



The Leader In Recreational Aviation

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## Next Event

### FEBRUARY 11th

- **Memories of Flying the OV-10 Bronco in Southeast Asia** Mike Lovelace
- **Dinner 5:30 pm**
- **Meeting/Program 6:45 pm**



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## ASSEND DRAGON AIR FORCE

By RB "Doc" Hecker, EAA Technical Counselor # 5453, EAA Flight Advisor # 1905

My wife is a physician, so when she says to me... "You are crazy!"...I have to pause for a moment to listen...for at least a little while...until I remind myself that I am an adult, and that she is a Pediatrician used to working with children. In all fairness to her, I do admit to acting like a recalcitrant child most of the time, especially when it involves decisions revolving around aircraft. To me, it is a matter of judgment...to her, it is insanity. As a physician myself, I believe that we have an honest professional difference of opinion. In my view, Samuel Clemens (Mark Twain) defined insanity as doing the same thing over and over again and expecting a different result. This cannot be true in my case as each time I told her that I had purchased an aircraft, the FAA (an officially recognized organization of the US Government) agreed that I legally owned that aircraft. Based upon this, my reasoning that I am of sound mind is impeccable.

"So..." she asked, "...how many aircraft do

you own?" I casually admitted to now housing 4 machines that are currently airworthy and flying, and I also volunteered the information that my name was listed on 5-1/3 N-Numbers according to the FAA Aircraft Registration Database. I demurred when she asked how many hangars I owned. I just reminded her that marriage was a partnership and I was protecting her "interests". Besides, I didn't want to bore her with the details just at that moment. As a true retired soldier, I elected to execute a strategic retreat.

What started this? I casually mentioned to my wife over dinner the other evening that I had just "acquired" a real war bird, admittedly a very small one, which was a prior US Army 1943 Aeronca O-58 / L-3B that had been in the hangar of a friend of mine for 4 years. Although it had been maintained, inspected annually, and occasionally taxied, its flying history was sporadic. My Army friend of 40 years told me he had "too much inventory", which meant he was not flying his 1959 Bonanza as much as he used to, and he was very

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