

THUR-FRI 7:30-3:00

2507 19th St (HW 90)



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>



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

Heli-Jet Instruments Service, Co.

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

Ron McInnis
Home Inspections



P.O. Box 1295
Castroville, TX 78009
210-385-7187
ronniemac@gbonline.com

Available 7 days/week

Professional Real Estate Inspector
TREC # 8106



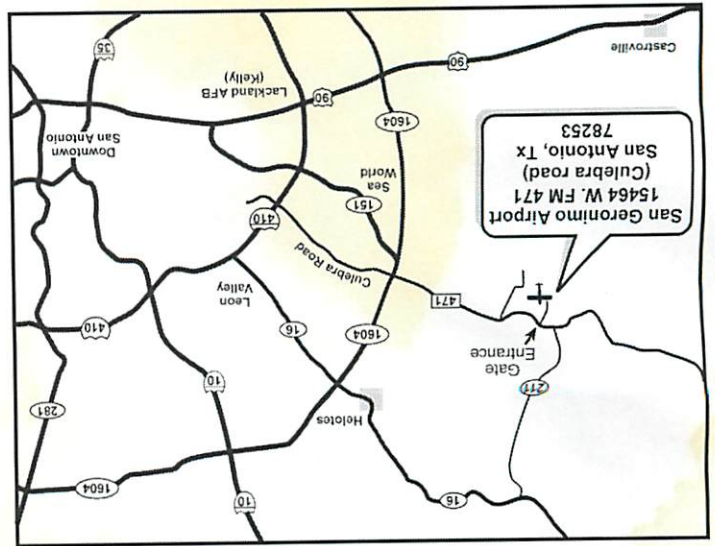
(210) 656-3839

Seurer Electronics

Canon C Series Dealer
New & Reconditioned Copiers
Repair all makes
Faxes, Printers, Dictation Units
Typewriters, Calculators, Paper Shredders

Anthony Seurer 4514 Walzem
San Antonio TX 78218

When Do you Meet?
 Second Saturday of the Month
13 JANUARY
BOARD MEETING 3:30
DINNER AT 5:30
PROGRAM AT 6:45



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

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

Roch LaRocca, President
 17111 Blanco Park Cove
 San Antonio, Texas 78248

Paste Address Label Here