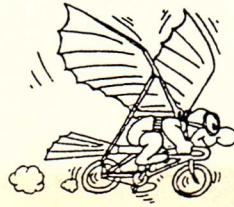


# Experimental Aircraft Association

CHAPTER  
35



SAN ANTONIO  
TEXAS

## NEWSLETTER

FEBRUARY 1982

President. . . . .	Julius Braun	494-5907
Vice President . .	Lewis Mason	674-7854
Secretary. . . . .	Carolyn Smith	675-2754
Treasurer. . . . .	Denver Barr	623-5460
Editor. . . . .	Daniel A. Cerna	433-7408

FEBRUARY MEETING: 13 February 1982, 7:30 P.M., Chapter Building, Westside Airpark.

PROGRAM: Dennis Narciso of Chapter 35 will talk about the Ultra-light aircraft and their place in Sport Aviation. Dennis has considerable light aircraft experience and is currently associated with the Eagle Ultra-light Aircraft and the new ultra-light flying site at Highway 281 and Coletto Creek, about 10 miles north of Loop 1604.

DUES REMINDER: Please pay your chapter dues for 1982. The new \$12.00 dues must be paid no later than the March meeting for your name to be included in the Chapter Roster for April 1982.

VOLUNTEERS: Please volunteer to help when asked or when you see something that needs doing. Some chairmanships are still open. See Julius!

## MARK YOUR CALENDAR:

March 14-20----- LAKELAND FLORIDA. Sun N Fun Fly-In.

June 25-27----- GEORGETOWN, TEXAS. Fourth Annual EAA Chapter 187 Fly-in and Airshow. Call or write Bill Mol, 3601 Piute Trl., Austin, Texas, 78748. Telephone Number (512) 282-3290 or (512) 442-6798.

July 30-August 7----- OSHKOSH

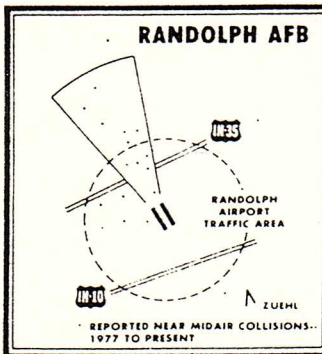
September 17-19----- KERRVILLE, TEXAS. 18th Annual Southwest Regional Fly-in. Sponsored by the Texas EAA Chapters. Contact: Bob Reece, Route 4, Box 305, San Angelo, Texas 76901. Telephone Number (915) 658-4194 (Home) or (915) 949-2886 (office).

WHO IS BUILDING WHAT: The Chapter grapevine is usually quick and accurate but every once in a while somebody pulls a real surprise on us. Did you know that a new 2 place ultra-light kit is about to be offered by a group in San Antonio? This will be an FAA registered experimental aircraft. Kits will sell for less than \$5,000.

KEEP IT SAFE!



# RANDOLPH AFB MILITARY AIRCRAFT ROUTES

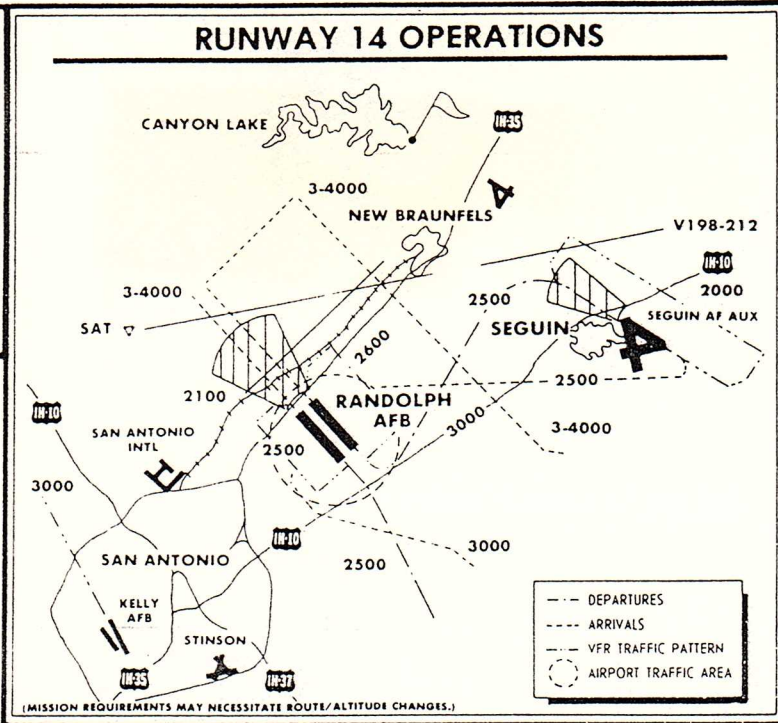


## FELLOW AVIATORS

The sky is becoming increasingly congested around San Antonio. Light aircraft, business aircraft, commercial airliners, and military aircraft all share this airspace. We all have a responsibility to do everything we can to make the airspace as safe as possible.

We need your cooperation. This poster shows the areas near Randolph AFB where extensive military operations occur daily. Please note the altitudes and locations of flight paths. If you fly in this vicinity, we urge you to use altitudes/routes which will reduce the possibility of a conflict. We also urge you to use RADAR TRAFFIC ADVISORIES from San Antonio Approach Control to the maximum extent possible. Thank you.

*Billy J. Rhoden*  
 BILLY J. RHODEN Colonel USAF  
 COMMANDER



## DO YOU FLY VFR?

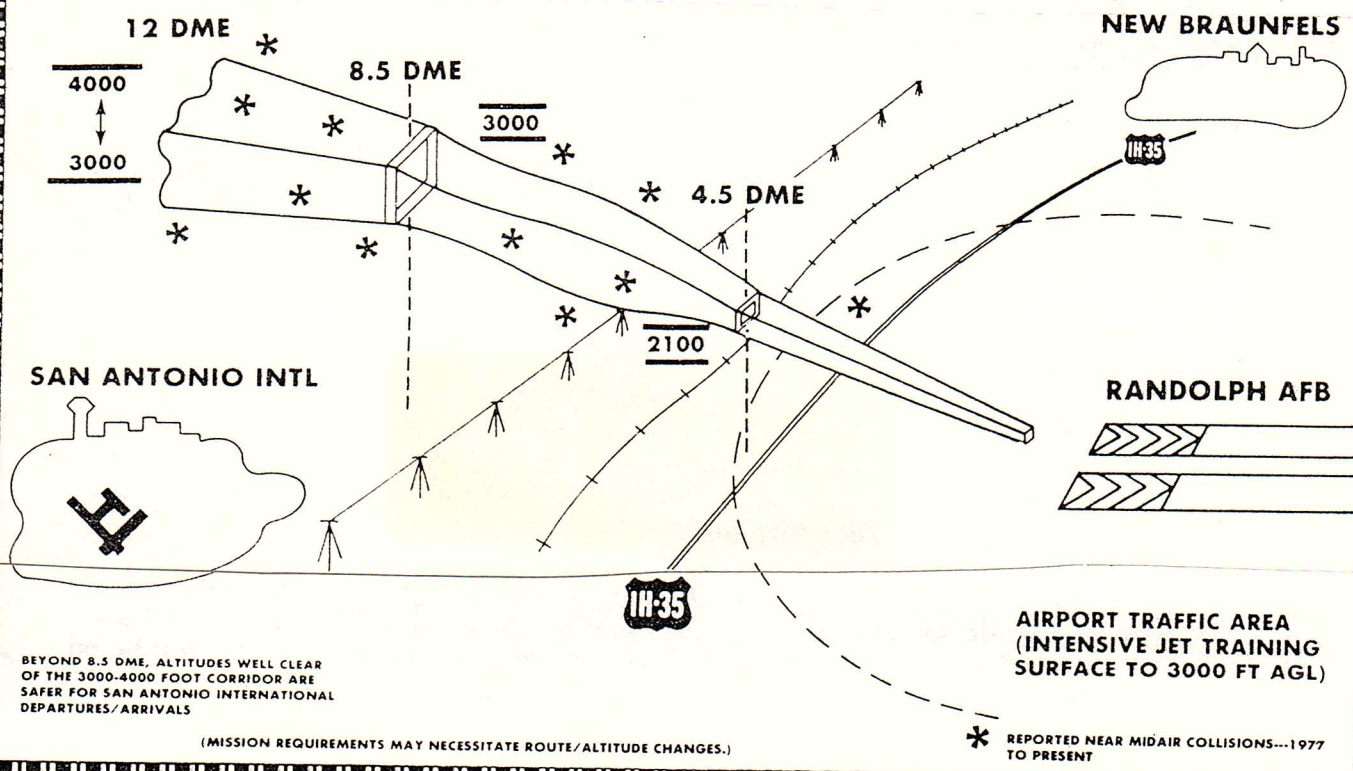
IH 10 TO HOUSTON?  
 IH 35 TO AUSTIN?  
 OVER SEGUN AT 2000 FT?

If you aren't alone, Randolph AFB has an annual traffic count of 300,000+ aircraft takeoffs and landings. Most of the reported near midairs have occurred on final approach, north of the airfields at 2000-4000 ft MSL.

## WE NEED YOUR HELP:

This flyer depicts some of our most heavily traveled routes. Please help us to reduce the collision potential by remaining well clear of the Randolph AFB Airport Traffic Area. The powerline north of Randolph is well clear of the ATA. Both IH-10 and IH-35 are within the ATA. The use of Stage traffic advisories when arriving and departing the Alamo City will greatly enhance separation.

# Highest Hazard Area - Runway 14 Final



## CHAPTER PROJECTS PROGRESS REPORT:

Bob Haack's Bucker Jungmeister is almost ready to fly. Bob is waiting for suitable weather to finish painting the cowling. Final engine and brake adjustments will be made and off she goes!

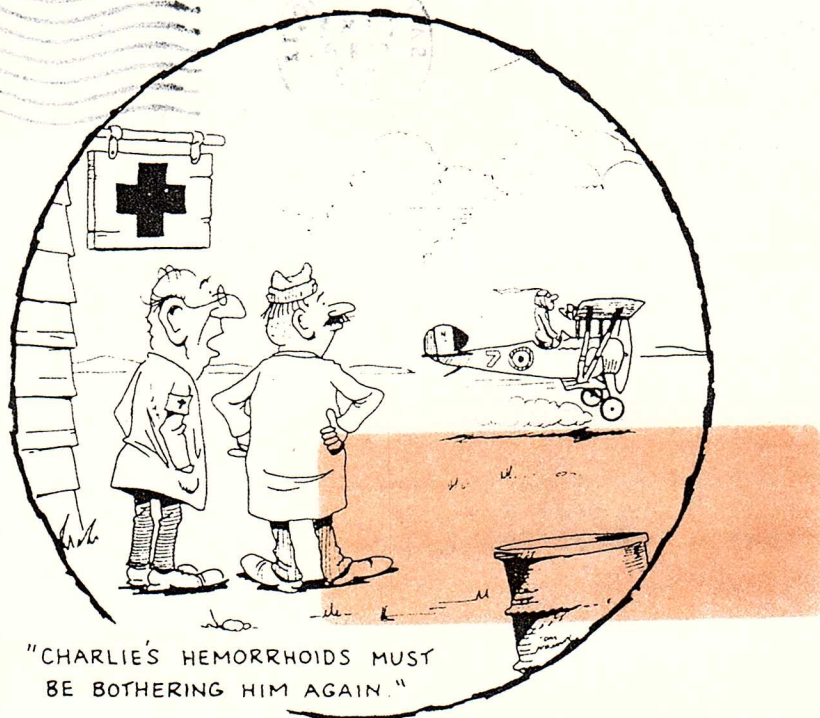
Elmer Benson's Veri Vigen is on the gear. The fuselage needs cover, nose cone and canard. Elmer is working on the panel. Still needed is the outer wing panels and engine mount.

Al Campbell's KR-II is also on the gear. He is remaking his tail feathers from kledgecell foam. The wing skins are also being made from kledgecell. Al and Denver Barr are currently having 1700 cc Volkswagen engines converted to 2180 cc. The engines will be turbocharged.

Jim Dyer's Skybolt is making steady progress. The entire structural frame is complete and on the gear. The wings have been covered and only the weather prevents doping and finishing. Jim has a newly majored 180 h.p. Lycoming he plans to install along with inverted systems.

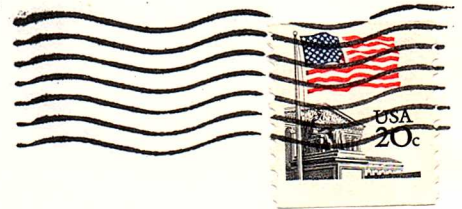
FLASH: Irene Benson now has ten hours of dual instruction in the family Cessna 150. She has made at least eight landings! It won't be long and she will become a real bird person. How about the rest of the gals? Ask Irene, she will tell you how great it is!

NEWSLETTER CONTRIBUTIONS: Let us know about your projects, they might be just the inspiration some members need to get started on the right machine. If you have anything to contribute or "for sale" items, please see that the editor has the material at least two weeks prior to the scheduled meeting.





**NEWSLETTER**  
**EAA CHAPTER 35**  
DANIEL A. CERNA - EDITOR  
123 STARDUST DRIVE  
SAN ANTONIO, TEXAS 78228



Julius & Margaret Braun  
13010 Country Pass St.,  
San Antonio, Tx. 78216