



February 2002

Volume 44 Issue 2

# RUNWAY 35



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

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## Front Page News



**NOTICE:** This February meeting will be held in the early afternoon!!!!  
So, here's your chance to FLY in for the meeting. C-U-There!!!

Who's the "Wannabe Aviator? Find out deep inside this edition of *Runway 35*, the "Best Non Award Winning Newsletter of ANY EAA Chapter"! (Well, except for the Dave Baker award...which was most appreciated!)

FEBRUARY PROGRAM

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**Flying in the Caribbean  
With Robin Moore & Dalton Kuder**

**Afternoon Meeting: February 9, 2002 at San Geronimo Airpark  
Lunch & Social Hour: 1:00 PM - Soup & Sandwiches Meeting: 2:00 PM**

The Best "Non-Award winning" newsletter of ANY EAA Chapter!

**Board Members 2002**

**President**

Norris Warner 830.510.4334  
 NJWarner@indian-creek.net

**Vice-president**

Don Staats 830.606.3441  
 (Hangar Phone: 210.509.6129)  
 No computer / no email...(hum?)

**Secretary**

Miriam Talley 210.521.2359  
 Miriam@starband.net

**Treasurer**

Joanne Warner 830.510.4334  
 NJWarner@indian-creek.net

**Newsletter Editor(s)**

David Talley 210.521.2359  
 Miriam Talley 210.521.2359  
 EAA35@starband.net

**Webmaster**

Steve Carlson 210.545.2376  
 Don King 210.494.7860

**Young Eagles Coordinator**

Brad Doppelt 210.558.8909  
 Brad\_Doppelt@yahoo.com

**Membership Chairperson**

Scott Thompson 830.931.3900  
 scott@texasjobs.com

**Board Members**

Dave Baker 210.688.3358  
 Lew Mason 210.688.9072  
 Bob Masters 210.545.4849  
 Skip Barchfeld 830.363.7649  
 Don Woodham 210.688.3052  
 Jim McIrvin 210.481.3308

**Flight Advisors**

Skip Barchfeld 830.363.7649  
 Bill Haskell 830.232.5235  
 Norris Warner 830.510.4334  
 Jim McIrvin 210.275.7780  
 mcirvinj@swbell.net

**Technical Advisors**

Norris Warner 830.510.4334  
 Harry Vowell 210.688.9708  
 Paul McRenyolds 210.697.1434  
 rv4paulmc@aol.com

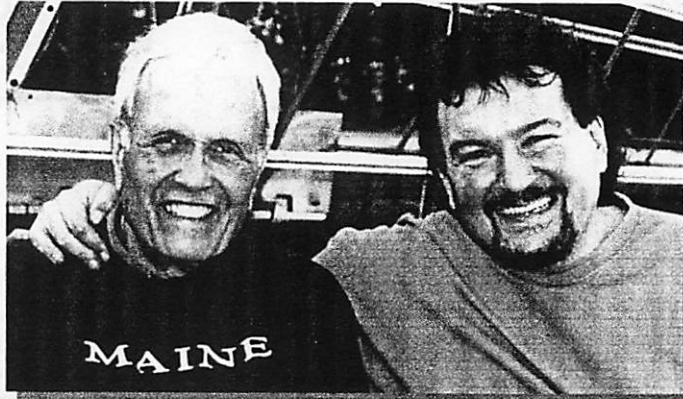
**Safety Officer**

Bill Haskell 830.232.5235

# Clear Prop!!!!

By David C. Talley

• Dirt...yup, that's *MY* name this month after the Chili-Fest ordeal! It seems that I've been getting it from all sides since my "mis-judgment" on the ability of a stinkin' little bean to cook...It seems that since there was soooo much chili to make I'd have to change over to the dry type of beans.



Well, having never cook with these beans before, I figured that a few extra hours would do them just fine. Robin Moore educated me in the line... it seems that the acid in the tomatoes keeps them from cooking normally. Hum...well, folks I beg your forgiveness. Please don't take it out on anyone else on the team...it was my call (and my wife still won't let me forget!). Maybe next year...(so save that bottle of "Beano" ☺

• Twenty-four. That's that number of pages that (hopefully) made it to your mailbox. This month's input from some chapter members was well into the stratosphere! Thanks for all who took the time out to contribute. We also have some additional items that had to be placed into next month's "pile". Please keep the items coming. I know that everyone has a story to tell. How about sharing it with the rest of the folks in the chapter. Read about Gabby. Here's another who can't share the true stories anymore.

• As a reminder...we are holding a DAY meeting this month. Please make plans to attend LUNCH! Thanks.

• Progress is being made all around the chapter house. Thanks for those who had/ took the time to help out.

• We sometimes get letters to the editor (sometimes we get letters from the editor). But the *SA Express-News* got and published one from Jim McIrvin. It's been reproduced for your review.

• We have a report on the new chapter baby.

• The Tire Kickin' Kicks off. Please be sure to attend.

• The Mason's are this month's "Victims".

• Brad Doppelt is kickin' off Young Eagles 2002. How about stepping up to the plate to help. (If you need motivation read the Jim McIrvin piece.)

• Burke Bristow weighs in with a moving piece title: "Letter From a Soldier". Get your tissues ready.

• Bill Haskell is twice bitten...or something like that...He's got our first monthly Safety Tip and he wrote up his Mooney M-10.

• Want to save BIG bucks while flying? You'll find the answer deep in the bowels. I was able to complete a two year "must do project" in about 20 minutes.

**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 it not limited to this newsletter and audio/video recordings, 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.  
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# President's Corner

By Norris Warner



We are going to have a daytime meeting on February 9<sup>th</sup>, starting with lunch at 1:00 o'clock, with our meeting to follow. Several members have expressed a desire to fly in, and more daytime events will certainly facilitate this. If the weather is favorable, we'll know if this is well received.

Listed below is our Chapter calendar as we now see it. Note that we've added a second pancake breakfast and a second picnic:

**Feb 9: Day Meeting-lunch at 1300 with meeting to follow.**

March 9: Regular Meeting

- April 13:
- a. Pancake Breakfast-Don Woodham to chair.
  - b. Young Eagles to follow

May 11: Regular Meeting

- June 8:
- a. Chapter Picnic-Skip Barchfeld to chair.
  - b. Young Eagles to follow.

July 13: Regular Meeting

Aug 10: Pancake Breakfast – chair to be named.

Sep 14: Regular Meeting

- Oct 12
- a. Chapter Picnic-chair to be named
  - b. Young Eagles to follow.

Nov 9: Regular Meeting

Dec 14. Christmas party-1700social/1800 dinner

Please also note that we need members to chair the August Pancake Breakfast and also the October Picnic. Please call Ed Seurer or one of the officers if you'd like to honcho one of these. Also—please put our great Christmas banquet on your calendar now—don't miss out on the fun!

At the January Board of Directors meeting, committee chairs were established. By listing them here, you can find an area of interest and contact the chair:

### STANDING COMMITTEES

- Member and Greeter – Scott Thompson
- Newsletter – David & Miriam Talley
- Young Eagles – Brad Doppelt
- Hospitality (Dinners) – Ed Seurer
- Building Maintenance – Dan Cerna
- Electronic Maintenance – Jim Munro
- Tire Kicking Scheduling – Paul McReynolds
- Safety – Bill Haskell
- WebMaster – Steve Carlson

### AD HOC (TEMPORARY) COMMITTEES

- Bar-B-Que Grill – Dave Baker
- Building Insurance – Fred Pennell
- Chapter 35 Brochures – David Talley

I have been very aware of the top-notch quality of our membership, and how very

difficult it is to only select six members to serve on the board. In order to "expand the envelope" a bit, I have asked two of our highly-respected senior members to serve as Advisors to the Board. They are:

**Julius Braun  
Al Almond**

I thank them in advance for their contributions.

And speaking of contributions, Al Almond has donated \$100 to the "Bob Day Grill" which will be built in a month or so. Al is now challenging other members who may not be able to provide "sweat equity" to provide the "financial" equity. Let's see it happen!

The next Board of Directors meeting will be held at 4:00 PM, just before our March meeting (March 9<sup>th</sup>). Please feel free to attend and let your board know of your concerns and ideas.

I look forward to seeing you at 1:00 PM on February 9<sup>th</sup> for Louis and Arlis' Famous Sandwiches—the program by Dalton Kuder and wife Robin is sure to be a hit!



## News from Roy and Violeta Bailets

We recently heard from our previous members Roy "Mr Composite" and wife Violeta. After working as a commuter train manufacturer he was layed off when the customer pulled their order. He has since found a much better job with Composites Unlimited, Inc at Scappoose Airport, Oregon. He has a cool job of assembling two carbon composite Viper Jets simultaneously. He is called "Mr Viper". He and Violeta live in Scappoose on the outskirts of town and enjoy their wooded living and are very happy. They send greetings to their Chapter 35 friends.



## Comments from the VEEP

By Don Staats

I don't know if it's age, but this past month was only two weeks long—or at least that's how it seems. I asked for your support in coming up with speakers and the response has been more than I expected. My problem now is one of scheduling.

I am really impressed with the energy and urge to do things expressed by those who attended the board meeting. With Norris at the helm the Chapter is in good hands.

I recently joined Chapter 747 out of Kerrville. I will attend my first meeting in February and pass on information about our pancake breakfast in April. I would like to see more interchange between Chapters 35, 747 and 958 in New Braunfels. As you run across those folks invite them to join us. With our daytime meetings more of them may be able to fly-in.

The Kerrville Chapter meets in Comfort on the first Saturday at noon at the Flying

RV. It's a pot luck lunch so everyone brings something. Chapter 858 meets at the New Braunfels airport terminal on the second Saturday at 10:00 AM. I hope to see some of you out there.



## News from Around the Patch...



### DUES—DUES—DUES

Annual Membership dues are now **OVERDUE** and should be paid as soon as possible so that we can compile the next edition of our Membership Directory.

We do need the new, yellow, 2002 data sheet and your check, made out to: EAA Chapter 35, in the amount of \$18.00. Please mail both to:



Joanne Warner  
Treasurer, EAA Chapter 35  
719 Oak Hills Road  
Pipe Creek, TX 78063



She may be reached at 830.510.4334 (METRO) or at e-mail [njwarner@indian-creek.net](mailto:njwarner@indian-creek.net).

Please don't wait until the next meeting—mail it in now in the envelope you were provided.

### Damage to Chapter Property

Recently we found the aviation design light switch plates in the bathrooms damaged. We know "stuff happens", usually unplanned. We just ask that if you were the inflictor of the damages that you replace the damaged pieces. They were initially purchased at the "Pilot Shoppe" by the San Antonio Airport. Lets take care of our chapter house.





## ...News from Around the Patch

### New "Baby" Arrives

It's a Piper PA-22-108 "Colt"--N5050Z

by John Kuhfahl

I think she's really cute, and most importantly, in good health and didn't cost me a whole lot. Although she'll be turning 42 years old in June, she only has 1800 hrs TT and 900hrs SMOH. OK, so she's kind of short-winged, stubby, and has a funny large wheel hanging out from under the engine cowling, but you know how we new parents are—we love our children and think they are beautiful!

She arrived a little early from El Paso at 137mph ground speed (she can be fast with a tail wind), delivered by her former parent Neil Gunn—a fellow EAA member.

Thanks to many chapter 35 members for getting me back into flying and for supporting me on my first airplane ownership. Special thanks to the Day's, Mason's, Warner's, Talley's, and Ed Seurer for encouraging me on my new adoption and for making me feel at home in Chapter 35 and 8T8. Last but not least, thank you Mike Lynch for giving me a thorough checkout in the Colt.

*(Ed Note: Is that "N" Number: "Fifty-Fifty Zulu"? OK students, what would the Kings say about that? OK, then...what would MIKE say about it? Did anyone notice the picture on the back page of last month's issue of Runway 35? Hum...)*



### First Tire Kicking Session to Start... It's a BIG tire so bring your boots!!

By Steve Carlson...the "web guy"

The Sino Swearingen Tire Kicking will start at **10:00 am February 16th** in the lobby at 1770 Sky Place Boulevard. To get to the lobby refer to the map. There are exits to Nakoma from either north or south 281. After exiting, go east on Nakoma to where Jones Maltsberger starts and turns north. Sky Place Boulevard starts at this corner. Bear right at this corner and head toward the firehouse and the old BAC 111 hulk. Pass by Cessna, there's nothing for you to see there. ☺ Take the next entrance on the right after Cessna. If you pass the entrance, you will be stopped by Fairchild's back gate. Turn around and go into the Sino Swearingen entrance. Our sign is on the building. **(Ed Note: See map on the next page.)**



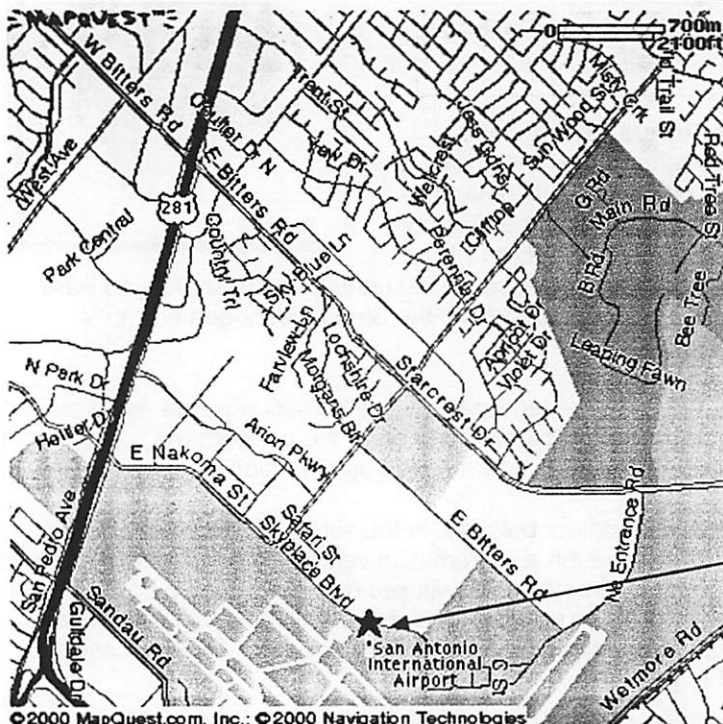
Please park in spots marked "Visitor" or in unmarked spots. When you enter the lobby tell the security desk that you are with EAA chapter 35, sign in, and get a visitor badge. You will not be permitted to enter the hangar area unescorted, but I will be there to greet you and escort you to the conference room for a video presentation.

After the show, we will get an overview of the facility from the second floor balcony. In the southeast bay we will see the aileron, slat, and flap assembly fixtures, the wing mate fixture, and three airframes in various stages of completion from almost ready to fly to pieces of fuselage and wings. In the northwest bay we will see our conforming prototype. At the time of our visit it will be in some stage of disassembly in order to update the flight controls and fuel system to incorporate the latest engineering improvements. This aircraft has just completed our first series of FAA certification testing. Come on out and watch us grow an airplane from the ground up.

# News from Around the Patch...

## Ground School Takes Flight

An enthusiastic group of 10 students, with heavy books, manuals, note paper, pens and highlighters in tow, are now meeting at the chapter house every Saturday to learn or relearn the intricacies of aviation. The reasons for being there vary. There are the Pilot wannabe's learning the ropes anew, there is the pilot who hasn't flown in a while relearning the details and updating his knowledge and the supportive flying partner wanting to be more helpful in the cockpit. The curriculum, under the expert leadership of flight instructor Mike Lynch, is tough. Lots of reading, discussion and questions. But as the old adage goes... "anything worth while is never easy". Good luck guys...study hard!



Map to Sino Swearingen: Note that the BIG Hangar is located "on the other side" of the airport...

**C-U-There on FEBRUARY 16th (that's a Saturday) at 10 AM!**

This is our first "Tire Kickin'" in some time. So, bring a smile and your checkbook. I'm sure Steve would love to sell a couple of these babies to us! ☺

Maybe we can get Paul McRenolds to open up his shop for the next "Tire Kickin'"...Trust me..we're all in for a treat!

Right Here folks!

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# ...News from Around the Patch

## Interesting Facts

*from E.D. Yoes*



\*Wearing headphones for just an hour will increase the bacteria in your ear by 700 times. Pilots -- make note...It gives new meaning to bug in the ear and taking short hops.

\*In Pakistan anti-American protesters set a Kentucky Fried Chicken restaurant on fire. The protesters mistakenly thought they were attacking high-ranking U.S. military official Colonel Sanders. (*-- Jimmy Fallon on Saturday Night Live's Weekend Update*)

\*Everybody knows about GUMPS (gas, undercarriage, mixture, power and seatbelts/switches) and some people know about ANDS -- compass swings (Accelerate North, Decelerate South) --

but how about ..."TOMATO FLAMES"...

- T - Tachometer
- O - Oil pressure gauge
- M - Manifold pressure gauge (constant speed props)
- A - Altimeter
- T - Temperature gauge
- O - Oil temperature gauge
  
- F - Fuel gauge
- L - Landing gear position indicator (retractables only)
- A - Airspeed indicator
- M - Magnetic direction indicator
- E - Emergency locator transmitter
- S - Seatbelts

Acronym to help you remember the instruments and equipment an aircraft needs to have to perform VFR flight...



## Good Things Happening at Castroville

*by Steve Carlson "the web guy"*

Hey Gang,

I was smashing bugs with the Warrior last Sunday, and after a landing at San Geronimo I went down to T-89 just to see if there was anything new down there. The first new thing I noticed was that my blind call for airport advisories was actually answered! With winds, traffic, and active runway. I've never heard such a thing at Castroville before, so I landed and met Tim Fousse for the first time. He seems like a good fellow and he's trying hard and successfully to promote T-89, and as a result, all of general aviation. He is currently selling 100LL for \$1.62! and has brought jet fuel to Castroville to boot. If you land for gas, taxi to the pumps, the fuel trucks are jet only. They are about to open a string of new hangars which is already full with a waiting list. Aside from getting Al Almond riled up, they're doing good things.





# Young Eagles 2002

by Brad Doppelt



As a new year begins, it is time to set out our Young Eagles plan for the year. This year we are planning four Young Eagle flight rallies in conjunction with other chapter events:

- April 13<sup>th</sup> – Pancake Breakfast and Young Eagles Flight Rally
- June 8<sup>th</sup> – Chapter Picnic and Young Eagles Flight Rally
- August 10<sup>th</sup> – Pancake Breakfast and Young Eagles Flight Rally
- October 12<sup>th</sup> – Chapter Picnic and Young Eagles Flight Rally

For each of the above events, we will begin flying Young Eagles at 11:00 a.m. and end after everyone gets a ride at about 4:00 pm. The planning for April's event is now beginning and we need volunteers. At this month's meeting I will be passing around a sign-up sheet for the following positions:

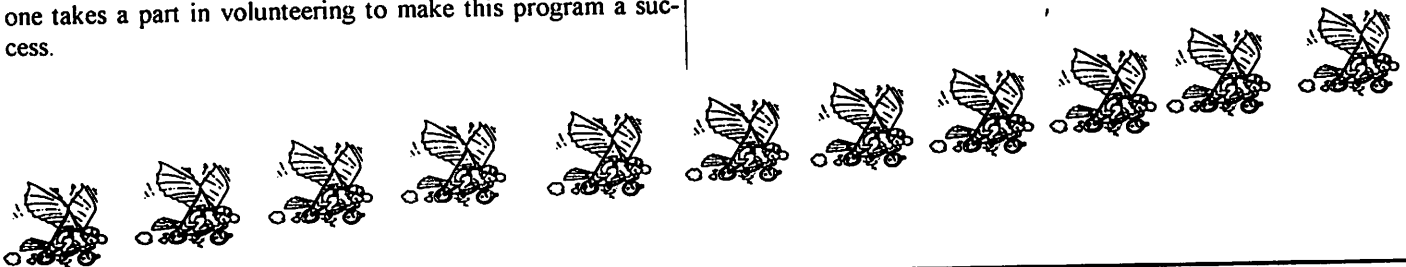
- Public Relations (3 people)
- Collect money for food (2 people)
- Registration (4 people)
- Photographer (1 person)
- Young Eagle Escorts (6 people)
- Cooks/Food Preparation (4 people)
- Safety (3 people)
- Field Representative (1 person)
- Ground/Air Control (2 people)
- Pilots (as many as we can get)
- Display Planes (3 people)

As you can see it takes about forty volunteers to make each event a success. With the large number of volunteers we had last year we were able to support four events and fly almost 300 Young Eagles. This year should be even better if everyone takes a part in volunteering to make this program a success.

Here are some interesting Young Eagle program facts:

- More than 760,000 young people have received an airplane ride through the Young Eagles Program
- 760,000 Young Eagles represents approximately 150 young people flown for each public use airport in the country
- 760,000 Young Eagles represents 7.5 young people flown for each school in the United States
- More than 30,000 EAA members have volunteered their time and aircraft to participate as Young Eagle Flight Leaders (pilots)
- The average number of Young Eagles flown per pilot is 25. Individual numbers range from 1 to more than 2,300!
- On average, 285 Young Eagles are added to the World's Largest Logbook every day of the year
- Young Eagle flights have taken place in nearly every type of aircraft including standard factory-builts, antiques, classics, warbirds, aerobatic, jets, helicopters, balloons and gliders
- An estimated 326,087 Young Eagle Flights have taken place
- On average there are 2.3 Young Eagles per flight
- 652,174 take offs and landings have occurred
- 108,695 flight hours (or 6,521,740 minutes) have been logged by General Aviation aircraft participating in the Young Eagles Program (20 minute average flight)
- More than 1,195,652 gallons of aviation fuel have been donated by EAA members, participating FBOs and associated program participants (based on 11 gallons per hour average)

So, can we count on you to help out with this worthy cause? Your help is needed. Please put your name on the list at the meeting. You're not going to be there? Well, then please call or email me with your volunteer desires. My contact info can be found on page two of *Runway 35*. Thanks!



# Letter From A Soldier

by Burke Bristow

*(Chapter member Burke Bristow wrote this open letter before Christmas. Due to computer problems it was misplaced in the shuffle. The stirrings words are worth sharing...even though late)*

All,

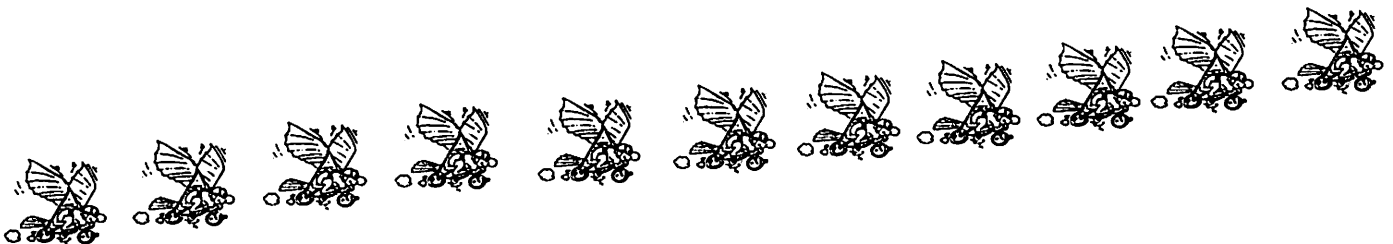
I just wanted to share some thoughts with you from a recent experience I had. Some of you may not know, but I am still in the Army and I recently moved into a new position. I am the Company Commander for Bravo Company of the Academy Battalion, Fort Sam Houston, TX. It is somewhat hard to describe what I do everyday but I am responsible for the training, physical fitness status, disciplinary actions (to include punishment under the Uniform Code of Military Justice), logistical and administrative support of just under 300 soldiers and officers who are assigned to the Army Medical Department's Center and School where we train somewhere around 20,000 service men and women a year to support the Army's medical mission around the world. Many of the soldiers we train will go on to combat field units to serve as combat medics with Infantry, Armor, Artillery and other combat units. Sometimes my job requires that I arrange attendance of my company at events which we call "mandatory fun" because we are required to attend and we are supposed to enjoy it. Sometimes we do and sometimes we don't. This leads me to the event that I will try

to describe to you although I don't think it will be totally understandable without some military experience or having been there.

As many of you probably know, the nation observed a time of remembrance by playing the National Anthem on Tuesday morning at 0746 CST, exactly 3 months since the attacks on the World Trade Center and the Pentagon. Coincidentally, the Olympic torch was also scheduled to make its way through San Antonio on Tuesday and through Ft. Sam Houston at about 0830. Initially, the "mandatory fun" event for the installation military personnel was just to line the streets of the installation along the route of the torch to show our support and gain some good PR for the post. As we later learned that there would be a moment of remembrance shortly before the torch run, my company's "mandatory fun" expanded to include being in formation to observe and pay honors to the events of Sept. 11th. It just so happened that my company's designated area along the route was to be immediately in front of the installation's main flag pole. The weather was cold and wet with a slight drizzle falling during the entire time we were there. As scheduled, at exactly 0746, the installation began playing the National Anthem over the installation loud speakers. These are not loud enough and there are not enough of them to be heard all over the installation but you could definitely hear them at the flag pole. As the

music began playing, my First Sergeant brought the company to "Attention" and then "Present Arms" (salute) so that we could render the proper courtesy to our Nation's song, our Flag, the men and women who died as a result of the attacks and the freedom our Flag represents, which we all enjoy because of God's grace and the bravery of those men and women who have sacrificed their lives so that we can enjoy ours. At the end of the song, the First Sergeant ordered the company to "Order Arms" (drop the salute) and we remained at attention while the installation completed the honors with a 21 gun salute from light wheeled artillery guns lined up in front of the flag pole. Most of you know that I am not normally a very emotional person and it is hard to describe the feelings that this scene brought forth as it unfolded in front of me. It was one of those "lump in the throat" moments with lots of different emotions. I felt tears begin to form but I managed to keep them contained. They were tears of pride for my Nation and the uniform I was wearing. They were tears of sorrow for the lost lives, both of our veterans and those killed on Sept. 11th and the loved ones of all. They were also tears of thanksgiving for God's grace and the privilege of serving my country in my current capacity as the commander of some of our Nation's sons, daughters, mothers and fathers that make up my company. After the 21 gun salute

*(Continued on page 10)*



*(Continued from page 9)*

was finished, we spread out along our designated area of the route and waited for the torch to pass so that we could show our support and even though getting to watch the torch pass by was a rare event which I may never witness again, the significant event of the day for me had already occurred. I want to close by emphasizing that I did not, in any way, share this experience with you to shine a spot light on me or what I am doing. Especially since I am currently in a relatively low risk job. I

just shared it with you because of the emotion that it brought out in me and the hope that it will cause you to pause and reflect on the important things in life. Until Sept. 11th, much of our Nation had lost its sense of patriotism and forgotten the Biblical principles for which it was founded. Unfortunately, it took the events of Sept. 11th to begin a return to our foundation. I don't think it is enough but it is a start.

Finally, in closing, I would like to encourage you to pray for our service men and women who are serving across

the globe during this war on terrorism as well as our President and his advisors. Also remember the families (lots of children with only one parent left and probably some with neither) of those who lost their lives on Sept. 11th.

Thanks for listening and God Bless America! I hope you and yours have a very Merry Christmas!

Burke

## Safety Corner: Tips for Safe Air Travel with Children

*By "Safety Officer" Bill Haskell*

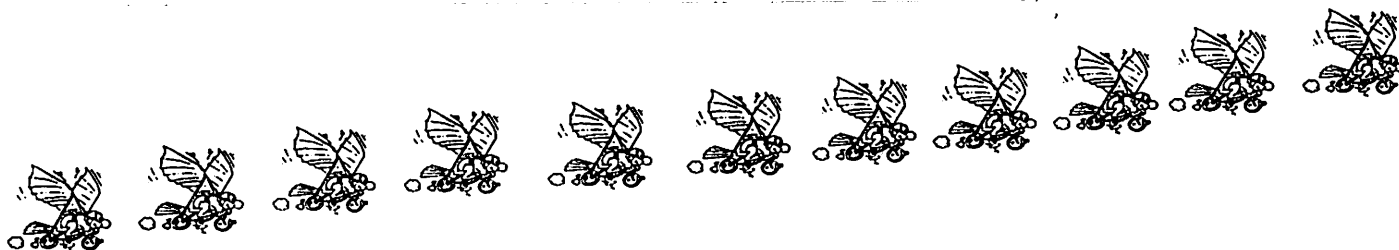
Proper use of an approved child restraint system (CRS), whether on a commercial or private aircraft, enhances child safety in the event of turbulence or an accident. The FAA strongly recommends that all children who fly, regardless of their age, use the appropriate restraint based on their size and weight.

**Before you fly:** Ensure that your CRS has received FAA approval. Check for a label reading, "This restraint is certified for use in motor vehicles and aircraft." Check the width of your CRS. While seats vary in width, a CRS no wider than 16 inches should fit in most seats. A CRS wider than 16 inches is unlikely to fit properly into the frame of the aircraft seat.

**Choosing the Correct CRS:** Always follow the manufacturer's instructions regarding use of the CRS. Do not place a child in a CRS designed for a smaller child. Be sure that shoulder straps come out of the CRS seat back above the child's shoulders. Fasten the aircraft seat belt around the CRS as tightly as possible. The FAA recommends that a child weighing less than 20 pounds be placed in a rear-facing CRS. If your child weighs from 20-40 pounds, use a forward-facing child restraint. Although the safety technology of forward-facing child restraint systems in aircraft is still developing, current restraints offer dramatic improvements in protection compared to lap-held or unrestrained children. A child weighing more than 40 pounds may safely use an aircraft seat belt. While booster seats and harness vests enhance safety in automobiles, they are banned for use on aircraft. In the United States, supplemental lap restraints—belly belts—are banned from use in both automobiles and aircraft.

### Signed Thunder Bird Poster

If you glance at the south wall inside the chapter house, you will see a large, very special, framed and signed poster of the USAF Flight Demonstration Team compliments of chapter member Jim Judd. It is a wonderful addition to our chapter....Jim, many thanx for your generosity.





# HOORAY for YOUTH

By Norris Warner



On a Friday evening two weeks ago, Joanne printed out an e-mail from National Headquarters. Among other things we found was that one of the notables from the very early days of EAA, Art Scholler, had donated eleven youth memberships which were to be competed for by EAA chapters. Because time was of the essence, I nominated a young man that I know very well. That nomination is as follows:

“Youth Nominated: Cody Kelly, Age 14, 260 Palomino Drive, Bandera, TX 78063

Supporting Information: Young Mr. Kelly is a shining example of what’s right with American youth. I have personally known him for over one year, and am in contact with him weekly. His burning desire is to become a military pilot, but this dream suffered a severe blow this year when he was diagnosed with juvenile diabetes. Nevertheless, Cody is committed to overcoming this condition and to eventually reaching his goal.

“Cody is a Young Eagle of Chapter 35, and has impressed our membership with his polite bearing and aeronautical interest and knowledge.

“Cody is an academic leader in his 8<sup>th</sup> grade class, and represents his school in academic contests in our area and at the state level, frequently earning top honors. This past semester he was 1<sup>st</sup> in District in math, science and calculator. He is consistently on the “A” Honor Roll. He is one of 9 students in Texas to receive Grand Recognition for superior ACT scores. He was the primary organizer of his school’s “Salute to Veterans” on November 12<sup>th</sup>, and I was privileged to be one of three veterans asked to speak to the assembly. This program was perfectly planned and executed, and made a lasting impression on all attendees.

“Mr Kelly demonstrates maturity beyond his years in the manner in which he controls his diabetic condition. He is the starting center on his 8<sup>th</sup> grade basketball team, and runs on the track team, in addition to showing great discipline in his diet.

“I have never met a young person who I admire more than Cody Kelly. He is entirely deserving of all that EAA can offer”

Within four days, I received this e-mail back from the HQ Chapter office:

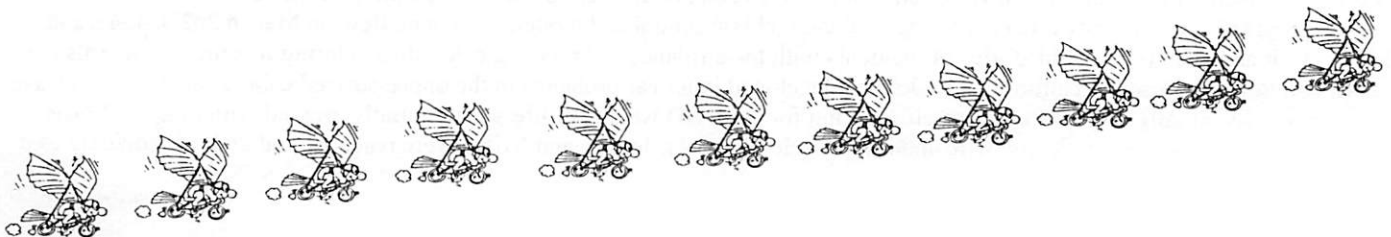
“Norris-

Thank you for sending in the nomination on behalf of Cody Kelly for a youth membership. Cody will be receiving one of the eleven youth memberships that were donated. We will process his membership and send his membership packet for your Chapter to present to Cody. I will let you know as soon as we are able to put it in the mail to you. I would expect that we would have it sent to you in the next week or so.”

Please extend our congratulations to Cody and wish him well in his future endeavors.

Brenda”

I hope to introduce you to Cody Kelly at the February meeting. I think you will be as impressed as I have been.



## Your New EAA Chapter 35 Officers in Review!

*(For those of you fairly new to the chapter and not too familiar with your newly elected officers, here is a brief synopsis of their bio)*

**President Norris Warner** was born and bred a Nebraska cattle rancher. At age 4 he proclaimed he wanted to be a "pi-o-let". At age 12 Norris started flying L-4's with the civil Air Patrol, by age seventeen he restored and flew a J-3 Cub with which he rounded up and herded cattle, and later finished up his ticket in a Luscombe. Norris earned a Mechanical engineering degree from Colorado State University and then entered the Air Force Undergraduate Pilot Training. After training in T-34's, T-28's and T-33's Norris was assigned to Strategic Air Command flying KC-135's and B-52D's. During Vietnam Norris spent a lot of time in South East Asia, accumulating 1300 combat hours and flew a C-130 that was part of the entourage that brought our POW's out of Hanoi. Among numerous other Air Force assignments Norris was an ROTC Instructor at Washington University of Topeka, Kansas, base commander of Erhac Air Base, Turkey, worked at Air force Systems Command at Andrews AFB and then finished his illustrious career at Randolph AFB as Director of Logistics Plans working with the T-37's, T-38's and T-46's. Norris is a prop and piston man at heart and had joined the EAA in 1960. He has to his credit a number of building projects; a cross breed Tailwing/Nesmith Cougar, and a BD-4. Norris and his son-in-law designed and built the Fiesta Ultralight described as part Cub, part Taylorcraft and part Funk and nicknamed the "Tiny Texas Taildragger". Norris can now be seen buzzing the air with his hot V-6 STOL "Aqua Caliente Especial". Norris, for years, has been one of the back bones of Chapter 35. He has long been a flight advisor-a role in which he counsels and aids aviators in picking the right plane or project that best suits their skill level and needs. As membership chairperson, Norris, together with bride Joanne, put numerous efforts into organizing the chapter roster and putting our house in order. Norris could be counted on to put in a big helping hand in any project the chapter takes on. He has been seen many a time mowing the area, and clearing stumps around the chapter house and built the picnic tables we all enjoy. With Norris at the helm and the support of chapter members, we can expect great things in the future.

**Vice-President "Dapper" Don Staats** is one of Chapter 35's more entertaining members. He has no shortage of aviation tales and Aggie jokes. As a boy he was never really interested in aviation. It is ironic that Don was born in the town that was the birthplace of the Antique Airplane Association... Ottumwa, Iowa. After high school, Don enlisted in the Air Force as a clerk. After separation he used the GI Bill to earn his Bachelors and Masters Degree in economics. After a short time working for the Department of Labor, Don started a successful career in the Air Force as a civilian logistician where he developed and managed career programs and worked at both Kelly and Wright Patterson AFB's. Don got the bug for flying when a colleague, a WWII P-38 pilot and avid EAAer, talked Don into a \$5 intro ride in a Cessna-150...the skies haven't been the same since. After earning his wings in a Cessna-172 he purchased an Aeronca Champ that need more than a little work. Once the Champ was made air-worthy, Don became a tail wheelin' fool. Don then started on a long line of projects. He sold the Champ and purchased a Piper PA-12 project and pulled her together. Then there was a '35 Monocoupe 90A, an unfinished Baby Great lakes project and WACO UPF-7 project. While at Wright Patterson Don obtained a fair number of hours in a Citabria and obtained a seaplane rating. You need to ask Don to tell you his sea plane story which has in it a bridge, cliffs, power lines, rocks, brush, a sandbar, and Don jumping in the river. Then came a Cessna-170 and the final baby, a pretty little Tri-Pacer. We have witnessed Don's ultra smooth handling of that pretty red airplane with picture perfect greaser landings. You all must realize, each of these airplanes comes with a story that will keep you enthralled for hours. After Don retired from the Air Force Civil Service in '88, he turned around and worked as a contract course developer and instructor and now teaches economics for San Antonio College. Don has also been a stalwart supporter of our chapter. He has volunteered as newsletter editor, secretary, board member, president, greeter and tire kicking chairman. Don can always be counted on for rational and well thought out ideas. As Vice-prez, we can anticipate Don to do a great job in programs and taking the chapter to new heights.

**Treasurer Joanne Warner** graciously volunteered to serve another term as Chapter Treasurer. Joanne, in her previous term as treasurer, put in too numerous to count hours in computerizing the books and together with hubby Norris cleaning up the membership information/roster and establishing the booklet we all use constantly. Joanne is a native of our nation's capitol. At age 10 she moved to California where she graduated high school, but then moved back to her beloved D.C. While waitressing at National Airport, she caught the eye of Allegheny Airlines President, Leslie Barns, and his officers. Allegheny was exchanging their male stewards for female stewardesses and they offered Joanne this very prestigious position. After an intensive 3 month training program in emergency procedures, medical care, charm school and modeling, Joanne flew on Martin 202's, 404's and the DC-3. Joanne can tell a lot of stories of incidents with the airplanes and meeting celebrities. During this time Joanne also started taking flight lessons. Unfortunately, Joanne developed inner ear problems in the unpressurized cabins and needed to leave the position. Eventually Joanne found herself working for the DOD where her life's path initially crossed with those of Norris Warner. After the passing of Norris' wife and a full circle of events, Joanne and Norris were reacquainted and subsequently wed.

*(Continued on page 13)*

(Continued from page 12)

Joanne moved west and settled with Norris at Pipe Creek. Since then Joanne has kept busy. She obtained her certification as a Braillist and translated textbooks into Braille and after the building of their pool became a certified aquatic aerobic instructor and offers classes to the local community. Joanne finds it a blessing to help many folks with disabilities regain strength and mobility through her programs. Joanne has been a long time stalwart supporter of the Chapter and can be found lending a hand in all events. She still loves to fly out of their Medina River Ranch Airport and has flown as navigator in their previously owned Luscombe. We're glad Joanne stuck around to continue to develop and improve the administrative portion of our Chapter.

**Secretary Miriam Talley** is a Damned Yankee, and proud of it. She hails from New Britain, CT where she was born to Polish immigrants. She still speaks the lingo to anybody that can talk back. (*Ed Note: Dave talks back all the time, however, it MUST be the wrong language! That fryin' pan hurts!* ☺) Miriam's first exposure to an airplane was at age 4 on an airliner on a trip to Poland. Then numerous Sunday afternoon family trips to the community airport only increased her fascination with airplanes and flight. Because of her parent's experiences of WWII in battle torn Europe, Miriam grew up with a tremendous respect for the US military. After completing nursing school and obtaining a commission via ROTC she put on the "Blue Suit. While stationed at Pease AFB, NH as a poor 2<sup>nd</sup> Lieutenant, she squeaked out some lessons in J-3 Cubs on a grass strip at Hampton Airfield. She proudly states she can hand prop a Cub with the best of them. While on the night shift she took care of a Navy Submariner and aviation fanatic, David Talley, who had broken his leg in the local area. He became her husband and soul mate and together they have fostered their love of aviation. After Miriam's year remote tour to Sicily, Miriam and David were stationed in Wiesbaden Germany. In no time they found an active American Flying club in Darmstadt and continued their flight lessons. Unfortunately, the infamous German weather and then the Saudi conflict kept flight time to a minimum. After four years, Miriam was reassigned to Scott AFB. Scott also had a great flying club. Finances only allowed for one flight ticket, so David finished his while Miriam was kept busy taking graduate classes and studying for national certifications in preparation for application to Anesthesia School. Several trips to Oshkosh and numerous other fly-ins kept the aviation bug alive. Miriam was then picked up for the Air Force sponsored anesthesia program and was moved to Fort Worth and then Lackland's Wilford Hall for her schooling and residency. After purchasing their baby, a 1947 Stinson 108-2, Miriam has restarted her flight lessons. However, the going is slow as weather, work, annuals and airplane down times get in the way. Miriam and David joined Chapter 35 shortly after moving into town and have been enjoying being active in all events and activities. Miriam helps Newsletter Editor hubby with the newsletter and volunteered to take on the role of secretary. We can expect continued enthusiasm and ideas to make the chapter a fun and rewarding organizations.



Left to Right: Don Staats, Joanne Warner, Miriam Talley, and Norris Warner. The EAA Chapter 35 2002-2003 Officers.



# Up Close and Personal

## Lew & Nancy Mason

by Miriam S. Talley

I had so much fun interviewing and getting to know the Bakers last month, I figured why not learn about another couple that has been a corner stone of our chapter for years.

Both Nancy and Lew are from the hills of Virginia. In fact, they were only separated by a mountain as they were growing up. But it took leaving the state for them to meet. Nancy came from the small Scotch/Irish mining community of Honaker, VA, near the Tennessee/Virginia border. And if you listen close, you can still hear the Virginia accent coming through. The only thing the area is famous for is the episode of a foreign law student shooting the Dean at the law school. Hmm. Nancy came from a large family of 9 children and her dad passed on early when she was a sophomore. There was not much for a young lady to do in Honaker, so after graduating from high school she left for the big city of Washington, DC in search of work. Her brother also happened to be a White House "cop". And as a side note, her brother served under 7 presidents and was also responsible for training the White house secret service. Nancy quickly got a job with the first company to start a credit card service, "Central Charge Service". Nancy was hired to make the charge cards using an addressograph machine which typed out the plastic cards.

During this time, Nancy was engaged to an Air Force guy (not Lew). However he was overseas. Nancy was a bit of a homebody and kept to herself, so her friends set her up on a blind date...with none other than Lew Mason. Lew picked Nancy up at her apartment and her first impression was that he was skinny and bald.....hmmmm...I guess some things never change. They hit it off right away and Nancy found out he was a Virginia boy, born and raised just over the mountain. Well, remember, Nancy is engaged.

Well the fiancé shows up while Lew is at Nancy's apartment ( she had just washed his sweaters). He quickly gathers up his



laundry and smoothly makes an exit. Nancy took a vacation back to Virginia with her fiancée and realized he was not "the One"...Lew had her heart, and it was back to Lew that Nancy went. In the mean time her job also got better. The company got wind of the fact that Nancy had gone to a business school after high school so she jumped from the bottom of the company to being the secretary to the company president.

Lew and Nancy had been dating 18 months when Lew got orders to Turkey. Up to now, Lew had been stationed at the Pentagon. A wedding date of 15 Jul 1962

was set to coincide with Lew's return from Turkey. Lew was on his way home a little early and got stuck in Frankfurt. (how he got out of Turkey is another story...told in Lew's bio) It seemed that the National Guard people going home had priority in getting seating assignments heading to the US. Seeing that he was going to miss his wedding date and unable to get a seat until much later, Lew hunkered down in a local room and kept himself busy by taking some trips out of town. Bride to be Nancy took action... she called her congressman with the story of this SSgt trying to get home for his wedding and being stuck in Frankfurt etc.. The Congressman's office took pity and got the ball rolling. The terminal in Frankfurt was called, the terminal people tried to get a hold of Lew to get him on the next flight...but ... Lew was out gallivanting around Germany. When he finally checked in at the terminal to see if any seats were available, the terminal folks were all in a frenzy about getting him on the next flight out. He was ordered to get his bags **now** and return ASAP for the next flight out. One glitch, Lew had

just done a full load of laundry that was still hanging wet around his room. But going home was going home, wet laundry was quickly stuffed into his bag and off he flew. As soon as he got to the states he picked up a yellow '62 Mercury from his uncle and drove up to DC. The wedding did finally get realized, although a week late. Nancy and Lew packed all their worldly goods into the car and headed for Langley, AFB. After a two year stint there, they pulled out for San Antonio in Jan '65 in the middle of a snow storm.

(Continued on page 15)

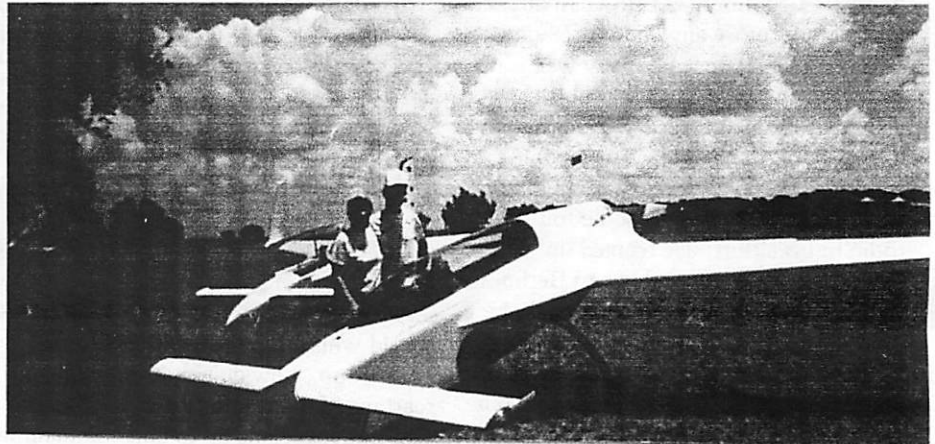
*(Continued from page 14)*

When Lew was busy building his Vari-Eze and her youngest started school, Nancy decided to take classes when UTSA opened its doors in 1978. After taking her SAT's she was proud to be in the first classes held at the University. She later transferred to San Antonio College since it was a shorter commute. She attained her associates degree and wasn't sure what to do. So she grabbed her typewriter, headed for the post office and took the civil service exam. She was easily rated as a clerk/stenographer and was quickly hired on at Kelly AFB in the engineering department. Wanting to go further with her education, she learned of a degree program with South West Texas University right at Kelly AFB. In 1985, after diligently taking night classes, Nancy earned her degree in Interdisciplinary Management. During this period she was transferred to Lackland as secretary to the base General. By this time Nancy was a bit stressed out with working, going to school, raising a family and building a house. So she quit work. Nancy and Lew were part of the original developers of San Geronimo Airpark back in '81 and then built their hangar and pretty home by '85 on lot #27. Lew in the meantime had gotten into real estate; Nancy started helping him in his endeavors and eventually got her own license and worked in the business for 15 years before retiring from it. However, Nancy can't stay put for very long. After meeting Jim Judd, CEO of World Savings (and now chapter 35 member), Nancy was talked into going to work at World Savings where she has now been for several years working in appraisals and legal office.

Nancy was introduced to the world of aviation through Lew and found she really enjoyed it. It was a whole new world to her. Nancy, with a group of other ladies, took ground school at San Antonio College, took the written and got her radio license. Nancy even has 10 hours of flight instruction under her belt. This came to a grinding halt when monies were needed to go toward the house. When she goes flying with Lew she does take the stick once they are in the air and

strongly advocates all spouses get some formal training in the airplane. It reduces fear and builds confidence. Nancy is very supportive of all types of aviation and has also been busy with the Alamo Radio Control Society. The Mason's joined EAA Chapter 35 about 1978 while the group was still meeting at West Side Airport. Nancy has been busy with chapter activities ever since. When Lew was Secretary, Nancy states she did all the work. She then became the secretary herself. She has been on the chapter board for many years, always providing corporate knowledge and sound words of wisdom in all matters. Nancy has been instrumental in the ensuring there were plantings around the chapter house and

out L-bird. The L-bird was shared with other CAP units. At age 15 he logged some lessons with the CAP at \$14/hour. Through the CAP he was able to attend an encampment at Langley AFB and tour NASA headquarters. At age 17 Lew had an altercation with a teacher, quit school and joined the Air Force on 7 September 1954. He went through basic at Sampson AFB Geneva, NY and then on to radio school at Scott AFB, IL. His radio class was the first to have an overage of personnel, so Lew was sent to security hill in San Antonio to the crypto depot. Here he was trained on the crypto equipment. Then it was off to Tokyo, Japan for two years. From there he extended a year down in tropical Hawaii. Then it was off



can be seen cleaning, weeding and pruning at any given time. At any given event, Nancy is there giving a helping hand. You don't even have to ask her... she's just there pitching in and doing and doing. We can't thank her enough... thanx Nancy, where would we be without you!!

Nancy & Lew Mason with the Vari-Eze. Lew was one of the first builders of this type airplane. Lew still has this plane and flies it around the patch once in a while.

Now onto the other half of the Mason duo. **Lew Mason.** As mentioned earlier, Lew came from over the mountain from Nancy. Big Stone Gap, Virginia. He was fortunate in that his dad was interested in airplanes and they used to frequent a small strip in the area. (Francis Gary Powers of U-2 fame was from just down the road) Lew laughingly recalls putting a box on a swing and "flying that sucker" with aviation cap and goggles firmly in place. (see picture) At the local strip there was a Civil Air patrol Unit (CAP) that had part ownership of an old worn

to the Pentagon in the Special Security Office.

If you recall, it was here he met Miss Nancy. A group of people were going to the beach together, his date cancelled out, and to his good fortune he was tasked in picking up Nancy. As Nancy had mentioned, they had a lot in common and hit it off right away. The clincher being when he was invited to her place and she played Dave Gardner records... he was hooked... this was the girl for him. After a year they talked about marriage. Lew grinned as he recalled the time when Nancy's fiancée showed up at her apart-

*(Continued on page 16)*



*(Continued from page 15)*

ment when Lew was there. He didn't know if he would have to fight his way out...the other guy was bigger. Then the assignment to Turkey showed up. Based on current regulations, Lew would have to be back in the states by 5 July the following year. So they set a wedding date of the 15<sup>th</sup>. Unbeknown to Lew, over the course of the year the return regulations had changed and he was scheduled for a new return date... 15 July...wedding day. Oh No...what now. He pleaded his case to all, including the base chaplain, to no avail. He put in for a delay in route – 30 days and went to get his tickets to Germany. Before anyone could stop him...he was going home to his baby...a buddy issued him tickets to Germany and off he flew before anyone figured out what was going on. His baby was waiting.... Frankfurt put a halt on his travels. As mentioned earlier, Lew could not get a hop out of Frankfurt. He checked in every day for 1 ½ weeks. He could not stay in transient quarters so he found a room in Frankfurt. He teamed up with a Navy Lt and took a road trip to Berlin, to the film festival. When he got back, he did his laundry and headed to the terminal to check in. At the terminal an angry Sgt pounced on him....he had been looking for him for a week!!!...there was a congressional!!!...there was a flight in 1 hour...get your bags now!!! Lew hurried back to his room, threw his wet clothes in a bag, grabbed his tool box and arrived home the 16<sup>th</sup>. After the wedding there was the tour at Langley and then Lew was reassigned to San Antonio as a crypto instructor. In 1974, Lew retired after 20 years and 23 days...he used to know the minutes.

After retirement from the AF, Lew stayed on in the electronics field. He was the TV engineer for Kennedy High School, where they had a 5 channel TV station, then moved on to Data Point Computers. Lew then took a position with Northrop teaching electronics to the Saudi's. Lew's job was to teach them the basics. He needed to get them to a point where they could get through tech school. Lew recalls that the Saudi students were excellent memorizers. On test day, as one set of students exited the class room, they



would whisper the test answers to the next group. Lew quickly caught on and rearranged the test for the other classes. The students came up to him complaining that he had the test all wrong...beat that. Then there was a stint as Director of Training for a cable company and currently as a real estate broker and property manager.

Ok, now we get to the aviation stuff. During the time when Lew was working at Kennedy High School, he was flying RC models and talked about getting his license. So it was off to West Side Air-

port for a \$15 intro ride in a Grumman TR-2. 6 months later he had his ticket. Now...an aviation project was needed. At west side he saw Dan Cerna's Starduster...mmmm pretty nice. Then it was a peek at a Jeanie Teenie and KR-2... hmmm. One look at the VARI-EZE and it was love at first sight. It took two years to build out at West Side. Lew and his plane were even on national TV...a program called "kids World" where his son interviewed him for the TV program. While at West Side, Lew and Nancy joined EAA Chapter 35 and immediately were caught up in the group. Lew eventually served as secretary, veep and prez. When Lew and Nancy moved to San Geronimo, Lew could not fly the EZE off the grass. Well, guess you gotta get a plane that does. In comes a '62 Colt that just loves grass. Then on to another project. In two years, again, he had a pretty SE-5 which he built from 3-view pictures. Not quite a quick build kit. Always looking for a project, Lew designed and built an ultralight which he called the Mason Craft. The side view is of a Heath Parasol Wing – High Max Airfoil. Then as Lew puts it..."you fill in the spaces". Currently Lew is working on a Fokker Eindecker. It is a 7/8 scale of a WWI fighter plane. This project is also off of a 3 view diagram. He has the engine- a Continental 65, the cowling and a new welder for the steel tube fuselage. Lew thinks this project will take more than the usual two years.

Lew and Nancy have been such an integral part of the chapter and its development; it's hard to imagine the chapter with out them. It was an honor to present them to you...our hats off to you!!

**Save Big Fuel Bucks While Flying (This is here to see if YOU really read this thing...)**

After hearing about the ability to get the fuel road tax rebated if auto gas is used in aircraft...David Talley did some calling around to the Texas aviation folks in Austin and along with some web searching he struck gold...black gold...Texas tea... Go to the following web sites on the how to do's. Down load the form. The first time you send it in you need a receipt. After that it is the honor system.

- [www.window.state.tx.us/taxinfo/fuelstax.html](http://www.window.state.tx.us/taxinfo/fuelstax.html) (Here's the main area you'll need.)
- [www.window.state.tx.us/taxinfo/taxforms/06-forms.html](http://www.window.state.tx.us/taxinfo/taxforms/06-forms.html) (The form is here...it's a "PDF" file)

Give them time to process your first form. It usually about 4-6 weeks. After that they get to it pretty quick. Hey, you can save something like 35 cents PER GALLON. Where's my kickback? Who loves you? Can YOU feel the love?



**Letters to the Editor**

**Comment: Want responsibility? Teach a youth to fly**  
**By Jim M<sup>c</sup>Irvin**

*San Antonio Express-News*

Monday's editorial "Tampa boy too young to fly" misses the mark. Banning flight training for those under 18 only fixes Charles Bishop's "problem" — and he's dead.

First, the editorial is absolutely correct that we must identify and reach out to troubled youth. I would add "to troubled people."

That has nothing to do with aviation. Or trucks. Or guns. Or marijuana. Or Sunday School.

A Cessna hitting an office tower may be "sensational," but it hardly qualifies as a "weapon of destruction" any more than a car or truck. Most autos weigh more than most training aircraft.

The second point concerning airspace has nothing to do with the youth's age. In fact, it is little more than a knee-jerk reaction to a recent, isolated event.

This 15-year-old student who crashed into the Tampa building caused less damage and a lot less loss of life than the drive-in shooting at the Killeen Luby's a few years ago. Did the Express-News propose a ban on pickup trucks after that?

The third point makes assumptions that the editorial writer makes no effort to justify (such as "assuming (teen-agers) have the physical coordination") and talks about teens' "lack of maturity and judgment."

I offer this challenge: If you want to teach youth maturity and self-discipline, then teach them to fly. Pilots learn the decisions they make truly can be life-or-death matters.

That is not because flying is dangerous — far from it. But to paraphrase an aviation adage, "Aviation, much like the sea, is extremely intolerant of carelessness, neglect or ignorance."

The path to becoming a pilot is not particularly easy. It involves enough ground study to qualify as a three-credit hour college class. It involves a minimum of 35 hours of structured flight training. It involves numerous oral quizzes and written exams given by an instructor, plus a Federal Aviation Administration written exam. All this is followed by a comprehensive oral and flight test administered by a designated pilot examiner.

All accounts I have read indicate Bishop was a loner who may not have had a lot of friends or found a group to fit in with. The same litany of adjectives were used in describing the boys in the Columbine tragedy.

What makes it hard to decipher is this: Many highly successful individuals could have applied the same labels to their childhood years.

Parents, teachers and all of us need to take an active interest in our youth. Not to coddle them and say "yes" all the time, but to nurture and raise them to be responsible and accountable for their actions, to teach them the difference between right and wrong. Perhaps John Walker (the American Taliban) might have chosen a different path had he not been granted his every wish as he was raised.

Bishop made a statement with an airplane. If that wasn't accessible to him, he would have chosen something else. Changing the minimum age for pilot training to 18 is an unneeded solution to a nonexistent problem.

Jim M<sup>c</sup>Irvin lives in San Antonio.



# Plane of the Month

The Haskell's Mooney M-10 "Cadet"

by Bill Haskell



nce upon a time: ( Not a Dark & Rainy Nite)

"Mooney's "new" Cadet? The Aeronautical engineering profession must blush. As you undoubtedly know, the lineage of the Cadet stretches back over fully 45 percent of fixed-wing history. It is a Mooney-tailed version of the Ercoupe, designed 30 years ago by Fred Weick. In 1939, the original Ercoupe was the trend-setting, low-wing, cantilevered, personal airplane. It had tricycle gear a decade before tri-gear became fashionable. And it featured a multi-engine-type throttle quadrant, the very latest advance in single-engine cockpit technology, a generation ago. This should all be nostalgic aeronautical lore, at best. But the embarrassing thing is that in 30 years of trying, the drawing board crowd haven't yet driven the Ercoupe into obsolescence. Over the years, all that was needed was more power, a bubble canopy and a switch to spring-legged gear to make it as state-of-the-art as any other two-place runabout. Now along comes Mooney to straighten its tail, and presto, the toothless old non-spinnable Ercoupe/Aircoupe becomes a tiger of a trainer."

The foregoing was from the December 1968 issue of Flying Magazine – written by Archie Trammel. Mooney Aircraft Corp. acquired ALON Aircraft Co. (Aircoupe) in 1967 and moved the Kansas based operation to Kerrville, along with the two principals and some key employees. The purpose being, to have a training aircraft in the Mooney line. The Aircoupe was then modified to achieve that purpose.

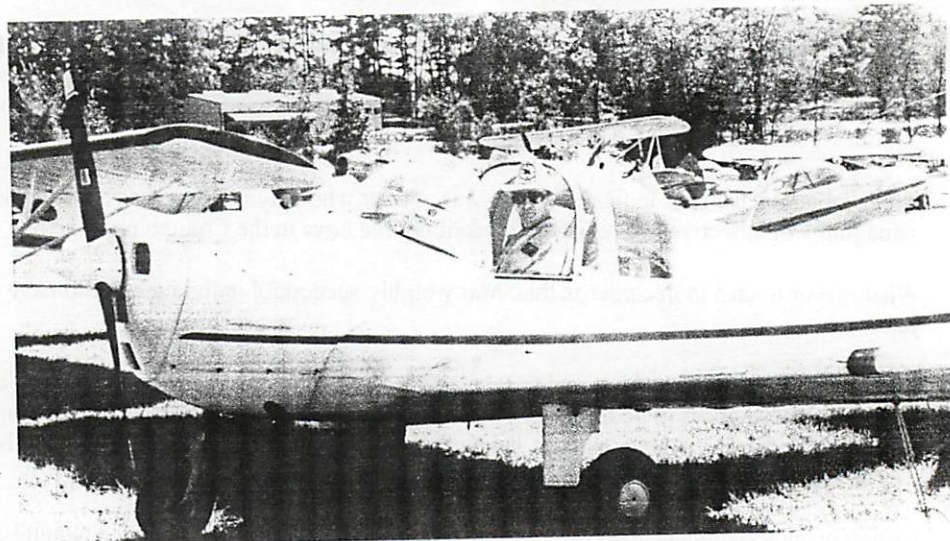
I, Bill Haskell, was at that time, a power-plant and systems engineer at Mooney and performed certain engineering tasks in the development of the M-10. I also participated in some of the engineering flight test programs. A total of sixty M-10 aircraft were produced during 1968-1970. Production ceased in 1970 and Mooney Aircraft Corp. closed its doors

Dec 31, 1970 – due to previous bankruptcy etc. (A long story)

In 1975, I owned Air Training Services, Inc. and was operating a Part 61 flight school at the Dugosh Aircraft Service Facility on the Kerrville Airport with a leased Cessna 150. The lessor, without warning, sold the Cessna which created a bit of a dilemma. Did Bill get mad? – you bet he did!!! Without much hesitation, I called my friendly used airplane salesman (previous Mooney dealer) in Pine Bluff, Arkansas, and asked of he had seen any M-10's for sale. He replied that there was one (a 1970 model) on the field at that time and was for sale. After he told me about the airplane, its equipment and price I was up there with-in a few days with cashiers check in hand. If the airplane was as described, we had a deal.

wing, sliding canopy (like a fighter plane) and great ground handling and flight characteristics. After closing the flight school in 1977, I kept the M-10 as my personal "toy". The M-10 also soloed my son Scott from our 1800 foot grass strip at Comport, Texas. The M-10 was IFR equipped, so it was used in the commute to work at Dee Howard Co. at San Antonio Airport. I was able to do this most days and only severe weather kept me grounded.

The M-10 has made numerous trips to Osh Kosh, all over Texas, New Mexico, Louisiana, Mississippi and Alabama.



A friend of mine from the Kerrville area had been wanting to take his Cessna 182 to Mena, Arkansas for painting. So, we flew to Pine Bluff, dropped me off and he took his aircraft on to Mena. I followed in my "new" M-10, picked him up and we flew back to Kerrville. What a fun day!! (January 1976) Well... my students transitioned from the C-150 to the M-10 like ducks to water – they loved it – low

Above: Bill Haskell sitting in the cockpit of his rare Mooney M-10 Cadet. This photo was taken at last October's REKLAW fly-in by Norris Warner. Camera equipment by Dave & Miriam Talley.

*(continued on page 19)*



*(Continued from page 18)*

Sharon Haskell, my lovely bride, shares in the flying duties on these trips. She is not a licensed pilot but is a good stick and can land the airplane. After owning the Mooney for 26 years, the little airplane and I are good friends. We enjoy attending Fly-In's, breakfasts, picnics, Young Eagle Rally's or just local flying to maintain proficiency. The original paint and subsequent touch-ups are in need of replacement, but, pretty paint does not make an airplane fly (nor do radios, gyros etc.). The Mooney is now operated as a "day, VFR, fun airplane" only. The following statistics are from the flying magazine article of 1968:

<b>Specifications</b>	Basic price \$8,295
Engine	Continental C-90-16F, 90 hp
Propeller	McCaughey fixed pitch
Wing Span	30 feet
Length	20 ft, 8 in
Height	7 ft, 8 in
Wing area	142.6 sq ft
Wing loading	10.17 lb/sq ft
Passengers & crew	2 plus 2
Empty weight	942 lb
Useful load	508 lb
Power loading	15.11 lbs/hp
Fuel capacity	25 gals
Baggage capacity	90 lbs
<b>Performance</b>	
Take off distance	540 ft
Take off distance over 50 ft	1,125 ft
Service ceiling	13,000 ft
Max speed	104 kts
Cruise speed (75% pwr/5 thsd ft)	102 kts
Range (at max cruise)	370 nm
Stall speed (clean)	42 kts
Landing distance	350 ft.

"If you're interested in buying a Cadet, you'll have to count out a few more pennies than you may think to get one with any utility. The base is \$8,295, which includes overall paint. But several little minor necessities like dual controls, sensitive altimeter, navigation lights and engine primer are extra cost. Mooney offers these—with 19 luxury items such as super sound proofing, deluxe paint scheme, tinted canopy and cigarette lighter—in a \$1,471 package. Another \$574 buys gyros with engine-driven pump, family seat and rotating beacon. Then come radios at 4940 up. Figure \$10,000 fir a basic trainer, \$12,000 for a super deluxe runabout. So there it is: the Monney M-10 Cadet. A new tail and a sedate old gal has become Thoroughly Modern millie."

*(Ed Note: We received this email forwarded to us by Norris and Joanne Warner. Miriam and I met Gabby at Oshkosh a few years back. He was also the guest speaker at the Warbirds banquet. Definitely a humble character. Read on for a bit of truth... A web search found the following site as a must visit:*

<http://www.nationalaviation.org/enshrinee/gabreski.html>

**Subject: Gabby**

**Just wanted to let you know that Francis "Gabby" Gabreski, 56th FG and highest scoring ace in the ETO, passed away yesterday at the age of 83. I'm glad I got a chance a few years ago to shake his hand.**



**It kills me to read the Cleveland Plain Dealer any more. When I reach that page in section "C" with the obits, all I see are flags indicating the death of Veterans. Gabby was a famous Vet but, the fact remains, we are losing them at an incredible rate. If you know a WWII Vet, talk to him! Even if he was with the 51st Water Treatment Unit he deserves to have his story remembered and told! We don't have a whole lot of time left before they are gone!!!**

**Tom**



# Scenes From the Meeting

by Miriam Talley

As always, if you missed the meeting, you missed a grand time...but if you did here's what happened. Also, chapter and board minutes are posted in the chapter house if you would like the fine details of the meetings

A record crowd showed up to chow down on the chili dinner provided by the hard work of David and Miriam Talley, Steve, Lee Anne and Jillian Carlson and Nancy Mason. Even though the beans took a tad longer to cook than anticipated...folks were seen coming up for 2nds and 3rds. Gracias Amigo's for the great chow!! (FYI: Ed Seurer is our food coordinator. If you can help one month, give him a buzz.)

There are several EAA calendars available for \$7. See Joanne Warner/Treasurer.

We had 7 guests...welcome. We wound up with standing room only at the start of the meeting. The more the merrier.

Newly elected Chapter President Norris Warner introduced the new slate of officers, board members and folks volunteering in key positions. This chapter would not be as great as it is without the numerous volunteers...heartfelt thanks go out to all our volunteers. Hip Hip Hurray!!

Al Almond appealed to the seniors of the group that since they can't help with the physical part of things that they help financially in the Bob Day Memorial Grill. We are humbled by Al's generous spirit...

Mike Lynch handed out the flight bags packed with materials to the ground school students and announced that there was a homework assignment....homework!! Class hasn't even started yet...oh oh.

Paul McReynolds presented the home builders corner. As always, it is amazing to hear of all the talent in our chapter. He is also kicking off the "tire kicking" sessions. These are informal gatherings at project sites (garages, hangars, living rooms, basements etc...) to see the various projects our chapter members are involved in. Steve Carlson, our "web guy", volunteered to start things off and show off his "little" project on the 16 Feb. See details elsewhere. Paul also mentioned the problem of getting quick build kits which are coming from the Philippines. Since 11 Sept, all foreign shipping is taking longer and having more problems getting to the states.

Our lovely Betty Day won the 50/50 drawing of \$23...spend it wisely Betty.

The Vice Prez, Dandy Don Staats, introduced guest speaker, our own Dave Baker. Dave gave an excellent talk with seriousness and humor on "Do You Remember", the purpose of checklists and what can happen when you "don't remember". Numerous heads nodded in empathy at the number of situations we can get ourselves into...it was great...had to be there.

Remember...next meeting is a daytime meeting starting at 1pm. If you have a plane, fly in!





# FUN – FRIENDSHIP & FOOD

by Norris Warner

About a dozen of your chapter stalwarts enjoyed a workday full of camaraderie on Saturday, January 19<sup>th</sup>. In fact, they enjoyed themselves so much they scheduled another “funfest” for February 2<sup>nd</sup>!

This crew worked on three areas: slab for the upcoming Bar-G-Que pit; taking down dead trees; and installing a privacy curtain at the kitchen serving opening.

Working on the slab area were Fred Pennell, Dave Baker, Lew Mason, Dave Talley, Terry Winnett, John Kuhfahl, and Norris Warner. Key to this group was Mark Moscrip (who just happens to own a construction company), providing leadership, expert direction, as well as key machinery. We are now ready for the pour, but we’ll need to wait until we can team up with another project at the Airpark, in order to save concrete costs. Thanks, Mark, for all you do for the chapter!

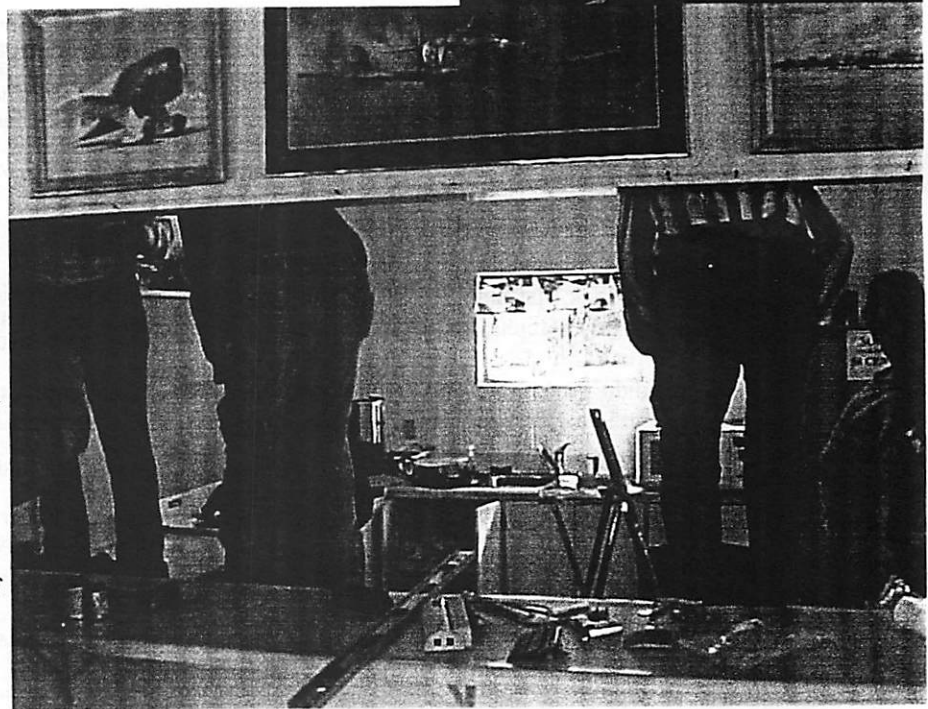
Attacking the dead trees were Dave and Miriam Talley, along with several kibitzers. Seems David had told Norris Warner of his chainsaw expertise, and was anxious to display his skills. Well, Norris provided the chain saw, and then we all found out that David’s chainsaw virtuosity was courtesy of watching a T.V. program—Bob Vila or something--.. Thankfully, Terry Gombert was on the job where Dave “Bob Vila” Talley left off. Terry brought his chainsaw and attacked the pile after completing his three hours of ground school. Anyway, trees are down, and on the 2<sup>nd</sup>, we’ll further dissect them and carry them off.

When it came to the kitchen privacy curtain, Skip Barchfeld led the way—all the way. He found a source for an appropriate roll-up door, bought it, trucked it to the club house, and led a rather impressive crew in its installation. Skip’s chief lieu-

tenant was Don Staats, who distinguished himself early on by drilling into a water pipe, thereby sprinkling and cooling off the entire work area. Missing hardly a step, plumber Don expertly repaired the damage, and we were able to press on.

Others lending a hand (or back) to the effort were Lew Mason, Dave Talley, Norris Warner, Terry Winnett and Dave Baker.

As the lunch hour approached, Miriam Talley made a lunch run for us, with the chapter picking up the tab. Yes siree, Fun, Friendship, and Food!



Top: Seems that Norris is still carrying a BIG stick. Equipment (serious stuff type) was provided by Moscrip Construction. Thankfully it came with someone who knows how to operate it (Mark Moscrip). Bottom: Well it is THE bottom! The Three Amigos. Who needs the Chip-n-Dale review? These rears are anonymous. “Bottom Photo” by my wife, hum...



**LOTS OF WORK—SOME REAL PROGRESS!**

By Norris Warner

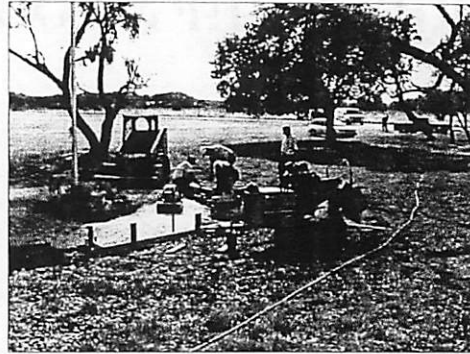
We held yet another “FUN, FRIENDSHIP & FOOD” party at the clubhouse on Saturday, February 2<sup>nd</sup>. A group of some dozen members put the finishing touches on the slab site for our upcoming “Bob Day’s BBQ and Grill” as well as getting a good start on a walkway and park bench area which will surround our memorial flag pole. Long time member Elmer Benson pledged \$500 towards this special project, and other donations are certainly welcome. We hope to pour both of these in the next couple of weeks.

We also made a start on placing a large parking area lighting system. We wanted to drill down about five feet to install the steel post which will carry three large lights, but Mother Nature and a very sincere rock shelf stopped us at about three feet. We have modified our approach now to this problem, and I think our resident architect, Dan Cerna, will approve.

I want to personally thank a few folks who really helped things happen: My son Norris II, who brought in an expert chain saw operator and took down several trashy trees at the rear of our clubhouse; Mark Moscrip who lent his construction expertise and several pieces of equipment; Dave Talley who rented a trencher and a power auger; and Doug Apsey who made the lunch run for our tired and hungry gang.

Others who worked tirelessly were Dave Baker, Steve Carlson, Jim Havens and sidekick Matthew, John Kuhfahl, Lew Mason, Fred Pennell, Danny Daniels, and Don Woodham.

I would be remiss if I didn’t mention Danny’s lovely wife, Barbara, who helped out in a variety of ways. Thanks, Barbara—you’ve won your “contractor spurs”!



Work-in-Progress  
The base is down and the forms are going in for the Memorial Flag. Norris also brought is mega-dollar stump grinder. That works done...

**EVENTS AND HAPPENINGS**

*(If you know of any local aviation events or happenings we can share with the chapter, call Miriam or David at 210/521-2359.)*

6 Feb 02 – PAISA/GAPA meeting. Gathering of safety minded pilots, instructors and students. Meets 1st Wednesday of every month, 7pm, at the Hallmark Institute on Wetmore adjacent to San Antonio International. Info: Steve Carlson 210/545-2376.

9-10 Mar 02 – Brownsville, TX. Wings over The Valley Air Fiesta 2002 Rio Grande Valley Wing CAF.

23 Mar 02 – New Berlin, TX. 3<sup>rd</sup> Annual Texas Heritage Bi-Planes & Tail-draggers Fly-In. 9am – dusk. Rain Date 30 March. Brian 830/420-2573.

27 Apr 02 – Zuehl Airport Fly-In

27-28 Apr 02 – Nacogdoches, TX. East Texas Air Show 2002, Hero Honor Days and all America Fly-in at Nacogdoches Regional Airport (OCH).

1 Jun 02 – Midlothian/Waxahachie, TX. Mid-Way Regional Airport Annual Pancake Breakfast/Fly-In. All day transportation to Gingerbread Trail Tour of Homes. 972/923-0080. [www.waxacofc.com](http://www.waxacofc.com)

27-28 Sep 2002 – Abilene, TX. EAA South West Regional Fly-In. 334/578-1707 or [www.swrfi.org](http://www.swrfi.org)

26-17 Oct 02 – Reklaw, TX. Best little private fly-in in Texas... a must!

Open every Sunday 1-5pm / or by appointment – Shooting Star Museum, Devine, TX, Proprietor Pat Wegner, 830/931-3837.

**EAA Regional Fly-Ins**

(For details in awesome websites go to [www.eaa.org/avlinks/flyins.html](http://www.eaa.org/avlinks/flyins.html))

7-13 Apr 02 – Sun N Fun EAA Fly-In, Lakeland, FL.

29-30 Jun 02 – EAA Rocky Mountain Regional Fly-In, Longmont, CO.

10-14 Jul 02 – Northwest EAA Fly-In, Arlington, WA.

23-29 Jul 02 – Air Venture 2002, Oshkosh, WI.

6-8 Sep 02 – EAA Golden West Fly-In, Sacramento, CA.

6-8 Sep 02 – EAA Mid-Eastern Fly-In, Ohio.

7-8 Sep 02 – Virginia State EAA Fly-In, Petersburg, VA.

13-15 Sep 02 – EAA East Coast Fly-In, Philadelphia, PA

27-28 Sep 02 – EAA Southwest Regional Fly-In, Abilene, TX.

4-6 Oct 02 – EAA Southeast Regional Fly-In, Evergreen, AL.

10-13 Oct 02 – Copperstate EAA Fly-In, Phoenix, AZ.



**WANTED & FOR SALE**

Chapter members in search of or have items for sale, or need to post a service, may place a free (non-commercial) add in this column. Call Editors Miriam or David Talley @ 210.521.2359 or EAA35@starband.net

**"Remember...Caveat Emptor...buyers beware!"**

**Instructor Available.** Chapter member Bob Brown CFI SE ME INST Rotorcraft. Will provide free flight review for chapter 35 members. 830/612-2371.

**FOR SALE:** 1965 Colt with tail wheel conversion, Lycoming 0-290-D2 135 HP engine with approximately 30 Hrs SMOH, STITS Cover.

1999 Starduster Too with 150 HP 02-320 Lycoming engine with less than 15 hours on engine and airframe, STITS covering.

Call Allen J. Pratka at (830) 569-3998 (Pleasanton, TX)

**FOR SALE:** '43 T-craft L2A, DCO-65. Cont. C-85-F. TTAF: 1094, SMOH 127. Contact: Jim Havens 210.680.7882.

**FOR SALE:** Runway Property on 8T8/San Geronimo Airpark! **Financing Available.** Contact "Dan the Man" Cerna at 210.688.9345.

**FOR SALE:** Ercoupe Wings, Fuselage, misc. parts. Call Chuck Schelnick (830) 685-3305

**FOR SALE:** 1953 Chevy 60,000 mi mechanically 9/10, new paint 9/10, needs some reassembly/interior work. Runs sweet-6cyl standard. \$3,000

1951 Chevy project. Not running, nice clean straight body and chrome. \$1,000

1977 Honda CB200T motorcycle, 4,000 miles been in storage for 8 years-very nice clean machine needs TLC. \$600


1967 "Scotty" 16' travel trailer, self-contained \$2,000.

**SOLD**

Numerous R/C airplanes and accessories including a 6' Wingspan "Telemaster" fabric covered with 4 stroke engine-looks and flies like full scale--make offer.

Bought airplane, wife sez sell some stuff! John Kuhfahl 210 688 9473 or joh-nkuhfahl@yahoo.com

**FOR SALE:** complete home computer, including 17 inch monitor and color printer. \$200. please call Don @ 688-3747



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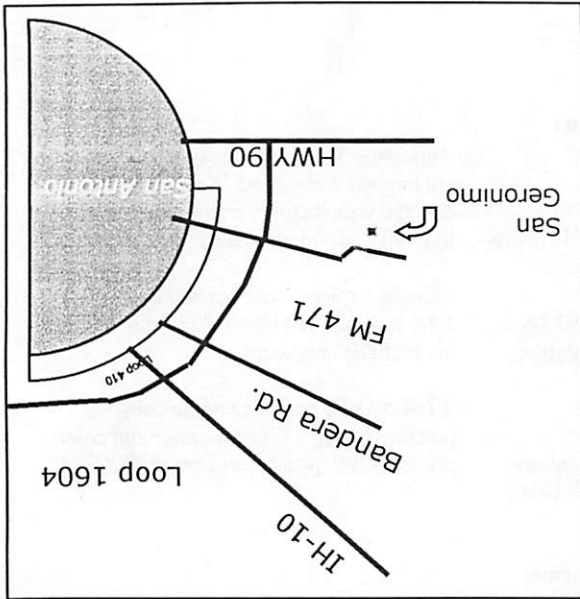
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**When Do You Meet?**  
 Second Saturday of the Month  
 This month the meeting is  
 being held during the day:  
 Lunch: 1:00 PM  
 Meeting: Following Lunch  
**Where do you meet?**  
 (See Map)  
 Call Any member listed  
 On Page 2 for help



Name & Address here



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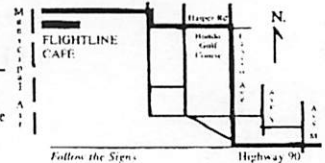
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