



The Leader In Recreational Aviation

November 2002

Volume 44 Issue 11

RUNWAY 35



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

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Front Page News

Reklaw 2002



What's this?! It seems that if we keep this up, EAA Chapter 35 may get reputation that's gonna be a hard act to follow! It seems that since Terry Winnett upped the mark for those who snooze we've got a couple of "catch-ups" in the making. Here Joanne Warner, EAA 35 Treasurer, and Ed Seurer, past president, catch a few winks at this year's Flying M Ranch (Reklaw) event. Ed, you snore! ©

November Meeting

November Meeting

November Meeting

November Meeting

Dinner by the Flemings

November program: Ron Neal on Aircraft Certification

Dinner@5:30 PM

Social Hour: 6 PM

Meeting: 7 PM

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

Key Members 2002

President

Norris Warner 830.510.4334
NJWarner@indian-creek.net

Vice-president

Don Staats 830.606.3441
(Hangar Phone: 210.509.6129)
dstaats@ev1.net

Secretary

Miriam Talley 210.521.2359
Miriam@satx.rr.com

Treasurer

Joanne Warner 830.510.4334
NJWarner@indian-creek.net

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

Newsletter Editor(s)

D + M Talley 210.521.2359
EAA35@satx.rr.com

Webmaster

Steve Carlson 210.545.2376
carlson3@sbcglobal.net

Young Eagles Coordinator

Brad Doppelt 210.558.8909
Brad_Doppelt@yahoo.com

Membership Chairperson

John Latour 210.680.0332
johnlatourpe@earthlink.net

Public Affairs Officer

Jim McIrvin 210.275.7780
mcirvinj@swbell.net

Radio/Communications Officer

Jim Munro 210.680.3629
KB55YW1@juno.com

Facilities Manager

John Kuhfahl 210.688.9473
johnkuhfahl@yahoo.com

Flight Advisors

Skip Barchfeld 830.363.7649
Bill Haskell 830.232.5235
Norris Warner 830.510.4334
Jim McIrvin 210.275.7780

Technical Counselors

Norris Warner 830.510.4334
Paul McRenyolds 210.697.1434
rv4paulmc@aol.com

Safety Officer

Bill Haskell 830.232.5235

Chapter Historian

Your Name Here

Groundskeeper

Your Name Here

Clear Prop!!!!

By David C. Talley

- Lots of rain has "dampened" many of the fall flying activities. Maybe we can keep the water "Nazis" off our backs for a while!
- Rumor has it that Jim Munro has our recently acquired base station up and running.
- The maintenance corner has returned! Bryan Tobias fills us in with "keeping the log books" up to date. Who cares? You (and I) should! By the way, these logs will help you out! Read on to find the details...



(IFR) please contact Steve Carlson. His contact info is on the left. Steve, put me on the list.

- The Young Eagle fund grew by a substantial amount. Also, there was a donation to the chapter, with the restriction; "put it where's it's needed". Read on...

• Be sure to come by this month for the presentation. Ron Neal, friend (and boss) of the web guy, will tell us about the history of the certification process. He's

been there, done that, and gotten several t-shirts! Join in on the experience!

- There's a report on the Polen Special II. What a time that was had by all of the EAA 35 members who got to know the owner, the plane, and the history of the one of a kind homebuilt.
- Steve Carlson writes up REKLAW 2002.
- Bob Cabe made a trip twice. Once by air and once by van. He details a comparison and contrast of the two trips. There's some interesting data.
- Education Outreach opportunity exists for our chapter...has anyone stepped up to the plate?
- Sad Safety Corner submitted by Jim McIrvin. Let's learn from this experience.
- *Woman Fly!* (?) Leslye Doyle thinks so.
- 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

Where has the Fall gone? We seem to only start to catch our breath and then we're off again!

Joanne and I thoroughly enjoyed our ten days in the Caribbean. We flew into Grenada (where President Reagan sent our troops in to protect the American medical school students there—and removed the dictator who had invited Castro's troops in) and spent two days touring the island in an open-air Suzuki "Sidekick," driving on the wrong side of the road. We didn't have an accident until we had driven nearly one full mile, so we got off to a really good start! But I want to point out that I wasn't the driver—my son, Norris II was, so he's the offender (I wouldn't have driven there on a bet!). Lots of rain forests, rain, fruits, nutmeg, rain, monkeys (a delicacy there), and more nutmeg, along with friendly people.

Boarding the 1927 three-masted schooner along with 50 other passengers, there wasn't a dry eye when they raised the sails to the sounds of "Amazing Grace." We visited half a dozen beautiful islands, and we couldn't help thinking about our adventurous Chapter 35 friends, Dalton Kuder and Robin Moore and their flights all over the Caribbean. The snorkeling was only so-so, but the grog was great!

One day back on Grenada (less than 100 miles from South America), and then four airliners to get us back to the world. It was really special for us to spend these relaxing days with son Norris and daughter-in-law Mary—although we live just next door. And while it's true we visited paradise, we couldn't live there for long—I guess we're just totally committed to Texas.

Back home for a couple of days, and then off to Ogden, Utah with Jack Ridg-

way. Borrowing Jim Rice's great trailer and the Talley road-monster Dodge diesel pickup, we traveled nearly 1400 miles in two days through some awful, some spectacular, countryside. Four of us Chapter members, Ridgway, Talley, son Norris II and I formed a partnership to buy a partially built "Breezy" from an estate. Jim McIrvin had seen it on the eBay auction block, and so we outbid all of the sensible bidders to capture it. Loading it up for the long, rough ride home was a real challenge—especially rain-proofing it—and consumed two very long days. Two driving days got us back home, where we got the rain-sensitive stuff under cover just before all of the rain really hit. They say you learn an awfully lot about a traveling companion when the work is long and tedious—my apologies, Jack!

As I write this, I've been home three days, and now we're praying for a break in the rain so that we can attend our favorite fly-in, Reklaw. It doesn't look good.

Since my schedule has been so chaotic, I haven't had a chance to carefully read the October "Award Winning" Chapter 35 newsletter until now. I am in awe of the quality of the articles authored by Miriam Talley, Hal Stanford, Brad Doppelt, Don Staats and Bruce King. Having said that, we earnestly solicit your contributions, and if you think you need help in editing your work, we'll be happy to assist. Between Miriam Talley, Joanne, and I, we will groom your work, get it back to you for your approval, and then get it in this outstanding publication.

We will be holding a Board meeting at 4:00 PM on November 9th, just before our regular November meeting. All of the chapter leadership found on page 2 is asked to attend, and each and every



chapter member is invited. And while only the board members can vote, your views will be heard. Participate!

Our Christmas Banquet plans are coming along nicely. We have sold the majority of our limit of 100 tickets, so don't delay in getting yours. This is a real highlight in our year, when we recognize those members who have contributed so much to our success, as well as those who have made a "first flight." You just couldn't have more fun for \$12.50!! Please contact our treasurer Joanne Warner at once to get your tickets.

This is the last call for EAA Calendars and the truly spectacular De Groot Christmas tree ornaments. Calendars are \$12.00, and the De Groot artwork is \$8.00. Either would make great gifts at our Christmas party gift exchange. Again, contact Joanne NOW!

I've just learned from Brad Doppelt that our chapter flew 93 Young Eagles at Castroville in spite of some really marginal weather. My hat is off to all who participated—you are truly Chapter 35 heroes!



Comments from the VEEP

By Don Staats



Last month I attended the EAA Chapter Leadership Workshop along with several other members from Chapter 35. It was a great opportunity to interface with people from other chapters and meet some of the people on the Chapter Advisory Council. Troy Toelle, the Chapter Field Representative, did an excellent job of running the workshop and we were fortunate to have Claudette Colwell, the Council Vice Chair and John Newman a Council member share their experiences at the chapter level.

The main thing I came away with was the fact that Chapter 35 is doing virtually all of the things that we are supposed to be doing to make our Chapter grow and remain strong. In the back of my mind, however, lurks the concern that we may become complacent and in so doing let all our good work slip away.

One area needing a little more attention is our reception for visitors. We do a fairly good job of getting them introduced. From what I can see it looks like some of our members take them in hand before the meeting. We need to become even more focused in this effort and make sure we give all visitors the feeling they are finding a home.

Ask our guests what their interests are and try to hook them up with a member that shares the same interests. If possible, try to arrange for the newcomer to visit the workshop of someone actively building. Talk about future Chapter events or flying activities that may be going on in the San Antonio area. Arrange to meet them at an event and by sharing some of the day with them make them a part of our group. The opportunities are there to recruit most of our visitors, and we should make the effort.

Meanwhile, we must not forget those members we already have. I often wonder when I don't see a member for several months if something has happened to them. Once in a while curiosity overcomes me and I give them a call. If you have someone that you've been wondering about pick up the phone and see what they are up to and why they have been absent.

If we all pitch in and try to make our visitors and new members feel a part of our family and if we show concern for our members that have not been making it out to the meetings we will continue to grow the Chapter and make it even stronger. We are a family in effect and all families need to make an effort from time-to-time to strengthen their bonds.



News from Around the Patch...



Great, Great, News!

Don and Norma Staats' grand daughter, Amanda Turner, has successfully come through the major surgery of a lung transplant. Amanda was born with Cystic Fibrosis, a debilitating disease that primarily incapacitates the lungs. Amanda was the second patient of a newly arrived distinguished transplant surgeon in Houston. We heard from Nancy Mason that Amanda made the Houston papers. Because of the delicacy of the surgery, Amanda must stay by the hospital for 3 months. She and her mom will stay at the local Ronald McDonald House...no fun for a young teenager far away from school and friends. If any chapter members would like to send a note of cheer or flowers to this lovely young girl here is her address:

Amanda Turner
 Ronald McDonald House
 1907 Holcombe Blvd
 Houston, TX 77030
 Phone: 713-795-3500

Neat Website

Neat Website

An interesting web site is the one for the Texas Antique Airplane Association, a chapter of the National AAA. It has links to other organizations and also a tie in to the national web page. Lots of good old planes pictured.

<http://www.geocities.com/texasaaa/>

Don



...News from Around the Patch

SWRFI NEWS

EAA SOUTHWEST REGIONAL FLY-IN MOVES TO NEW BRAUNFELS, MAY DATES BEGINNING IN 2003

After five years in Abilene, Texas, the Board of Directors has approved moving the EAA Southwest Regional Fly-In (SWRFI) to New Braunfels, Texas, beginning in 2003.

The fly-in, which was held at Abilene Regional Airport, had fulfilled its five-year contract in Abilene and the SWRFI board studied its options for future events. It approved a change for 2003 and confirmed New Braunfels Airport (BAZ), located between San Antonio and Austin, as the new site. In addition, the fly-in is being moved to May, with next Southwest Regional Fly-In will be held May 16-17, 2003.

"New Braunfels should be a great home for the fly-in," said Stan Shannon, President of the Southwest Regional Fly-In. "There is an outstanding airport in the community with nearly 800 acres available for parking, along with two runways, big hangars for vendors and forums, and a community well equipped for tourism activities."

New Braunfels, established as a German settlement in the mid-1800s, has become a popular tourist destination over the past 50 years. 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.

For more detailed information on the EAA Southwest Regional Fly-In visit the website at:

<http://www.swrfi.org/default.htm>

November Speaker

Ron Neal, an aviation executive with a resume full of top level experience at Learjet, Raytheon, Fairchild, and Sino Swearingen will present a program on Aircraft Certification. Ron is an entertaining and informative speaker, so come see aircraft certification from the manufacturer's point of view.

Chapter Receives Donation

Fred and Donanell Pennell recently made a substantial donation to the chapter. They donated two hundred dollars with the stipulation that it be used somewhere where it is needed the most. Norris Warner graciously accepted the donation and put it to into Chapter 35's EAA Air Academy Fund.

Enough cannot be said of the unselfish act by these two chapter members. Fred, Donanell please accept a big thank you from the chapter for your kind act.



...News from Around the Patch

Young Eagles Funds Bumped Up!

Just as we were going to press with this issue, Chapter 35 received a massive boost to our Young Eagles fund. New members Shane and Amy Plant of Pipe Creek placed an investment of \$500 into this most worthy program.

Shane and Amy are both ultralite pilots, and now fly their two-place Quicksilver out of the Medina River Ranch Airport. We should be seeing them fly into San Geronimo from time-to-time, so please introduce yourselves to them and thank them.

Thanks, Shane and Amy—you've made a difference in the lives of many youngsters!

Dec. 18, 1932
Louis W. Hastings Jr.



That reads: December 18th, 1932. A wee bit before most of our times...

The early flyer is Lou Hastings, Jr.

This is a pretty good resource for teenagers and teachers interested in aviation...

<http://virtualskies.arc.nasa.gov/index.html>

Dave THANKS YOU!

I want to "THANK" ALL of the people who helped with the Picnic preparations, serving the food and especially the clean-up. Without all of your help the picnic would not have gone off as smooth as it did!! THANK YOU so MUCCCCCH!!

Al Almond, Skip & Martha Barchfield, Lee Ann Carlson, Betty Day, John & Jane Kuhfahl, Nancy Mason, Miriam Talley and especially Jim Munro and any one else I've forgot. Again, Thank you for the help, Dave Baker (past "volunteer" for the next event).

I will be the one relaxing and enjoying the scenery at the next event (except for the Christmas Party of course)...

Dave B.

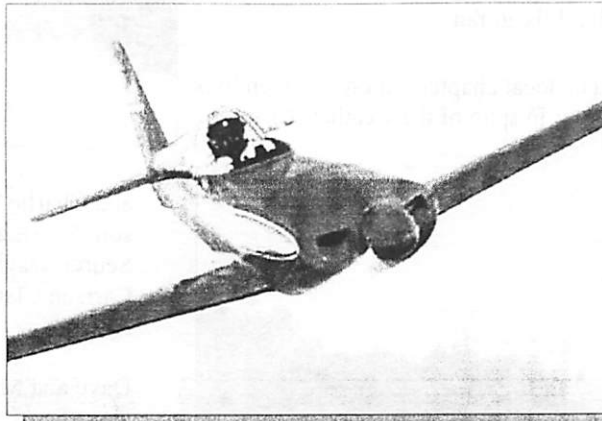


...News from Around the Patch

Polen Special II Rules Home Built World

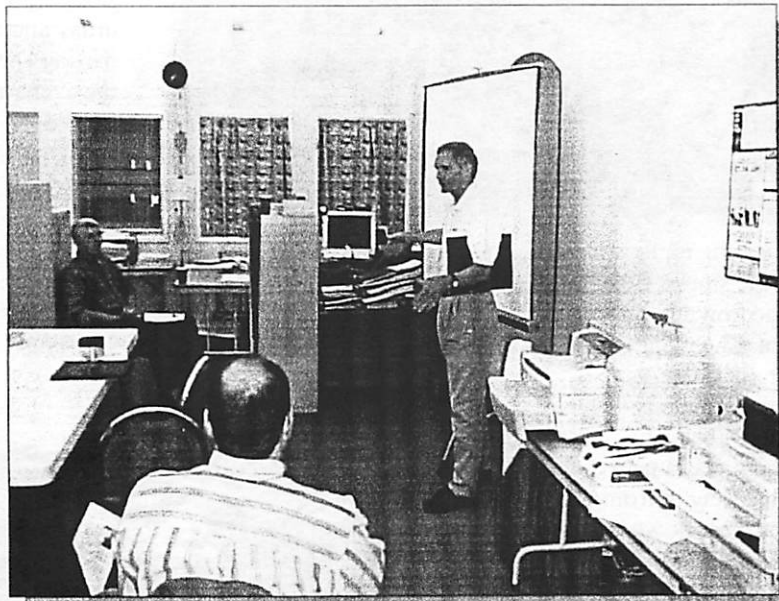
by Miriam S. Talley

OK...all you chapter members that complain that there is not enough "stuff" concerning homebuilts... where were you on Wed, 23 Oct??? As a reminder, an invitation was extended to all EAA 35 chapter members to join the AIAA meeting at Kestrell Airpark which had as guest speaker the owner/flyer of the Polen Special II, Dick Keyt. Dick flew the 30 year old Polen Special II down from his home at Pecan Plantation Flying Community located in Grandbury, TX. Following lots of admiring & ooohs and aaahs, as Dick did a walk around the airplane, we all headed to the Jet Aviation building for a very informative and entertaining 90 minutes. Dick talked about how he came to purchase this one



of a kind bird from Dennis Polen, the design history and speed records. As a bonus, Dr Stearman, PhD in aeronautical engineering was there with several graduate students to cover aerodynamic principles found in the Polen Special. The only chapter members to enjoy this great evening were David and Miriam Talley and Web Guy, Steve Carlson.

Oh... did I mention the tasty catered meal for a nominal fee?



Above: From the Young Eagles' website. These lines are really nice.

Left: Dick Keyt discusses the intricacies of his Polen Special II. What a great, personal, time we had learning about this homebuilt.



1361 Ferris Rd.
Lancaster, TX 75146
(972)227-1111 or (800)336-6399

October 21, 2002

I have enclosed a flyer to invite you and announce Air Salvage's Open House / Fly-in Sale on Saturday, December 7, 2002. (Air Salvage is normally only open during the week.)

If it is possible for you to post this notice of our Sale in your newsletter, it would be greatly appreciated.

We look forward to seeing your members at the Fly-in.

Thank you for your time and help.

Sincerely,

Holly Fagan

(Note: We'll have the flyer printed for everyone's pleasure. Just stop by the chapter house for viewing. By the way, this is a BIG SALE! OK you homebuilders, now's the time to take a trip north and get all of those items you've been putting off.)

Reklaw 2002

by Steve Carlson

Here are a couple of shots from Reklaw for the newsletter. They may be dark and drizzly, but that's just art imitating life. There were more than 10 airplanes in attendance, down from more than 200 last year. The ceiling was near 700 feet, down from unlimited last year. But the enthusiastic support of aviation by those brave souls who through luck, or cunning, or skill, or ground transport, found their way to the greatest home-spun fly-in around was at least the equal of last year.

There were many stories on the flight-line, and with only a handful of folks to hear them, I was able to know many of the stories first hand. There was an Ercoupe flown in by a newly minted female pilot. She won prizes for being the newest pilot, the oldest female pilot, the youngest female pilot, and the only female pilot - that actually flew into the event. There was a helicopter, a Bell Jet Ranger that flew in from Kansas City. He won the farthest flown award. There was a Kolb Ultralight that was able to make some quick flights around the patch when the weather broke. There was a Cub that found the field by reading the road signs. I heard he landed in a pasture nearby to ask for directions. There was also a Maule, a 172 taildragger conversion, and a couple of planes I'm forgetting. There was a fellow with a trailer who came over from Fort Worth. He and his wife tried to fly over, but

never made it past Dallas due to low ceilings. He flew home and got the trailer and drove on out! That's a die-hard fly in fan.

The local chapter put on a tremendous feast in spite of the weather. Chapter



Reklaw in the Rain, October, 2002



and Charlie Staats, Lew and Nancy Mason, Norris and Joanne Warner, Ed Seurer, David and Miriam Talley and the Carlson Clan - Steve, Lee Ann and Jillian.

Dave and Marsha were warm and gracious hosts, with an entertaining presentation of fly in prizes and awards. After slogging around the Mason's airfield Saturday and Sunday morning, we were departing Dave's ramp when he summed up the event telling us, "It's really about the people."

Next year, remember Reklaw.

35 was ably represented by Don, Norma



San Antonio to Phoenix by RV and by Ford

by Bob Cabe

I recently had an interesting opportunity to compare travel by homebuilt aircraft and by car. In two weeks, I made two trips to Phoenix.

By RV –

On Friday, October 11th, a group of RV pilots got together for the flight to the Copperstate Fly-in. There would be six airplanes (3 RV-4s, 2 RV-6s and an RV-8). Four of us met at Kestrel Air Park to load up with fuel. We met the other two over Bulverde and were on our way at 0815. We were not a “formation” of six. We were more of a “gaggle” of six, heading west.



We started out under a broken deck of clouds at about 2500’ MSL. The blue sky we could see through the breaks in the overcast beamed and up we went above the clouds where it was severe clear and smooth as glass. The only problem was that the broken undercast quickly became a solid undercast. I called flight service and was told that Fort Stockton and El Paso were both clear with unlimited visibility. We pressed on at 6500’ with no breaks in the clouds to be seen.

There was a lot of discussion on 122.75 about the weather. After more than an hour, I called FSS again to get an update and was assured that Fort Stockton and El Paso were clear. About 30 miles east of Fort Stockton the clouds disappeared. It was as if a line had been drawn from north to south. East of that line there was a solid deck of clouds. West of that line there were no clouds. We flew on under beautiful blue skies and over some very desolate land.

Nearing El Paso, we carefully avoided the El Paso Class B airspace and the Fort Bliss restricted airspace. The wind was not helping much, but we were managing about 160 MPH. A slight turn to the northwest took us directly to the Las Cruces airport where we stopped to refuel. Ivan was really curious to see who would burn the least gas. All six airplanes were within a couple gallons of each other. The two RV-4s with 150 and 160 HP and wood props burned the least. Next was the RV-8 with 200 HP and a constant speed prop. The rest of us burned just a little bit more.

San Antonio to Las Cruces took 3 hours and 20 minutes.

After a Subway sandwich and a short rest we were off to Phoenix. We climbed into clear skies up to 10,500’. There is some fairly high terrain out there in the desert. One peak was 10,700’. Steve and George went over while the rest of us went around. As we got closer to Phoenix, time was becoming an issue. The airport would close at 12:30 (2:30 San Antonio time) for the air show. We would be cutting it pretty fine. George started calling. “Flight of six RVs, 45 miles east of the field, will be there in 16 minutes”. (GPS is great) We were

six of the last airplanes to land before the airport was closed.

Las Cruces to Phoenix took 1 hour and 50 minutes. Great trip!!!

By Ford –

I have a twin brother in Ohio. He is well into an RV-6 project. He found a Lycoming O-320 in Phoenix and decided to purchase it. I volunteered to go pick it up for him. So, two weeks after the Copperstate Fly-in, I was on my way back to Phoenix.

I was up at 5:00 and on the road by 5:45. It was very dark and a steady rain was falling. As I headed west, that rain continued until about Junction, but a low overcast persisted. I’ll tell you how low it was. On the RV trip we saw hundreds of wind driven generators on hillsides east of Fort Stockton. They have three bladed props that must be 70 or 80 feet in diameter, maybe more. As I drove by those same “windmills”, I could see the blades of the props ascend into the clouds and descend out of them.

I stopped for fuel at Fort Stockton at 10:30, 4 hours and 30 minutes into the trip. The weather had improved to about 3000’ broken and unrestricted visibility. That changed more rapidly than I could have imagined. As I was filling the van with gas, I could literally see clouds moving toward me from the west.

San Antonio to Phoenix by RV and by Ford (Con't.)

These clouds came all the way down to the ground. In about five minutes it went from 3000 broken to sky obscured and ¼.

Back on I-10, I kept on heading west.

Nothing to do but set the cruise control and enjoy the scenery. By Van Horn, the weather was beautiful and would stay that way for the remainder of the trip. The next fuel stop was Las Cruces at 2:55, 9 hours and 5 minutes, and 580 miles from San Antonio. I'm making good time, about 63 MPH.

Arrived in Tucson and found a motel at 8:15. It had been a good day. I drove 864 miles in 14 hours and 30 minutes. That's 59 MPH. The next morning, I drove on to Phoenix to pick up Joe's engine. The trip home was much better. Linda flew to Phoenix and drove back with me.

Navigation – This was a piece of cake by RV and by car. In the RV, I just fell in behind Ivan and Tom in their RV-4s. In the car, it was 1604 to I-10 and then stay on I-10 for 950 miles.

Of course there were other considerations. With the weather the way it was, I could not have made the trip at all in the RV. I could not have carried the engine back to San Antonio in the RV. But I can tell you that the RV trip was a lot more fun than the Ford trip.

(Final notes – We did stop by the Las Cruces airport on the way home. The second annual "Land of Enchantment RV Fly-in" was in full swing. There were about 50 RVs there. You can see some beautiful sunrises and sunsets in Arizona and New Mexico.)

The comparison –

Following are some interesting comparisons on the trip to Phoenix.

Time – As you would expect, the RV won that one hands down

RV	5 hours and 10 minutes flying time 6 hours and 15 minutes, total time
Ford	16 hours and 15 minutes

Expense – This included the three basics, room, food and fuel

RV	Room	\$0
	Food	\$5.38
	Fuel	\$84.25 (36 gal. X\$2.34)
	Total	\$89.63
Ford	Room	\$58.57 (Holiday Inn Express)
	Food	\$23.76 (I don't eat much)
	Fuel	\$63.00
	Total	\$145.33

Special Invitation to the AIAA Meeting

Chapter Invited to Hear Dr Dennis Olcott, PhD

Once again, Stephen Applegate of Sino-Swearingen Aircraft Corporation has extended an invitation to EAA Chapter 35 members to attend an AIAA (American Institute of Astronautics and Aeronautics) meeting to hear Dr Dennis Olcott. Steve feels the presentations would interest our homebuilders and designers. Dr Olcott has his BS and PhD in Mechanical Engineering where he specialized in the dynamic behaviors of composite structures. He worked with Cirrus Design on the wing of the ST-50 prototype, at Lancair where he designed and analyzed the structure for the LC40 Co-

lumbia, at Scaled Composites and Scaled Technology Works where he worked on the VisionAire Vantage and the Eclipse 500. He is now the VP of Design Engineering at Adam Aircraft where he is helping to create a new aviation company.

In all appointments, Dr Olcott has been directly involved in new aircraft configuration development, structural analysis, material selection, process development, loads and structural testing. He especially enjoys the design of new general aviation projects and hopes to build an aircraft in his basement someday. He is a

private pilot with single-engine land and glider ratings.

Date: Friday, 22 Nov 2002
 Time: 6pm
 Location: Airport Embassy Suites
 Cost: \$15
 Questions: Stephen Applegate 210/258-8617 or sapplega@sj30jet.com

C-U-There "Homebuilders!"

Young Eagles 2002

by Brad Doppelt



Rain, Rain, Go Away!!

October 19th began as a rainy morning and threatened to cancel our fourth Young Eagles event of the year. IFR conditions in the early morning allowed only a few of us to fly in. The first order of business was to erect the large canopy we had brought over from the clubhouse the day before. This was no easy task since we had no instructions. Perseverance paid off, and with volunteers from both Castroville and Chapter 35 we managed to put the canopy together.

As the morning progressed the rain began to subside and the ceiling lifted just enough to begin Young Eagle flights. Other pilots and volunteers began showing up to help and by the middle of the afternoon we had five pilots and at least ten other volunteers. As usual, Chapter 35 was up to the challenge and ended up flying ninety-three Young Eagles, bringing our total for the year up to 384.

Safety at this year's Castroville event

was much improved over last year. The ramp was never congested with aircraft or people and the escorts kept all of the

Young Eagles safe on the ground. I was

very impressed by the professionalism of all our volunteers and their dedication to a safe operation.



The portable cover really made a difference at this year's Castroville's event. Instead of shading the folks from the hot sun, it kept everyone a little bit dryer. The clouds lifted enough to allow several planes to fly-in and start the task of minting new "Young Eagles". Maybe we'll have more luck next year!

I thank all of those who volunteered their time for this event. The 5 pilots including myself were Kevin Schnitzer, Jim McIrvin, David Talley and Steve Carlson. The tireless ground crew included Gene Kent, Weston Walker, John Latour, E.D. Yoes, Julliette Robinson, Miriam Talley, Skip Barchfeld, Tom Meredith and Al Almond. It takes many people to plan, organize, and execute an event like this, especially when it is at a different airport than San Geronimo.

Let's keep up the good work.



Scenes from the Picnic

by Miriam S. Talley

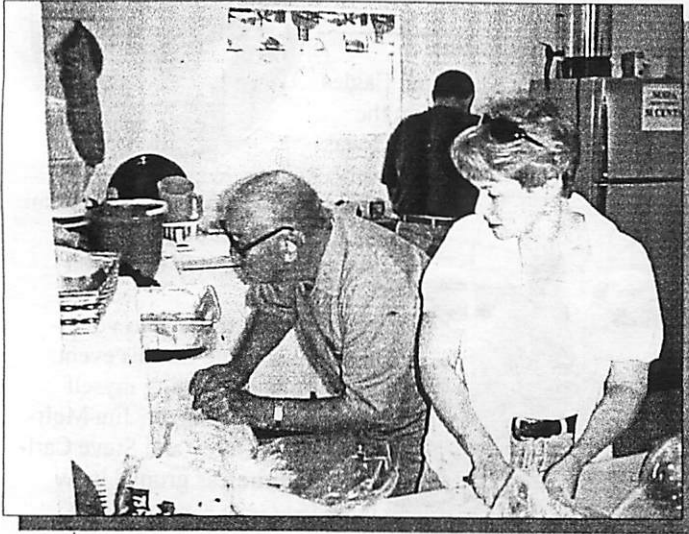
What a beautiful day for a picnic. Not too hot, not too cold but with cloud ceilings a little lower than aviators like. A family style get together where many hands pitched in to get the work done then folks sitting around rubbin' their full stomachs, admirin' airplanes and swappin' lies. A standing ovation to Dave "the grill meister" Baker for coordinatin' the event and grilling some scrumptious fajitas. As things started out Brad Doppelt, Ed Seurer, Harlan Tibbitts and Ed Hergot had the tables and chairs

set up in a snap. While Dave started the grillin' with Don McCarley at his side, Jim Munroe started off cutting and chopping food. Then jumping into the act were John and Jane Kuhfahl, Betty Day, Miriam Talley, Lee Anne Carlson and Nancy Mason. Tables sagged under all the delicious side dishes and deserts that were brought.

Out on the flight line were Mark Brown's pretty Pulsar and Jon and Linda Farr's new baby, the Cozy Mark IV. Ed Hergot

and Harlan Tibbitts recounted their great flying adventure to the far north in Harlan's "Trauma-hawk", er, uh, Tomahawk ... these gents have got more nerve than Dick Tracy. While Ed Seurer was showing off his new Garmin 196, Al Almond was flirting with all the ladies. Although there was a cake wishing Martha Barchfeld a Happy Birthday... she denied it heartily... what's up with that??? Needless to say it was a beautiful way to spend a lazy fall afternoon in south Texas.

Scenes from the Picnic...



Above Left: Jane Kuhfahl looks on as Harlan Tibbitts masters a microwave.



Above right: Sisters on the bench. The "birthday girl" is on the left. Hum...

Below Left: The "testosterone" Kitchen Krew. Let's see, Brad Doppelt, Jim Munro, John Kuhfahl and is that John Latour in the hat? Uh, oh...I think I see "Ms." Kuhfahl hidin' behind Brad. Man, am I in trouble!



Below Right: Warming up the bench. The way everyone's leaning, I think it's safe to say this photo was taken AFTER lunch!



...Scenes from Castroville Young Eagles Rally



Left: Heading up the pack...Jim McIrvin, in Lori's C-195. They were the 1st there.



Right: Young Eagle coordinator, Brad Doppelt, and another Young Eagle. Ninety-three in a couple of hours by five planes. Teamwork.



Left: Kevin Schnitzer and his trusty C-150 with one more Young Eagle.



Right: Steve Carlson and "triple four". Steve flew over 8T8 to check on the Talley's on his way south. Thanks Steve.



Left: Dave Talley, just in from Colorado Springs, with two new YEs. Dave was running a little late, after AA got him home at 0100. Thanks Mark Moscrip for the plane usage.



Right: Many hands make quick work. Taking down the "tent" took only a few minutes. Thanks to all who helped!



PUT YOUR EXPERIENCE TO WORK FOR YOU

by Bryan "Toby" Tobias, A&P, IA, DME

Probably one of the most asked questions I get from aircraft owners and homebuilders is, "So Examiner-Boy, what does it take for me to get my A&P certificate?" Trying not to break the spirit and soul of a die-hard aviation lover is not easy, especially when you have to tell him/her that the only reasonable way is to dedicate your life to going to a technical school for a year full-time, or joining the military and crew chief an airplane for at least three years of your life. Who wants to do that?

This past week, we had our annual Designated Mechanic Examiner meeting here in San Antonio, and I learned a few things that you as an aircraft owner or homebuilder would like to know. A lot of information is exchanged at these annual meetings, but what really struck my attention is that the FAA will now give you credit towards being approved to take you're A&P exam if you have maintained your aircraft under the supervision of an A&P. Let me repeat that one more time, **UNDER** the supervision of an A&P. This also applies if you have actually built your own amateur-built aircraft.

Let's go over some of the rules that will allow you to get certificated to become an A&P mechanic:

Each applicant for a mechanic certificate or rating must present either an appropriate graduation certificate or certificate of completion from a certificated aviation maintenance technician school or documentary evidence, satisfactory to the Administrator, of —

(a) At least 18 months of practical experience with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes, or powerplants appropriate to the rating sought; or

(b) At least 30 months of practical experience concurrently performing the duties appropriate to both the airframe and powerplant ratings.

So what does this mean? The first section says, go to a certified aviation maintenance technician school if you have the time (1-2 years) and the money. Yeah right.

The second part (a) says that you can either get your Airframe or Powerplant certificate if you have been maintaining an aircraft or engine for at least 18 months in a way that would keep it airworthy. **Remember**, it must be under the supervision of an A&P. This applies if you have been maintaining the Airframe or Powerplant only. One or the other.

The third part (b) says that you can get your Airframe and Powerplant if you have been maintaining an aircraft for at least 30 months in an airworthy condition, I have to repeat myself here, **Remember**, it must be under the supervision of an A&P. It's getting a bit redundant here, isn't it? I hope you get the idea.

So you may say for yourself, I've been maintaining my Cessna for 20 years, then I guess I should be able to walk into the FSDO and get my authorization to test, right? Hold on Waldo, the first thing you should do, is gather all the proof that you have regarding the work you have done in the past on your aircraft. This would be in the form of logbook entries and letters from A&P's and IA's that you have used in the past to look over your work. You have used an A&P in the past I hope? Now remember to qualify for certification you should have some measurable degree of experience that equates to more than 30 months experience. If you just bought your Beech Bonanza last week and still don't know where the oil goes, don't plan on a chance anytime soon to get approved or waste my time in a lengthy phone call. The feds are looking for credible experience that adds up to 30 months of time. After you have all the letters, logbook entries and photos, yes, photos will help, you will need to contact a maintenance inspector at the local FSDO. The FSDO guys here in SAT are very personable and have been at one time or another in the same position that you are in. Contrary to what the general impression of what an FAA inspector is like, we have a good batch here in the San Antonio Region regarding maintenance. I'd be more than happy to set the meeting up for you since I work with them weekly.

The FAA inspector will definitely will want to look at the case you have built for yourself on getting approved for testing. You can almost bet that he will want to ask you a few questions as to the work you performed, and may even ask you which end of the airplane goes through the air first. That's always a good thing to know. The inspector is trying to size you up as to your experience on working on an airplane. Trust me, they can weed out someone who is just blowing smoke, and who is the real McCoy. Don't BS a Bulls***er here, it can come to haunt you!

Some of you may already be barking, "What about me? I built my own homebuilt, what do I need to do?" Well sir, you are at an advantage. Like most builders you are required to keep a log, and probably have a nice photo album documenting your construction as it rotates under a spotlight in your living room. That's perfect proof that you have participated in the construction or the maintenance of an aircraft, even though it may not be certificated under FAR 23, the experience can still be used.

(Continued on page 15)

The Maintenance Corner (Continued)

(Continued from page 14)

If you've won a few Lindy's at Oshkosh, that would even be an added bonus to impressing the inspector. It was explained to me by a local FAA inspector, that if a builder is building his/her own plane, they are sure that he/she will take every measure to build it right and learn the do's and don'ts. Just remember the time has to add up to 30 months and it must be documented in great detail! You quickbuilders may be at a disadvantage here. If it takes you just a year to build your RV as an example, don't expect to get any help here. I know some of you that have taken years or build more than one aircraft, **GET OUT THOSE PHOTO ALBUMS!**

OK, we've talked about how to get approved, but let me emphasize that you are **only** getting approved to test. Nowhere does it say that you are going to pass the tests necessary to get the A&P certificate. We've only taken you to the step of getting the OK to test. Now you will need to take and pass three computer knowledge tests (Private Pilots only take one), then take the dreaded Oral and Practical Exam. So extensive studying is the key, but in my opinion, the hard part is behind you if you're pretty active and understand technical data easily. I know that many of you, especially those that live at San Geronimo are watering at the mouth

because I have been involved with your airplane at one time or another, please don't ask me to write a letter for you on this. As an FAA examiner, more than likely you will be seeing me to test for you're A&P ticket. That would be a severe conflict of interest. I am sure that there are others that would be of assistance to help out.

Please contact me if you have any questions or would like to pursue this further, I can help. Bryan Tobias - btobias@sbcglobal.net or 828-2086 (Office) or 495-2671 (Home).

Federal Aviation Administration Plans to Contract Out U.S. Air Traffic Control Services To The Lowest Bidder

The Air Traffic Control system in the United States is the largest and safest in the world.

Our system is the envy of all nations. It has been carefully designed to ensure that tragedies like the one in Switzerland this year - a collision between two airlines -- will not happen here. Ensuring the safety and security of its citizens is the clearest mandate the federal government has. It is clearly an inherently governmental function. But the FAA has already compromised safety by contracting out air traffic control towers at smaller airports and the installation and maintenance of flight-critical navigation equipment.

The FAA plans to continue to sell additional Air Traffic Control services by privatizing the functions of Flight Service Controllers. One only needs to look to Europe's and Canada's results to see how

this will turn out. Nationalization and privatization of these services have been an expensive and inefficient failure by any standard. Europe's system is now so complicated and expensive, only the wealthiest can fly their own planes and airline passengers pay excessive premiums for the European Community's commercialized Air Traffic Control. American Flight Service Controllers provide critical weather and aeronautical information to our nation's pilots. They also played a major role in managing the National Airspace System on 9/11.

As the Air Traffic Control services slowly returned, amidst the confusion and complexity of new, more detailed security requirements, FAA Flight Service Controllers responded with professionalism. Aviation safety and security of the national Airspace System were never compromised. The events of 9/11 demon-

strated that safety and security should never be compromised.

However, the FAA has set the wheels in motion to privatize your Air Traffic Control system. Small towers were the first to go, followed by aviation systems. Now, Flight Service Controller duties will be sold to the lowest bidder with no system announced as of yet to monitor safety and security.

Left unchecked, the FAA will sell safety and security all the way to the next mid-air collision. Tell Congress and the White House NOW that aviation safety and security are not for sale.

The National Association of Air Traffic Specialists

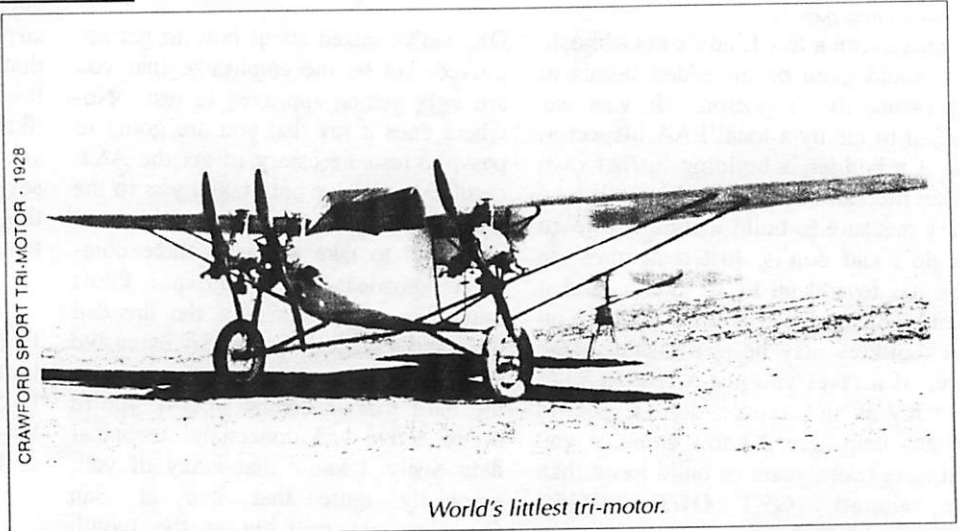


A Moment in Aviation History

As taken from "T-Hangar Tales" Stories of the Golden Age by Joseph J. Juptner

For many of the early years the "tri-motor" airplane reigned as the queen of the airways, and was looked upon by all as the epitome of safety and reliability in the air. That is, until it was unseated from its place on top of the heap by some brash young "twins". Airplanes such as the Boeing "247", the Lockheed (model 10) "Electra", and of course, the famous Douglas DC-2. Quite recently Boeing went back to the tri-motored configuration, as did Lockheed and so did Douglas. Perhaps we may again see the popular revival of transport airplanes with three engines.

The little jewel that prompted this discussion the first place is the cute-as-a-bug's-ear machine shown here. Without a doubt, the smallest "tri-motor" that was ever built to this time, it was the Crawford "Sport" built by William F. Crawford in Seal Beach, California. Built early in 1928, it doesn't appear to be much over six feet tall, perhaps some 20 ft. or so in length, and its thick cantilever wing probably spanned some 35 ft. A pity they didn't show some people standing by for comparison.



World's littlest tri-motor.

Listed as a two-to-four (?) place, the occupants sat enclosed well up front where they could watch the little three cylinder Anzani engines as they did their darndest to crank out some 35 h.p. each. Later, the plane was reportedly tested with three, three-cylinder Skekely SR-3 engines of 40 h.p. each. The entire air-frame, wing and all, was of welded steel tubing covered in fabric. Otherwise normal, one innovation was the all-fling

horizontal stabilizer, a method of pitch control that became popular in more recent years. Having little information on the interesting milestone in light-airplane development, it is easy to speculate that each flight in this machine must have been pure adventure! Manufactured by Crawford Motor and Airplane Manufacturing, Inc. at Seal Beach, California. (Inman photo from Gerald H. Balzer collection.)

CFI Knowledge Corner

by a Non-CFI ! (?)

Why is the Sky Blue?

As sunlight passes through the air, the wavelengths of light are scattered by the molecules of atmospheric gases. The degree to which a particular color of light is scattered is a function of its wavelength. Colors with short wavelengths such as blue, green and violet are scattered more than others and, consequently, enter the eye from a variety of angles. Since the human eye is more sensitive to the wavelength associated with

blue, it seems as if blue light is coming from all directions, hence the predominant color of the sky.

Of course, the shades of blue can vary widely from one day to the next. In general, the lighter the shade of blue, the more likely that contaminants are present in the air. When relatively large particles, such as dust, become suspended in the atmosphere, all the wavelengths of light will be scattered. The effect on the human eye is such that the sky appears to become milky white or hazy.



Safety Corner

by Brent Regan

(Ed. Note: Jim M' Irvin sent this to us for publication. Just a short time prior to this event, he got checked-out in the Lancairs by Brent Regan, the author. Remember, you're never to old (or bold) to learn.)

The following is my first hand account of the crash of N599L on Tuesday morning October 15, 2002, at 9:05 PST. I see it every time I close my eyes and it is my hope that by sharing it, the image can fade a little. If you are upset by such things then please don't read it. There is a powerful lesson here that I hope may save future lives.

Crisp air from a cloudless and still morning filled my lungs. Long strides were taking me down the driveway as I watch 599L pass overhead and to the north. Loosing sight of it behind the trees as I continued down to see if they were going to land or make a low pass, a request for pickup at the Coeur d'Alene airport. As I watched from about 750 feet from the threshold and 100 feet from the centerline, 599L came into view. "You're high" I think as the flare begins. The plane settles quickly as it mushes through a high angle of attack, but it's drifting to the right....quickly. "GO AROUND" echoes in my mind, my jaw dropping open but only air rushing in. 501 feet from the threshold the left main touches down, 3 feet left of the right edge of the pavement. Moments later the right main touches down in the gravel. The planes' trajectory is 5 degrees right of the runway heading, 80 Kts. The pilot, struggling for control, adds power but just as the engine responds the right wing tip struck a tree and sheared. A second and then third tree remove the right wing. The plane yaws right 45 degrees as inertia carries it forward, the prop making a crisp half chevron in the dirt. An 8" diameter conifer explodes into three pieces

as it shears off the left wing at the root and tail section at the baggage door. The impulse of this collision pitches the nose down and rolls what remains of the airplane left 45 degrees. The last tree strikes halfway up the windshield and removes the entire top of the airplane and passenger door. The impact drives the copilot against his shoulder strap with enough force to yield the metal buckle. He is ejected and lands face down as the engine and fuselage bottom rolled over him, coming to rest upside down on his feet.

I am running now, overpowering stench of hundred low lead tearing at my lungs and eyes. Nate is calling to me as I approach, his leg is broken, his feet are pinned. I try lifting the main gear but can't get the leverage. Jumping over Nate I grab the splintered remains of the wing spar and lift. Nate is still trapped. Looking around for a lever I can hear the fuel pump running. The avionics are all on, the engine is ticking, we have to do this now. I look down at Nate. Through the blood, dirt and pine needles I see his wife and 2 year old daughter in his eyes. I lift. He pulls free and I drag him clear. "You have to get them out of there!" "I will." "I can't. Both Barry and Grant are under the fuselage, resting on their sides with calm expression. A single shaft of morning light illuminates their faces. Checking for a pulse, the only sign of life is the trembling of my own hand.

A 911 call, grabbing fire extinguishers, hearing sirens, loading Nate into the ambulance, talking to the Sheriff, the other sheriff, the FAA, phone calls all unfold in a surreal dream.

One hundred and forty feet passed from when the wing tip struck the first tree to where the fuselage stopped. Two heartbeats passed. Two lives passed. The

medical examiner assured us that death was instantaneous and painless. It all happened so quickly that there was no time to fear. One moment a bumpy landing followed by eternity. I can only hope that when it is my time I am so fortunate to have it end without fear or pain while doing something I love.

Now you know "how" but I can't help you with "why". Why the crash? Why not 6 feet farther left? Why did 60 gallons of avgas, a hot engine and a million joules of electricity NOT do what you would expect? Why, in the ultimate irony, did a breaking seat belt buckle save a man's life?

I'll have to ask them when we meet again.

The lesson I promised is this. Remember Grant Bailey and Barry Boepple when you are on short final and a little out of shape. Sure, you are a good enough pilot to collect it up, but are you a good enough pilot to go around? Let them help you make that decision and remember to thank them.

On the note of thanks, I would like to thank all of you that have sent words of support and for letting me share my grief with you. It is appreciated.

Now please join me in offering support and prayers to the wives and families of Barry Boepple and Grant Bailey. Words fail.....

Regards.
Brent Regan

Submitted by Jim M' Irvin

Mobile & voice mail 210-275-7780

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Woman Fly

(Ed. Note: Leslye Doyle, our latest "Aviatrice" submitted a gazillion pages of famous quotes...we're starting them here...)

Flying does not rely so much on strength, as on physical and mental co-ordination.

— *Elise Deroche, first lady to solo an airplane.*

Flying is the best possible thing for women.

— *Elise Deroche.*

Women will never be as successful in aviation as men. They have not the right kind of nerve.

— *Maurice Hewlet, the first English lady to solo an airplane.*

I was annoyed from the start by the attitude of doubt by the spectators that I would never really make the flight. This attitude made me more determined than ever to succeed.

— *Harriet Quimby, just prior to her flight across the English Channel, 1912.*

I decided blacks should not have to experience the difficulties I had faced, so I decided to open a flying school and teach other black women to fly.

— *Bessie Coleman, who had to go to France to learn how to fly as Americans would not instruct a black lady, quoted in 'Labirds' by Henry M. Holden.*

When I began to talk about flying, she already had confidence in me. My mother never warned me not to do this or that for fear of being hurt, Of course I got hurt, but I was never afraid.

— *Katherine Stinson, quoted in 'Women Aviators' by Lisa Yount.*

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 Nov 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 545-2376.

9Nov 02 – San Marcos Gathering of Memories Air Show and Dance. 830/964-2461

9 Nov 02 – New Braunfels Municipal Airport. Join New Braunfels Airo Service, Inc for its 2nd Saturday discount fuel (\$1.80/gal), includes Free Coffee and Pancakes 7am-10am at the Aviators Café. 830/606-6666.

22 Nov 02 – San Antonio, TX. AIAA Mtg. Guest speaker Dr Dennis Olcott Airport Embassy Suites. 6pm. Cost \$15. Steve Applegate 210/258-8617 or sapplegate@stinet.com.

23 Nov 01 – New Braunfels, TX. (BAZ) SWRFI Transition Meeting. Terminal Building, 1030 AM. All are welcome.

30 Nov 02-Georgetown, TX. Tamale Fly-In at Georgetown Municipal (GTU) 11am-2pm at the AIM Hangar. Door Prizes and good food. www.wright-aviation.com

15-17 Nov 02-Galveston, TX. ****LONESTAR FLY-IN**** Hosting a very nice fly-in at (GLS) Galveston, Texas Scholes Airport. Part of our event will be to fly the Young Eagles as sponsored by the EAA Chapter 774 & 12. The featured events of our fly-in will be the Lonestar Flight Museum aircraft tours, Many Experimental Aircraft, Viper Club of America Car show and an awards banquet on Saturday night for show aircraft. LOTS of FREE Stuff... drawings every HOUR of the day!! There will be covered areas, camping allowed, golf carts for rental, and just much more. Thank you for your support!! Contact David Wilks, Owner - TEXAS COMPOSITES located Sugar Land TEXAS USA. Telephone: 281-265-8229 . 832-282-4004

4 Dec 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 545-2376

07 Dec 02-Palestine, TX. Jim Austin Aviation's Pancake Breakfast Fly-In. 8am-noon. 903/723-0111.

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

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)

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

2-8 April 03 – Sun N' FunEAA 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. Available to EAAers for BFR's. 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: "Hot Water Special". Price negotiable. Call Jim Rice at 210/491-5957 or jim_rice@satx.rr.com.

FOR SALE: RV6-A Sacrifice. Construction completed in 1991, purchased from builder 200 hours ago. Only 280 total airframe hours. Maroon with silver wings, nice paint and interior condition. KX170B radio, Loran, ELT, Transponder, new starter, artificial horizon and battery this year. Lycoming O-320-B1A, 160 hp, 2800 TT and 550 SMOH. Recent annual with compressions all in mid to upper 70's. Sensenech 70" fixed pitch prop. Performance is consistent with design. Pictures available by e-mail. Purchased for \$46,000, family crisis and first \$40,000 cash will take this fine airplane. Richh10453@aol.com Austin area, 512-259-1873.

FOR SALE: Stolp Starlet, single-seat parasol. The partially finished kit cost about \$10,000, and has been through three owners. Engine mount is for an O-235. Lacking is engine, cowling, prop and fabric, and the ailerons (wood) still need to be built. Instrument panel is present, and workmanship appears

good. Located in Ogden, Utah. Present owner is aging, and cannot complete project. Price is \$3000, but may be negotiable. Contact Norris Warner at 830.510.4334 or njwarner@indian-creek.net for more info.

FOR SALE: Cencel Aviation Bag blue, small \$25.00. Garmin GPS 195 + additions, updated at Oshkosh 02, \$425.00. 5 Jeppesen binders, plastic each \$2.00 or all 5 for \$8.00. Cencel Aviation bag "Tango", blue, \$35.00. Call Terry Ross (210) 566-2765.

FOR SALE - 410 Tailwind Drive, Elm Creek Airpark, Seguin, Texas. 2,077 Sq. ft. home 2,400 sq. ft. Hangar (1600 ft insulated and finished out for workshop or whatever) and an apartment in the hangar. Parking space for your RV behind the hangar with an electrical hookup. Pool. Lots of extras. Offered for \$249,000. Phone 830-303-1727, email debonair@prodigy.net

FOR SALE: A retired USAF mechanic is offering the following for sale: 9 flat socket wrenches (each has its own ratchet), a flexible inspection light, Push rod wrenches for R-200 and R-1800 P&W and maybe a home-made safety wire tool. \$100 takes all. Leo L. Pohlman 830-625-7658.

FOR SALE: Garmin 195 plus accessories in good condition - \$650.00. ICOM A22 NAV/COM handheld in good condition - \$200. Contact Wright Bates at 210/241-5321 or gwbatema@pol.net.

FOR SALE: RV6 empennage. Never started. Will sell at 75% cost. Call Ed Seurer 210/885-1160.

FOR SALE: Completed Van's RV-6 empennage. Horizontal and vertical stabilizers w/ elevators-trim tab and rudder fitted and hung. Good deal for someone who wants to get into an RV inexpensively. I'm spending more to build an RV7. Mike

Lynch (210) 647-4905

FOR SALE: Brand new, never used, digital King transponder, KT-76C, with rack and installation kit. Will sell at cost \$1,200. Call Les Bourne at 210/658-2999.

FOR SALE: Mooney Club Membership. Meticulously maintained M20G based at Kerrville Aviation. The club has owned this plane since it was new. Get that instrument rating you've always wanted or just cruise cross country in style. You can own a share of this high performance retractable for only \$2800 and will consider a trade of any kind. It doesn't get any cheaper than this. Call Chris Christianson at 210-363-4450 or 830-755-4450.

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: San Geronimo hangars are going quickly. There are only a few remaining for purchase. Call Dave Baker @ 688-3358 or Dan Cerna @ 688-9345 for more information.

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

FOR SALE: T-Hangar for sublease at New Braunsfels (KBAZ). Electric inside with electric bi-fold door. This lease will be until I complete my RV-8 (at least a year). Contact Bob Dean. Mobile: 210/861-0163. This hangar is only \$168 per month (my rate).

PLEASE UPDATE US WITH YOUR STATUS!!



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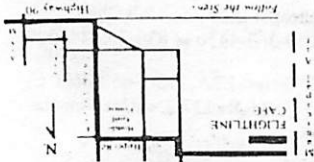
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Daisy Herrmann
Owner

2412 S.W. Loop 410
San Antonio, TX 78227
(210) 674-5220
Fax (210) 678-9481

The Powderhorn
GUNS
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David Day
Manager
Tom Armstrong
Larry Tate

Commercial
Residential
Office (210) 680-0970
Fax (210) 680-0979

Interior
Renovations
New Construction
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Construction
San Antonio, Texas 78250
9466 Points Edge
Moscorp Construction & Design
Concrete
Framing
Drywall
Sitework

Please support those businesses that support YOUR local EAA chapter.

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: Spaghetti by the Flemings

- Food at 5:30 PM
- Social Hour: 6:00PM
- Meeting: 7PM

Where do you meet?
(See Map)
Call Any member listed
On Page 2 for help

