



RUNWAY 35

September 2010

Volume 52 Issue 9

Inside this Issue

WHERE'S THE AIRPORT?	1
ED SEURER'S BIRTHDAY BASH	2
PRESIDENTS COCKPIT	3
NEWSCLIPS	3
1914 ACCIDENTS PART 4	5
1928 CURTISS RESTORATION	6
DAVID BAKER FLIES THE CUB	7
CHAPTER 35 CONTACTS	8
CALENDAR	9
WANTED & FOR SALE	10
SPONSORS	11
DIRECTIONS TO SAN GERONIMO	12

Next Event

September 11th

- Program: Norris Warner, Bush Caddy Presentation
- Dinner @ 5:30



PHOTOS CONTRIBUTED BY:
D.BAKER, O. ZUNIGA

RUNWAY 35 PUBLISHED BY
ED SEURER, EDITOR-IN-CHIEF

WHERE'S THE AIRPORT?

By Oscar Zuniga

"At 1,300 feet the foggy look disappears, and I find myself in the beautiful clear sky. The east wind is below me cold and full of winter, but here I am in a south wind, soft and warm, reminding one of better climates. I no longer want to go down. I never wish to be happier. After flying for an hour, and after a moment of panic when I cannot find Soissons, I land at my camp." - Henri Mignet, from "The Flying Flea"

I'll bet every pilot has experienced Mignet's moment of panic when the airport has not been where we expected it to be, but perhaps less so in this era of GPS and moving maps. It's still very good to observe every kind of airport and landing strip that we encounter so that we can identify them and maintain an awareness of where we are and where traffic might be.

I did most of my intense pilot training at Laredo International Airport, formerly Laredo Air Force Base, and it was virtually impossible to lose track of the airport. I could be 20 or 30 miles out and could spot the field, or the hangars, or the large lake that adjoins the airport. No brainer. Two main runways a mile and a half long, a third diagonal runway a mile long, and a crosswind runway for those days when we had odd weather conditions. It was hard to miss in the daytime and virtually impossible to at night, with all the lighted runways and rotating beacon in that flat south Texas country.

Our home field at San Geronimo isn't quite as obvious from the air as KLRD, but to those of us who fly out of 8T8, it's plenty identifiable. The row of hangars can be seen from a good way off, and the high powerlines on the west side and huge caliche pits nearby all help us find the field. Then of course there's the Highway 471, and Medina Lake, and so many other landmarks that ring the field. How-

ever, it wasn't always home for me and I'll never forget the first time I flew in.

I was approaching from the south, following I-35 up from Laredo, after a very nice flight on a beautiful day. I had topped the fuel tank in Cotulla and had several more fields on my true course line to 8T8, but I hadn't counted on the sun setting so early in the evening (short days), so by the time I flew over Devine and left the unmistakable big expressway behind, I started trying to pick out landmarks in the haze.

Farmhouses and county roads all began to look alike. The patchwork of fields had no relationship to my course, so I kept on the compass and flew on. I knew Castroville was up ahead and sure enough, it appeared on schedule. Crossing Highway 90 on the last leg to 8T8, I noticed that cars had their headlights on and some porch lights were also appearing on houses below. I knew San Geronimo wasn't lighted, but I also knew it was only 10 minutes from Castroville to San Geronimo. Those ten minutes got to be pretty long when I didn't have the field in sight, a field I had never seen from the air, and it was a hazy evening. Where's the airport?!

Runway 35 never looked so good, as I suddenly realized it was at 12 o'clock on my nose and I was lined up on a nice straight-in final. Whew! I can relate to Mignet's feeling as he ended that beautiful day of flying his Flea, and I could sure relate to the relief that he felt when the airport was located. I'll bet you can, too!



ED SEURER'S BIRTHDAY BASH

Ed Seurer

Turns 80 this Year!

Come help us Celebrate and Cheer!

When: Sunday, September 12, 2010
1- 5 pm



Where: San Geronimo Airpark - EAA Chapter 35 Clubhouse
15464 W. FM 471 (Culebra Rd) - 6 mi West of Hwy 1604
San Antonio, Texas

RSVP: Ann Seurer Thornton 512-294-6024 or AThorn@io.com
Lynn Seurer Sawyer 512-990-5090 or lynn.sawyer@live.com
Jean Seurer Taylor 815-282-1778 or sitay@aol.com
Tony Seurer 210-656-3839



PRESIDENT'S COCKPIT

By Dave Baker

Well folks the skies have gotten a little smoother over the past few "miles" and it appears that this flight we are on this year is progressing smoothly.

We have finished with the dismantling of the Piper Tomahawk and it is now in Mexico with it's new owners, Jose Herrera and Jorge Barbosa. They arrived on Friday evening, August 14th and we spent all day Saturday and Sunday (15th & 16th) taking everything apart. Jose had done this before so it was a somewhat easy transition. Many thanks to Steve Jones who happened by and helped me with the re-wiring of the trailer lights. That turned into one of those "nothing goes right" situations but we finally got most of the lighting system working. Steve stayed around and helped with loading the wings and fuselage and securing everything to the trailer. We also had a few more people that really helped when we moved the fuselage to the trailer (Dennis Scheidt, Lew Mason, Troy Balson, Gerard Amzallag) so with the eight of us that really went easier.

The chapters bank account has recovered a lot due to this donation by Jim Thomas of the Tomahawk, builders table and "utility" trailer that he donated to us. Again, many thanks Jim. Dee will have a full report on the "net" income from this project at the next meeting.

Ron O'Dea and I had the good fortune to visit

the "big One" (OSH) this year and as usually there were a LOT of people there. We spent a couple of days just touring the "Light Sport" areas and will have a report on that with some pics for a future program. There are many light sport aircraft outthere right now, but only two or three below \$100K.

At the Chapter President's reception I had the honor of meeting Captain "Sully" Sullenberger. He is really low key and makes sure that everyone who played a role in "The Miracle on the Hudson" gets fair credit for their roles, first his crew, then the boat captains & crews, the NY Fire and Police departments, etc and does not like it when people try to focus on him alone. I admire that in a person because I have a philosophy about this life and that is "No one ever became successful by themselves".

Well folks we are in the home stretch of this flight and the computer tells me I've typed enough for now. We are into September and the Chapter has had a relatively good year so far. Don't forget to help Gail Scheidt out with volunteering to sponsor a meal / helping with the set-up / clean-up of the meals, etc. She really needs help with all that she does for us. Also, Jim Feighny probably need one or two more "programs" for the remainder of this year, so call Jim and volunteer something you have that will be of interest to other Chapter members.



Jose Herrera and Jorge Barbosa begin the journey to San Luis Potosi with the Piper Tomahawk



Dave Baker meets Captain 'Sully' Sullenberger

NEWSCLIPS

MORE POKER RUN PHOTOS

By R.B. 'Doc' Hecker



NEW DEPARTURE INSTRUCTIONS

By Steve Jones

Beginning September 30th, Air Traffic Control will issue 'Line up and wait' instructions in place of 'Taxi into position and hold'. This change aligns U.S. taxi and departure instructions with those used throughout the rest of the world. So listen for: **'Line up and wait'**

September Meal

By Gail Scheidt

Thanks to Nancy Mason for volunteering to prepare Tacos for the September 11 EAA meeting. If you can assist Nancy please call or e-mail Nancy or myself.

EAA 914 September Fly-In

By Dave Baker

EAA Chapter 914 is hosting its annual Fall Gathering Cookout/Fly-in September 25th starting around 10am.



Like the Spring Gathering held this past May, the Fall Gathering is free and open to anyone with an interest in airplanes, so please invite your friends and families to come by. Lunch will consist of hot dogs, chips and drinks and will be free as well. Of course, they'll gladly accept donations to help cover the costs.

Greenville Municipal Airport/Majors Field
September 25th, starting about 10:00 AM.

CTAF 118.65 Elevation 535

See and Avoid. Please use standard traffic patterns and traffic calls

For More Information, Contact Carl Brown at cebrown4273@yahoo.com or (903)454-1926

MORTALITY IN ARMY AVIATION - 1914

In this multi-part series, Ron Paduh presents a unique view into the then-new endeavor of heavier-than-air flight. From the earliest days comes a sobering analysis of flight accidents, their causes, and their unfortunate results. This historical perspective reveals that while much more is known today about weather, materials, aerodynamics, and human factors, we continue to make the same mistakes.

This is article 4 of 12, to be published each month covering the first 11 fatal aircraft accidents in the Army 1908 – 1914. Each month will be a different accident and the last month will be a general discussion of all 11 accidents. This information comes from a copy of an original letter from the Signal Corps to the Chief of Staff.

Accident No. 4:

Extract from Proceedings of Board of Officers at College Park. Md., October 2, 1912:

Immediately after the accident, the Board proceeded to examine the wrecked machine and upon this examination found that the control wires were all intact. From the testimony of eye-witnesses, the Board is of the opinion that the accident was caused by the aviator misjudging his height from the ground and his failure to bring the machine out of the glide in sufficient time to clear the ground.

Probable Cause of Accident: Error in judgment on part of pilot in not straightening up machine before striking the ground.



Col. Winder, O. N. G. Lt. Hazlehurst, Lt. Hill, g. Capt. Beck, Mr. Walsh
College Park, Md. May, 1912.

1928 CURTISS HAWK RESTORATION

By Mark Julicher

It is traditional when school restarts to write an essay titled, "How I spent my Summer". Here is a short picture essay of how I spent my summer. Please enjoy my small indulgence here.

This plane is slated to hang in the National Museum of the Marine Corps when they complete the new aircraft gallery. It is a Curtiss Hawk originally flown in 1928, 98% of this one has been rebuilt - my task was to apply new fabric and dope which I accomplished at a facility in San Antonio, Texas. The plane will be re-assembled for final inspection in the next few weeks and then shipped overland to Virginia.

The structure is an amazing combination of construction techniques including riveting, welding, wood & glue, wire bracing, sheet metal and of course fabric. The fabric process here is Ceconite with Randolph dope. The engine is a Pratt & Whitney 1340 rated at 650 horsepower. Save for the magnetos, there is no electrical system. The plane was aircraft carrier qualified which is amazing in itself, although the landing approach speed was probably only 60 knots which would make for a quick stop with any kind of wind over the deck. Armament is one .30 cal and one .50 cal directly in front of the pilot and firing through the propeller arc via a synchronizer. I imagine the pilots were mostly deaf after firing a few rounds!

The upper wing required 28 yards of fabric sewn into five panels for the top side and five for the bottom. I counted 1070 rib laces - give or take a few. It took four days to rib lace the upper wing plus a day each to rib lace each lower wing. There is one gallon of dope for each coat on the upper wing and there are 13 coats on it.

I shall complete the fabric work on Tuesday August 17 and then a local artist will paint the Eagle-Globe&Anchor insignia plus a few last min-

ute touches on the fuselage. As a final step the plane will be assembled for a good looking over before it is crated and shipped.



Upper wing ready to cover



Tail feathers in the spray booth



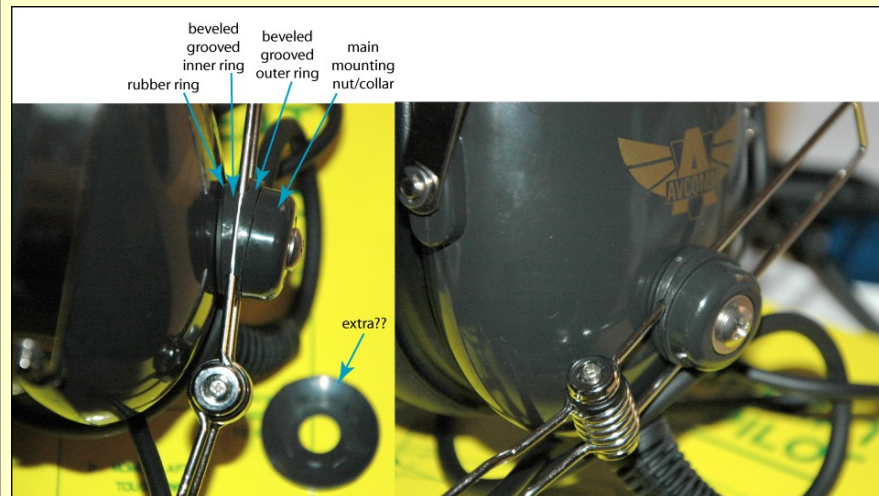
Upper wing top side - complete. 46 inch diameter national insignia, 26 inch high letters

DAVID 'ARTIST' BAKER BEGINS FLIGHT TRAINING

By David 'Artist' Baker

Folks,

My young tail dragger instructor, Ryan Short, contacted me about going up even with a cast on his recently broken arm. Since it was his left arm and he used that mostly to run the throttle on the Cub (an interesting and convenient location) I agreed to go up. Perfect day, and we did fine, but not without the usual minor irritations involving low fuel in the tanks from the previous rental, and a newly purchased bum set of brand new Avcomm headphones with a mike boom that was left dangling. Impossible to get the little pieces reassembled properly to fix the boom back to the side of the earpiece.



I've had Jim Feighny volunteer a pair, and Brad Doppelt advise me on a better simpler pair to purchase. I contacted the web dealer who sold it to me. He looked at a set up at his place and suggested I try not using all the parts. :-)

After some struggling, I managed to get most of the pieces back in place and cranked the nut and screw together from both ends as tightly as I could manage. I'll see what happens this weekend. If it stays put,

which Brad says they eventually won't, I'll work with the headset for now. If it falls apart, I'll just chalk it up to experience and try to return them for a better pair with a flexible boom, or just buy the brand Brad recommended with a flexible boom.

The Cub is nice and breezy at 1500 feet on a hot August day like today putting along at 65 mph indicated, windows & door-flap open.

David F. Baker

www.davidbakerart.com



CONTACTS LIST

POSITION	NAME	PHONE	EMAIL
PRESIDENT	DAVE BAKER	210.688.3358	iflyaerosport@sbcglobal.net
VICE PRESIDENT	JAMES FEIGHNY	210.834.6906	jfeighny@satx.rr.com
SECRETARY	DENNIS SCHEIDT	210.688.3210	dczsr7s@att.net
TREASURER	DEE BRAME	210.493.5512	deeb@satx.rr.com
AT LARGE (B)	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
AT LARGE (B)	RON O'DEA	210.488.5088	r2av8r@yahoo.com
AT LARGE (B)	RON PADUH	210.380.3836	rpaduh@att.net
PAST PRESIDENT (B)	DAN CERNA	210.688.9345	dcerna@att.net
PAST PRESIDENT (B)	LEW MASON	210.688.9072	lewnan@sbcglobal.net
PAST PRESIDENT (B)	JOHN LATOUR	830.612.2232	latourjohn@att.net
BOARD ADVISOR	JOHN KILLIAN	830.438.9799	jkillian1@gmail.com
CHAIRPERSON	NAME	PHONE	EMAIL
AIR ACADEMY	MAARTEN VERSTEEG	210.256.8972	maarten.versteeg@sbcglobal.net
YOUNG EAGLES	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
BUILDER'S ACADEMY	BOB SEVERANCE	210.889.0472	saprobuster@satx.rr.com
FACILITIES	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
REFRESHMENTS	GAIL SCHEIDT	210.862.4396	gailps@att.net
GROUNDS	NANCY MASON	210.688.9072	lewnan@sbcglobal.net
SUPPLIES	FREDA JONES	210.485.3982	eea35supplies@gmail.com
MEMBERSHIP	RON O'DEA	210.488.5088	r2av8r@yahoo.com
NEWSLETTER	ED SEURER	210.885.1160	eea35news@gmail.com
HANGAR	DAN CERNA	210.688.9345	dacerna@att.net
WEBSITE	BOB SEVERANCE	210.889.0472	saprobuster@satx.rr.com
TOOL CRIB	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
PUBLIC AFFAIRS	BILL BARTLETT	210.494.7194	bartlettsat@gmail.com
FLYING START	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
COUNTRY STORE	DANNY & ROXANNE BEAVERS	830.931.9053	dbeavers@txun.net
FLIGHT ADVISORS	MARK JULICHER	210.382.0840	mjulicher@earthlink.net
	RON O'DEA	210.488.5088	r2av8r@yahoo.com
	RB 'DOC' HECKER	210.391.1072	tcflyingdoc@yahoo.com
TECHNICAL	PAUL MCREYNOLDS	210.363.1434	pmcreynolds@satx.rr.com
COUNSELORS	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
	RB 'DOC' HECKER	210.391.1072	tcflyingdoc@yahoo.com
	MARK JULICHER	210.382.0840	mjulicher@earthlink.net

CHAPTER CALENDAR

June 12	Annual Picnic / Fly-in Hamburgers / Hotdogs	San Geronimo	11:00am to 2:00pm
June 19	Young Eagles Flying Pilots and volunteers needed	San Geronimo	9:00am
July 10	Program: Lew Mason "Thoughts on a First Flight"		Dinner @ 5:30 Meeting @ 6:30
17	Captain Bill's Aero Event		
24 -			
Aug 1	Air Adventure at OSH		
Aug 14	Program: Mike Jordan FAASTEAM Program Manager		Dinner @ 5:30 Meeting @ 6:30
Sept 11	Program: Norris Warner Presents the Bush Caddy		Dinner @ 5:30 Meeting @ 6:30
	Captain Bill's Aero Event		
18	Young Eagles Flying Pilots & Volunteers Needed		9:00 AM
Oct 9	Program: J Braun, "L-19 Down on Glacier - WWII"		Dinner @ 5:30 Meeting @ 6:30
Nov 13	Program: Nelson Amen, Solar / Alternate Energy for Your Hangar - - Design and Installation		Dinner @ 5:30 Meeting @ 6:30

EVENTS CALENDAR

Dates	Event Name	Location	Distance
Sept 17-18 2010	Under-the-Wire (Fly-In)	Louise, TX	147 miles
Sept 25, 2010	TFP Fly-In	Ingleside, TX	149 miles
Oct 8 - 9, 2010	Texas Antique Fly-In	Gainesville, TX	301 miles
Oct 9 -10, 2010	CAF 2010 Air Show (Air Show)	Midland, TX	262 miles
Oct 16, 2010	Cannon Field Open house / Fly-in	San Antonio, TX	25 miles

Aviation Calendar of Events web sites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-in calendar <http://www.flyincalendar.com>

ELECTRONIC EDITION

This newsletter is also available online and in color. Please visit the following URL:
http://www.eaa35.org/ENL/Sep_10/Sep_10.pdf

WANTED AND FOR SALE

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

For Aircraft Hangar Rentals at San Geronimo Airpark, please call Dan Cerna (210) 688-9345, Dave Baker (210) 410-9235 or Dennis Scheidt (210) 688-3210

FOR SALE: Fun Flying RANS S18 Stinger II



Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$27,000 firm, Jim Havens, (210)680-7882 home, (210) 347-2455 CP

FOR RENT: EAA Chapter 35 Hangar Space.

Rent a 10' x 20' space & get free use of hangar Equipment & tooling. Please call John Kuhfahl (210) 365-0120

FOR SALE: Thundergull 2000.



Single seat, 20ft aluminum wing, composite fuselage, Rotax 503 oil injected with 360 hrs TTAf, 3 blade

Warp drive prop, ten gallon fuel tank, aluminum Hagar wheels. Basic instrumentation / EIS, ASI, ALT, COMPASS, ICOM radio, 150ft or less take off/ landing, cruise is 90 mph, stall full flaps 35mph, excellent visibility and handles like a fighter for only \$14,000. Contact John Behrendt at jbehrendt82@aol.com or call (210) 643-1417

FOR SALE: Breezy 1/4 Fractional Ownership. Contact John Latour at 830 612.-2232

FOR SALE: 5x8 Enclosed Trailer.

Licensed, Cargo Door, Good Tires, \$1850.00 OBO, Brian Goode (727) 709-1159



FOR SALE: 1976 Beechcraft Sundowner C-23



180 TTA&E-2203 Compression all in the 70's. Oil analysis shows no significant wear. KTM MX 170 Digital Nav/Coms, King ADF, King

KT78 Trans w/ New Encoder, 3 LMB/ ILS, VOR, STS Loran, great useful load (870Lbs). 9 GPH, 120 MPH. Asking \$25,000. Dave Baker (210) 410-9235

FOR SALE:1998 RV 6A,



260 TTA&E (since rebuilt on engine), Lyc 0320 (150hp), Sensenich Fixed Prop, sliding canopy, Nav / Com w/ VOR, 2 GPS units, dual headsets, 18 gal, 6gph @

150mph. Flies regularly. Hangared at 8T8- \$45K. Dale Shaw (210) 826-4395

FOR SALE: 1968 Cessna 172K



\$32,000, 1200 SMOH. 6000 TTAf. MX300 radios, IFR GPS, King ADF, digital clock, power flow exhaust produces 10-15 additional horsepower. Climbs

1200 ft/min. 135 miles per hour in level cruise. The aircraft has special wing tips and gap seals. Contact Robert Tagle at (562) 686-6857

FOR SALE: E-LSA R-80 Bush Caddy,



120 hp Jabiru. PRICE REDUCED! \$66,500. All-metal, two place, side by side taildragger with seaplane doors Will demo and check out buyer,

but no tire kickers, please. Contact Norris Warner, 210-363-1282 or e-mail njwarner@hctc.net.

Thank Our Sponsors (and bring them some business!)



Distributor of Aircraft Parts,
Paint and Accessories

TEX-AIR PARTS, INC.

www.texair.com
cook@texair.com

Clint Cook
Branch Manager

Office (210) 227-8333
Toll Free (800) 451-7282
Fax (210) 227-8337

135 Braniff Drive
San Antonio, Texas 78216



Joe Trampota
Central Territory Manager
Tel 210-820-8148
E-mail jtrampota@eci.aero

9503 Middlex
San Antonio, TX 78217
Sales Hotline 800-324-2359
Tel 210-820-8101
Fax 210-820-8102
www.eci.aero

ECI is recognized for Quality Management System Registration to ISO 9001:2000



JANET SHIRES
President

(210) 524-9525 600 Sandau Rd., Suite 100
(210) 524-9526 (Fax) San Antonio, TX 78216
1-800-205-9525 Mon-Fri 9AM-6PM / Sat 9AM-4PM
(210) 367-3477 (Cell) pilotshop@aol.com

Tony Seurer
Owner

(210) 656-3839
Fax(210) 656-4012

Seurer Electronics
Sale - Service - Rentals



- Dealer of Canon (Copier & Fax)
- Printers
- Paper Shredder
- Dictation Units
- Calculator

4514 Walzem
San Antonio, Texas 78218
tony@copiersalesnservice.com

Manufacturer of Quality
Communications & Navigation Equipment

1-800-255-1511
USA & Canada



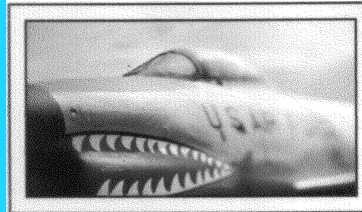
Jim Harr
(503) 370-9429
FAX (503) 370-9885
email: info@valavionics.com

3280 25th Street S.E.
P.O. Box 13025
Salem, OR 97309-1025
www.valavionics.com

Torres Aviation Services

Paul T. Torres
E-mail: paul211282@yahoo.com

A & P Mechanic
100 Hr Inspections
Annual Inspections: No Sign Off



General maintenance & Repairs
Sheet metal work
Composite Work

Phone H: 210-673-2693
C: 210-859-4369

Richard B. Hecker, D.O.
Senior Aviation Medical Examiner

Assend Dragon
AVIATION

CP: (210) 391-1072 29890 Bulverde Lane
Fax: (830) 980-8866 P.O. Box 279, Hangar 38
Email: tcflflyingdoc@yahoo.com Bulverde, TX 78163

Wash Wax All
All surface non-stick cleaner
Leaves a non stick protective coating on every thing you clean
Aircraft, Auto, Marine, RV

Wash Wax All
Hgr 64E - San Geronomo Airpark
(210)-710-6063
email: joe@killough.us

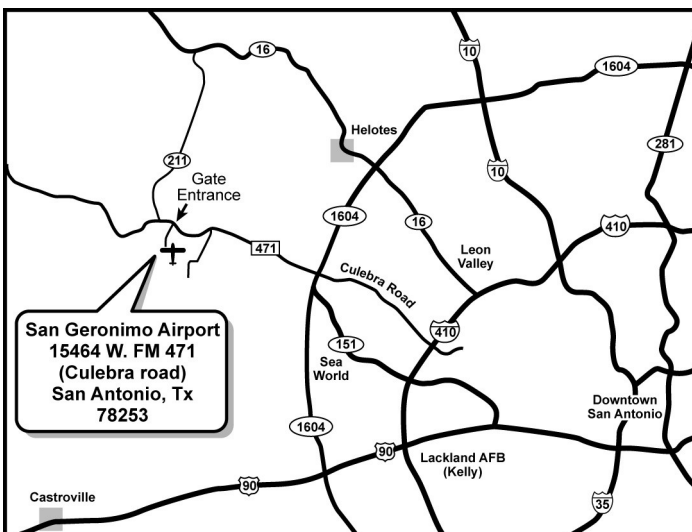
Wash Wax All Degreaser
for tough, hard to clean areas such as, aircraft fuelers, exhaust and engine areas, wheels, and tires. Also removes fuel stains.

er eH ebaL sser ddA€ saP

35287 XT, ó not nA naS
41#, W174 MF 46451
na mí ahCp hsr eb ne M aeD OnoR

XT, ó not nA naS, 53 ret pahC
AAE f o rett d s we NI á diff O ehT

Please support those businesses that support YOUR local EAA chapter. Thanks!



When Do You Meet?

Second Saturday of the Month

September 11th

- Program: Norris Warner, Bush Caddy Presentation
- Dinner @ 5:30
- Meeting @ 6:30

Please Read This...Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but it not limited to this newsletter and audio/video recordings, 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.