



The Leader In Recreational Aviation

# RUNWAY 35



DECEMBER 2007

Volume 49 Issue 12

On the Web:

[WWW.EAA35.ORG](http://WWW.EAA35.ORG)

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PHOTOS CONTRIBUTED BY: J. LATOUR, D. BAKER, N. WARNER, S. JONES, K. NISWONGER

RUNWAY 35 PUBLISHED BY  
ED SEURER

## EAA CHAPTER AIR ACADEMY PROGRAM

### By Maarten Versteeg

EAA Chapter 35 is now budgeting to support our candidate for the 2008 scholarship.

The Chapter 35 Air Academy Program is in its sixth year. The six scholarships awarded to local high school students total more than \$5,400.

Two candidates applied for the 2007 EAA Chapter 35 sponsored Air Academy Advanced Camp. Matthew Crenwelge heard about the scholarship through our Builders Academy Program and Danny Mills learned through a Chapter 35 member. Both were very enthusiastic candidates. They interviewed with our Board of Directors and Matthew was selected to represent the Chapter 35 scholarship.

Matthew is a sixteen-year-old home schooled high school student. He is faithful in attending Builders Academy on the third Saturday of each month. Matthew is active in 4-H where he was the Junior Project Leader for an Aerospace Project.

In July, Matthew attended the 2007 EAA Advanced Air Academy Camp for youth ages 16 to 18. The academy is a unique summer camp that takes the interest of the students in aviation to the next level. Participants spend a week at the purpose-built Air Academy Lodge in Oshkosh completely immersed in the thrilling world of aviation. Top-notch aviation

instructors help youngsters explore the world of flight through aviation studies, hands-on activities of flight simulation and many other exciting experiences. The highlight of the week is a flight in a real airplane! These camps provide the foundation for a lifelong love of aviation as well as the opportunity to create friendships with fellow aviation enthusiasts.

Matthew briefed us at our EAA meeting, November 10, 2007. His presentation caught the attention of the attendees. His experience at Oshkosh left him with a feeling of satisfaction and the desire to continue his adventure of aviation history and flight. Matthew returned very enthusiastic about his first trip alone, all the new skills he had learned, and all the airplanes that he had seen at Air Venture. The EAA Chapter 35 Air Academy scholarship program is highly successful. It is refreshing to give an air adventure experience of a lifetime to a youngster and then hear their enthusiastic analysis of that experience. Good luck to you Matthew.

This program is open to students from the ages of 12 to 18, and we are now actively seeking our 2008 scholarship winner. Please contact me for additional information—phone 210.256.8972 or e-mail [mhjb.versteeg@juno.com](mailto:mhjb.versteeg@juno.com).

## THOUGHTS ON SPORT PILOT

### By Don Staats

When the possibility of flying under Sport Pilot rules became more certain we all speculated on the possible benefits and drawbacks. When it became a reality I took a considerable amount of time making up my mind to give up my third class medical and become a Sport Pilot. It all boiled down to an analysis of my past flying habits and what I really wanted out of aviation. I gave myself a nudge toward Sport Pilot when I reviewed my flight in June of 2002 from San Antonio to Urbana, Illinois to Odessa, Texas and back home. I realized I put more than 20 hours on the Pacer without once landing at a controlled airport or flying through any MOA's or other similar types of controlled airspace.

On the trip up I flew East of St. Louis and on the return I flew West of the city. That was the only time I spent skirting a metropolitan area. It had been several years since I landed at an airport with a tower. I never flew at night, had no retractable gear time, no instrument rating, etc. So what was I doing spending all that time getting a third class medical? (I had to jump through several hoops because of a previous medical condition and it was expensive.) I surrendered my medical certificate and asked the FAA to place my records in the inactive file.

How did it turn out? Very, very well. I really do not notice any difference. I still fly where and when I wish and do not violate any regulations or any practices related to flight safety. For me Sport Pilot has been a great benefit.

There is one area of speculation that I misjudged, however. I thought the new category of pilot would result in a lot of new, simpler and thus CHEAPER airplanes coming on the market. How wrong can one be?

The only way to come up with a LSA for less than \$80,000 is build your own---perhaps. A

passing thought in this regard---build it as an Experimental, not LSA. It widens the market to include those who may someday buy it and still fly on a medical. They can fly it in airspace denied to LSAs.

This has turned out to be quite disappointing. I thought a relatively cheap airplane would encourage younger people to become interested in aviation. I remembered the early days of the ultralight. They did attract the younger would be pilot but as a real airplane they have a lot of drawbacks. I was hoping for something like the early flying flivvers. Early Cubs or Taylorcrafts that flew on small engines but still performed like an airplane. This is what I thought could be built and marketed in the 35,000 dollar range and young people might buy one instead of an SUV.

Even if you want to build your own you had better have a large purse. I understand that Vans light sport aircraft will cost about the same to build as an RV-9. The new RANS will come in at 40,000 dollars or more. The Sonex seems to run about \$25,000 and if it performs well on the VW engine that may be a solution.

Bruce King to the rescue. His BK-1 and someday a 2-place will be within the price range of everyone. Alternatively, turn to wood. Pietenpol is a good way to go if you improve the wing. A Heath Parasol (some welding) if you are small enough to fit. The Acey-Ducey, VP-1, and others may suffice. A neat little bi-plane is the Foo Fighter. All of these designs are true airplanes and perform as such. Their flight envelope is a bit less than some of the more modern stuff, but some of the most fun I had was in an old Champ.

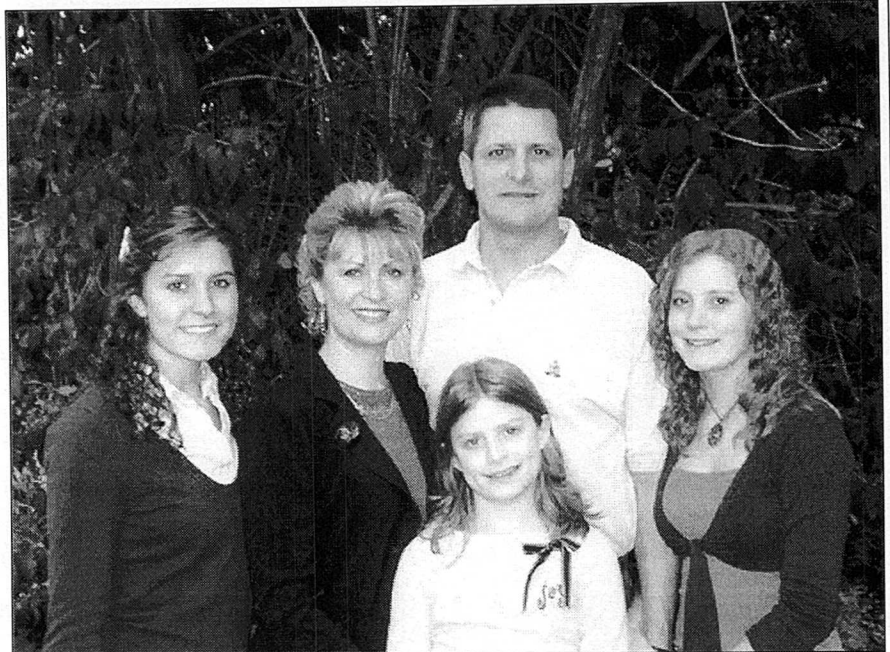
I think we need to encourage the EAA Headquarters to push this simpler, cheaper aspect of flying more than they do now. I expressed my

**(Continued on Page 12)**

## CLIMBING OUT OF THE PRESIDENT'S COCKPIT

**By Roch LaRocca**

Another annual Chili competition and another year that Norris gets edged out. Norris, please try again next year because that chili deserves a Grand prize. However, the true Champion chili this year flew into San Geronimo in a homebuilt flown by Randy Stout. Randy's Chili went fast so I hope you got some. He took the overall Best Chili Airplane trophy home this year. We will need at least 8 pots next year so please plan ahead to join the completion so we don't run out of food so quickly.



On a sad note, this newsletter is hard for me to write but at the same time I'm excited about our Chapter's future. November brought the annual business meeting and with it, the election of new 2008-2009 officers:

President: John Latour

Vice President: Bruce Harrison

Treasurer: Dee Brame

Secretary: Doug Aspey

I would like to personally welcome the new officers into their positions. A special thank you goes to my friend and valuable partner John Latour. John came to my help when I needed it and took on the Vice president job for this past year. He has made 2007 move so smoothly. His organization and "get the job done right" attitude aided me immensely. John, thank you so much and it was a pleasure to work with you. I look forward to seeing Chapter 35 spring off the ground and into a new flight with John at the controls.

I will be beginning a new career in commercial airlines in January so I may not be around as much as I would like. However, I will continue to be a part of the chapter as much as possible.

Now, on to the meeting. Stan Shannon put on an outstanding presentation about the construc-

tion of his numerous aircraft that he has put together over the years. He touched on some of the FAA procedures necessary to complete the Experimental building process. The weather did not allow him to fly to the meeting in his newest RV project but we were honored to have him drive over for the meeting.

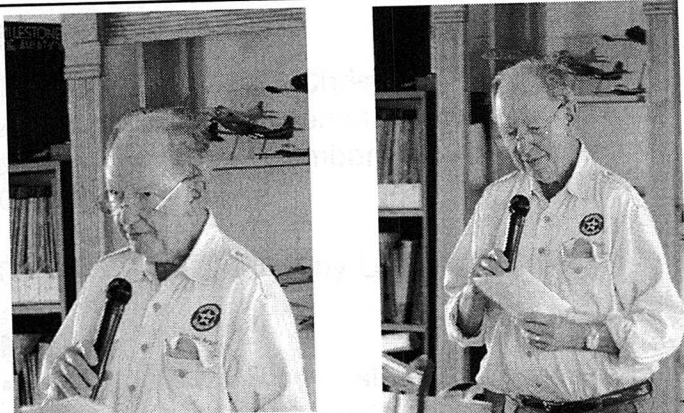
Matthew Crenwelge, our 2007 scholarship recipient, also spoke about his adventures during this year's EAA Air academy that he attended under the Chap 35 scholarship program. His father assisted him as they showed numerous slides as well as some of the projects that Matt completed during his 2 week stay at the camp. Many questions were asked and it wrapped up a fun day.

One thing I must mention is that our own Skip Barchfeld was at the annual chili cookoff with his lovely wife Martha. It was so good to see him up and around and he looked younger than ever. I guess we will see him up in the long eze of his by the end of 2008.

The 2007 Christmas party is upon us and we still have tickets left to sell so please get them ASAP. It will be on Saturday, December 8th

**(Continued on Page 10)**

**NEWSCLIPS**



# November Presentation

**By John Latour**

Pushed by the challenge of improvement of his RV fleet, Stan Shannon, Texas Fly-In (SWRFI) CEO, outlined his efforts for improving Van's RV-6(s) and RV-9(s) airplanes. "A balance of qualities that make up the ultimate sports---STOL, climb, aerobatic capability, in addition to the aerodynamic cleanliness needed for speed and efficient cross-country transportation." -Richard VanGrunsven on Total Performance- Stan's design changes are functional and effective. His first Vans airplane was an RV-6. He later built the RV-9A and the RV-9. He shared his experience of flying, restoring and building airplanes over past twenty-seven years. Stan Shannon gave an excellent presentation on how he built his fleet of RV airplanes. Pushed by the challenge of improvement, Stan outlines his design changes. He gave logical reason for each change. His philosophy is to keep the airplane as light as possible and delete all unnecessary features of the design unless it supports performance of the airplane. He stressed reduction of airplane weight. "If it's not needed...leave it off." He talked about engines, tires, rear window and performance with and without design improvements. He shared his RV-6/-6A and RV-9 building experience over past years. Chapter Thirty-Five members are fortunate to receive a briefing by a first-hand RV-6(s) and RV-9(s) builder of Van's design airplane. A point of interest is the constant drive for improvement in performance made on all. Stan's design improvements are impressive & hope he shares them with other RV builders. Thank you Stan!

# Air Academy Applications

**By Maarten Versteeg**

AIR ACADEMY Scholarship Applications For the last five years our Chapter has awarded six scholarships to local high school students. The Chapter again plans to sponsor a high school student for the summer 2008 Air Academy. The Air Academy is an EAA program where students between the ages of 12 and 18 learn about aviation and airplane building during a summer camp in Oshkosh (for more information see:

<http://www.young eagles.org/programs/airacademy/>).

An applicant must complete the participant application form along with a letter explaining the applicant's desire to participate in the EAA Air Academy camp. This letter should also detail the applicant's accomplishments and interests. Two or more letters of reference are required and our Chapter 35 selection committee may ask candidates to present themselves during a short interview. For the selected candidate EAA Chapter 35 will pay the camp deposit, tuition and air transportation.

For questions or application forms please contact Maarten Versteeg at

e-mail: [maarten.versteeg@sbcglobal.net](mailto:maarten.versteeg@sbcglobal.net)

or by phone at his home:

210-256-8972.

## CHRISTMAS BANQUET MENU

### By Dennis Scheidt

The EAA Chapter 35 Christmas Banquet is coming up. Mark your calendars for this auspicious event, 6:30 PM, December 8th, 2007 at the Chapter Clubhouse.

Dinner will be catered by Longhorn Cafe

### Menu

- Grilled 10 oz. Ribeye steak prepared Medium
- Tossed green salad with choice or Italian dressing
- Baked potato with butter and sour cream
- Seasoned mixed vegetable medley
- Dinner roll with whipped spread
- Unsweet iced tea with condiments

### Details

Your steaks will be prepared on-site and served hot off the grill. We will set up and breakdown a buffet-style serving line. Our staff will assist with serving the buffet line. Iced tea will be self serve. We will provide serving utensils, dispensing equipment, heavy-weight disposable plates, forks, knives, and napkins.



## From Humble Beginnings

### By John Latour

Burt Wilcut founded EAA Chapter 35, in San Antonio, Texas. What started in 1957 as a small, local aviation follower of Experimental Aircraft Association (EAA) grew to become one of Texas' leading supporters of aviation enthusiasts. Today, we work with Texas organizations such as Southwest Regional Fly-In. (SWRFI) We have contacts in all 47 EAA Texas Chapters, as well as Louisiana, Arkansas, Oklahoma and New Mexico. We have helped thousands of aviation enthusiasts including Boy Scouts achieve their Aviation Merit Badge. We have 10 directors dedicated to providing you with personalized, professional service that you simply cannot get from any other San Antonio aviation club. We provide the technical expertise that allows you, our members, to concentrate on what you do best...fulfilling your vision in building an experimental airplane. **If you are not yet a member, become one!** We look forward to serving you.

## Membership Dues

### By Joanne Warner

Questions About Your Annual Membership Dues?

I would like to clear up some confusion about Chapter 35 Membership Dues. All memberships come due on Jan 1 each year. When one joins the chapter for the first time, their membership is prorated to the end of that current year. After that, all memberships expire on Dec 31 every year. Thereafter, if you wish to renew your membership it is for the full year regardless of what time of year you decide to renew. This policy makes the volunteer Membership Chairman and also your Volunteer Treasurer's job much easier and is also fair to your fellow Chapter 35 members. I hope this helps. Joanne Warner Treasurer, EAA Chapter 35.

### NELSON AMEN'S REKLAW PHOTOS



# JOHN LATOUR'S CHILI COOKOFF PHOTOS



# JOHN LATOUR'S CHILI COOKOFF PHOTOS CONTINUED





## ANNUAL EAA CHAPTER 35 GREAT CHILI COOK-OFF

### By John Latour

Our record reveals five Annual Chili Cook-Offs since inception in 2003. History and results are as follows:

#### FIRST ANNUAL EAA CHAPTER 35 CHILI COOK-OFF, October 11, 2003

Five "chefs" honored us in the first Chili Cook-Off: Lori McIrvn, Ute Tobias, Steve Antonelli, Dave Talley, and Skip Barchfeld. The first Annual EAA 35 Chili Champ was Big Dave Talley, with his "Big Dave's Texas Talley homemade wonder chili." Dave "You are da man"! **SECOND ANNUAL EAA CHAPTER 35 CHILI COOK-OFF, October 11, 2004**

Five real winners ("chefs") participated in the Second Annual EAA 35 Chili Cook-Off. The Second "Great Chili Cook-off" Champ was Big Dave Talley — although some suspected that David Talley bought off the judges

**THIRD ANNUAL EAA CHAPTER 35 CHILI COOK-OFF, November 13, 2005** Three real winners ("chefs") honored us in Third Annual EAA Ch 35 Chili Cook-Off: John Latour, Alice Jacobson, and David Talley. The Third Annual EAA 35 Cook-Off Champ was Alice Jacobson with her "South of the Border Chee lee" De-Thronging Big-Bad Dave Talley.

**FOURTH ANNUAL EAA CHAPTER 35 CHILI COOK-OFF, November 11, 2006** The Fourth Annual EAA 35 Champ was "Big Dave" Talley out of Seven Entries.

**FIFTH ANNUAL EAA CHAPTER 35 CHILI COOK-OFF, November 10, 2007** Independent Judges: Nancy Mason, Jessie Killian, Martha Barchfeld, Dan Cerna, Julius Braun

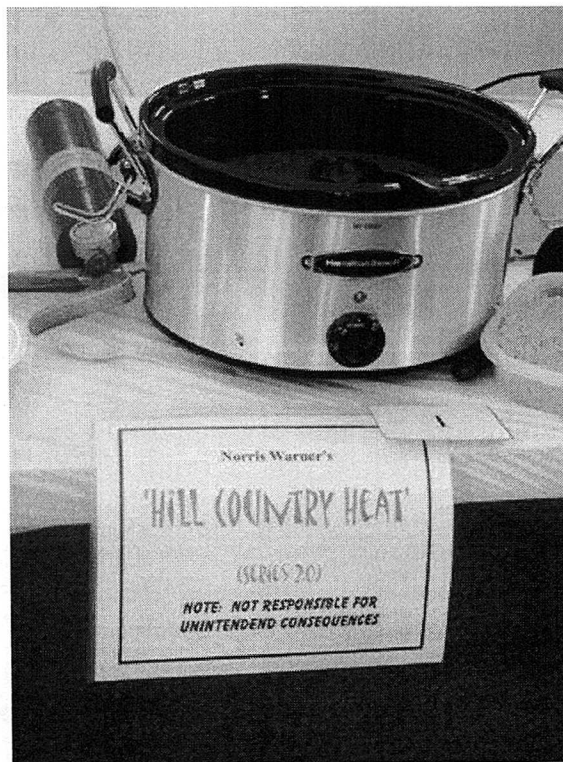
#### JUDGING CRITERIA:

1. AROMA - Chili should smell appetizing.
2. CONSISTENCY - Chili should be a smooth combination of meat and gravy.

3. RED COLOR - Chili should look appetizing.
4. TASTE - Chili should taste good.
5. AFTERTASTE - Chili should leave a pleasant taste after swallowing.

**CHEFS:** Four "chefs" honored us in the Fifth Annual Chili Cook-Off: Norris Warner, Gail Latour, Hubert Schwarzer & Randy Stout Winners of the 2007 Annual EAA Chapter 35 Chili Cook-Off, November 10, 2007 Peoples Choice: Norris Warner, 2nd Place – Gail, Hubert & Randy Overall Winner: Randy Stout, 2nd Place – Norris, Gail & Hubert

The Great Chili Cook-Off was a big success. Thanks to all who participated in this year. Member participation was outstanding. Over fifty-two members and/or visitors enjoyed four different chili's. Many thanks to all participants for donating their time and money to make our meal for the chapter meeting. Thank you Nancy Mason and staff for bringing sanity to our kitchen. Our only disappointment is that two past winners were not available to defend titles.



**PRESIDENT'S COCKPIT CONTINUED**

**LOOKING AHEAD**

**(Continued from Page 3)**

with refreshments at 6:30 and dinner at 7:00. Each person will need to bring a small gift for the gift-exchange after dinner. Santa will be there to pass out gifts with his elf. Tickets are \$25 each and can be purchased from me by sending a check to me written out to EAA Chapter 35 or just give me a call/email and I will set you up and get a check from you later. Mail checks to:

Roch LaRocca  
 17111 Blanco Park Cove  
 San Antonio, TX 78248  
 rocbar@sbcglobal.net  
 210-408-7964

We will be putting together the 2008 meeting schedule soon so if you have a presentation that you would like to present next year, please let me or John know so John can get you on the schedule. The new president will also be appointing new board members so if you are interested in making a difference and having a bigger part in the Chapter, please let us know. Thanks again for all you do. It has been a pleasure serving you all and I really appreciate all the help you have given me. It will be an adventure that I will treasure and never forget.

Fly Safe, Roch LaRocca



**By Norris Warner**

Membership Chairman (Emeritus!)

The time to replace me is long overdue, and I am very grateful and encouraged that Ron O'Dea has stepped forward. He is truly an "organized" person, and totally computer literate (as I am not!).

In the November newsletter, you found a 2008 Data Information Form for your continuing chapter membership. Ron is comfortable with the present format, and so the only changes are to place his name, phone number, address and e-mail address on the form.

Please note—PLEASE—that you will be sending (or handing) your carefully completed Data Information Form and check or cash to Ron. He will be entering your information into our chapter database, and then sending those checks on to our new treasurer.

And, as always, **NO CHECK OR CASH WITHOUT A DATA FORM** and vice versa. It takes only a minute to fill this form out and it makes the tough job of keeping information current easier for the Membership Chair.

If you receive the newsletter electronically, the Data Information Form should be on the web, eaa35.org, and available shortly. You will be able to download it and mail it along with your check to Ron.

I wish to thank the membership for being prompt in their renewals in years past. Please make Ron's job easier by renewing as soon as practical—but **PLEASE DO NOT** renew at our Christmas banquet on December 8th—**NO BUSINESS WILL BE TRANSACTED** at that time. Ron deserves to enjoy the festivities also.



# REGULATIONS FOR OPERATION OF AIRCRAFT

## REGULATIONS For Operation of AIRCRAFT



Commencing January 1920

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilot's should carry bankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hanger.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.

**SPORT PILOT THOUGHTS CONTINUED**

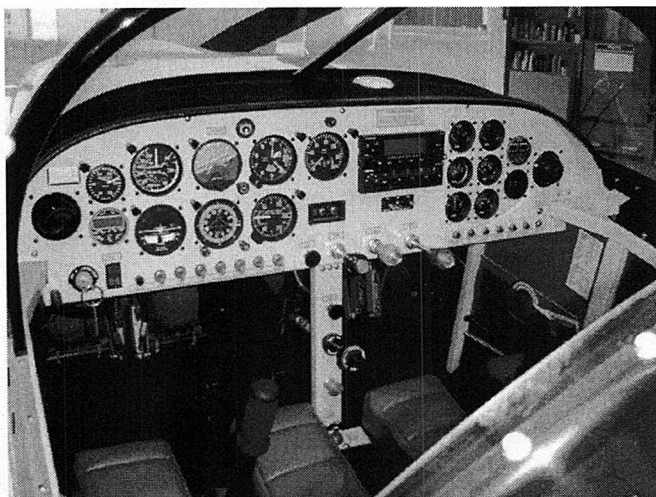
**CHANCE MEETING**

**(Continued from Page 2)**

I think we need to encourage the EAA Headquarters to push this simpler, cheaper aspect of flying more than they do now. I expressed my concerns in this area a couple of years ago at a breakfast meeting with representatives from Headquarters during SWRFI. They seemed receptive, but it might be useful if they got a few letters from the members.

I think Sport Pilot has opened a window of opportunity to expand the flying community and hopefully fill it with younger pilots who need a start before they can begin to work their way higher in the food chain. Sport Pilot has breathed new life into the senior pilot who has the skills and the health to fly safely and is happy with a small piece of the sky.

My hat is off those who conceived of the Sport Pilot license and gave us the opportunity to expand the public interest in flying. Lets all help by sharing our interest with others as often as possible. It would be especially effective if we could find and promote ways to fly cheaper than the current trend toward faster and more complex airplanes and an LSA industry that seems to have a base price of 100,000 dollars for their aircraft.



**By Steve Jones**



I was leaving the office later than I'd hoped, on a Friday afternoon, but it was a beautiful afternoon, the day had gone well, and I was on my way home to pick up Freda for hanger night. All in all, it was a nice day. As I mused about the days events, the elevator stopped at the 4th floor -- it's rarely an express elevator on a Friday afternoon. Everyone wants to be home *now*. Into the elevator stepped a couple of older gentlemen. One was wearing a P-38 Association jacket and a Distinguished Flying Cross. I asked if he'd had anything to do with the P-38 Lightning we had seen crossing over San Geronimo Airpark on October 13th. He didn't. But he did have a story.

I was talking with Maj. Newell O. Roberts, Retired, Double Ace, and a test pilot for the YP-38. Maj Roberts told me about flight testing the P-38, then continued with his story. He talked about the first deployment of P-38s to the European theatre, and described the overland and over water route, stop by stop. He remarked that after a spell in Europe, his unit, the 94th Fighter Squadron, The Hat in the Ring Gang, continued to Tunisia. That's the same 94th that lost a flight of P-38s over Greenland -- the eventual source of Glacier Girl, one of only four examples left flying in the world.

Maj Roberts, now a retired Psychiatrist, explained that in the African campaign, twenty-six P-38s went into the fight, and only six returned. Of those six, only three came out unscathed -- no bullet holes. He counts it as a blessing that his was one of the unscathed aircraft.

It was a very interesting elevator ride.

We remembered our fallen heroes on Memorial Day. Let's take a moment to remember and to thank those who went into the breach for us, and were blessed enough to return and tell us about their experiences.

**TREASURER DEE BRAME**

**RANDOLPH AFB AIR SHOW**

**By Charles Brame**

Dee Brame has been elected as the new treasurer for Chapter 35, replacing long-term treasurer, Joanne Warner. Dee is only assuming the treasurer's position, so Joanne and Norris' other Chapter 35 duties will transfer elsewhere. Dee is the wife of Charlie Brame, builder and owner of a flying RV-6A hangered at San Geronimo.

Dee served 20 years as an Air Force Contracting Officer/Purchasing Agent, retiring in 1990 at Brooks AFB. Shortly after retiring from the Air Force, she went back to work as a government contracting specialist for the U.S. Civil Service at Randolph AFB. She retired from Civil Service in 2002. In her words, she has purchased and/or administered government contracts for everything from satellites and bombers to ballpoint pens and toilet paper.

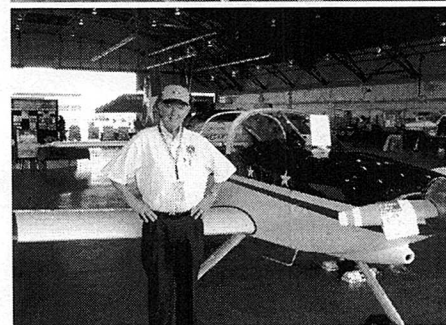
Dee has a BS Degree in Data Processing from Cameron State University in Lawton, Oklahoma, plus a MA in Hospital Management and a MBA from Webster University. She also completed several professional courses in the Air Force including the Air War College. Since retiring, Dee has worked as a substitute teacher with the NISD and as a Bexar County election judge. However, her main interests have been local Republican Party politics and the Bexar County Republican Business Women's club. She has served as membership chairman and treasurer of the RBW for the last five years.

Dee was born in Snyder, Texas, but grew up as an Army "Brat." She and her family moved frequently between several locations in Germany, Texas, and Oklahoma. She graduated from high school in Lawton, Oklahoma, and still considers that home. She and Charlie have lived in the San Antonio area for over twenty years and have been members of Chapter 35 since early 1999.

**By Norris Warner**

EAA Texas FI people participated in the Randolph AFB air show. We help them each year and they help us with fly-bys, use of hangars, and classrooms at our event at Hondo. Shown are Harry Cook with his Hatz, Jim Mulvihill with his L-19, and Stan Shannon with his RV-9a. for more info:

STAN SHANNON  
 Chairman & CEO--  
 EAA TEXAS Fly-In  
 3033 White Oak Rd.  
 Fredericksburg,  
 TX 78624  
 stan@swrfi.org  
 830-997-8802  
 cell-830-456-2182  
 www.swrfi.org



## PRESIDENT JOHN LATOUR

### By John Latour

In the voice of EAA Chapter Thirty-Five Loyalty, as your new President, thank you for the privilege to serve in that capacity.

We measured success in many ways: reaching one's greatest potential is the bond that makes Chapter 35 so terrific. Our members are dedicated to education, providing service and leadership. Overall, our members have fifty years of aviation experience collectively. Thank you again for your vote of confidence.

Therefore, here is my history in a nutshell. I was destined to be an engineer: engineers are human ants...building in the present with an eye on the future. Some would even say we are visionaries. For the last forty- two years, I have been involved in building boats, cars, and airplanes. My first project was the building of a boat out of crude lumber fresh from the wood mill before my tenth birthday. It was a flat-bottom boat, but had signs of a pi-rogue. The only seal available for the joints was tar. I spent more time removing tar from my hands and body then being afloat in my boat. My next project was a 1951 Ford Coupe, which I bought for twenty-five dollars. I had to replace the engine, the transmission, rear end, wheels and tires before running it. The only paint available was purple; yep, you guessed it! My work experience also included working in a blacksmith shop and in a wood mill, in aerospace, environment and air-fields. Thanks to the United States Army, I experienced my first airplane flight on a DC-3 on June 1962. If you are an engineer working in aerospace, then you must have an airplane! Marriage superseded buying an airplane, so my next course of action was to build a wooden airplane and power it with a VW engine. Living in New Orleans, Louisiana in January 1966, I joined EAA Chapter 261 @ Lake Front Airport. This was the inception of my Flying Flea, Le Plume. Henry Mignet designed HM-293 Flying Flea for a 135-pound pilot and I was a hardy 165 pounds at the time. Since then, I have ballooned into a 200 + pound walrus. Thus, Le Plume was an albatross from day one. No, it have never flown.

The apex of my career was when Boeing named me "Pioneer of Space" in the late 1960 when I was

working on the Saturn S-IC Booster Rocket. I started as a Ground Support Design Engineer and ended up as an Umbilical Design Engineer. The job title sounds a bit obscene, but the job was the method of keeping the bottom booster (s) alive on the ground. To explain: seconds before lift-off, the interfacing, non-flying umbilical fixture would disconnect high-pressure cryogenic flex cables allowing the rocket to propel upward and into space. We had a Zero Defect Program in those days. I was fortunate and named "Zero Defect Man-of-the Quarter" which allowed me to observe the static fire of the booster (s) used to put man on the moon. What a charge!

I was born in the Horse-and-Buggy Capitol of the World, Carencro, LA and my wife, Gail, was born in Vancouver, B.C., Canada. We live at Lakehills (Scenic Harbour), TX overlooking Lake Medina. We have three siblings. Gail's Daughter, Dawn is a Nutritionist in Austin, TX; My Son, Captain John Clayton is an AF C-130 Navigator (Trainer) at Little Rock AFB, AR.; and my Daughter, Elizabeth Anne, is working on a Master of Arts in Teaching (English as a Second Language) at Wheaton College, IL. Gail and I are both retired and participate actively in retirement activities such as bridge, Avia-ry, boating, antique automobiles and gardening with EAA my greatest passion.

So, how did this turnip roll out of the swamps of Louisiana and end up at San Geronimo Airpark EAA Chapter 35? Well, my educational dossier includes: B.S. in Mechanical Engineering from USL in Lafayette, LA

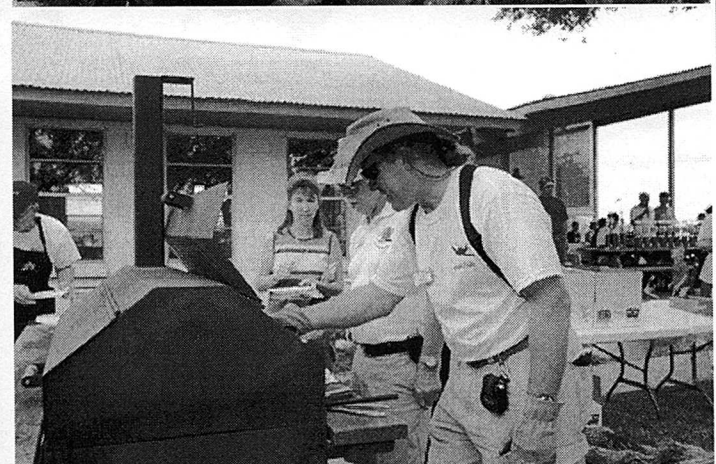
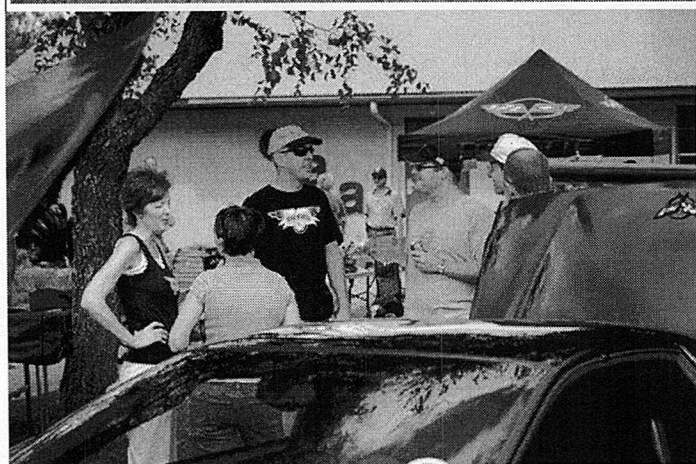
M.S. in Systems Management from St. Mary's University, SATX

Air Command and Staff College, AFIT

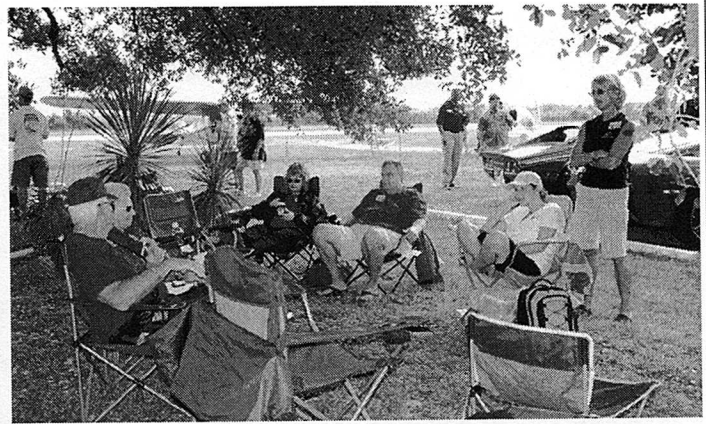
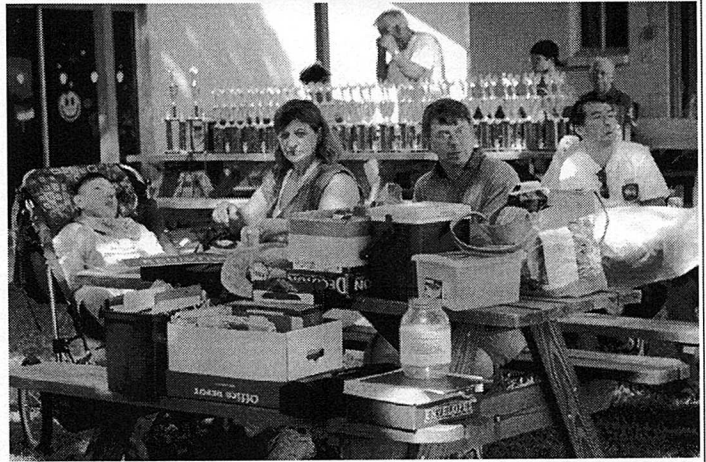
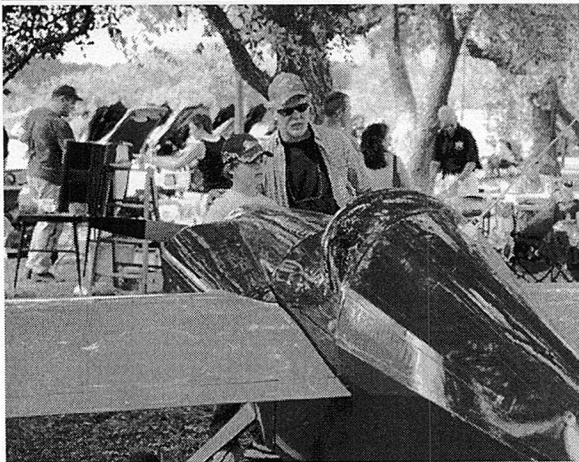
Air War College with the USAF, AFIT

Organization membership: SA Amer. Soc. of Mechanical Eng. (Past Pres), TX Reserve Officers' Assoc. (AF) (Past VP), EAA Chapter 35, (Past VP), & Registered Professional Engineer for State of Texas.

# DAVID BAKER (ARTIST) WINGS AND WHEELS PHOTOS 1

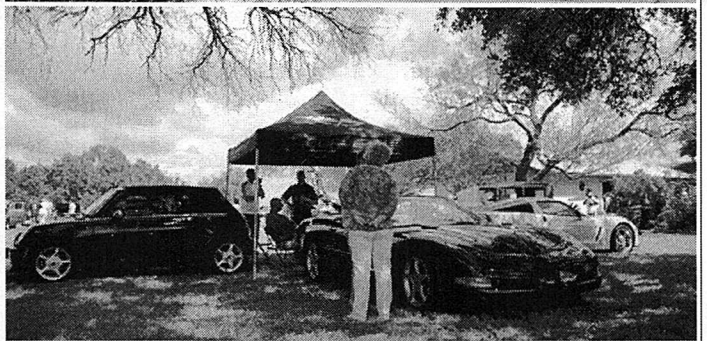
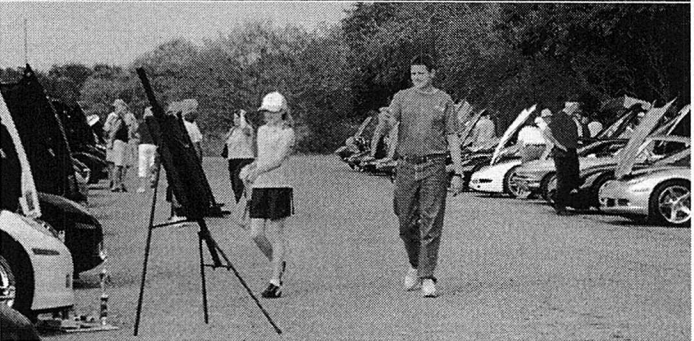
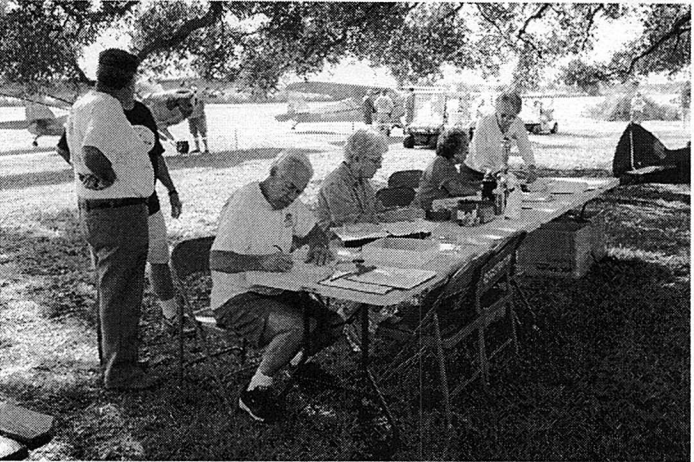
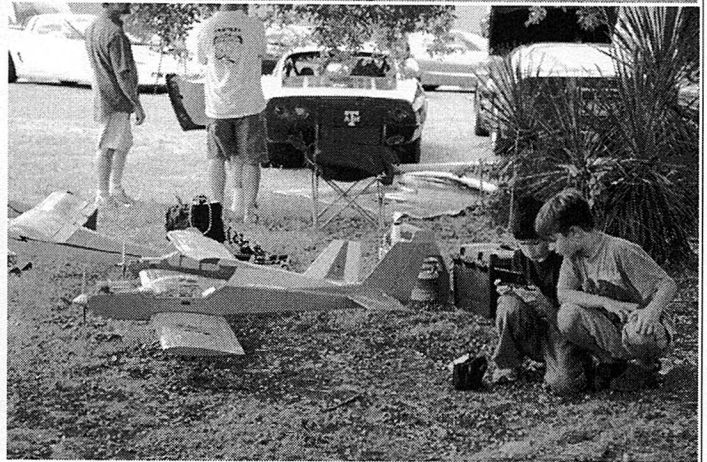
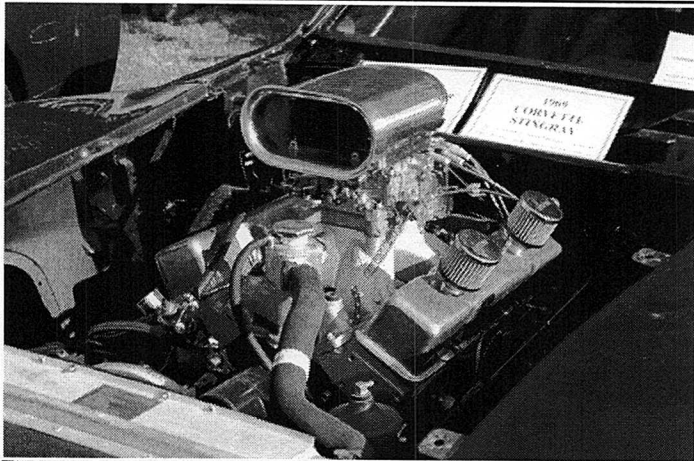


# DAVID BAKER (ARTIST) WINGS AND WHEELS PHOTOS 2

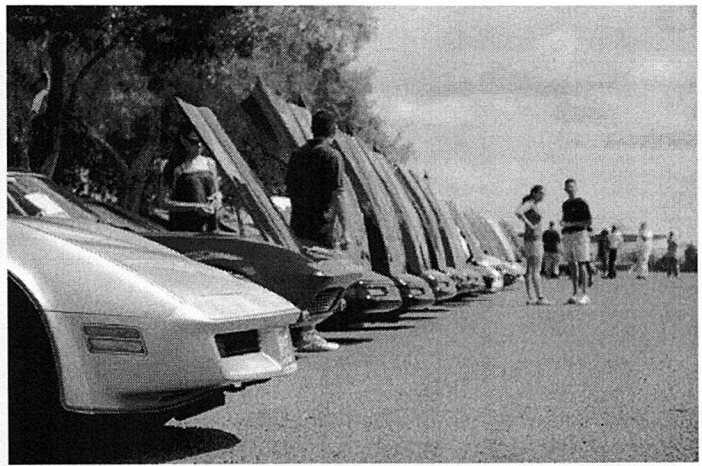
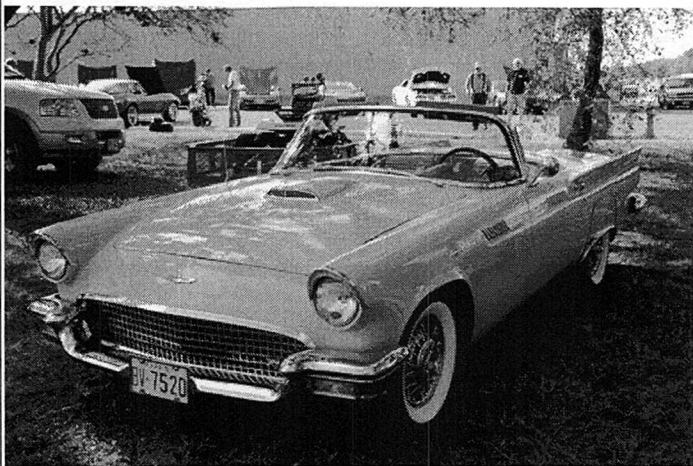




### DAVID BAKER (ARTIST) WINGS AND WHEELS PHOTOS 3



**DAVID BAKER (ARTIST) WINGS AND WHEELS PHOTOS 4**



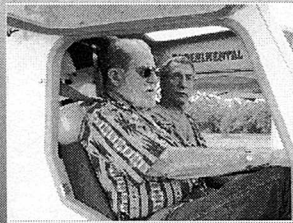
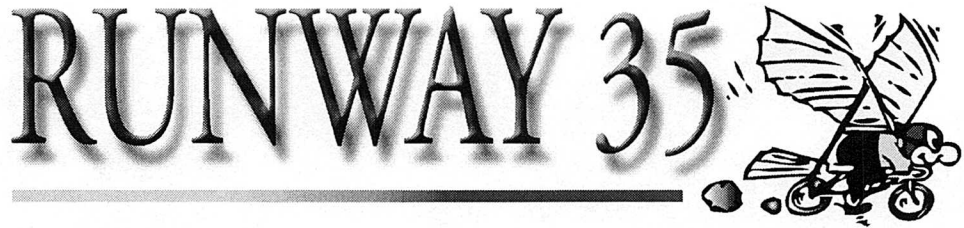
### EXAMPLES OF KRIS NISWONGER'S (VECTOR GRAPHICS) WORK

**By Steve Jones**

Kris Niswonger has been exceptionally supportive of Chapter 35 and its members. Kris donated the Chapter 35 hanger sign and collaborated with Dave Baker (artist) to produce our latest newsletter masthead. Below is an example of a 24"x36" poster Kris produced to commemorate my father's return to the air, after a 28-year hiatus.

Kris can work with you to produce graphics, N numbers, and placards for your aircraft, or help you capture memories in poster format, suitable for framing, just as he did for us.

Contact Kris at (210) 557-3585 or govectorgraphics@gmail.com



For Dad  
From Steve And Freda  
March 10, 2007

**CONTACTS LIST**

<b>POSITION</b>	<b>NAME</b>	<b>PHONE</b>	<b>EMAIL</b>
PRESIDENT	ROCH LaROCCA	210.408.7964 (C)210.218.9445	rocbar@sbcglobal.net
VICE PRESIDENT	JOHN LATOUR	830.612.2232	latourjohn@att.net
SECRETARY	DANNY BEAVERS	830.931.9053 (C)210.213.0102	dbeavers@prodigy.net
TREASURER	JOANNE WARNER	830.510.4334 (C)210.363.1282	njwarner@hctc.net
AT LARGE (B)	STEVE FORMHALS	210.695.6610 (C)210.289.3984	sf3543@sbcglobal.net
AT LARGE (B)	MAARTEN VERSTEEG	210.256.8972	maarten.versteeg@sbcglobal.net
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	210.688.9345	dacerna@att.net
PP (B)	LEW MASON	210.688.9072	lewnan@sbcglobal.net
BOARD ADVISOR	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@hctc.net
BOARD ADVISOR	JOHN KILLIAN	830.438.9799	jmkillian1@gmail.com

<b>CHAIRPERSON</b>	<b>NAME</b>	<b>PHONE</b>	<b>EMAIL</b>
AIR ACADEMY	MAARTEN VERSTEEG	210.256.8972	maarten.versteeg@sbcglobal.net
YOUNG EAGLES	BRAD DOPPELT	(C)210.380.2025	brad_doppelt@yahoo.com
BUILDER'S ACADEMY	BOB SEVERANCE	210.889.0472	sapropbuster@satx.rr.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
	JOANNE WARNER		njwarner@hctc.net
NEWSLETTER	STEVE JONES	210.679.8783	eea35news@gmail.com
HANGAR	DAN CERNA	210.688.9345	dcerna@att.net
WEBSITE	BOB SEVERANCE	210.889.0472	sapropbuster@satx.rr.com
TOOL CRIB	BOB CABE	210.493.7223	bob_cabe@hotmail.com
PUBLIC AFFAIRS	BILL BARTLETT	210.494.7194	bbartlett5@satx.rr.com
<b>FLIGHT ADVISORS</b>	SKIP BARCHFELD	830.363.7649	jmr3@awsomenet.net
	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@hctc.net
<b>TECHNICAL</b>	SKIP BARCHFELD	830.363.7649	jmr4@awsomenet.net
<b>COUNSELORS</b>	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	sf3543@sbcglobal.net

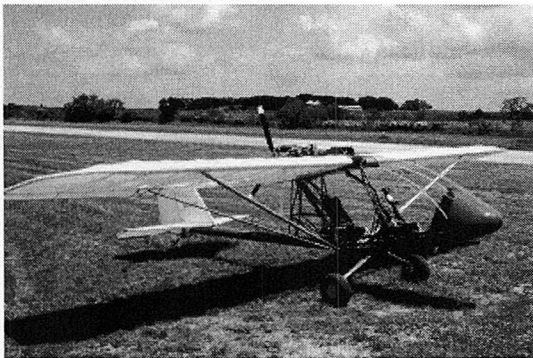
<b>2007 CHAPTER CALENDAR</b>		
<b>DAY/MONTH</b>	<b>PROGRAM</b>	<b>TIME</b>
13 JANUARY	MEETING Pot Roast by Nelson Amen Steve Formhals Presents the RV Build	BOARD MEETING 3:30 DINNER AT 5:30 PROGRAM AT 6:45
10 FEBRUARY	MEETING Extra Special Stew by John Cook Oscar Zuniga Presents the Pietenpol Air Camper and the M 19 Flying Squirrel	DINNER AT 5:30 PROGRAM AT 6:45
10 MARCH	EARLY MEETING/FLY-IN Sloppy Joe Lunch by Ed Seurer Jim Havens Presents the RANS S-18 Singer	LUNCH AT 12:00 PROGRAM AT 1:30
17 MARCH	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	PILOTS AND VOLUNTEERS NEEDED
14 APRIL	HOT PANCAKES AND SAUSAGE BREAKFAST/FLY-IN by Dave Baker	SERVING 9:00 – 12:00
12 MAY	Shrimp Pasta Salad Dinner by John Latour Roch LaRocca Presents Review of Hondo Aviation Day	DINNER AT 5:30 PROGRAM AT 6:45
1-2 JUNE	EAA TEXAS FLY-IN (SWRFI)	ALL VOLUNTEERS ABOARD
14 JULY	Hamburgers by Dave Baker BOARD MEETING HANGER DEDICATION	BOARD MEETING 10:00 LUNCH AT 12:00 HANGER DEDICATION AT 1:30
23-29 JULY	AirVenture 2007— Oshkosh	
11 AUGUST	MEETING Meal - Hubert Schwarzer Charlie Brame Presents: Building and test-flying the RV-6A, Steve Jones Presents: Video of his Pterodactyl Solo	REFRESHMENTS AT 5:30 PROGRAM AT 6:45
8 SEPTEMBER	CHAPTER WORKDAY, PICNIC and FLY-IN Dave Baker will cook burgers but we need everyone to bring a side dish and dessert also	9:00 - 2:00 BOARD MEETING 12:30
13 OCTOBER	WING'S AND WHEELS GATHERING FOR ANGEL FLIGHT FUNDRAISER	8:00 - 3:00 GATES OPEN TO PUBLIC AT 10:00
10 NOVEMBER	CHILI COOKOFF/FLY-IN Annual Official Membership Meeting for 2007 Stan Shannon Presents: How to Build an Experimental	COOKOFF AT 12:00 PROGRAM AT 1:30
17 NOVEMBER	Boys and Girls Club YE - 100 Young Eagles	0:00- 0:00 MEAL AT 0:30
8 DECEMBER	CHRISTMAS BANQUET	6:30 SOCIAL HOUR 7:00 DINNER
16 DECEMBER	Boy Scout Runway Maintenance Event	0:00—0:00

**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

**FOR SALE: Fun Flying RANS S18 Stinger II** Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$37000 firm, Jim Havens, (210)680-7882 home, (210)347-2455 CP



**Hummel Ultracruiser Project parts for sale.** All items are new. Scot Chesler, 37HP 1/2 VW Eng. Zero time, still in shipping container. Paid \$3,275 (Shipping container not included) Wing rib set,\$550.00. Bulkhead kit, formed and bent.\$450.00 Sheet Metal kit, \$1435.00 Unused plans, \$250.00 Construction video tape, \$35.00 Total invested, \$5,995.00 plus shipping. Will sell all for \$5,000.00 Please contact Jim Munro at (210) 685-9306. Prices negotiable and components can be sold separately. Make offer.

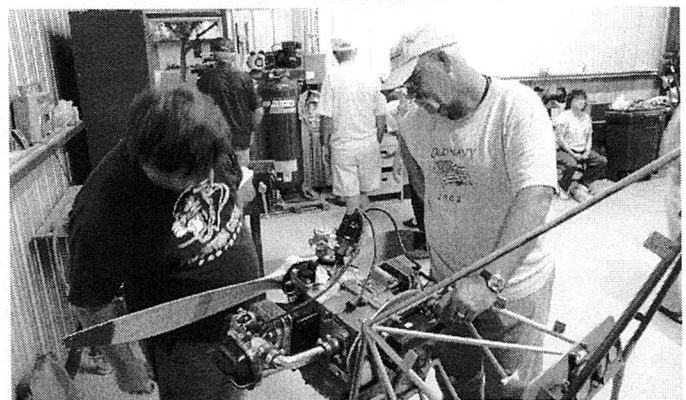
**FOR SALE:Skyboy 2 seat side-by-side S-LSA** Beautiful Red and Yellow factory paint job Picked up new on the east coast, flown to San Geronimo and ground looped. Nose wheel and right gear are bent. A rough ending to an otherwise great journey. Specifications (approx): 30 ft wingspan, 4 gals/hr, 520 useful load, Rotax 512, only 30 hours TT Available for viewing in Nelson Amen's hangar - 283-2773 (ofc), 340-0992 (home) - at San Geronimo. Fully equipped including optional baggage pod and BRS Asking \$65,000. New cost was over \$85,000 in July.

**FOR SALE: 1937 Aeronca "K".** Needs Restoration. Original 2 cylinder Aeronca engine. Rare aircraft has been in storage last 25 years. \$15,000. Call Chuck Schnelnick at (830) 685-3305

**WANTED: Parts for a Bowers Fly-Baby.** If you have any of the following, please contact Lew Mason: J-3 fuel tank, set of brakes, turnbuckles, spruce of any kind, aircraft plywood, tailwheel. (210) 688-9072 San Geronimo Airpark

**WANTED: Texas Sectionals** for a flight planning chart for the EAA chapter building. I have a sheet of 4 X 8 blue foam for the backing. I need Texas sectionals no more than a year old if possible. Bring them to the next meeting. Lew Mason (210) 688-9072 San Geronimo Airpark

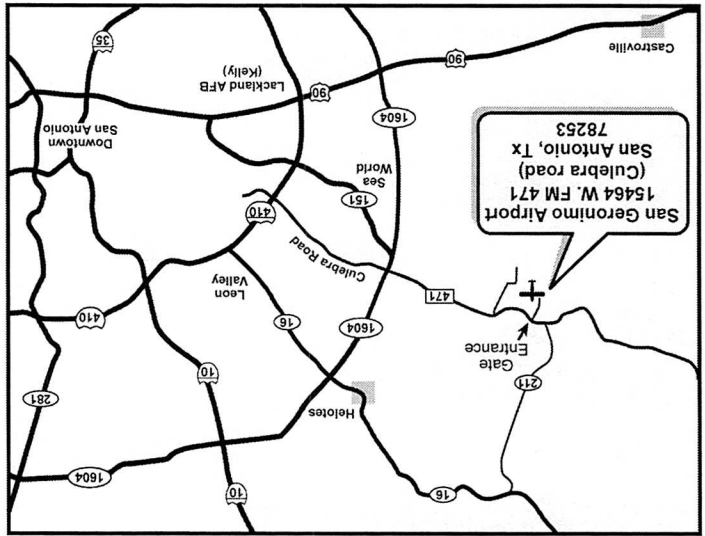
**FOR RENT: EAA Chapter 35 Hangar Space.** Rent a 10' x 20' space & get free use of hangar equipment & tooling. Please call Roch LaRocca (210) 408-7964 (C) 210 218-9445 or John La-tour (210) 287-1701





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.

**When Do you Meet?**  
**Second Saturday of the Month**  
**Join us for**  
**Chapter 35 Christmas Banquet**  
**December 8th, 2007**  
**SOCIAL 1/2 HOUR BEGINS AT 6:30 PM**  
**BUFFET STYLE DINNER**  
**BEGINS AT 7:00 PM**



**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**