



RUNWAY 35



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January 2005

Volume 47 Issue 1

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Christmas Party at Grady's

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PHOTOS CONTRIBUTED BY N. WARNER, J. FEIGHNY, J RAMO-TOWSKI	

Volunteer Needed

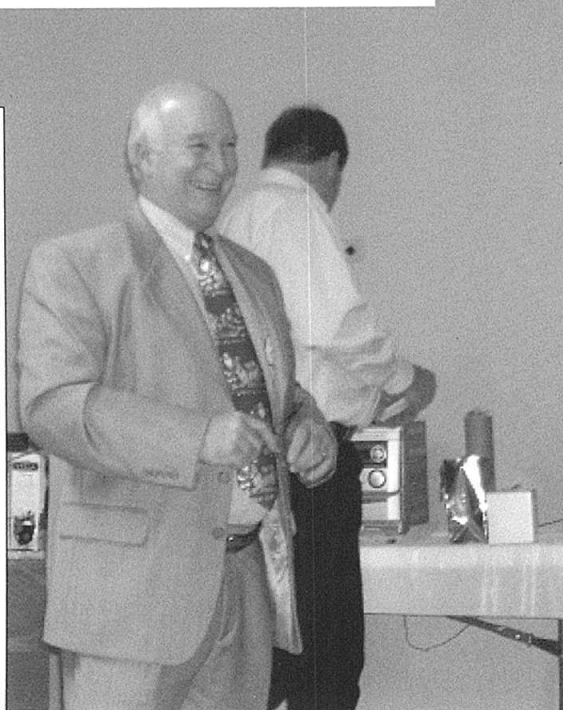
The South West Regional Fly-In (SWRFI), will be held at Hondo on May 13-15, 2005. As the closest and largest EAA chapter, we naturally assume a good share of the workload. One of the more important management jobs is that of Tram Coordinator, and we need to get that volunteer on board as soon as we can. This is an interesting and rewarding task, and one that is very necessary in conducting a successful fly in. If you want to become really involved in this great event and would like to work with some of the best volunteers anywhere, please contact our chapter president Steve Carlson at once. Steve can be reached at 210.545.2376 (home) or 210.258.3990

On Friday, December 10th, EAA Chapter 35 celebrated the season in high style, with friends, food, fun and even some airplane talk. The social hour began at 6:00 PM, and we even got in a few hugs. Shirley Baker brought her traditional punch bowl (good stuff!) and a few boxes of wine showed up as well.

As is customary with our group, Al Almond delivered our pre-feast prayer. Though Al could not stay (he was going to do the Lord's work that evening), we all enjoyed seeing this stalwart of our chapter.

The food was the traditional turkey dinner, with all the trimmings, and we heard no one say that the quality wasn't first class. Dessert was provided by the chapter, and that went fast as all of us were ready for "Santa Claus" Dave Baker's annual show.

HEERRRRS DAVE!!



But just before Dave took stage center for the Christmas gift exchange, President Steve Carlson brought Young Eagles Coordinator Brad Doppelt forward to present commemorative mugs to the pilots who carry that wonderful load for us and our community. Next, Steve presented awards to the folks in the chapter who seem to always be answering the bell. Volunteers do have the most fun, and we are so proud of

A Christmas Party Treat

At the conclusion of our annual Christmas banquet, a small group remained in the party hall to receive a special treat. But first, a little background. The youngest member of EAA Chapter 35, **Matthew Sanchez** at age 14 is a super volunteer in all that the chapter has done in the last three or four years. Known as Jim Haven's sidekick—or co-pilot—he has been a real asset.

Along the way we learned that he was a very good middle school student, and also that he played the violin.

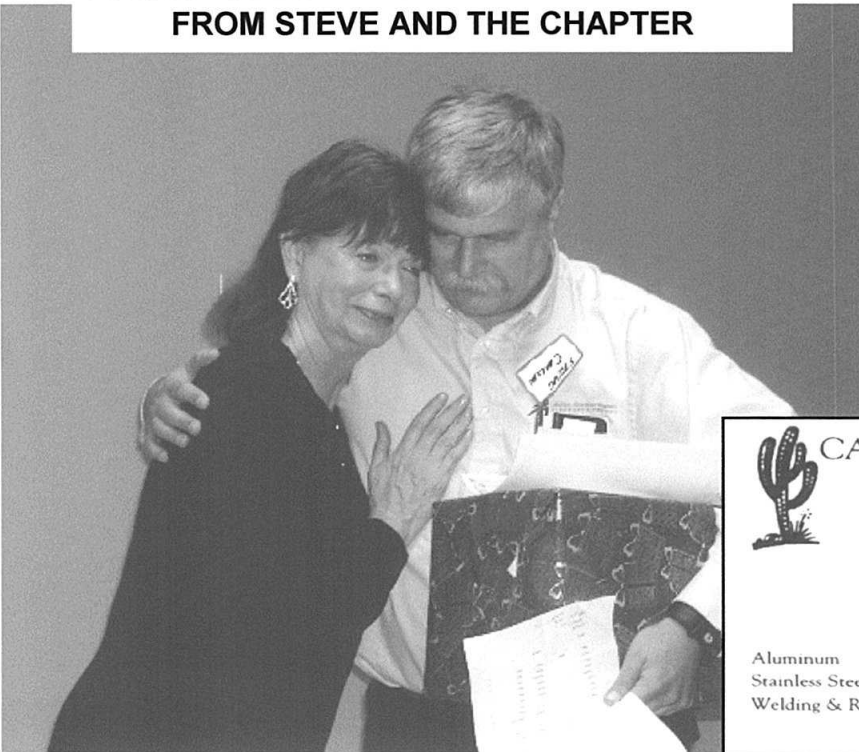
Now on our special night, we learned that Matt and his parents would be late in arriving, and this was his

"excuse." He was to be the Concert Master for the San Antonio Youth Symphony, and therefore couldn't arrive until 8:00 PM. And after they did arrive, Joanne Warner asked Matthew to play for us after adjournment, and he did. Wow!!! Did he ever play his beautiful violin!

JOANNE WARNER GET'S A BIG THANK-YOU FROM STEVE AND THE CHAPTER



Most of us stood around with tear-filled eyes as Matt played Christmas music—beautifully. This certainly was a truly a magical ending to a fun-filled wonderful evening. Thanks, Matthew!



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From the President's Desk

By Steve Carlson



Happy New Year! I have just returned from a visit to the southern California area and had the opportunity to visit two local airfields. The first airfield

was Agua Dulce. This field is along the Highway 14 route between Burbank and Palmdale. It had been for sale of and on, but now is in the hands of someone who really wants to make the airport work. He has extended his hand to the community by having picnics, open houses, and even a Fourth of July fireworks show. Apparently there is still some community grumbling, but this airport is putting on a positive face. They have also invested heavily in capital improvements with runway and taxi way resurfacing and several large new hangars. They even have their own swimming pool.

The other airport I visited was Flabob in Riverside County. This is home to EAA Chapter One so I thought it would be a good place to see how other chapters are progressing. Taxiing up, I was warmly welcomed by the chapter president, Jim Pyle, and vice president, Joe Parker. They gave me a detailed tour of their new chapter hangar which was made possibly by a generous donation from chapter member Ray Stitts. This large hangar features an office area, classroom and large kitchen on the first floor in the back, a loft area large enough for project activities or classrooms, and a chapter store in the front corner. The store features many chapter one logo items for sale. We discussed many ways for chapters to grow and aspects that make chapters develop the way they do. They have successfully kept their dues at a low level over the years by focusing on other revenue streams such as raffles at every meeting and food sales during Young Eagle and other events. The chapter has donors that have sponsored flight training for many area youngsters.

They have a memorial flag pole similar to ours, and also an ever-growing brick patio to honor contributors. The old chapter building is adjacent to the new hangar. Apparently it was originally the base latrine and showers. They expanded the building twice, but they were still glad to have the opportunity to move out. Lastly, the chapter occupies a T-hangar near by for more storage. My thanks to Jim & Joe for a good tour and I look forward to exchanging more ideas with them in the future.

The Walthen Foundation has recently purchased the airport. Pride of ownership shows already with resurfaced runway and taxiways. The foundation also plans a new building for aviation oriented vocational training for the area. So, I was two for two in visiting airports that were experiencing a rebirth of sorts. It was fun to see.

I hope everyone in attendance enjoyed the Christmas party. It was certainly a success in eliminating the need for the chapter members to do any clean up, and it kept the costs down while providing a venue for celebrating our volunteers past contributions.

It is now time to start building next year's calendar. The structure is there. All we need are some talented folks to help put it all together. There will be a board meeting at 4pm prior to the general meeting in January. Everyone is always welcome at the board meetings.

Steve

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Joe and Jim's excellent post Christmas adventure

On December 26th, Joe Ramotowski and Jim Feighny set off to Deer Trail Airport, near Phoenix, to pickup Joe's "new" Stinson 108-1. The SWA flight out was uneventful, we had a pilot and crew, unlike the COMAIR passengers, we and our bags got to PHX the same time. The taxi ride north to Deer Trail was good and we were soon having breakfast and confirming our plans for the day. Joe had coordinated a Class B airspace departure, had a waiver from Phoenix approach for no Transponder departure and we had a couple of handhelds, an intercom, GPS and spare batteries....

We checked the airplane over; it was one of those classics, two years on the ground with a recent annual ...VFR, 780+ miles, hand held radios, airplane just out of annual with no time on it for two years...got it made.

As we taxied out and got our clearance....I was very pleased that it was going so well. As we were cleared on to the active, our clearance and waiver were declared to have been given in error, and we were directed to depart to the east. Staying below the Class C wedding cake, transitioning only one airport Class D airspace without permission, we were out of the busy PHX area in an hour and on our way back to San Antonio.

The airplane ran well, fuel feeding, oil pressure pressuring, RPM steady....looking good. Our first stop was at Benson AZ. I bought a hat as my SWRFI cap was now being worn by a Mid Eastern Cab driver in PHX (early morning starts are always a little shaky) and after testing the shock absorbing capability of the Stinson landing gear, see above comment on early morning operations, we departed the 4600 ft msl airport just east of Tucson

Our next stop and RON site was scenic Las Cruces International. You can rent a new car for \$16. and the airport guys had a RON price with the La Quinta (\$45) so the rates were much better than the \$75 a day for a rental car in PHX. Our body clocks were a little off from the day before and the task in front of us, so we started the day at about 0330. You know you're a little ahead of yourself when you are reading the Las Cruces daily Journal at Denny's, waiting for the sun to get up from behind the



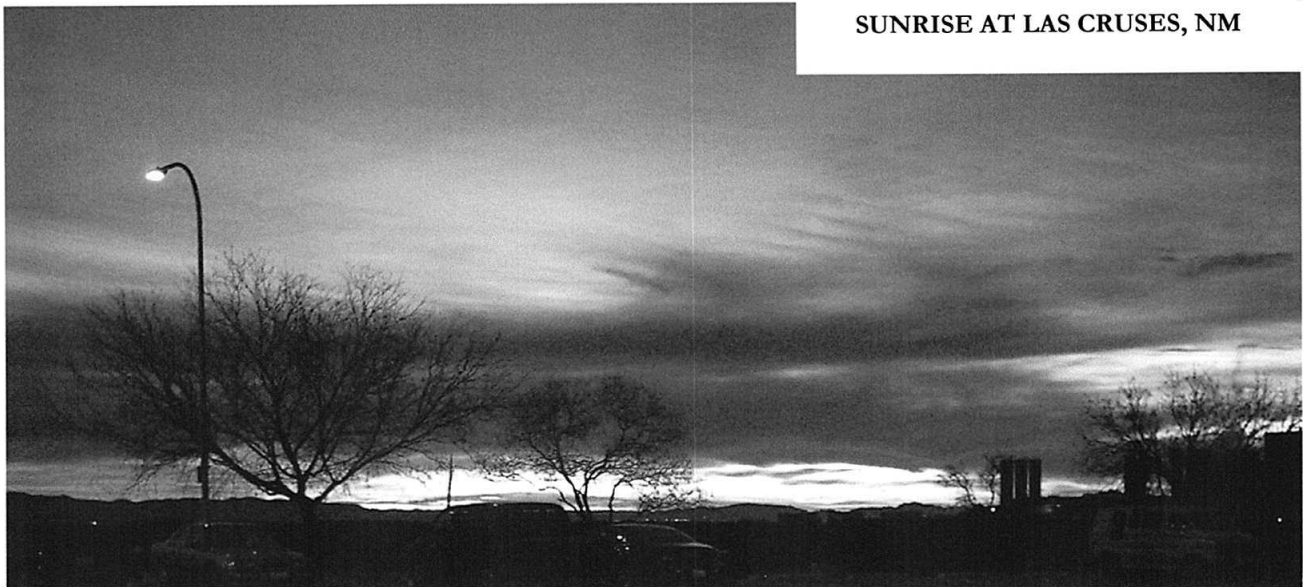
OUTSIDE THE TCA, NORTH OF ELPASO

mountains.

We had a good start on the day and pressed off at day-break, heading into the mountains and raising sun. Glad we had our sunglasses and that hat.

CONTINUED PAGE 9

SUNRISE AT LAS CRUCES, NM



Chapter News

James McIrvn recently earned his Master CFI designation. Jim is a USAF T-38 instructor pilot and examiner at Laughlin Air Force Base. He also serves as an EAA Flight Advisor and is an independent CFI specializing in Cessna 195s and other tailwheel training at New Braunfels Airport (BAZ) and Kestrel Airpark (1T7).

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of James R McIrvn, an Air Force T-38 instructor pilot and a resident of San Antonio, TX. Recently, Jim was designated a Master CFI (Certificated Flight Instructor) by NAFI, his professional aviation education association.

To help put this achievement in its proper perspective, there are approximately 85,000 CFIs in the United States. Fewer than 500 of them have achieved that distinction thus far. The last nine national Flight Instructors of the Year were Master CFIs while Jim is one of only 23 Texas aviation educators to earn this prestigious "Master" title.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community. Earning this designation is tantamount to having the words *summa cum laude* emblazoned

on an instructor's certificate. These Masters truly represent the *crème de la crème* of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Jim will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in 1995.

Please feel free to disseminate this information. Questions regarding the Master Instructor program may be directed to 303-485-8136 or NAFI-Masters@aol.com or visit NAFI's website at www.NAFInet.org

G Alexander "Sandy" Hill, MCFI
 Phone: 303-485-8136
 Vice President, Dir of Education
 Nat'l Association of Flight Instructors

JACK RIDGWAY TAXIES THE BREEZY TOWARDS HWY 1283, REQUESTS WINGS AT MEDINA RIVER RANCH AIRPORT



Young Eagle Update: TROOP 405 CAMPS AND PAINTS THE RUNWAY NUMBERS

TROOP 405 GUYS PLAY A LITTLE CHESS WHILE WAITING TO FLY



TROOP 405 AND SOME LEADERS ON A GREAT FLYING DAY

BUILDERS UPDATE

**BREEZY WING ATTACH CREW:
NORRIS WARNER, JOHN LA-
TOUR, NORRIS WARNER II,
NICKY LEONARD, JACKRIDG-
WAY**

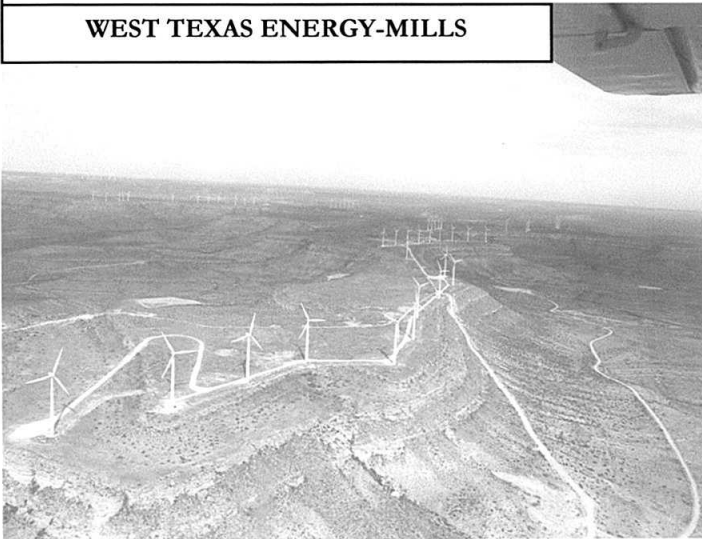


Joe and Jim's excellent post Christmas adventure

Across the SW; around El Paso TCA, heading into Texas and a refueling stop at Pecos City airport. Nice runways, quick turn, fresh coffee and some cookies, a dime a gallon off for cash and AOPA membership, add a quart of oil and we are off for Junction and a mid afternoon arrival at Zuehl. The wall art and unit patches of Special Forces, Marine, Army, and AF Special Operations helicopter units gave us a clue as to the mission of these nice runways in a remote part of Texas.

As we flew past the wind generators south of Midland and out into the vast stretches of west Texas, the scenery is pretty much made of oil production fields, pipelines and the vast nothingness of that region.

WEST TEXAS ENERGY-MILLS



We ask how we can pay...he says, "it's about \$2 bucks a gallon, you can pay me if you want..." Joe gives him \$25 and we are off....great folks out there in the heartland.

We takeoff and climb out on the right tank, switch to the left to see if it feeds.....check the time to see if it is something that is time related....it feeds all the way to Kerrville.

After refueling, we depart Kerrville as the sun is going behind the clouds in the west..... we are looking at a "civil twilight" arrival....it is pretty dark as we cross north of Randolph, find the drag-race center and I-10 that lead us to Zuehl. Blip the radio a few times (is it 4 or 5 or 6 or 7?) to turn on the lights....they come up and we turn a downwind. We set up a nice pattern, turn final, Joe mentions he hasn't landed at night, I tell him it's ok, everything looks good. I flip the landing light on short final, Joe makes a smooth touchdown and we roll out... After 9.1 hours, 83 gallons of fuel, Stinson N97634 is home.

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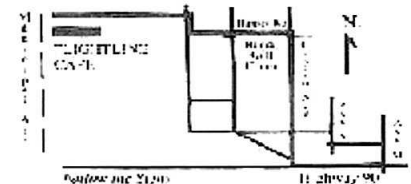
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Our tranquil sojourn was suddenly interrupted by the engine stumbling... first a little vibration, then surging, then fuel starvation stumbling... a quick switching of the tanks, mixture to rich, and a turn to the north to the nearest airport (Good to have a finger on the map even with the GPS brain box performing flawlessly, Reagan County, Big Lake) and we start double checking our clock and the time on that tank...It was a quick trip to Big Lake, 25 knots of tail wind helped and landing into that same heavy headwind certainly shortened the landing roll. Big Lake is one of those, "phone Bobby for fuel" kind of airports, they can't find Bobby, but are looking for him. We troubleshoot the left tank...feeds through the gasolator and drains ok...don't see anything in the drain cup...we decide we will top off and one tank it back to SAT...if we can get some fuel. A "local" drives by and asks if we need help, we tell him we need some fuel and he says he'll go home and get his key, couple of minutes. Back he comes (with a Blue Heeler that's starts to get into the Stinson-"loves to fly, can't keep him out of my 182") and we get our gas.



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CHAPTER CALENDAR

DAY/MONTH

PROGRAM

TIME

8 JANUARY	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
12 FEBRUARY	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
12 MARCH	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
19 March	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT SAN G	
9 APRIL	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
8 May	YOUNG EAGLE BOY SCOUT MERIT BADGE PROGRAM AT HONDO	
13-15 MAY	SWRFI AT HONDO	
11 June	CHAPTER PICNIC	
9 JULY	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
13 AUGUST	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
10 SEPTEMBER	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
24 September	YOUNG EAGLE RALLY AT SAN GERONIMO	
8 OCTOBER	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
13 NOVEMBER	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
10 DECEMBER	MEETING	DINNER AT 5:30 PROGRAM AT 7:00



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Wanted and For Sale

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 the Editor: Jim Feighny 210.822.7229 or e-mail: jfeighny@satx.rr.com.

For Sale: Citabria 7KCAB: 4600TT, 205SMOH, Garmin GNC 250, KT 76 X-Ponder, Aug 04 Annual, excellent condition, new glass and interior. Clean. \$39,700 **Terry Ross 210.566.2765**

For Sale: Dynafocal mounts for Lycomings available. Manufactured by Barry, part #94011-40. Look like Lord mounts and interchangeable with them. Full set \$80.00. Retail is around \$300.00. **QUICKSILVER MX Hirth 2702 40 hp (62 hours TT) POWER-FIN Propeller--3 Bladed (new)** Original Price \$7,200 Now Reduced to \$6,500. **RV-6 Empennage Kit.** Still in boxes. Giveaway price is \$495. **Contact Norris Warner at 830-510-4334.**

For Sale English Wheel 40 inch arm \$2,000 **Contact David Hedges 210-913-0074**

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

For Sale: 3-2-2 Ranch style home, stucco/stone, on runway at San Geronimo Airpark. Under construction. **For Info call Tom or Bob @ (210)415-2818**

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: San Geronimo Airpark Hangar Condo Units. San Geronimo Airpark is building on more "Condo Hangar Unit" just like the Tan Unit. This building will have 10 hangar units and

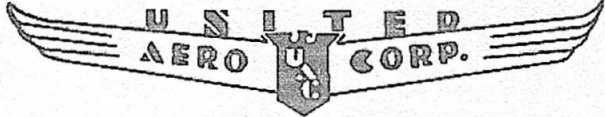
will be in the area that is between the EAA Building and the Blue Condo Hangar. Units are 40'w X 32'd, will come complete with cement floors, corrugated divider walls, Bi-Fold doors w/smaller entry door. Electricity to the end of the unit and water to each. Price for these units is \$30,000 and a minimum of 25% down to hold a unit. Six of these units are already sold and it is on a "first come" basis. If you want one of these units, **Contact Dan Cerna 688.9345 or Dave Baker 410.9235 804.0090 688.3356**



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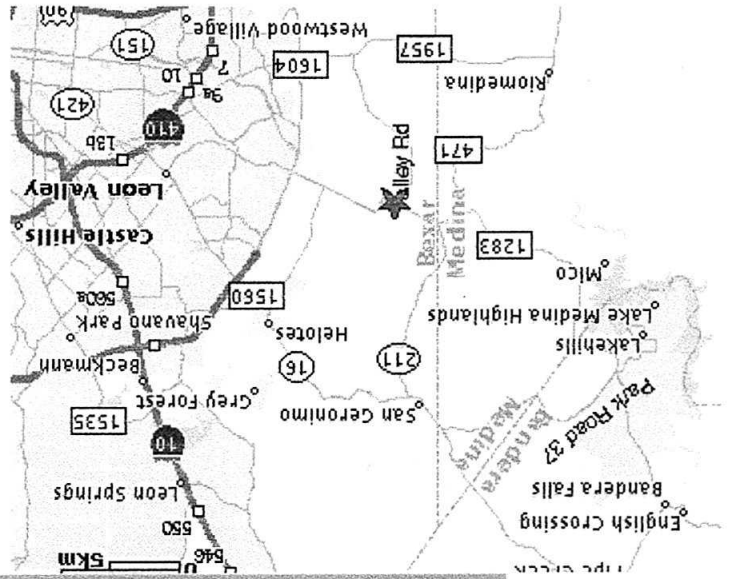


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