



The Leader In Recreational Aviation

March 2003

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RUNWAY 35



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

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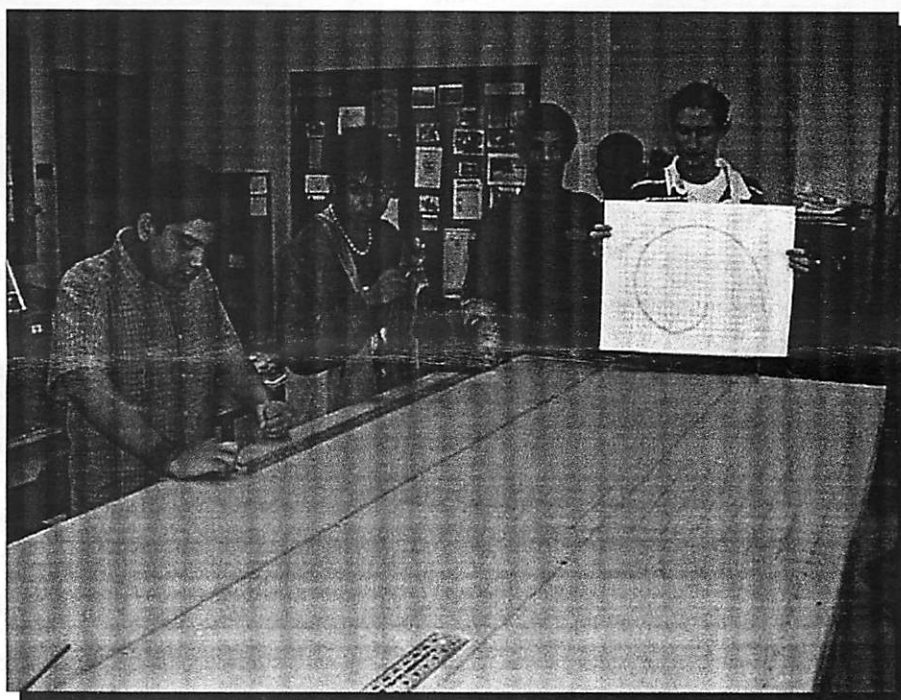
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Front Page News

Big "AI" Under Construction



Warren High School students start on the construction of "AI". AI is actually a Dream Catcher ultralite, which was purchased by EAA 35 member, Al Almond and DONATED to the school for construction. EAA 35 member, Don Copeland, is heading up the construction program at the school. On Monday, March 3rd, Norris Warner, Lew Mason, & David Talley stopped in to assist with the project. The rudder was started and shaped. Some drilling and minor sheet metal work was performed. The team will return weekly. MORE HELP IS NEEDED! Please contact Don Copland to help out with this wonderful project.

March Meeting

March Meeting

March Meeting

March Meeting

March Meeting

"Normal" Meeting! (If there is a "Normal")

Food by Bill & Claudia Loftin...Presentation by Bill Ercoline

Board Meeting: 4:00 PM

Dinner: 5:30 PM

Social Hour: 6:00 PM

Meeting: 7:00 PM

The 1st Place Award Winning Chapter Newsletter of the Experimental Aircraft Association!

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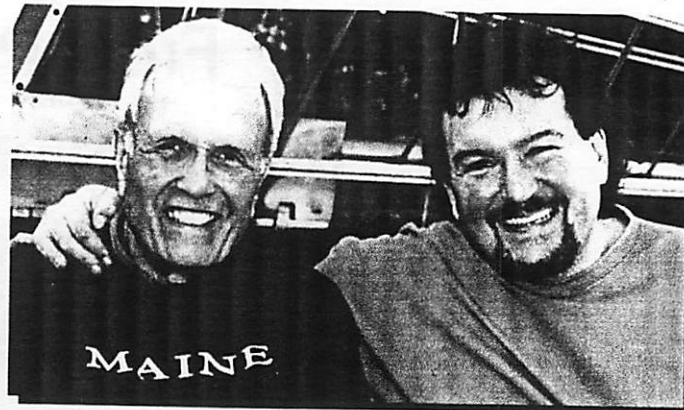
Groundskeeper

Jeorg Thees 210.593.1516

Clear Prop!!!!

By David C. Talley

- OK folks. Several chapter members who are serving our country are being moved, mobilized, activated, etc. With the impending war approaching, please be sure to keep them in your prayers. It's the service to their country that keeps us free to enjoy the things we do. Thank them when you get a chance.
- Board of Directors meeting is scheduled for March. 4 PM (NOT 4:30!)
- TV NEWS. TLC's Junkyard MEGA-Wars.
- Brad Doppelt kicks off this season of YE reports. Our chapter's goal? SIX-HUNDRED kids. Get ready! Remember, this is the last year of the decade long YE program. Read on...
- We have a new advertiser starting this month. ECI of San Antonio has graciously place an ad. My father recently bought six new Titan cylinder assemblies for their O-300. So far they are really pleased with them!
- "BIG" AI is started. Who is...what is BIG AI? As reported on the front page news...it's EAA35's (AI Almond really) contribution to lower education. A great time was had by the three (so far) volunteers.
- Bob Cabe has recently renewed his CFII and is available to chapter members for BFRs.
- Technology...sometimes it's great. Miriam wrote up "Scenes from the Meeting" and emailed it to me from the U.P. of MI.
- Shooting Star Museum is open again for the season. Blue Bonnets this month.
- The 99's are very active. They need our help and support as we do theirs. They have an upcoming dinner open to all. Please attend.
- There's much, much more...please read on and enjoy your copy of *Runway 35*, the "Best Award Winning" Newsletter of ANY EAA Chapter!



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.

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From the President's Desk

By Norris Warner

Our February meeting day certainly didn't look good—cold, rainy, miserable. It was the sort of weather that few would want to venture out in, and yet we had the clubhouse rocking! I'm not sure if the attraction was the promise of great food from Norma and Don Staats or the draw that presentations by General Julius Braun always create, but we were packed full and we all had a great time. Thanks, Don and Norma—thanks Julius!

Your Board of Directors and other interested chapter members met just before the dinner hour to select one youngster to attend the Air Academy at Oshkosh. Last year, as you recall, Cody Kelly was the young man that we sponsored for this terrific encampment, and he represented EAA Chapter 35 very well. With our requirement that only superior students be considered, we had only one youngster nominated, Matthew Oetken. Matt was nominated by Jim McIrvin, who gave Matt his "Young Eagles" flight earlier in the year. Seeing that this young man was truly an outstanding student and model citizen, Jim continued to mentor him, leading to flight instruction. Matt has now conquered Jim's Aeronca Champ, and is paying for his flight instruction by doing all the "airport kid" things like washing and waxing airplanes. At this meeting, Matt spoke to the group and demonstrated a high degree of motivation and maturity. We were also pleased to meet Matthews's parents, Matt and Joan Oetken, and I know that they were made to feel welcome by the membership.

As a 17 year old, Matt will attend a longer camp than Cody did last year, and so the expense incurred by the chapter is somewhat greater. We have been setting some funds aside in a special account for this (primarily the Chapter 35 logo Christmas ornament fundraiser provided by our good chapter friends, Jerry and Anna De Groot), but any help that members can provide individually is encouraged.

Please do call or see me. Don and Norma Staats gave this project a big boost by making a significant contribution to this very worthy cause. Thanks again, Don and Norma.

Our new chapter member, Don Copeland, spoke at the meeting about getting ready to build the ultralight "Dream Catcher" in his Industrial Technology classes at Warren High School. This is a terrific outreach program for Chapter 35 to be involved in, and will be a key point in our argument to the IRS that we be designated a 501(C)3 organization for tax purposes.

Don Copeland needs mentors to work with these youngsters, and the classes are held early in the morning and again late in the afternoon. I've pledged my support in this worthwhile effort, and I know many of you will accept the challenge and do likewise.

Our long time member who has made numerous financial contributions to chapter projects—Al Almond—is the person who stepped forward to make this project possible. Thanks so very much, Al. Don Copeland needs mentors to work with these youngsters, and the classes are held early in the morning and again late in the afternoon. I've pledged my support in this worthwhile effort, and I know many of you will accept the challenge and do likewise. Don can be reached at home at 210.558.1065 or via email at: docopland@hotmail.com. Call him or email him today!

The second Saturday in April—our regular meeting date—falls on April 12th and is our annual pancake breakfast and Young Eagles event day. Start encouraging your friends and neighbors to attend because this is a real fundraiser for the



chapter. And, speaking of fundraisers, we will be selling lemonade at the Southwest Regional Fly In (SWRFI) in May, at the B-17 visit at International Airport in June for two days, and both lemonade and sausages at the 99's "100th Anniversary of Flight" at Castroville also in June. Dave Baker has graciously consented to manage the Castroville show, **but we really need folks** to step up to the other two events—**NOW!**

The EAA B-17 visit in June is being managed by Bob Kindred, and he has filled the key slots by this time, I believe. I worked this event the only other time it came to our area (about eight years ago), and it was great, great fun. Call Bob at his home, 210.653.5625, if you'd like to get up close and personal with this famous Flying Fortress.

We will be holding a Board of Directors meeting at 4:00 PM, just before the March meeting—March 8th. We need to solidify our management positions for the very busy season coming up. If you would like to be a leader and manager—instead of a worker—please attend!

Do you believe good things happen to good people? It's true! Good friends and staunch chapter supporters, Jack & Linda Ridgway, have pledged to support our last year's Air Academy attendee, Cody Kelly, with glider training at Boerne Stage Airport. Thanks, Jack & Linda for coming through once again, and congratulations, Cody!



Comments from the VEEP

By Don Staats



Norma and I thank you all for sharing our 50th anniversary cake and for all the good wishes so many of you offered. We were a bit harried in the kitchen because of a bit of a late start. I had wanted to attend the meeting of EAA Chapter 958, New Braunfels, and they meet on the second Saturday, just as we do, but at 10:00 am. The meeting went a little long and it was after noon before I could start out for San Geronimo.

Chapter 958 is growing. I have belonged to that Chapter for about 8 years now and we are a lot like Chapter 35 when I first started attending back in 1967. The overall structure is more formalized, thanks to requirements set out from EAA Headquarters. The growing pains are those we went through in Chapter 35. Their able President, Bill Tarver, seems to have it well in hand. Right now we meet at the terminal building at the airport. With forty in attendance during this meeting we filled the room to capacity and some were standing. High on the agenda is our own building. Right now we are trying to find ways to finance it. Do we

rent, buy or build? On of the members is a Realtor and he is heading up a committee to explore options.

Although the membership is only 40+ strong we have some interesting members, including two that have flown for 60 years! One is Ken Druckenbrodt, the builder of a Dyke Delta. Ken has flown everything in the way of fighter aircraft up through the Viet Nam war and after. Like Chapter 35 most of the members have a story, if you can just pry it out of them. The Chapter is very enthusiastic about the Southwest Regional fly-in and a lot of their effort is going to support that event. We fly a lot of young eagles and during the SWRFI event will be handling the soft drink sales. Bill Tarver is one of the vice-presidents of SWRFI and as a physician will fill that role during the fly-in as well

All of this conversation is to see if I can get some of you interested in making the journey to New Braunfels and visiting Chapter 958. I don't do the active things I do in Chapter 35 because my time is limited. I do help out when I

can. To me if belonging to one EAA chapter is good, two is great and three is better yet. I also belong to 747, the Kerrville Chapter, and it meets in Comfort on the first Saturday at noon (bring a covered dish). Unfortunately, most of my first Saturdays are committed and I don't get up there as often as I would like. They are a nice bunch also and meet at Bill Miner's airport (1200' grass). I've landed there a couple of times and it's interesting.

By belonging to more than one chapter I think I can move information back and forth in the EAA community and hopefully build some bridges between our chapters. Some of you may also like doing the same thing. Dues are not too high and the company is great. Come one out and join the fun.

Don



News from Around the Patch...



Job Opening: NLE

As you can see above...it's time to move onto the other side of the fence. Miriam and I would like to hand over the reigns of this monthly "rag" to someone who is ready to take on a nice challenge. Bryan Tobias got it going, we tweaked it, and now all someone has to do to call Norris and ask. Now, the EAA says NEVER ask someone to take on a job. "Leadership" should appoint someone. However, in this case, we'd like to find that special someone who wants to take this thing to a new level. So start thinking about it. We've been at it for over three years so it's time for a change at the helm. Call Dave Talley or Norris Warner for the details! And please make us look good by "asking"...THANKS!



...News from Around the Patch

New Braunfels Young Eagles Flight Rally

The New Braunfels EAA Chapter 958 is having a Young Eagles flight rally on Saturday, March 8th at the New Braunfels Airport (BAZ). The Young Eagle flights begin at 10:00 AM and volunteers from our chapter who would like to participate are welcome. More information on Chapter 958 can be found at www.eachapter958.com.

March Program & Eats

by Don Staats

Here is some information on the speaker for the March 8th meeting:

Speaker - Bill Ercoline

Subject - History of Instrument Flying and Spacial Orientation
Currently working at Brooks City Base

Doing a "Study of Spacial Disorientation Countermeasures for Military Aircrews" Retired Air Force pilot (C-130, T-38, T-37)

Food will be prepared by Chapter members Bill and Claudia Lofton. As Bill wrote in, "The meal for March will be, the old Irish dish, delicious slumgullion, peas, and cornbread. Of course, we have better ingredients than our ancestors. Have a good day. Bill Loftin"

Geez, We're going international, once again. Last month is was Hungarian, this month Irish. Please stop in and have some eats!

Air Tattoo in Town, Caution all Pilots!

Randolph AFB is hosting an "Air Tattoo" on 27 Mar 03 at the Verizon Amphitheatre. More info at the website below. From a safety point of view, there will be a lot of dissimilar military aircraft transiting from the Base, New Braunfels Airport and our Randolph 1B MOA to the Verizon Amphitheatre from 1700-1900. If I were a local civilian flyer I would avoid that area and just go to the "show".

<http://www.randolph.af.mil/tattoo/tattoo/>

RICHARD A. DOYLE, Maj, USAF
12th FTW Flight Safety/ T-6 IP
DSN 487-2224
(210) 652-2224

Two Books Available to EAAers

National EAA member Budd Davisson has published two novels: "Cobalt Blue" and "The Stonewall File." Bud has published non fiction books and has written over 2,000 articles. His photography has graced the covers of more than 300 magazines and he had a one man photo show at the Smithsonian that ran for eight years.

I've read "Cobalt Blue" and am starting on "The Stonewall File." Both are absolutely great works of fiction, involving airplanes and adventure. I recommend them to our members.

In an email to me Budd said that he is using Guerilla publishing techniques and therefore would I please pass the word to my friends. He has a website: www.airbum.com. The website has a lot of aviation related information on it including write-ups on some interesting airplanes.

Don Staats

Need Help Building?

A new chapter 35 member, Jonathan Ard, is willing to assist any member with their project. Contact Jonathan at 210.865.7579 or ardiemus@aol.com.



...News from Around the Patch

SWRFI Update

All Board Members, Officers, Transition Team

Meeting 3-15-03

10.30am BAZ Terminal
 Planning and Reports
 Please RSVP re Lunch
 We need a Tent Chair

Stan Shannon
 President
 SW Regional EAA Fly-In
www.swrfi.org
 830-997-8802
 830-459-5650 cell

And someone to maintain Org Chart and Master list of addresses
 {currently using Excel }

REMEMBER! NEW DATES, LOCATION FOR EAA SOUTHWEST REGIONAL FLY-IN IN 2003

FREDERICKSBURG, Texas -- (Feb. 20, 2003) – Remember that the popular EAA Southwest Regional Fly-In (SWRFI) will have a new location and dates starting this year.

SWRFI will be held at New Braunfels Airport (BAZ), located between San Antonio and Austin, on May 16-17, 2003.

“Things are really coming together at this new location in New Braunfels, and for our new May dates,” said Stan Shannon, President of the Southwest Regional Fly-In. “The May dates should provide outstanding weather conditions and New Braunfels has enthusiastically welcomed us to be a part of their vibrant community.”

For more information on accommodations and other services in the area, contact the New Braunfels Chamber of Commerce at 800-572-2626 or visit its web site at www.nbcham.org.

SWRFI is a sanctioned regional fly-in for EAA, The Leader in Recreational Aviation. For information on EAA membership and programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit the EAA web site at www.eaa.org.

Data Sheets

I would like to thank those Chapter 35 members who so graciously took the time to fill out their 2003 data sheets. Recently my computer went on the "fritz", I lost all my e-mail address' prior to 2002. For those who did not complete the 2003 Data Sheet form, please e-mail me so I may include your e-mail address in my new e-mail program and also update the Membership Roster I am now working on. Joanne Warner, Treasurer, njwarner@indian-creek.net

Texan EAAer has Web-based Airport Home Website!

North Texas resident, Michele Chambre has started a business marketing airport homes to fellow pilots. Her husband is an EAAer and is building, what else, an RV.

www.AirportHomes.com

Or by snail mail:

Michele Chambre
 1007 Angel Fire Lane
 Arlington, TX 76001

info@airporthomes.com



...News from Around the Patch

WWW News

OK, here we are in the next millennium. And day in and day out, there are thousands of new websites going on line everyday. Heck, we have www.eaa35.org. And speaking of EAA 35 dot org, Steve Carlson has done a magnificent job updating and tweaking our website. Be sure to check it out and hey, get your newsletter in COLOR. Dave "the Man" Talley owns www.stinsonflyer.com (a really lame excuse for a website). If you know of a site, or two, or even more, that would be of interest to your fellow chapter members, please pass it (or them)

along. Here are a couple from the EAA e-Hot Line:

Are you searching for an Aircraft STC? You can look it up on: <http://av-info.faa.gov/stc>

Are you searching for an Aircraft STC? You can look it up on:

<http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf>

The later one is kinda long but it works! Surf on, my friend, surf on!

Major Jim M^cIrvin, USAF AD (Again!)

...Back on Active Duty

Our own Jim M^cIrvin, aka Major Jim M^cIrvin. U.S. Air Force, has returned to active duty status. So how come this return to full time service?? Jim had been on active duty as a flyer for 14 years. He separated to join the crews of United Airlines but also joined the reserves and had

been an instructor pilot in Del Rio. 9-11 put a big dent in his plans when he was laid off. Although he has continued his reserve status, he felt he might as well join his wife Lori by returning to full active duty status and reach retirement in 7 years. Congrats Jim, er, uh, MAJOR! We're glad that a pilot of your caliber is

serving in our forces. So now when ya'll see the Majors M^cIrvin, make sure you render a *double salute!!* They both deserve one!

FLASH NEWS: *Lori's heading out of town. Details to follow when they become available. Please keep her in your prayers.*



March Board of Directors Meeting

President Norris Warner has called a Board meeting for **4:00 PM**, Saturday, March 8, 2003, just in advance of our regular meeting.

Management assignments for the various upcoming events will be made, and other important topics will be addressed.

As always, all chapter members are asked to attend and to weigh in on the discussions.

...News from Around the Patch

Junkyard "MEGA" Wars-Flight of the Century

The Learning Channel (TLC) will be airing a Junkyard Mega-Wars this Sunday night that should be of interest to all of us EAAers. They have gathered THREE international construction teams. Their goal: To build a flying airplane! The problem? They can use ONLY tools that were available 100

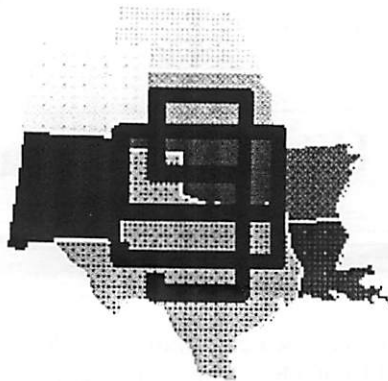
years ago! So get your TV remote ready. **Sunday, March 9th @ 7 PM.** On the WEB:

<<http://tlc.discovery.com/fansites/junkyard/flight/flight.html>>

This is the Sunday after the March meeting!!!!

Texas 99s Keep Busy!

The San Antonio chapter of the 99's have been keeping busy. Recently they assisted the Austin chapter in painting a compass rose at the Burnett airport. They are preparing to sell soft drinks at SWRFI, supporting our YE events and of course celebrating 100 years of flight with the big event being held at Castroville airport in June. We're supporting them in the June effort. This month there is a book signing. Sarah Byrn Rickman, author of two aviation books, "The Origin-

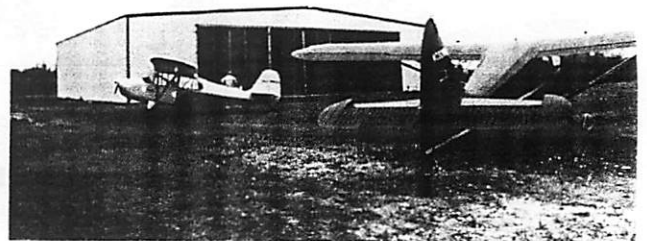


nals" about the WAFs and "Flight from Fear", a novel about the WASPS, will have a book signing at Barnes & Noble Fiesta Trail Bookstore on **March 11 at 7 PM.** Joining her will be Ann Patrie, Army helicopter pilot of Desert Storm and Debbie Winegarten, author of "Katherine Stinson, the Flying School-girl". Contact **Gloria Blank @ 830.510.4693.** (Metro) or Gloria@indian-creek.net

Shooting Star Museum Update

EAA 35 member, Pat Wegner and her fellow museum operator, Marge Balazs are gearing up for another exciting year at the Shooting Star Museum. The upcoming events for March are two weekends of Bluebonnets. As in Texas Bluebonnets. Their annual Texas Bluebonnet Walk is scheduled for March 15 and 16 PLUS the 22 and 23rd. Hours are 11 AM to 5 PM. They always need some assistance in operating the museum. For info or if you can help set up call Pat Wegner at 830/931-3837.

Folks, if you haven't been there, you're missing out. They have one of the best collection of early engines and power sources. You will definitely enjoy a few hours wondering around the plethora of displays. Don't hesitate. Go our and visit.



Skip's Millennium Tour

by J.P. (Skip) Barchfeld

What's a 'Millennium Victory Tour' Anyway?

J.P. (Skip) Barchfeld

Prologue

The year was 1973. The place was Pittsburgh. His oldest brother, Frantz, had just retired after a very long career with the world's largest steel company. This meant that Frantz could now accompany him on business trips in his Bonanza. During those trips, they had a great time getting to know each other again. They had time to talk about and reminisce about just nearly every subject imaginable, especially the years when their careers took them in different directions and locations.

There was, however, one subject that seemed to be a recurring theme—what would life be like as

the millennium comes to pass: It was during their last conversation that Frantz figured that as the millennium passed, he would be 92 years old. He kept repeating the thought that he did not think he would make it to that age. His prophesy proved to be correct, for it was not a year later that he left this life.

And it was also during that conversation that the author figured that as 1999 turned into 2000, he would be 76 years old. He told his brother that

that would one of his long-range goals, to be around to celebrate the millennium.

And so it came to pass. He made it, and he made it in good shape. He continued flying and he enjoyed taking his bride with him on many trips. Finally, he loaned his Bonanza to this son (it was never returned), he built a Long Eze, he had a heart attack, he received a special issuance FAA Medical, and all in all, he was greatly



Skip and Tom ready for the big trip! They are about to depart on a several thousand mile trip. By the way, where do you store you clean skivvies? This is the first part in a multi-part series.

pleased in getting to that special date.

Some of his friends were planning on how they would celebrate the passing of the thousand years, but he began formulating a plan for his own celebration. The plan evolved as a "Millennium Victory Tour." He would tour the country in his Long Eze, revisiting the cities and towns, relatives, friends, and people that had impressed him as he had traveled the country during his working years. As he visited these places, and these peo-

ple, he would also visit the restaurants that he had come to know as being the finest, or the most different (in his humble opinion) in each of these places. He would chronicle the trip in order to share the great experience, that he knew it would be, with other "old fogies" like himself. As the planning was reaching a peak, a phone call was prompted. It was to his brother-in-law, Tom, who was wintering in Florida. Would he be interested in being a part of such a trip? It took about one whole second until Tom shouted into the phone, "sounds great to me, count me in!"

And so on January 2nd, the plans were completed. First on the list was to get the Long Eze serviced and re-equipped for the trip. Since the Eze was always kept in good shape, the service was all routine. Change the oil and filters, clean the plugs, check the tim-

ing on the mag and the electronic ignition, and generally clean and tighten everything. The new equipment that he wanted was an auto pilot and a new GPS.

Two calls were made. The first was to Nav-Aid Devices, an autopilot was ordered. Business was obviously very good for them, as they quoted him a delivery time of 12 weeks. It could not have been more devastating if they had said "12 years," but he left

(Continued on page 10)

Skip's Millennium tour (Con't.)

by Norris Warner

(Continued from page 9)

The order stand. The second call was to J. A. Avionics, at Dupage Airport, to order the GPS. A Garmin GPS 250 was his choice, as he presently had a Garmin GPS 195 that had given him excellent service. From the ads that he had seen, the 250 with its color presentations was a great improvement over the 195. J. A. promised that he would have the GPS before he received the autopilot. So the orders were placed; now just sit tight and wait for delivery. (of course there were a few phone calls placed, trying to speed up delivery).

The GPS did arrive first and this did give him some time to get acquainted with this new instrument. Garmin sure did not do it's customers any favor when they wrote the pilot's guide for this radio. He thought that the guide for the 195 was complicated, but when he started to go through the 250 guide, he really got confused. Garmin not only made this GPS for use in the air but they also made it for ground use on highways. The concept is very good. However, they placed all of the instructions for both air and highway operations bunched together in this one guide. That made the manual very confusing so he decided that he would separate and condense the air instructions and then make them easier to understand. In this fashion he did not have to refer to that thick, confusing Garmin guide when he was in the not too spacious Long Eze; he just referred to his con-

densed, clear version and that made life much easier.

The original plan was to make Sun N Fun the first stop on the tour, and then be home in time to spend Easter with the bride. However, slow delivery of the auto pilot made that plan change. The installation of the auto pilot was finally completed on the Friday before Easter, Good Friday. The plan was altered and the kick-off would be the Tuesday after Easter. It was decided that they had delayed long enough and he did not want to delay any further with shake down flights; therefore, it was decided that the first leg of the trip would be the shake down for the auto pilot. The GPS had already been installed in the plane on a special mount, that his friend Mel Hinson had devised for installing his GPS in his Velocity, and had been flight tested and it worked fine.

And so the big trip was scheduled. Tom would arrive from Florida on Easter Sunday night. They would fuel, load, and check the Long Eze on Monday. Finally, get a weather briefing and depart early on Tuesday morning.

And then came the problem of luggage. Anyone familiar with the Long Eze will appreciate that the luggage space is very limited. Along with the luggage some spare parts had to be included. It was decided that a spare nose wheel tire and tube would be a must. This would be their insurance in case of a nose tire problem, should

an FBO not have a tire in stock. Next a small tool kit was assembled. The kit held just enough tools to change a tire and do minor repairs. So the next problem was—just how little clothing does one need to carry for a three week trip and still be able to pack it in a very tiny case. Obviously, a daily change of clothing was not going to be possible. But in studying the itinerary, it also became obvious that about every other day they would be overnighing with either a relative or a very good friend. Either way they felt that they would be in a position to do laundry quite often. So it was decided that each of the crew would be limited to one athletic bag ten inches in diameter and eighteen inches long. What ever each individual decided to cram into his bag, well, that would be his luggage allowance.

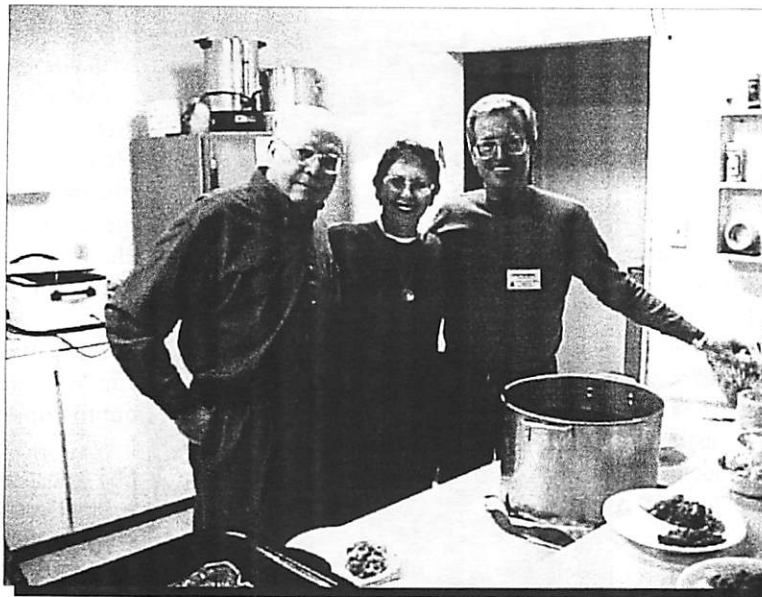
Initially the loading went like this: the spare tire and tube and the copilot's athletic bag were loaded in the nose compartment. The tool kit and the pilot's bag were placed in the right wing strake baggage compartment. All of the charts and flight gear went into the left strake compartment. And, finally, the tie down kit and a few miscellaneous items were stored behind the rear seat back in the main spar cavity. As expected, everything was pretty tight. Loaded as it was, the weight and balance was still OK and they were right about in the middle of the envelope.



Scenes from the Meeting

by Miriam S. Talley

Wow! What a great meeting. Don and Norma Staats cooked up a storm with their "Secret Hungarian Recipe" that sent many folks back for seconds and thirds. A beautiful cake announced their 50th wedding anniversary and the love birds cut the first slice together like newlyweds. CONGRATS Norma and Don!! Also helping in the kitchen were Don Woodham and Nancy Mason. Thanx all for an awesome meal!!!



The Kitchen Krew of Don & Norma Staats, along with EAA 35 Life Member, Don Woodham. This trio dished out some great "grub". Norma is a great cook and it showed! Several folks had THIRDS!

Also, the chapter was invited to celebrate Don & Norma's 50th wedding anniversary! Congrats and thanks!

The meeting was standing room only, with about 80 folks present. We had 9 visitors and had 3 folks join our membership. Welcome.

Skip Barchfeld, who is heavily involved with the prison ministry in Hondo, put out a plea for assistance in helping fund a badly needed chapel at the facility. If you feel you would like to help in this worthy cause, contact Skip. (Number is on info page)

President Norris Warner started the meeting by announcing that we need a safety officer since Bill Haskell can no longer assist us with this position. Maybe one of the several chapter flight instructors can step up to the plate?



Board minutes and treasurers reports are always posted on the chapter bulletin board for all to read.

Dandy Don Staats, our representative to SWRFI, gave us the update: Funds are being raised for an air race, the chapter will have a lemonade stand as a fund raiser, we will have Young Eagle flights, Deck Yoes is overseeing the published program and is asking for photos of early SWRFI get-togethers, Gene Kent is the treasurer for SWRFI and Kris Kilmer is programs director, and of course Don overseeing the fly in. If you feel you would like to help out in any capacity, please Don... phone number is on the info page.

Don Copeland, our industrial technology teacher at Earl Warren High School, needs mentors to assist his students in building the ultralight "Dream Catcher". If you can help... let him know.

On 14 June, the chapter will be assisting the 99's in the commemorative fly-in at Castroville. Dave Baker will be the coordinator for chapter activi-

(Continued on page 12)



Scenes from the Meeting (Con't.)

(Continued from page 11)

opportunity for fund raising and will require chapter volunteers. These are always a blast, so put your name down to help.

The EAA B-17 tour will come to San Antonio and Chapter 35 will be the lead group in coordinating the local tour. Bob Kindred has volunteered to chair this awesome event. He needs 4 Chairpersons to head up four committees. The four chairpersons will get a free ride on the B-17 to its next stop in Houston and get flight time that can be logged in their log books. If you can help, get a hold of Bob Kendrick.

Our very generous Jack and Linda Ridgway is once again risen to the occasion by sponsoring last year's Air Academy attendee Cody Kelly, to a sailplane rating. We are humbled by your generosity and I'm sure Cody has his head in the clouds. God Bless you.

Norris announced that the board has selected another fine young man for sponsorship to the EAA Advanced Air Academy. 17 year old Matthew Oetkin.



Above: BG (Ret.) Julius Braun, former President EAA 35, after giving his historically interesting presentation on early missile development. Even though he was US Army, he had the opportunity to work with the Navy. Those early results were, well, you had to be there! Julius is a great guy with more than just a story.

His credentials were presented by Jim McIrvin. He is a high school student active in varsity football, the honor society and is in the top 5% of his class. He has always loved aviation and planes to compete for a flying slot in the USAF. He recently soloed in Jim's champ after exchanging plane cleaning duties for flight instruction.

The 50/50 drawing for \$33 was won by Jim McIrvin... so you gonna take Lori out to dinner??

Our guest speaker was our own BG(ret) Julius Braun, a 36 year army veteran. He started his career in 1942 as a private and retired out of the Pentagon as a General. He left all in the audience sitting at the edge of their seats listening to his experiences at White Sands and China Lake secret research and development facilities, where he was heavily involved with rockets and ballistic missiles. Or as he put it, things that move fast and go bang. We laughed as he described some of the "oops" that go with new development. Thankx Julius for a spectacular evening!!!



High School Needs A/C Building Assistance

Earl Warren High School is seeking to partner with members of Chapter 35 in the construction of a Dream Catcher ultralight. Al Almond generously put up the money for the kit, and it has finally arrived. We have students who are willing to learn,

and are anxious to do so. All we need is to get everybody together and have a building party. If you want to help, call Don Copeland at Warren (210-257-4200 x 2427 or on the cell at 210-884-6957). We hope to have "Al" flying by summer.



Young Eagles 2003!

by Brad Doppelt, EAA 35 YE Coordinator

Our first Young Eagles event of the year will be held on Saturday, April 12th in conjunction with our pancake breakfast. We will begin flying Young Eagles at 10:00 AM and end after everyone gets a ride. We should have lots of Young Eagles to fly due to the great publicity we have been receiving and help from everyone in getting the word out.

Our goal is to fly at least 600 Young Eagles this year and the April event should get us off to a good start. We are closing in on EAA's goal of flying one million Young Eagles by the end of the year, with the total now at 884,229.

As everyone knows it takes many volunteers to make a Young Eagles event a success. Please take a look at the following positions and consider volunteering your time.

Our goal is to fly at least 600 Young Eagles this year and the April event should get us off to a good start.

We will be setting up for this event on the afternoon of Friday, April 11th. There will be lots to do in preparation for both the pancake breakfast and Young Eagles.

Volunteers not attending the pancake breakfast should plan on being at the clubhouse by 9:30 AM on Saturday, April 12th to prepare for the Young Eagle flights.



Position	&	Volunteers Required
Young Eagle Registration		2
Photographer		2
Safety		3
Ground/Air Control		2
Pilots		10
Young Eagle Escorts		10
Announcer		1
Display Planes		2



October 2002...Castroville, TX. YE Coordinator, Brad Doppelt, mints another YE. This year 600!



Homebuilder's Corner



Cozy Corner

By Terry Wimmatt

Well, we're into March and our thoughts turn toward warmer weather and more active building. Winter progress has been slow for most builders except Brad Doppelt, who has been knocking out chunks of his project, figuratively speaking. He should be about done with the finishing touches to his main spar, then onto the nose and nose gear. We received our electric nose lifts last month from Jack Wilhelmson in South Carolina. Electric conveniences come at a steep price, but, boy, do they

look nice and handy. So, when we do get flying, there will be no hand-cranking of the wheel upon take-off or landing.

One of our Cozy builders will be leaving us shortly. Captain Burke Bristow and his family will be taking on a hardship tour, enduring pain and suffering in Hawaii. He indicates that he'll be storing the project stateside and working on advanced degrees while on the island.

Jon and Linda Farr are wondering if they haven't been living in Seattle, instead of San Antonio. The weather hasn't been cooperating with the VFR folks here in south central Texas. With the down time, he's working on his transponder and other sundry items that require his attention.

The author has been working on his nose gear assembly in between patients at the hospital. With anxiously-awaited warmer weather, he'll be continuing the construction of his wings, as long as he isn't deployed to one of those Middle Eastern garden spots.

Well, the fly-in season is coming up very soon, and that means traveling to see the latest and greatest being offered at the regionals. We're looking forward to attending and seeing some of our brethren with their canard mounts nose-down in the classic "grazing" position.



The Way it Was

by Bob Cabe

Lunch with an American Hero

If you ever get a opportunity to talk to a veteran airman, by all means, take advantage of it. I took an extended lunch break today and did just that. Don Beck is a former Naval aviator. He made one of the most significant flights of WW II. In my opinion, he's a legitimate American hero. Let me tell you about our conversation. I think you'll agree with me.

Don took advantage of a one-time good deal that the government offered. He learned to fly under the Civilian Pilot Training program. Uncle Sam offered free flight instruction to anyone who could pass the physical. In 1940, Don got about 50 hours in an Aeronca Chief at Roosevelt Field in California. He soloed in eight hours. Following that, he went back to school at UCLA. He and a friend had rented a plane on December 7, 1941. As they approached the field, he got some light signals from the tower. After landing, he was told of the attack on Pearl Harbor and that all flying was immediately suspended. A few days later, he enlisted in the Navy, fully intending to become a Naval aviator.

Don's initial training was ground school, a very interesting ground school. He was sent to Oakland where he received training in navigation, physics, fencing, boxing and skeet shooting (learning to lead a target). When they marched, they did it in formations they would use in the air. After three months of that, the fledgling pilots actually started flying.

Initial pilot training was in Southern California where they were introduced to the Stearman biplane. Training involved basic maneuvers followed by acro and formation flying (remember the marching). This part of the program took three more months and it was off to Corpus Christi by train. Here the pilots-to-be flew the Vultee "Vibrator". This was serious instrument flying. The student

rode in the back seat with a curtain around the cockpit (They still do that in the T-38 today). We think of instrument flying in terms of VORs, ILSs and Houston Center. They "flew the beam". Tuned to a certain frequency, all they heard was a dot-dash, a dash-dot, or a steady tone. One meant left of course, the other was right of course, and the steady tone meant on course.

One evening the pilots were told to report on deck for night flying. None of them had ever flown off the carrier at night. The procedure was to fly one takeoff and landing at twilight and one after dark. Don was a fairly junior pilot, so both his landings were after dark.

Following this training, they got to request the kind of plane they wanted to fly. Just like today, most wanted fighters and very few wanted observation (PBYs). Don got torpedo bombers. Training continued for Don at Corpus, in the SNJ (Navy AT-6), a fine airplane. This involved gunnery, low level, night flying and target practice. At this point, Don actually got his wings. He was a Navy pilot (Aviator!). Next it was another train trip to Ft. Lauderdale where the new pilots were introduced to the 1750 HP, R2600 powered, 14,000 pound TBM.

This is a single pilot airplane, so there is no room for an instructor. They had one day to read the POH. The next morning, they taxied for about 30 minutes and made their first flight. Following one day of familiarization flying, they began night flying. You might say that this was an "accelerated program". Four months later it was on another train to Chicago for carrier qualification training.

The "carrier" was the USS Wolverine, a

converted paddle wheel passenger boat that operated on the Great Lakes. (Note – Don remembered details of each of these locations. He remembered instructors' names, fellow pilots, squadron numbers and aircraft specifications. I was impressed.) There had to be a 25 knot wind blowing down the deck before the stripped down TBMs could operate. The deck of the carrier was only 18 feet above the surface of the water. Pilots got

16 takeoffs and landings in two weeks and they were "carrier qualified". This is also where they learned to pay strict attention to the Landing Signal Officer (LSO). In fact, the pilot totally concentrates on the LSO until touchdown. The TBM's approach speed is 85 knots and stall speed is 65. The LSO even "tells" the pilot if he is too fast or slow.

You guessed it. Next was another train ride, this one to San Diego where Squadron VC-8 was formed. Then another train ride to Seattle where the squadron picked up new airplanes, 12 TBMs and 9 FM2 Wildcats. The next trip Don made was finally by air. The squadron flew to their operational location in Norfolk. Their mission was to fly extended submarine patrols. Their carriers were converted freighters. Once out to sea, the TBMs would fly six hour missions, consisting of rectangular courses of 200 miles by 50 miles. They flew at 500' at night. There's another story.

One evening the pilots were told to report on deck for night flying. None of them had ever flown off the carrier at night. The procedure was to fly one takeoff and landing at twilight and one after dark. Don was a fairly junior pilot, so both his landings were after dark. The instrument training in Vultees paid huge dividends. One of the pilots made his first landing and refused to go up again. Flying at night, at 500', the on board

radar could pick up a periscope. The crew on these flights consisted of a pilot, a gunner and a radar operator.

Don made an historic flight while cruising with a carrier and five destroyers near the Cape Verde islands off the coast of Africa. You may have seen the movie "U-571". It is based on a true story and Don was an integral part of that operation. While on a routine patrol, Don located a submarine. It immediately submerged, but was being tracked by sonar. One of the ships fired a "hedgehog", which is a cluster of depth charges that are fired all at once in many directions. One of them found its mark and disabled the submarine's rudder. Unable to control the sub, the captain was forced to surface, where the fighters were waiting. The sub's captain was hit by a 50 caliber shell and went overboard. The rest of the crew followed, leaving the abandoned sub motoring in large circles at about eight knots.

A small crew in a whale boat was able to overtake the sub and board her. The German crew had "pulled the plug" on the boat and it was about to sink. But they left the plug next to the drain, so to speak, and the Americans were able to save the submarine. What made this so significant was the fact that the Germans had an "Enigma" machine on board. This was the device used by the Germans to en-

crypt their classified messages. With it, the Americans were able to track German submarine movements during the war.

In 1994, Don participated in a reunion there and it was attended by both American and German servicemen. After 50 years, they actually started the diesel engines on the sub. The sub's number was really U-505.

In the movie, the sub sinks. In fact, Don's carrier towed it all the way back to Bermuda. It is now a part of a museum in Chicago. In 1994, Don participated in a reunion there and it was attended by both American and German servicemen. After 50 years, they actually started the diesel engines on the sub. The sub's number was really U-505.

Don flew in the Pacific too. He remembers dropping supplies to POWs in Japan. Included with the supplies were radios. The prisoners contacted Don in his plane and he was the one who informed the POWs that the war was over.

Following the war, Don remained in the reserves. He was called up during the Korean "Conflict". For his recurrency

training, the only plane available for him to fly was the Bearcat. He loved that plane. With a twin row, 18 cylinder, R-2800, it was a powerful airplane. It would easily do 400 knots and was delightful to fly. He even said it was not too tough to land (hard for me to believe). One problem he had was that you had to get the gear up quickly, before speed built too much. Once he was a bit slow in retracting the gear and one of the mains was left hanging out in the breeze. After training for a year and waiting to be called to Korea, his time was up and the war was winding down, so he did not fly in Korea.

Don is a very active retiree. He is the president of the local Navy League and is also the president of SCORE (Service Core of Retired Executives). SCORE is an organization committed to helping small businesses get started.

I certainly enjoyed my time with Don Beck. What a treat to hear about flying when it was primitive by our standards. More importantly, I am more impressed than ever by stories of men and women who were willing to risk everything at a time when our country was in need. I am convinced that, were it not for fearless warriors like Don Beck, we might be speaking German today. All Americans owe him and so many like him a great debt of gratitude.



Woman Fly

(Ed. Note: Lesley Doyle, our latest "Aviatrix" submitted a gazillion pages of famous quotes...we're continuing them here...)(Part 5 of ??)

Too often little attention is paid to individual talent. Instead, education goes on dividing people according to their sex, and putting them in little feminine or masculine pigeonholes . . . Girls are shielded and sometimes helped so much that they lose initiative and begin to believe the signs 'Girls don't' and 'Girls can't' which mark their paths. . . Consequently, it seems almost necessary to evolve different methods of instruction for them when they later take up the same subjects. For example, those courses which involve mechanical work may have to be explained

somewhat differently to girls not because girls are inherently not mechanical, but because normally they have learned little about such things in the course of their education.

— Amelia Earhart, *'The Fun of It,'* 1932.

Women must try to do things as men have tried. When they fail their failure must be but a challenge to others.

— Amelia Earhart, *The New York Times*, 29 July 1928.

Women must pay for everything. . . They do get more glory than men for comparable feats. But, also, women get more notoriety when they crash.

— Amelia Earhart

I didn't know a lot about Amelia before I started [flying]. And as a woman and a pilot, I should have known more.

— Linda Finch, *prior to starting out on a flight retracing Amelia Earhart last journey*, 1997.

Flying is a man's job and its worries are a man's worries.

— Antoine de Saint-Exupery, *'Wind, Sand, and Stars,'* 1939.

We realized what a spot we were in. We had to deliver the goods, or else there wouldn't ever be another chance for women pilots in any part of the service.

— Cornelia Fort, *W.A.F.S.*, 1942.

Safety Corner

by William L. Czervinske, V/P, PAISA/GAPA

PAISA/GAPA Meeting

Meetings are free to all interested in aviation, no membership required

Questions? Email the editor, Steve Carlson at: <carlson3@sbcglobal.com>
March 5th, 7 PM, Hallmark Institute, Wetmore Road, SAT Airport
Meeting Presenter and Topic: Mike Prichard, Deputy Air Traffic Manager, SAT Tower and TRACON

Mike will speak on a number of safety topics affecting pilots, controllers and the ATC system. He has a wide base of experience, including that as a controller at SAT, assistant manager at DFW, working on the Free Flight and Operational Planning staff at FAA Headquarters and a number of other major positions throughout his career.

Questions such as what does the new operational FAA plans include that will have an affect on the General Aviation Pilot? What is free flight? When will I have to replace my VORs with GPS or like systems? What about data link? What about airport safety plans to improve upon the efforts of eliminating runway incursions? How about TFRs and airspace security issues? These issues and many others will be discussed and will prove to be very interesting and insightful to pilots. Upcoming Meetings, Events and Announcements

Aviation Safety Counselors quarterly meeting will be held by the FAA SAT FSDO Aviation Safety Program Manager at St. Phillips College beginning at noon on March 22nd.

Steve Carlson, PAISA/GAPA and EAA member has agreed to take over the duties again by assisting in publishing our newsletters and meeting announcements by e-mail. We are great full and thank him for his assistance. Those who do not have e-mail addresses or capability will be contacted by phone prior to the meetings through a buddy notification system. There will not be a capability for notification by regular mail.

Next PAISA/GAPA meeting Hallmark April 5th at 7 PM.

Aviation Safety 101 Alert

We've talked about incidents and accidents a number of times and emphasized a number of safety issues over the years, however, things still keep coming back to haunt us. If we have repeated ourselves, over the past months and years, it is because things are still happening. Little insignificant things, such as: bad habits and short cuts, poor discipline, lack of instruction and information, many times lead to major things that begin to snowball. Before you know it all the factors are in place. If you are lucky, you may just scare yourself and say I'll never do that again, but if your pilot ego gets in the way, there may not be a way out.

When I mentioned that, things still happen. Examples include: loss of control (Surprisingly most occur on takeoff, rather than landing - I always thought just the opposite way would be more accurate.), runway incursions, altitude busts, missed calls from ATC, lack of a good preflight (correct and accurate information - including current charts), poor knowledge and interpretation of weather, lack of proficiency, fuel management problems, controlled flight into terrain, near mid air collisions, poor aircraft maintenance, training and a whole host of results cause things to happen. Actually, mechanical caused accidents are but a fraction of those that are pilot induced.

Another good example is the incursions that have occurred with the new security regulations and TFRs. Every time we make a little headway into getting regulators and politicians to understand the impact of restrictions and they relax the rules, here comes a pilot through a prohibited area, not just the airspace of a TFR. The reaction from the regulators and politicians is to expand and amplify the number of TFRs. Do we call that progress? We seem to keep shooting ourselves in the foot.

What is the answer? We've tried everything haven't we? We've conducted safety seminars, instituted better instructor training, safer aircraft, increased distribution of information, technological improvements, FAA Wings Program efforts, better com-

munications, airport improvements, etc. What else can we do to enhance General Aviation? What will work to improve upon the safety level? General Aviation has to clean up its act and it starts with the pilot in command.

I suppose this article is more of a call to action by the pilot community. We need more involvement by all of us to change the image of General Aviation. We first must recognize that a problem exists, understand the issues, become knowledgeable of the issues, get involved and then ensure that we make a difference.

In the succeeding months we will be honing in on a number of the issues that cause incidents and accidents. Be sure to check your e-mail for more information on meetings and subjects to be presented. Encourage other pilots to attend. If you have ideas or issues you would like to bring up let us know. Perhaps you would like to make a presentation to our members on an aviation safety issue that you feel important and would like to share.

We at PAISA/GAPA, along with its members have been encouraged by the willingness of others to get involved. Everyone's contributions are important. Support your community; educate your city representatives, local community organizations and schools on the importance of aviation and how their airports and aviation contribute to the economy of their city or county. In addition, encourage pilot awareness of available information, safety seminars, flight proficiency and other programs that enhance safety of flight within the aviation community. Only then will we see the things that cause accidents and incidents go away and the image of general aviation improve in the eyes of the public and media. You can make a difference and we need your help. Let us know what you can do and what we can do to help you make it come about.

William L. Czervinske,
V/P, PAISA/GAPA

Dream Catcher Update

by Dave Talley

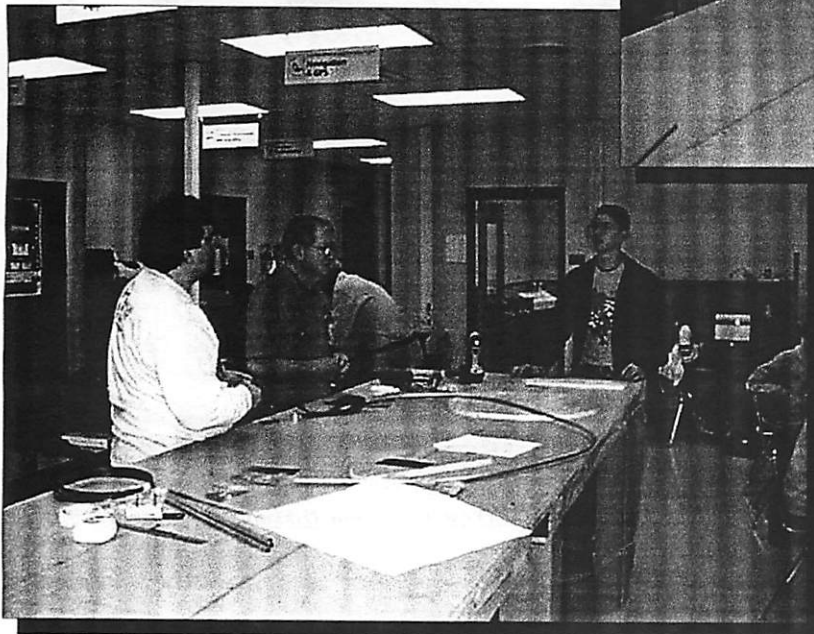
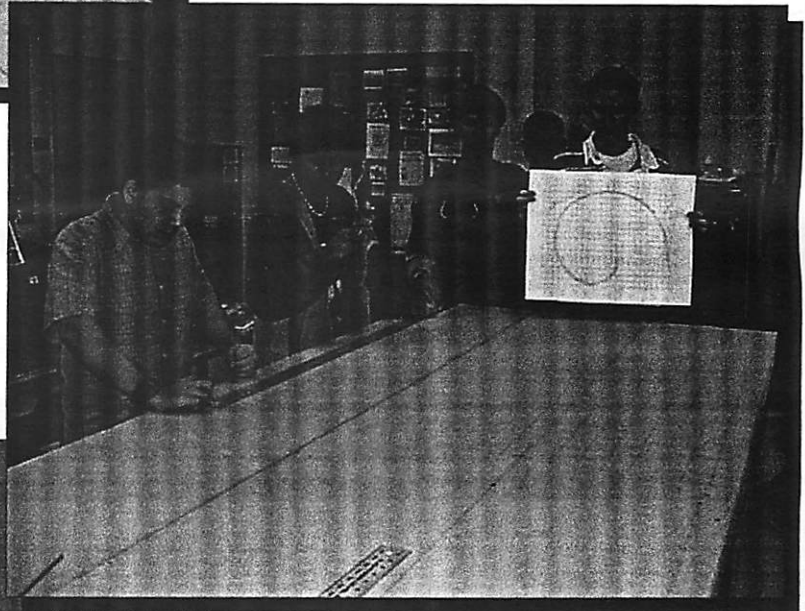
“BIG” Al is started!



Above: Team 35 helping out the students. Lew Mason is on the right, Norris Warner & Dave Talley on the left.

Right: The students lay out the squares in the table. Though young, they are smart & willing to learn.

Below: Dave Talley & Norris Warner working with a student. Lew Mason is in the back learning something about GPS. Yes, this lab has a GPS learning station! (Among others!)



As reported on the front page news... “BIG” Al, ’s construction has begun! Lew Mason, Norris Warner and Dave Talley “dropped” by the newly constructed Warren High School to assist Don Copeland and his students in the construction of their ultralite project.

Al almost GRACIOUSLY donated the cash to purchase one “Dream Catcher” plane. They’ve had a slow start so far. The table you see in the pictures had to be constructed first. It’s a beautiful table throughout and will serve the project well.

The students are full of enthusiasm and were very helpful while the EAA 35 team was there. So far

the rudder was bent to shape and some drilling was performed. Meanwhile, Dave Talley was busy with two students who helped with some rounding of corners on some gussets. Dave did one, the two students did the remaining units. Initial inspection showed their work to be top notch. This on their **FIRST** attempt!

Don needs more EAAers to help out. Please contact him to schedule a time. The goal is to have the students learn about airplane construction, flying and aviation in general. With this in mind, they want to complete the project by school’s year end.

Tobias Aerospace Services

Bryan R. Tobias

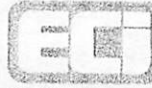
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EVENTS AND HAPPENINGS

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

9-11 Feb 03 – Dallas, TX. Helicopter Association International Heli-Expo. 703/683-4646

5 March 03 – 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 545-2376

8 March— EAA Chapter 958 Young Eagles at New Braunfels. Fly YES before our meeting. They need pilots/planes and VOLUNTEERS.

8 March — Open House at Stinson Air Center.

13 March — San Antonio 99s: Next Meeting; La Fonda Restaurant, 6:30 PM Social, 7:00 Dinner. The cost is \$16.00 each (collected on arrival), which includes the Traditional Buffet, coffee, tea, tax and gratuity. Alcoholic beverages at cash bar. Call Gloria Blank at 830-510-4693 (Metro) or e-mail gloria@indian-creek.net no later than Tuesday, March 11 with your **reservations**. Bring your spouses, family and friends. The restaurant is located at 350 Northern Ave in Oak Hills just off Fredericksburg Road, first light north of Loop 410. Their phone number is 210-342-8981. We are looking forward to Marsha's presentation about the Powder Puff Derby. See you there!

15/16 + 22/23 March 03 – Shooting Star Museum's Blue Bonnet Walk.
For info or if you can help set up call Pat Wegner at 830/931-3837.

3 Apr 03 – 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 545-2376

24-26 Oct 03 – Reklaw, TX. Flying M Ranch Fly-In.

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

EAA Chapter 35 2003 Calendar

- 08 Feb: Board & Regular Meeting
- 08 Mar: Regular Meeting
- 12 Apr: Pancake Breakfast & YE Flights
- 10 May: SWRFI work party at New Braunfels
- 16-18 May: SWRFI @ New Braunfels
- 14 Jun: Assisting 99's w/ Air Event @ Castroville Airport.
- 21 Jun: YE Flights
- 12 Jul: Chapter Picnic
- 09 Aug: Regular Meeting
- 13 Sep: Pancake Breakfast & YE Flights
- 11 Oct: Regular Meeting w/ **CHILI COOK-OFF!**
- 08 Nov: Regular Meeting w/ elections for 2004 Officers
- 13 Dec: Chapter Christmas Party



EAA Regional Fly-Ins

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

2-8 April 03 – Sun N' Fun EAA Fly-In, Lakeland, FL.

16-17 May 2003 – South West Regional Fly-In, New Braunfels, TX.
www.swrfi.org

28-29 Jun 03-EAA Rocky Mountain Regional Fly-In, Longmont, CO.

9-13 Jul 03-Northwest EAA Fly-In, Arlington, WA.

29 Jul-4 Aug 2003-EAA AirVenture Oshkosh, Oshkosh, WI.

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@satx.rr.com

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

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

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

For Sale: 2 Cencel bags in good condition \$20 and \$25. 4 Jeppesen plastic binders \$2. Call Terry Ross at (210) 566-2765

For Sale: The items listed below are being offered for sale. If you are interested in any of the following please contact: Bill Miner, Flying RV Ranch, 830-995-3490, miner@hctc.net. We are located in Comfort, Texas approximately 40 miles NW of San Antonio off Interstate 10. * Pair 12 Full Lotus Floats with spreader bars, \$1,000 firm. * Avid Flyer/Speed Wings project with trailer, airspeed, tack, water temp, volts, compass, master switch, hydraulic brakes, other misc. parts, NO FIREWALL. Forward \$4500 FIRM. *Rotax 503-DCDI, muffler, E-Box w/Elect. Start, oil injection, air cleaner, 15 hours \$3,000 Firm *

For Sale: 2 encoders -brand new- never used- still in boxes. model 120-15 Transcal - 14 to 28 volts-

solid state -\$100.00 each please cal Mel @ 210-651-5086

For Sale: Ken Brock nose gear retract assembly for Long EZE or Cozy. 1/2 of Ken Brock Prices. See "Skip" Barchfeld 830/363-7649.

For Sale:

1. Rocky Mountain Instruments MicroMonitor includes sensors for: Fuel Pressure, Oil Pressure, Fuel Flow, Ammeter Transducer plus Warning Horn and Manuals. \$600. Specs available at <http://www.rkymtn.com/>
2. Matco Wheel and Brake Set. Model #W62 \$200 Specs available at <http://www.matcomfg.com/specs/w62.htm>
3. 12/14 Volt Cessna Flap Motor Assembly from C150 \$100
4. Spinner and back plate with a Lycoming O-235 bolt pattern for a 2 blade prop. \$50

Contact information:

Burke Bristow 210-637-5281 or bkbristow@earthlink.net

For Sale: Three (3) BIG Plugs of roofing tar. Have melted together so it's heavy. FREE! Contact Al Almond 210/674-1597



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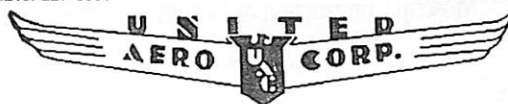
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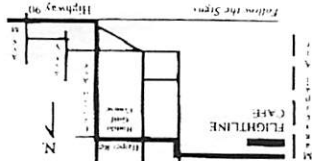
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The Official Newsletter of EAA
Chapter 35, San Antonio, Texas

Norris Warner, President
719 Oak Hills Road
Pipe Creek, Texas 78063-5652



When Do you Meet?

Second Saturday of the Month

This month: Countering the Bat

- Board Meeting: 4:00 PM
- Dinner: 5:30PM
- Social Hour: 6:00 PM
- Meeting: 7:00 PM

Where do you meet?

(See Map)

Call Any member listed
On Page 2 for help

