



The Leader In Recreational Aviation



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THE MEDICAL

By Oscar Zuniga

No, this isn't about the latest news on how you can apply for your Airman Third Class Medical online, and it isn't about how to regain your medical after you've had a heart transplant or cataract surgery. What this is about is the strange relationship between flying an airplane and being a living, breathing, mortal human being. I'll boil it down by rephrasing what the self-proclaimed "Corvair Authority", William Wynne, says. William is the person who in recent times has brought the air-cooled 6-cylinder Corvair engine forward from the 1960s into the 21st century as a viable aircraft powerplant by developing and providing various parts and instructions for the engine conversion. He constantly urges people to get off of the Internet and into their shops to work on their airplanes and engines because "today you're one day closer to losing your medical". Here's what he means.

Before there was Sport Pilot and before there were Part 103 ultralights, the airman medical was the unmoving bridge that spanned the wide gulf of the Federal Aviation Regulations to the paradise of the pilot certificate and a ticket to fly. Without an airman medical, ordinary people were not allowed

to legally operate aircraft, period. With the coming of ultralights, flight was possible but limited. Single-passenger, limited fuel, limited air-speed, limited everything. But still, a determined person who could not obtain any class of airman medical could fly, and that was everything. Or at least it was enough, for a time. With Sport Pilot and Recreational Pilot, more people could fly and the possibilities were expanded but the Airman Medical remained as the old iron bridge to "real" flying. That bridge is there to protect the non-flying public from medically incapacitated pilots and to protect us from ourselves. I'm not going to try to move the bridge; all I want to do is have you think about it for a few minutes.

You've probably read the story about the man who sat down one day and figured out how many weekends he had left to live, based on his health and the average life-span. He went out and bought a big glass jar and some bags of marbles and put one marble into the jar for each of his remaining-weekends. Every Saturday he'd pick a marble out of the jar and toss it into the school playground on his daily walk, and a look at the big jar would remind him of the passage of time and the availability of free time to do things that he:

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THE MEDICAL (CONITNUED)

(Continued from Page 1)

liked. It puts a whole new perspective on things to have a grasp of how much time we have left, however inaccurate or uncertain that grasp is. Anyway, I did a little measuring on my own and it does tend to emphasize what William says about every day bringing us one day closer to losing our medical and being unable to fly.

I put 260 pop rivets into a container to see what they looked like, one rivet for each weekend in the next five years. It looks like a lot of pop rivets. Plenty of time, plenty of opportunities to do things I'd like to do at the hangar, even in the next five years (and I'll be turning 58 this summer so I figure I have



at least that many years left that I can fly). Next, I took rivets out of the container for weekends that I am pretty sure I won't be able to dedicate to flying or building activities. There will be at least 10% of the weekends in the next five years that weather will change my plans (too cold, too windy, too rainy)- five weekends per year, gone. Another 10%, five weekends a year, that I'll probably need to attend birthday parties, weddings, or other family functions and won't be able to work on airplanes or go flying. Another 10% for vacations, travel, and activities that take me out of town. Five more weekends a year I'm dead-certain that I will be changing out the garbage disposer, overhauling the lawn mower, fixing the roof, or working on non-aviation-related projects. And I'm fairly confident that at least five more weekends a year I might be ill, or my

wife might, or her mother might need for us to help her out, or other health-related issues will stymie my plans. So half of the available weekends in the next five years will be gone as far as me going to the hangar or shop to work on airplanes or go fly.

I pulled half the pop rivets out of the container to see what that looked like. Honestly, it still

looked like a lot of rivets but they have to spread out over the next five years. Twenty-six a year. If I divide them among the basic parts of an airplane, I might have five weekends to work on engines, five to work on wings, five on controls, five on tail group, and five on landing gear.

Wait a minute...

what about fuselage, wiring, paint, and cockpit details? Okay, make that three weekends each for engine, wings, controls, tail, landing gear, fuselage, wiring, paint, and cockpit. Yikes... that's pretty tight scheduling!

Do you see where this is going? Don't keep pulling pop rivets out of your jar without noticing that the jar is getting empty because you're one day closer to losing your medical. So have you started building your project yet? If you have an airplane, are you flying it when you can? And just how many rivets do you have left in your jar?

Electronic Edition

This newsletter is also available online and in color. Visit: http://eaa35.org/ENL/Apr_09/Apr_09.pdf

PRESIDENT'S COCKPIT

By John Latour

REVIEW OF MARCH 2009

EAA Chapter 35 activities in March exceeded all expectation. The General Meeting and Young Eagles Fly-In were successful.

- a. We promoted education, research, and safety in aviation at meeting and fly-in
- b. We introduced Hondo community to the design, construction and test of Styrofoam airplane
- c. We introduced area youth to Young Eagles at a cost-free airplane ride
- d. We promoted the 2009 Air Academy Scholarship
- e. We fostered a close fellowship among Chapter members and the City of Hondo

And most important to me is we educated our members with (1) the latest standard of FAA Medical Certification, (2) Human Factors (3) flew Gray Eagles, (4) flew Young Eagles & preformed all Hondo Aviation Day flights without personal injuries, airplane incidents and / or catastrophic accidents.

YOUNG EAGLES & FLY-IN PREPARATION, FRIDAY, MARCH 20: Welcome to Hondo Municipal Airport and VFR flying conditions on Friday. Flying conditions supported Private Pilots and Light Sports airplanes. Conditions change quickly. By early Saturday morning we experience one hundred percent overcast with 100 foot ceiling and less than one mile visibility. The Fifth Hondo Aviation Day activity was stunted by less than VFR flying conditions. Airport manager Tim Fousse informed us of potential Young Eagles waiting in lobby of terminal building. Anxious to fly, they all waited for weather to clear for an airplane ride. Unable to fly VFR delayed flying at Hondo Municipal Airport until afternoon.

IMPROVED FLYING CONDITIONS, SATURDAY AFTERNOON, MARCH 21: Brad Doppelt and Ed Seurer were the first to arrive at Hondo in Ed's airplane around Saturday Noon. Jon Burgin and Gwen & Daniel Mitchell followed. Preparation for Young Eagles Flight was in place on Saturday. Bill Bartlet had advertised the fly-in throughout area newspapers. Tim Fousse had his Hondo work force ready to move an inoperable B-737 to static display area. The DC-3 was ready for roll-out also. The City of Hondo ordered four port-a-potties for the event. Two were billed to the city and two were billed to Chapter 35 & paid by TX Fly-In. Jim Munro parked this thirty-nine foot RV on apron in front of the Killian hangar for use as Ch 35 out-

post. John Killian pointed Eddie O'Connor to SW of Killian Hangar for start of Saturday's lunch. Roxanne and Danny Beavers set up Country Store for display of Ch 35 souvenirs on tables and advertisement signs. Ryan Doppelt served a continuous flow of hot popcorn. Jodi and Andrew Doppelt set up registration station. Michael Landis set up a station for wind tunnel flight test of Styrofoam airplanes. Airport manager Tim Fousse told pilots of Hondo Metropolitan Airport layout. Young Eagles chairperson Brad Doppelt brief pilots on flight plan. He covered delay between airplanes, landing and safe space separation. All we needed was good weather, pilots / airplanes and youngsters to fly.

PILOTS / AIRPLANES: Brad Doppelt, Jon Burgin and Gwin & Daniel J. Mitchell were in place to support Young Eagles. With three pilots and airplanes on hand, a trickle of Young Eagles followed.

QUOTE: Calvin College was once advised to boost military aviation. He asked, "Why can't we just buy one airplane and have the pilots take turns?" Hondo Municipal Airport visitors advised Chapter 35 to boost airplanes and pilots. This would not have make a difference if 455 potential Young Eagles and 26 airplanes / pilots were at airport on Saturday morning. Flying conditions did not support VFR flying. If weather conditions won't support VFR flying then, one hundred pilots and airplanes won't fly one more Young Eagle.

YOUNG EAGLES: Brad & Jon flew Young Eagles. The total number was far less than 455 Young Eagles flown on Fourth Hondo Aviation Day / Boy Scout Merit Badge & Young Eagles. But the satisfied look on each youngsters face equal those of last year.

ANNOUNCEMENTS:

YOUNG EAGLES EVENT: April 16: Brad Doppelt arranged for several pilots to fly Team-K 4H kids on April 16th beginning at 2 p.m. The flight pattern is from San Geronimo Airpark toward Lake Medina and return. Volunteers for event are solicited. For additional information, please call Brad Doppelt at 210-380-2025.

Cannon Field Spring Event: April 25, 2009.
<http://www.als-cannonfield.com/AnnualPicnic.htm>

CIVIL AVIATION FLY-IN: April 25, 2009. All interested participants should call Randolph AFB Safety Office @ 210 652-2224.

Thank you City of Hondo, EAA Chapter 35 members, friends, relatives and visitors of March 14 meeting and Hondo Young Eagles and Fly-In on March 21.

NEWS CLIPS

RANDOLPH AFB FLY-IN

By John Larrison

The Randolph AFB (RND) Safety Office has planned a Civil Aviation Fly-In for April 25, 2009. I have met with them and volunteered to help get the word out to surrounding airfields. My name is John Larrison and I fly an RV-8 out of Heritage Airpark.

The RND Safety Office came to Heritage a few months ago and gave us a very interesting briefing on their types of aircraft and the traffic patterns and altitudes they fly at. Hopefully his knowledge will reduce the conflict between civil and military aircraft. Heritage enjoyed the briefing, handouts, and time spent talking with the Randolph pilots. I recommend attending.

I have attached their flyer for the event. Please feel free to print, reproduce it, and post it in your area. If you would like to attend:

Call or email the RND Safety office. The phone number and email address is on the attached flyer.

They will then email you two forms. DD Form 2402 "Civil Aircraft Hold Harmless Agreement" and a VFR flight Plan form.

You will need to complete the DD 2402 and return it to the Safety Office. The VFR flight plan will not be needed until you prepare to depart RND on the 25th.

Once the Safety Office gets your DD 2402 back, you will be contacted and aircraft and pilot information requested. They will then clear you for flight into RND (Landing Permit) for the Fly-In on 25 April. Due to it not being a "Spectator" event you will not be required to provide the Proof of Insurance normally required.

They have no idea yet how many aircraft they expect and are concerned about ramp parking space. So I recommend you get your request and completed forms in ASAP. Your best source of answers to questions you might have will be the Randolph Safety Office — Maj. Purser

PANCAKE BREAKFAST FLY-IN

By John Latour

Please **note change of time**. The pancake breakfast fly-in is now scheduled to begin April 11th at **8:00 AM**, and run through 10:00 AM.

If you're interested in supporting this event, Dave Baker needs a cook to take the late shift. Contact John Latour if you're ready to feed some pilots. John's number is (830) 612-2232

SCHOLARSHIP APPLICANTS WANTED

By Norris Warner

The Tony Bingelis Scholarship Fund has money available to fund quality young Texas residents into the aviation world. We now solicit your support in identifying these future leaders, confirming their qualifications, and encouraging them to apply for up to \$2000.00 in assistance. The application form is found on our website: thetexasflyin.org.

We need your help in finding qualified applicants.

For students already on scholarship at the college and university level, we understand that they have already met the academic and character standards of excellence. For those who are pursuing aviation-related studies, we can assist them with flight school funds, textbook, and similar expenses not ordinarily covered by their existing scholarship.

For deserving, quality high school students, payments of up to \$2000.00 can be made directly to a recognized flight school, and the monetary amount should take the flight student well past solo.

We will be accepting applications by U.S. mail beginning now. Please do accept this invitation to advance the future of aviation through this program.

Norris Warner

The Texas Fly-In

Chairman, Scholarship Committee

njwarner@hctc.net

FINDING AN OPERATING ELT AT 8T8

By Dennis Scheidt

The phone rings at about 6 AM. I pick up the phone and the lady on the other end identifies herself as an employee of Lockheed Martin and informs me that they are picking up an ELT "Emergency Locator Transmitter" signal 20 miles North East of Hondo. She wants me to determine if it is coming from our airport (San Geronimo, 8T8) before she sends search teams out. I tell her I will look for it and get a phone number to call her back after we learn what we can about the source of the signal. Now what can I do?

I needed to find someone who has a Portable Aircraft Band Radio and called Dave Baker, another San Geronimo Airpark Officer. Dave said he has one but doesn't know the status of the battery charge. I knew Ron O'Dea had one so I gave him a call. Ron said his radio battery is charged and he is willing to help so we agree to meet at his hanger.

I walked across the taxiway to Ron's hanger and he clicks the fully charged battery onto the radio. We walk outside and turn the radio on to 121.5 and verify that there is a strong signal beeping away. Next we drive between the condo hangers and work our way to the north end of the field where the signal appears to weaken. Driving back the signal does get stronger near the south end of the field. Here we meet Dave with his radio on and picking up the signal but pinpointing the location seems difficult. I expect the signal to get stronger if we enter a hanger with an active ELT. We entered several hangers but the signal did not change much.

I mentioned that I thought we somehow needed to desensitize the radios but had no idea how to do that. Jerry Jackson said we could remove the antennas. Ron then remembered another time when he saw guys running around an airport, with radios without antennas, looking for ELTs.

Both Dave and Ron removed their antennas and the radios did respond better to signal strength. We homed in on one hanger but it was locked. The hanger owner soon came over and unlocked the hanger. This particular hanger was used for aircraft maintenance and had a pile of old instruments and radios on a shelf and the signal seemed to come from the pile. Dave started going through the pile and located several old ELTs, some with and some without batteries but none were on. The signal persisted and so did Dave. The offending ELT was finally located and turned off, ending the beeping in the handheld radios.

We called the phone number I was given earlier and told them we did find the offending ELT on a hanger shelf and they verified that they were no longer receiving the signal. Ron, Dave, and myself were then joined by Joe Paduh at the nearby café normally frequented by airport personnel for a very relaxing breakfast.

Some notes about finding an operating ELT on an airport using a Portable Aircraft Band Radio:

1. Get a phone number from whoever called you so that you can report your findings back to them.
2. Verify there is a signal from an ELT.
3. Drive around the airport with the portable aircraft trying to identify the strongest signal location.
4. Remove the portable radio antenna to desensitize the radio. This will help keep the portable radio from saturating and make it more responsive to signal strength.

Caution: Do not key the radio without the antenna attached as damage to the transmitter will likely occur.

5. Continue searching for the operating ELT. If you enter a metal hanger,
- (Continued on Page 6)**

LBX FLY-IN ANNOUNCEMENT



Saturday, May 2, 2009
Brazoria County Airport - Angleton, TX

EVENT SCHEDULE

Times are approximate depending on weather conditions.

- 8:00 Spot Landing Contest until 11:00 - on or after mid-field chalk line
- 9:00 Flour Bomb Drop - limited number of entries
- 11:30 Lunch On the Field
- 12:00 NOTAM - Field Closed 12-1:00
- 12:00 Remote Controlled Aircraft Exhibition
- 12:00 Aircraft Judging Closes
- 1:00 Awards and Presentations
- 1:15 Raffle

ATTRACTIONS

- ◆ Special Event Fuel Price
- ◆ Aircraft Judging - Best Classic, Antique, Warbird, Experimental, Judges Choice, also Farthest Distance Flown, Youngest and Oldest Pilot
- ◆ Vintage Aircraft including Howard Hughes' Sikorsky Flying Boat
- ◆ Hanger Shrimp Boil and Hot Dogs
- ◆ Raffle - Flat Screen TV and Many More Great Items
- ◆ Souvenir T-Shirts
- ◆ Youth Scavenger Hunt
- ◆ Vendor Exhibits

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LBX is located 45 miles South of Downtown Houston, 7000 Runway, RP 17/35
Monitor Unicom 123.00, ASOS 119.92

2009 CHAPTER CALENDAR

January 10

GENERAL MEETING

SOCIAL @ 5:00 p.m.

DINNER - Beef Barley Soup by Dave Talley @ 5:30 p.m.

PROGRAM - Oil Filter Cutting & Analysis by Dave Baker @ 6:45 p.m.

February 14

GENERAL MEETING

SOCIAL @ 5:00 p.m.

DINNER - Famous Sloppy Joe by Ed Seurer @ 5:30 p.m.

PROGRAM: Two Briefings

LSA Airplanes at Sea-Breeze, FL by Jim Schlattman & Ron Padua &

Open - E2 Canard by Aiman Al-Khazaali @ 6:45 p.m.

March 14

EARLY LUNCH MEETING & FLY-IN

GATHERING OF AIRPLANES, PILOTS & VISITORS @ 10:00 a.m.

LUNCH - Hamburgers by Dave Baker @ 11:00 a.m.

PROGRAM

FAA Medical Certification by Dr. Richard (Doc) Hecker @ Noon &

Human Factors by LTC Daniel A Shoor

March 21

FIFTH HONDO AVIATION DAY, From 9:00 a.m. to 3:00 p.m.

YOUNG EAGLES FLY-IN From 10:00 a.m. to 2:00 p.m.

April 11

BREAKFAST, BOARD, WORKSHOP & FLY-IN

HOT PANCAKE & SAUSAGE @ 8:00 a.m. by Dave Baker

BOARD MEETING @ 10:00 a.m.

WORK-SHOP by Doug Apsey @ 11:00 a.m.

May 9

GENERAL MEETING

SOCIAL @ 5:00 p.m.

DINNER @ 5:30 p.m.

PROGRAM @ 6:45 p.m.

June 13

ANNUAL MEMBERS MEETING

LUNCH @ 11:00 a.m.

PICNIC & FLY-IN & ORIENTATION RIDE 10:00 a.m. - 2:00 p.m.

FINDING AN ELT (CONTINUED)

8T8 DAYLIGHT RAID ON ZUEHL

(Continued from Page 5)

expect the signal strength to increase if the offending ELT is in that hanger and decrease slightly if not. Some common sense here will help a lot.

6. Report your findings to whoever called or to a Flight Service Station. Have them verify the signal is off. There is a slight possibility that 2 signals are being received and the other signal is a downed aircraft. If you can't locate the signal, report that.

7. Go to breakfast and relax.

Some hints on normal ELT operations:

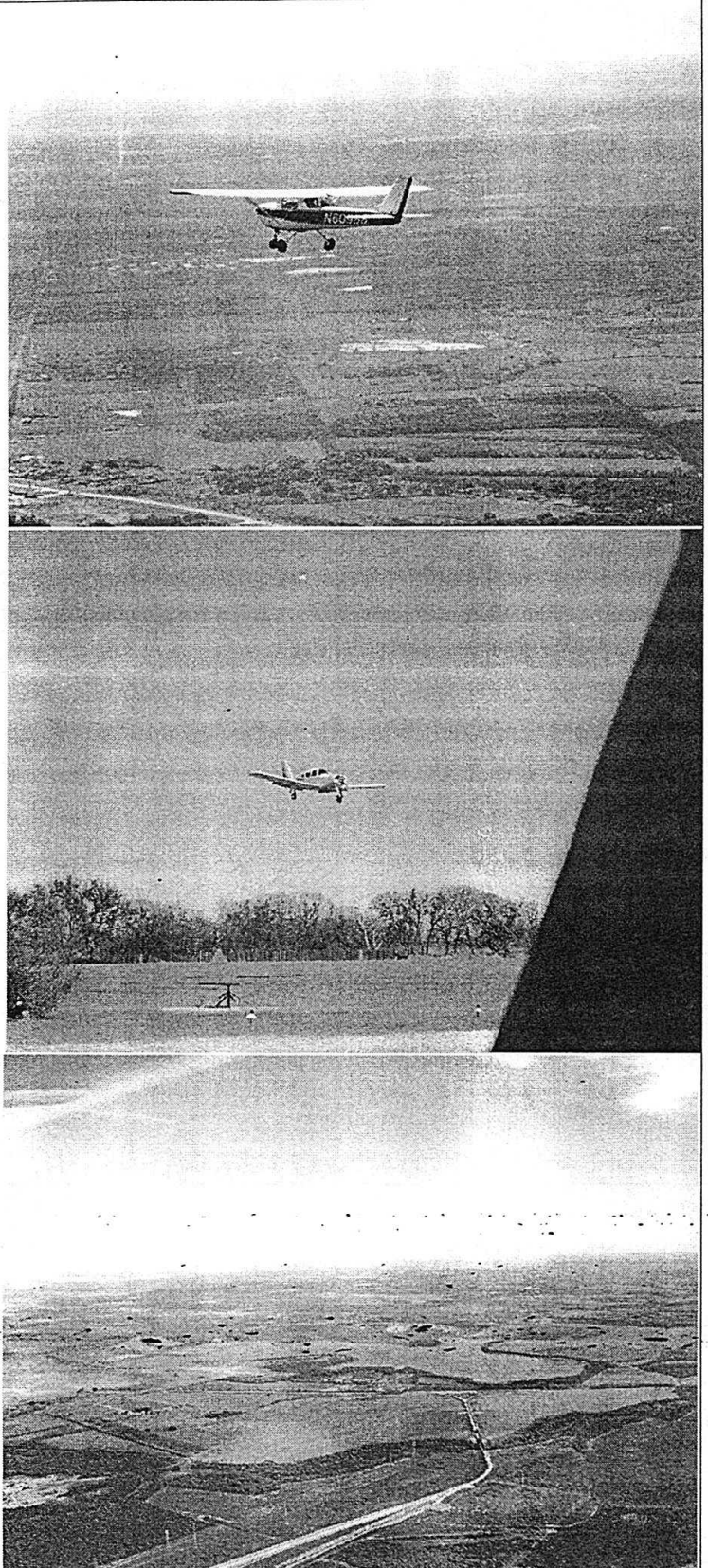
Why an ELT would turn on in the middle of the night sitting on a shelf is a mystery to me.

Some have indicated it could happen as a result of a large temperature swing. It did cool off quite a bit during the night in question and it may have been the first cold morning in several months. Well Maybe, OK, But?

When removing an ELT from service, the battery should be removed from the ELT. There is more than one reason to do this.

Occasionally before and during flight, tune your radio to 121.5 and listen for an ELT signal. It could save a life. Also tune your radio to 121.5 and listen for an ELT signal after landing. A hard landing could set off your own ELT.

Finally, many thanks to Ron, Dave, and Joe for providing assistance in locating the operating ELT. I couldn't have done it without you. And thanks to the several hanger owners, who allowed us into their hangers while searching for the operating ELT.



CONTACTS LIST

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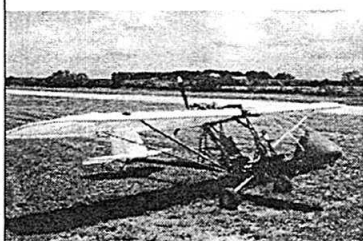
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WANTED AND FOR SALE

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

For Aircraft Hangar Rentals at San Geronimo Airpark, please call Dan Cerna (210) 688-9345, Dave Baker (210) 410-9235 or Dennis Scheidt (210) 688-3210

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FOR RENT: EAA Chapter 35 Hangar Space. Rent a 10' x 20' space & get free use of hangar Equipment & tooling. Please call Dan Cerna 210.688.9345, E-Mail dacerna@aol.com or John Latour 830.612.2232, E-Mail latourjohn@att.net

FOR SALE: Scot Chesler, 37HP 1/2 VW Engine Zero time, still in shipping container. Paid \$3,275 (Shipping container not included) Price negotiable. Please contact Jim Munro at (210) 685-9306.

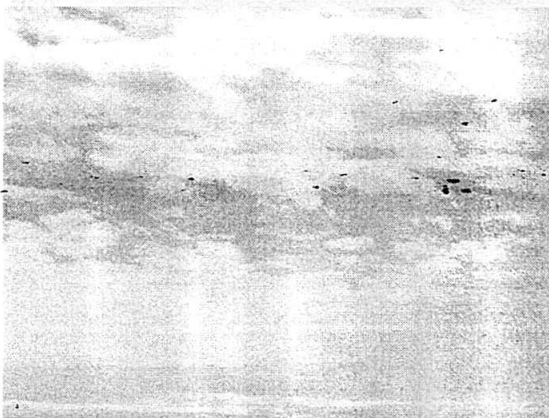
FOR SALE: Thundergull 2000. Single seat, 20ft aluminum wing, composite fuselage, Rotax 503 oil injected with 360 hrs TTAF, 3 blade Warp drive prop, ten gallon fuel tank, aluminum Hagar wheels. Basic instrumentation / EIS, ASI, ALT, COMPASS, ICOM radio, 150ft or less take off/ landing, cruise is 90 mph, stall full flaps 35mph, excellent visibility and handles like a fighter for only \$14,000. Contact John Behrendt at jbehrendt82@aol.com or call (920) 327-9395

FOR SALE: 1996 Merlin GT with 110 hp Continental O-200 engine, approx. 10 hrs on engine. Built by Gary Key and his Father-in-law who is a certified aircraft mechanic. Plane is hangered in



Roswell, NM. 6 pack instrumentation and all engine monitor gauges. Asking \$30,000. If interested contact Gary at 575-623-6537.

THORPEDO PARTNERS WANTED Two experienced pilots wanted to share cost of a new Thorpedo Trainer Light Sport Aircraft (LSA). Initial cost: \$25,000 per person. Ed Eades, 2400-hour retired Air Force Pilot. 830-612-2227 or 210-683-5942. Steve Cerwin, 1000-hour Instrument-Commercial Pilot. 830-612-3911 or 210-289-9592. Aircraft to be kept either at Castroville Municipal Airport or Medina River Ranch Private Airport near Pipe Creek.



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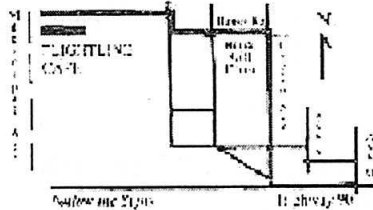


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Owner
210.557.3585
govectorgraphics@gmail.com
San Geronimo Airpark
15464 FM 471 W. Lot 61
San Antonio, Tx 78253

Paste Address Label Here

Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
San Antonio, TX 78253

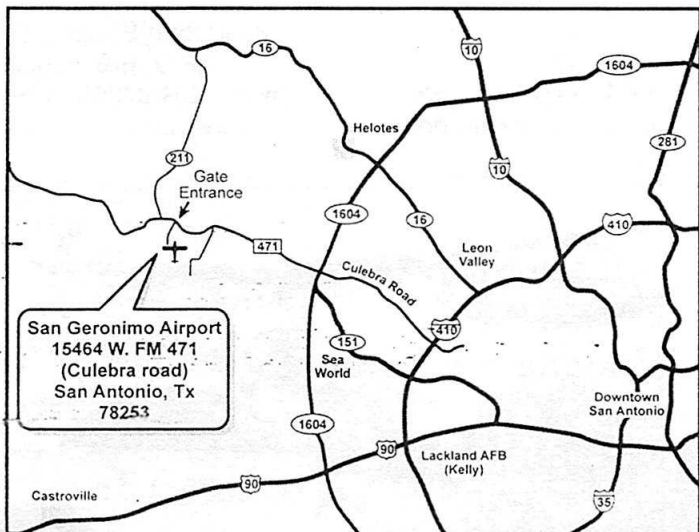
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Please support those businesses that support *YOUR* local EAA chapter. Thanks!



When Do You Meet?

Second Saturday of the Month

April 11

BREAKFAST, BOARD, WORKSHOP &
FLY-IN

PANCAKE & SAUSAGE BREAKFAST,
FLY-IN @ 8:00 a.m. by Dave Baker

BOARD MEETING @ 10:00 a.m.

WORK-SHOP by Doug Apsey @ 11:00
a.m.