



The Leader In Recreational Aviation

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RUNWAY 35



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

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Front Page News



Mabel Kentner

April 5, 1917 to February 7, 2002

MARCH PROGRAM

MARCH PROGRAM

MARCH PROGRAM

MARCH PROGRAM

Early Aircraft

1903 through 1910 (or thereabouts)

Presentation by World Famous Julius Junge

March Meeting: March 9, 2002 at San Geronimo Airpark

Dinner & Social Hour: 5:30 PM - Tacos by Baker's & McCarley's

Meeting: 7:00 PM

The Best "Non-Award winning" newsletter of ANY EAA Chapter!

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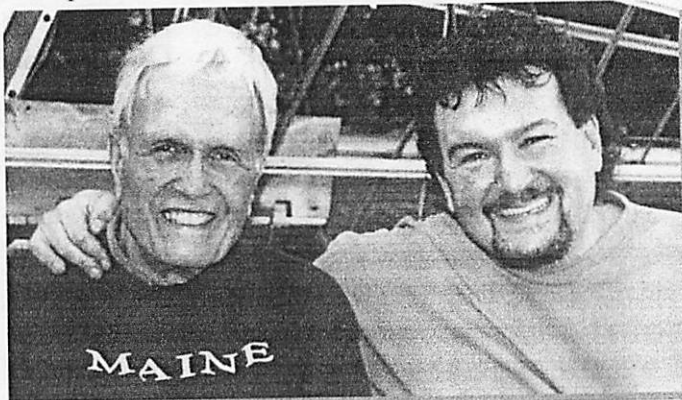
Please Read This...

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Clear Prop!!!!

By David C. Talley

• It's always a sad and difficult time as an editor to report the passing of a friend. As the front page news shows, we've lost another chapter member. Mabel was a beautiful and fun person. If she had a bad bone in her body, I sure didn't know it. I think we could say we all loved her. She will be sorely missed. God speed, Mabel.



- Terry Winnett weighs in with the "Cozy Corner". A building progress report. Are there any RV builders out there? Well, how about a builder's report...
- Julius is back with another Aero Trivia. This one (like all of his others) is very interesting.
- Norris Warner has called for a board meeting prior to the normal March meeting. Bring your nominees for our scholarship to the EAA Air Academy.
- Don Staats attended the SWERFI Meeting and has a report.
- FLASH NEWS: Don Staats has broken down and purchased a computer!!!! Soon, we will have to change his email status on the upper left of this page! Congratulation Big D! (This is what century?)

• Steve Carlson reported on the first tire kickin' (Well at least in a long time.) Twenty-five chapter members attended. Those that did had a great time. Folks, it's very interesting to see what it takes to build a newly designed jet. THANKS Steve! "U-R-da MAN!"

• Mike Lynch agreed to be this month's victim. Thanks, Mike!

• Terry Winnett sent in some German language aviation basic words. You all know that Terry is a master linguist, gifted in several languages. You'll really enjoy his input/education.

• More Flash News...the outdoor chapter house projects are almost complete. Rumor has it you'll be able to walk on the stuff at the March meeting! Thanks to all those who "volunteered" their efforts!

• Shooting Star Museum has some news for all of us (and it's FREE!)

• Lots of Stuff for sale, see page 19 in this issue.

• We have yet another "New Baby" in the chapter. Chris Christianson has done the dirty deed and well, you'll just have to see for yourself...

• This month were having tacos! Remember to bring your Beano...wait a minute, that was last month!

• Julius Junge is presenting the program. Be sure to get there early and get a seat!

President's Corner

By Norris Warner



What a great time we had at our year's first daytime meeting! We had plenty of airplanes, plenty of Arlis Olson's great food, and a simply superb travelogue presentation by Dalton Kuder and Robin Moore about flying and camping in the Caribbean. And amazingly, their many camping ventures to all parts of this fabulous getaway part of the world was done with their Decathlon, not the gorgeous, voluminous Cessna 185 that they fly these days. Thanks Arlis, thanks Robin and Dalton!

As this is written (mid February), we are getting a bit closer to pouring our three concrete areas. Concrete "finishers"—the kind of talent we must hire—are in short supply these days, so our actual date is governed by their availability. We've had great success in asking Chapter members to help with these projects, so thanks go out to the many who have invested "sweat equity," and especially to Mark Moscrip, whose expertise and machinery have been vital. Please don't forget Al Almond's challenge to contribute financially if you can't contribute physically.

On a sad note, news came this last week about the passing of Mabel Kentner. As you may recall, she and Harry never missed a meeting, and ordinarily were the very first to show up. We will miss her lively banter, to be sure.

April and our first fund raiser, the Pancake Breakfast, is coming up swiftly. As you know Don Woodham is chairing the "Breakfast" side of things and Brad Doppelt the "Young Eagles" event. Both of these gents need volunteers to get the job done, so please call or e-mail them with your availability. Members who can provide Young Eagle flights are especially in demand, because we anticipate more than 100 youngsters will attend. Please, please act today to assist these leaders!

We are also looking ahead to our June Picnic,

and although Skip Barchfeld had volunteered to chair that food event, it turns out he will be out of the state. I'm looking for a "manager" to enlist all the talents needed to put this on. Managers recruit, assign tasks, and monitor progress toward assigned goals. So if you don't want to "work," become a "manager." Please volunteer today to be this leader. Call me!

Our membership renewal period is just about over, and yet we still have about 25 "old heads" who have not responded. The more we have to take time to prod these folks, the less

National has challenged us to raise our roster by 10%, and I believe we can .

time we have to do other, necessary things. Please remember that we are all volunteers, so do your part to make our work easier. And speaking of chapter membership, we have found nearly 50 EAA members in the greater San Antonio area who are not chapter members. We will be sending out a special mailing inviting them to the Pancake Breakfast and to become chapter members. National has challenged us to raise our roster by 10%, and I believe we can (now if only we could expand our clubhouse!). We will be publishing the new chapter roster in March, so if you have any last minute changes to addresses, etc., let Joanne know quickly.

You may recall that Elmer Benson has given the chapter \$500 to build the sidewalk surrounding the memorial flagpole. We have incorporated slab areas for three park benches to enhance the beauty and usefulness of this setting, and at the February meeting, I asked members to donate a bench. Before that meeting was over, I had a pledge for one bench from board member Bob Masters—so we need

two more pledges. We will be placing brass name tags on the benches to identify the donor. I've priced very nice benches at \$150, which is about what we thought they would run. Call me or e-mail me today if you'd like to be a donor. Thanks.

There will be a Board of Directors meeting at 4:00 PM on March 9, just before our regular meeting, and all are welcome. Among other things, I want to select one youngster for our chapter to sponsor to a summer camp at Oshkosh. I already have two substantial pledges to defer about half of the cost, and I'm

hoping more members will see the value in this. I will be asking the board to approve whatever additional funding is required, so if you feel strongly about this one way or the other, please attend the board meeting and weigh in. Now, and this is important, if you know a youngster who is very well qualified to be sponsored, between the ages of 12 and 15, please attend and present his or her qualifications. I will be speaking for a young man I know, and I expect others to do the same so that we have truly fair competition.

One last item: the 2002 yellow data membership sheets are important, and each one is carefully read. Your Vice President, Don Staats, and I go through these and look for all sorts of information, not just ratings and aircraft building or ownership. And we find the neatest comments—some of them are truly "Readers Digest" material! Don't hide your light under a bushel—let it shine!



Aero Trivia

by Julius Junge

Louis Bleriot is celebrated for being first to fly the English Channel. 57 men and women had done it before him ----- in balloons. Balloon flight was so common by that time that little was thought of it.

Julius

Comments from the VEEP

By Don Staats



I joined an organization not too long ago and attended my first meeting. I quickly sensed the difference between that group and our Chapter. They weren't "user friendly!"

When I entered the building I asked some questions and managed to sign in. Then I joined a group of eight or ten members who were discussing the weather and other things of consequence. The sun was shining and the air was cool and it was really nice to stand there and listen to the flow of conversation. No one spoke to me or acknowledged my presence.

After ten minutes I went back inside and saw a friend who introduced me to a couple of other members and we had an interesting discussion.

It's a good group of people and I plan to continue attending the meetings and functions of the organization. Eventually, I will work my way into conversation with the others and be welcomed into the club.

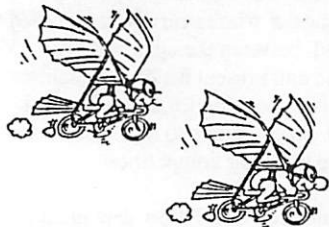
That brings me to the sharp comparison with our Chapter. We have our Membership Chairman and Greeter, Scott Thompson, and most of our members will take a newcomer under tow and get him or her into the group. This is absolutely essential to the well being of our Chapter.

The sooner you can make someone welcome the sooner they can become a contributor and is turn encourage others to join us. I always try to find out if a visitor has an area of interest and then pair

him or her up with someone in the Chapter with the same or related interest. So if you see someone looking lost go over and be the welcome wagon. You may be the one friendly face that rescues that visitor from a room of strangers.

This month's program will be Julius Junge talking about aviation from 1903 to 1910 or thereabouts. It sounds like a great program and for the aviation history buffs it will be a great treat.

News from Around the Patch...

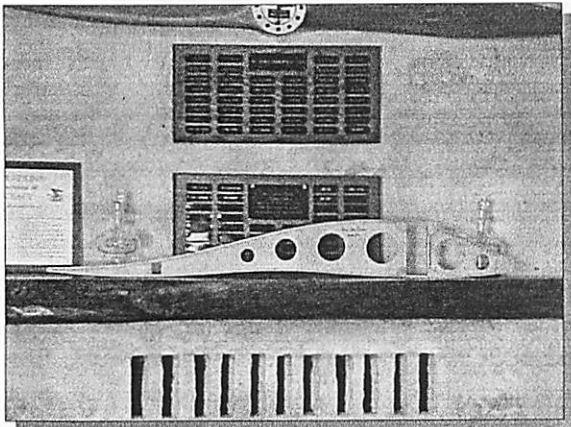


BOARD OF DIRECTORS MEETING

President Norris Warner has called a Board meeting for 4:00 PM, Saturday, March 9th, just before our regular meeting. The Board will consider applicants for a scholarship to the EAA Air Academy, and therefore, any Chapter 35 member who wishes to nominate an exceptional young person between the ages of 12 to 18 should plan on attending and speaking to the Board on his or her behalf.



Discussions will include clubhouse insurance, the progress towards the three concrete pours, and the upcoming Pancake Breakfast, among others. Every chapter key player (as listed on page 2 of the Newsletter) is asked to attend, and all chapter members are welcome.



Super Rib Donated

Julius Junge, world famous builder, (and EAA 35 member) has demonstrated his generosity and his talent. He's donated a replica rib from the first Flying Flea. Get in line to check it out...many a hand and eye have scoped out this thing since placing it on the mantle. THANKS, Julius!

News Flash! News Flash! News Flash! News Flash!

On Saturday, the 23rd of February, a work party was held at the chapter house after the tire kickin'. Several chapter members showed up to help complete the work around the flag pole along with the several other simultaneous projects on the external side of the house.

President Norris Warner led the way. Don Staats was seen holding down the fort (or was that a chair). Numerous chapter members held in there to complete the preparatory work.

Though some of our stuff was taken and not replaced as promised, Norris Warner ran out on Tuesday and repurchased the stuff and installed it himself on Monday. He then got Miriam the Secretary to come out on the cold and windy Tuesday

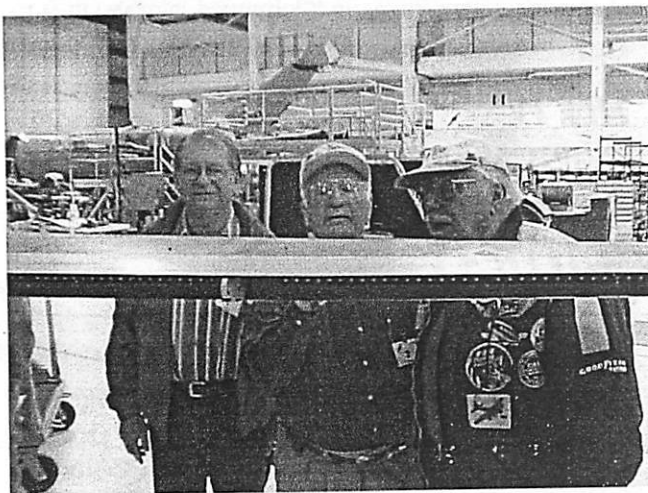
morning to lift some bricks in an undisclosed hangar location. The two of them then installed the said bricks under the wire mesh, thus completing the long and arduous task of preparing the areas.

Rumor has it that all three projects will be completed BEFORE the March meeting! The final tasks are to secure all three bench donations and get the Bob Day Memorial grill built.

I think we all see the light at the end of the tunnel!

The BIG news here is the THANKS that goes out to everyone who has contributed the resources throughout these times.

More Tire Kickin' Scenes...



News from Around the Patch...

FIRST FLIGHT SEMINAR

EAA SportAir Workshops has developed a course called "Test Flying Your Project" to supplement the EAA Flight Advisor program. This one-day course helps the student prepare for the first flight, whether of a homebuilt or a restoration project. Additionally, the course helps the attendee prepare a meaningful flight test program. Among the many topics that are covered are evaluation of the aircraft, from weight and balance to performance characteristics, pilot preparedness and fitness, suitability of the airport, documentation and utilization of data from the test flights, communications between EAA Flight Advisor and pilot during the test flights, and preparation of a Flight Manual or POH. Safety and emergency procedures are stressed.

The class will be held on Saturday, March 23rd in Dallas, Texas and will be held in conjunction with an EAA SportAir Aircraft Builders Workshop. The class is being offered to both members and non-members, and tuition for this class is \$99. The course will be instructed by Earl Lawrence, who is an EAA Flight Advisor and is an instructor at the US Government's Transportation Safety Institute.

For more information, contact Norris Warner at 830.510.4334 (METRO) or e-mail njwarner@indian-creek.net.



AEROPLANE RALLYE AT KRKP, ROCKPORT, TEXAS Saturday Morning, 8:30 am-12:30 noon MARCH 16, 2002

- ... Fly in (weather permitting), drive in, walk in, or crawl in. No rain date.
- ... Hosts at the ramp and terminal building are the Rockport, Texas EAA Chapter 1080 members, Max Durkee, President; other local aviators; and possibly some unsavory saltwater marine characters.
- ... Bring your homebuilt, antique, aerobatic, warbird (any war!), or factory built aircraft for the attendees to see.
- ... Our EAA Chapter 1080 members are showing some projects, planes, and individual hangar collections.
- ... What's free to attendees? Our EAA Chapter 1080 members offer lots of free advice on flying, aircraft, romances, politics, fishing holes, and what have you.
- ... What's not free. Because of our \$0.00 budget for this "FIRST AEROPLANE RALLYE AT KRKP, 2002," there're no free food or drinks offered. One member said this means BYO!
- ... Local overnight accommodations can be obtained by calling the local CoC, 361 729 6445.
- ... Dining at dozens of restaurants can be accessed by rental car, 361 729 9922; taxi, 361 729 8294; or, subject to availability, share a ride with a local.
- ... Call 361 790 0141 for a tie-down or overnight hangar space.

Do come and help make this a memorable event

...News from Around the Patch

SWRFI REPORT

By Don Staats

The board of directors of the Southwest Regional Fly-in met at Burnet on February 16, 2002. It was a fairly important meeting and well attended.

Stan Shannon opened the meeting with a discussion of a survey that EAA Headquarters conducted in Texas concerning the SWRFI. The most significant statistic concerned the location. Most respondents wanted it moved away from Abilene with San Marcos being the most popular choice. Only a small number would like it to remain in Abilene.

As a result, a Site Selection Committee has been selected and is in the process of reviewing appropriate sites, including continuing in Abilene, and will come up with some recommendations for the Board. The final three suggested locations will have an opportunity to send representatives to make their pitch.

We have one more year committed to Abilene and as I understand it the Fly-in will be somewhat reduced in scope. It will last only two days, September 27 – 28, 2002 and there will be no Saturday night banquet.

Most returns in the survey supported the traditional Fly-in with the air show, forums, fly-bys, etc. Norris has the results of the main questions and information that will be sought by the Site Selection Committee.

The people there were a dedicated bunch and seem to make it want to work and grow. One thing we stressed and added to the Selection Committee's charter was to explore the commitment by a community to dedication facilities that would let us establish a permanent infrastructure and support long term growth.

The next meeting is scheduled for April 20th at White Oak Airport, Stan Shannon's strip located between Kerrville and Fredericksburg.



(Another) New "Baby" Arrives

It's a Scout! N321BC

by Chris Christianson

Here she is!!!

We don't have a name yet, but her papa is as proud as any parent could be. She has a sweet disposition and has no bad habits. When we get better acquainted you'll be seeing us together at many fly ins and social events. Pass out the cigars.....



Young Eagles 2002

by Brad Doppelt



Our first Young Eagles event of the year will be held on April 13th in conjunction with the pancake breakfast. We will begin flying Young Eagles at 11:00 am and end after everyone gets a ride. Each Young Eagle, in addition to their flight, gets their picture taken by the airplane they flew in, a T-shirt, model airplane, and lunch. Providing all of these services requires many volunteers.

have not yet volunteered, please take a look at the table below to see where you can help out. We should have a good turnout for our first rally of the year and plan on about 75-100 Young Eagles. Volunteers not attending the pancake breakfast should plan on being at the clubhouse between 10:00 and 10:30 to make sure everything is set up for the event.

So far we have only about half of the volunteers that we need. We still have many positions that need to be filled. If you

Scenes from the Meeting

by David C. Talley

Well, at least this month the food turned out to be simply delicious! Hey, and since we had some Beano left over from the chili fiasco, Arlis decided to heat up some good ol' fashioned Ranch Style beans! Home made sandwiches were the order. They were delicious along with all the other fixin's.

Lunch, yup, lunch, was great! Thanks Arlis (and I think Louie even showed up...well, at least for a couple of minutes...) Also helping out in the kitchen was Nancy Mason. There may have been more helpers, but I was kept busy with additional duties so I can't seem to recall. I apologize and thank each one of you.

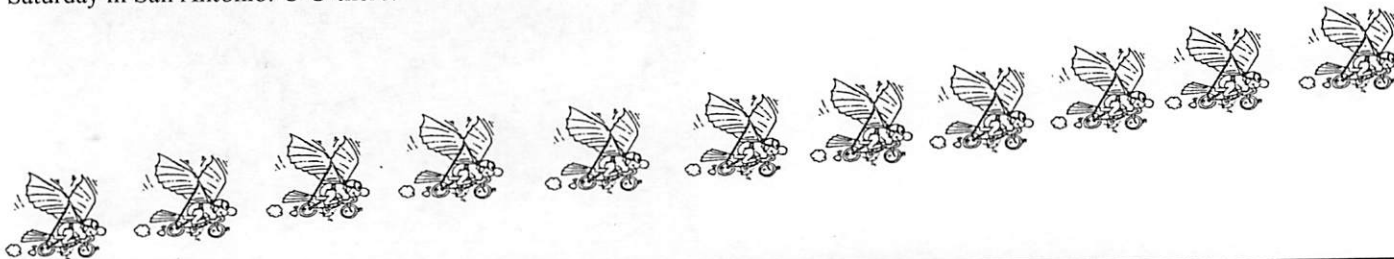
Prior to lunch and the normal socializing time, Don Staats, our illustrious vice-perpetrator, er, uh, president, got the early crowd moving and the windows were covered with black plastic. This was to darken the room for the slide presentation by our own Robin Moore and Dalton Kuder of Corpus Christi fame. Don, being the typical EAAer decided the "less expensive" plastic would suffice. Well, there were more holes in the plastic than in the car Bonnie and Clyde shot up! Albeit, they were small caliber, and on the positive side, the majority of the windows were covered!

Norris called the meeting to order and things progressed smoothly. There were at least five or six folks that I can't remember seeing before. Scott Thompson announced one guest, so I guess I'll just have to remain in the dark. By the way the place was packed!

Our Corpus folks then put on one heck of a great (Powerpoint) slide presentation. They educated us on the ease of flying the islands around the Atlantic and Caribbean filling the "show with many good laughs along the way. I for one am ready to gas up the ol' bird and head south. Thanks so much to Dalton and Robin (a couple of swabbies, mind you). Your presentation "Kicked it up a notch" on the professional level at EAA 35.

The "holy plastic" was taken down and the light back into the chapter house. Outside there was one loooong row of beautiful airplanes adoring the ramp. Several members flew in and those with aircraft based at 8T8 brought them out in droves.

A great time was had by all. March's meeting is the usual "evening event" which is probably the BEST place to be on any given Saturday in San Antonio. C-U-there!



Scenes from the Meeting (Con't.)



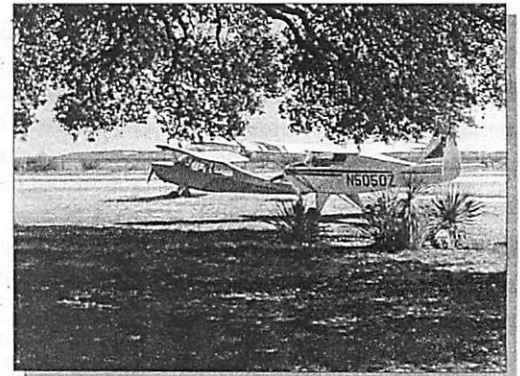
Left: Folks just can't wait to get seated at the memorial flagpole. Much progress has been made since this picture was taken.



Right: VP Don Staats and Nancy Mason Working out the details of the infamous "black plastic". It all worked out in the end!



Left: John Kuhfahl smiling away in front of his new kid. Nothing like a happy daddy!



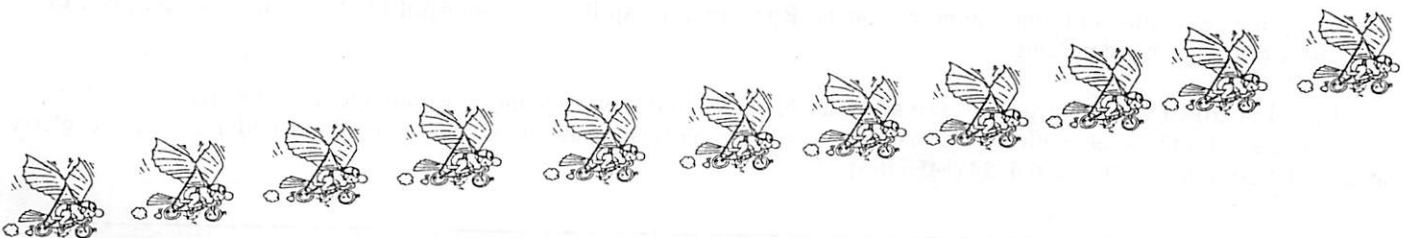
Right: Bye-gone era...John's newly acquired Piper Colt and Louie Viggiano's Aeronca Champ framed up by the oak tree that is somewhere around 150 years old. Sometimes "old things" ARE just better!



Left: Nice ride...A Cessna 185 is one sure way of getting around the islands. Just ask our February's presenters. They did, however, for years use a Decathlon to haul their stuff around!



Right: going over the pictures of paradise! What fun that would be...



Chapter House News...

by David C. Talley

Several Saturdays have seen a buzz of activity around the chapter house. Of course, the ground school is progressing along smoothly and the place is looking mighty good on the outside of the building, too.

As previously reported, the grounds were cleaned up by Norris Warner, Jr. and crew along with a gaggle of EAA 35 members. Norris, Sr. did the stump grinding thing so things are looking professionally done. Folks, Norris won't say it but I will. This was no "cheap" job or task. His machine tops over ten-thousand dollars! And not only did he get closer to wearing it out, he did it for free! Same thing with "Norrie Junior". He brought one of his professional guys to clear some troubled trees. What was the cost to our chapter? Who knows, 'cause Norris took care of the situation.

Mark Moscrip... a quiet kinda guy who has donated more than his share of time and equipment. Head out to the local rental store and inquire about the cost of renting a skid loader (Bobcat). They're not cheap. Oh, did they tell you it costs more to deliver the dang thing? Oh, and you want us to pick it up? Pay us... We ran his into the ground for a couple of days.

So here's Mark Moscrip, just another chapter guy. He has a wife, a NEW baby, a plane, (still a student pilot), a business. Busy? Naw... (I'm being facetious.) Yet, you can find him donating his time to straighten out the "All Volunteer" crew who needed a little (!) guidance on the fundamentals of (correct) concrete work. Maybe he could remove the "student status" off his license if he had a little more "time". Also, he took over the controls of the Bobcat after your illustrious newsletter editor got worn out driving that thing. (Actually, we needed an "expert" to recover the mess. Hey, I told Norris I saw Bob Vila drive one of these things so I know I could, however, I didn't think they could be THAT difficult!)

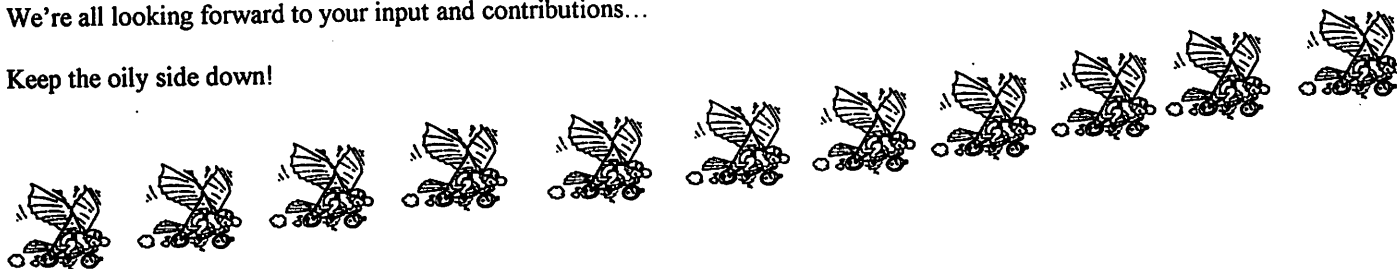
As our chapter continues to grow to one of the best (and biggest) aviation deals in town, please thank those who go the extra mile to "volunteer" (Was that the first time I used this word this year?) to keep the chapter a beautiful place to visit.

The above request seems to rarely happen. As an example, last year, one of our contributors to the newsletter informed me that not one chapter member, called, wrote, or emailed him acknowledging him of some of his ideas he wrote about. No one argued his point nor acknowledged it. I assured him that, yes (I think) most read the newsletter. Do you? Please consider (hey and maybe some action wouldn't hurt) thanking those who do take the time to sit down and write a contribution to YOUR newsletter.

Oh, and one last thing... how come the "volunteer list" never seems to grow that much? Often, it seems the overwhelmingly time the same faces are around time in and time out...

Please consider this "thing" YOUR chapter. What are you willing to do for YOURself? Can you, too, volunteer? Thanks! We're all looking forward to your input and contributions...

Keep the oily side down!



SUN 'N FUN EAA FLY-IN

The Spring celebration of flight is almost upon us. Running from April 7th through April 13th this year, this is the place to shake off the winter doldrums!

This fly-in has grown and grown to nearly rival Oshkosh, and of course, so have the registration fees. Adults (EAA Members) are charged \$80 for the week, with spouses \$40. For complete information about camping air traffic procedures and more, please see or call Norris Warner 830.510.4334 (METRO).

First Tire Kicking Session to Start... It's a BIG Success!!

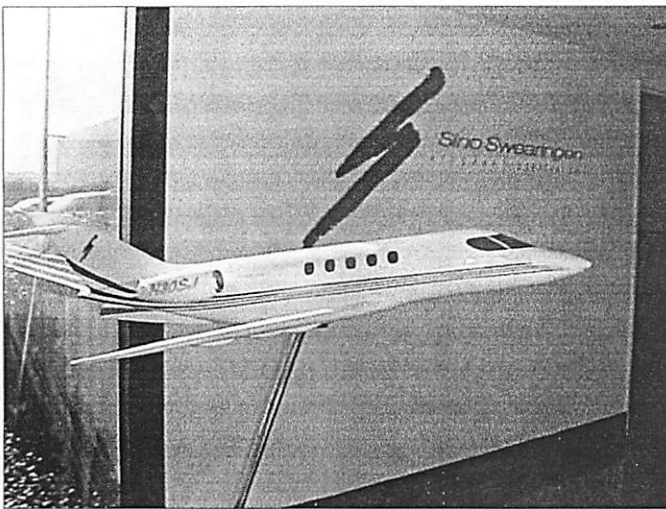
By Steve Carlson...the "web guy"



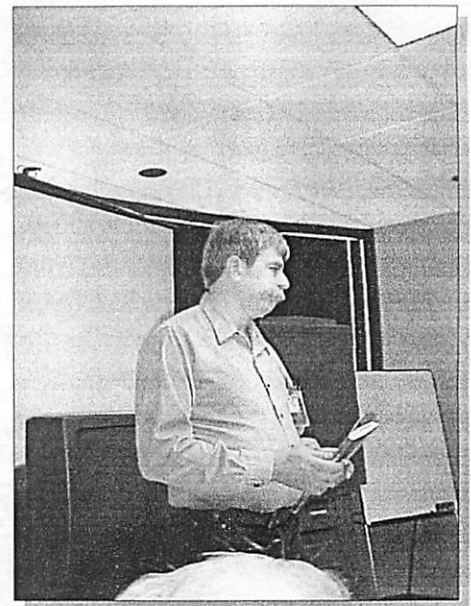
The Tire Kicking at Sino Swearingen featured a history of the SJ30-2 and the company by Executive VP Ron Neal, a video and mock up presentation provided by Chester Shickling, VP of marketing, and a walking tour hosted by Don Taylor, Liaison Engineering Manager. The group witnessed the set-up and checkout of the fuselage and wing tooling from Vitoria, Spain. This tooling will next go to Martinsburg, West Virginia to begin production of the jet.

They also saw the build up of the flight control surfaces, flaps, ailerons, and slats which are being proofed in our facility before they also go to Martinsburg. The tour advanced to the wing mate fixture, where Serial Number 004 is being joined. There we fielded many questions as the airframe really begins to take shape. The next stop was the wing halves and fuselage of the Fatigue Airframe, Serial Number TF-3. More questions here as the wing and fuselage structural details were particularly visible. We walked around the next flying article, Serial Number 003, but could not get too close, as Saturday is a busy work day to get this one flying. The last stop on the hangar floor was at the current flight test article, Serial Number 002. This airplane, which had been flying the previous week, honest, was scattered all over the hangar floor as we are upgrading the flight controls, adding speed brakes, and getting the plane caught up with all the latest engineering. The group was all over this plane. Fortunately, we hit it at lunch time. After this stop, many of us were getting tired of treading on that firm concrete floor and welcomed the cool carpeted mock - up room. Here, at last, we saw what a real Sino Swearingen SJ30-2 looked like. Too bad it was all Hollywood. Thanks for coming to see us grow an airplane from the ground up.

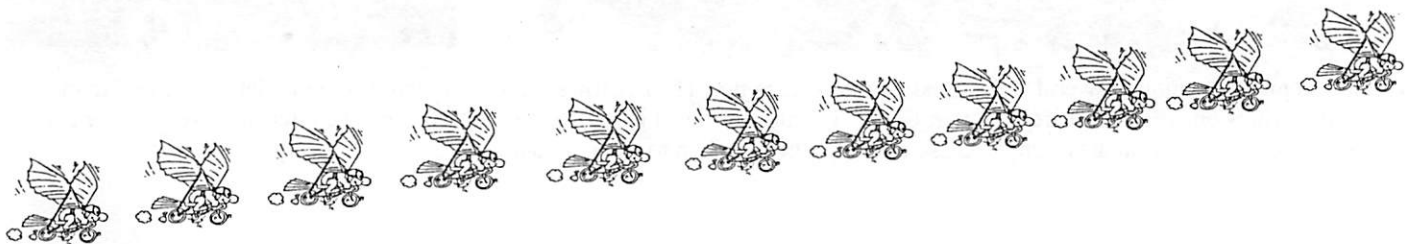
Twenty-five EAA Chapter 35 members attended the first (in a long time) tire kickin'. A fun, educational time was had by all.



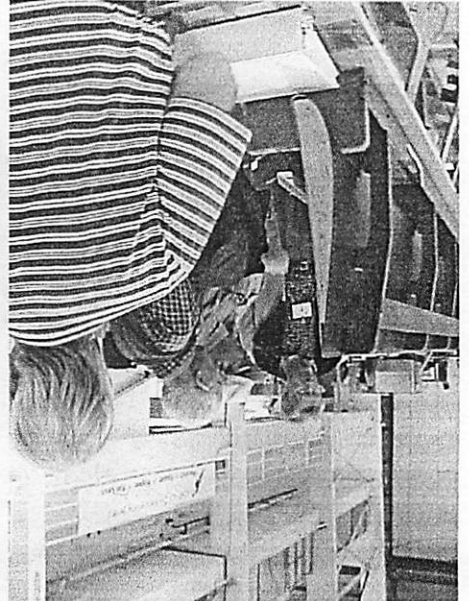
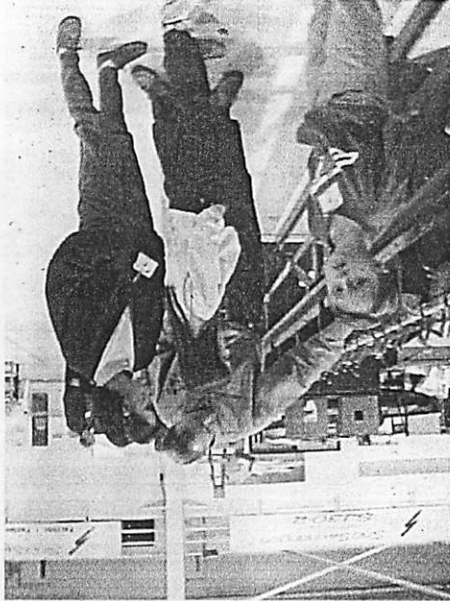
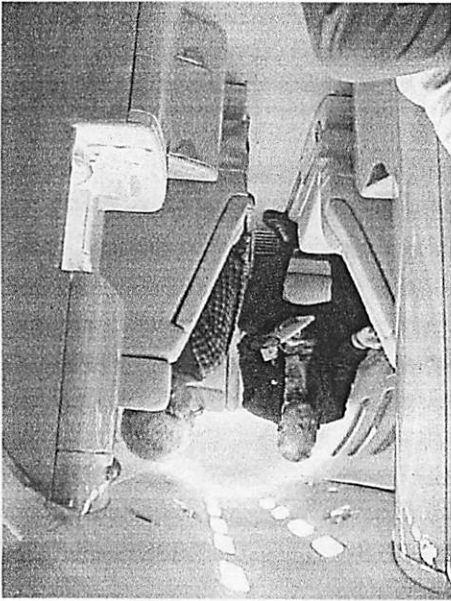
Here's what the future holds for a big item ticket. A model of the Sino Swearingen SJ-30-2. Photo by Dave Talley



Our host: Steve Carlson kickin' things off for our tire kicken'...

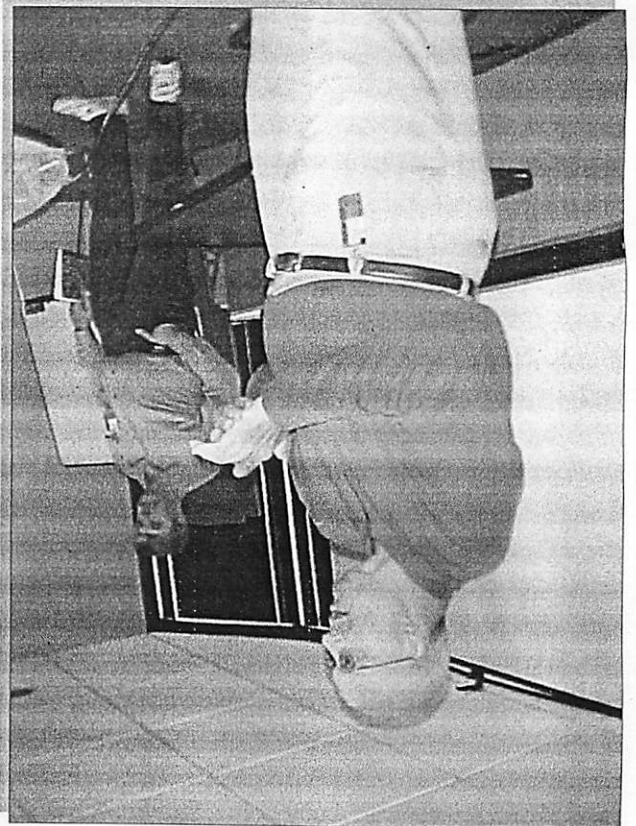
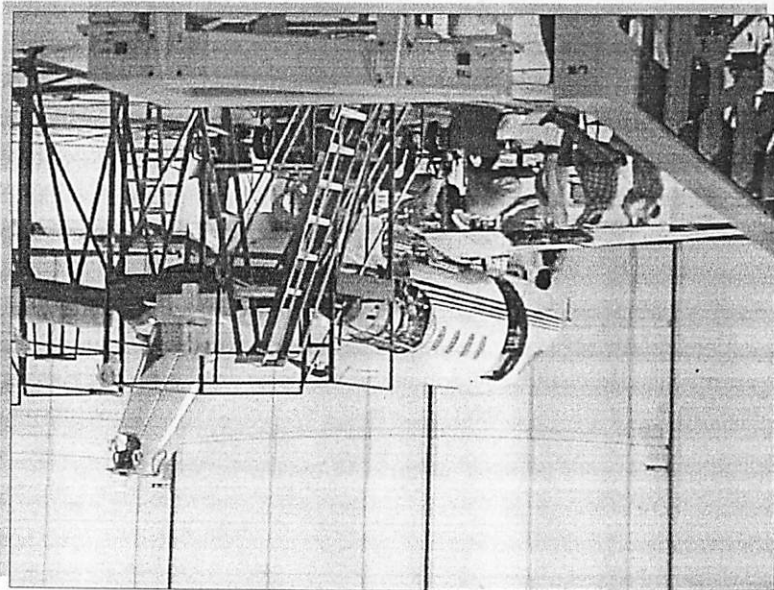


EAAers doing their thing. Several folks looking at a surface jig. The Bristows are looking things over in detail. Hum, I think the Misses wants one of these instead of that Cozy! It's an entry level jet so don't expect a 777. The interior is well planned and well laid out. You, too, can have one. Please contact Steve Carlson to reserve your slot.



Above: This thing was flying only a couple of days prior to this picture. Several folks joked about the "engineering folks and their changes".

Left: The "Big Guns" come out to our tire kickin'. Executive Vice president Ron Neal gave an awesome presentation on the history of the company and the politics involved in certifying the first all new jet in over 35 years. Oh, and check out OUR big gun...Steve Carlson taking up the rear...



Tire Kickin' Get's Kicked Off..

The Cozy Corner

by Terry Winnett

This is going to be a semi-regular update on all the Cozy builders in our chapter. For those of you unconscious, living on a different planet, or suffering from acute RVitis, the Cozy Mark IV is a four-place canard aircraft utilizing Burt Rutan's moldless composite construction techniques. Nat Puffer in Mesa, AZ, a former carrier pilot and retired 3M engineer, built two Vari-Ezes in the 70's and 80's then went on to design a modified Long-EZ with side-by-side seating called the Cozy III. His latest iteration, the Mark IV is the only canard plans-built aircraft available today that is licensed by Burt Rutan.

We have an active group of builders, starting with Jon and Linda Farr, who first flew back in 2000, then grounded their plane last year for the dreaded finish work and painting. It's been routine to see Jon and Linda at 8T8 lately, looking a lot like ghosts as a result of their sanding efforts. During a recent visit, Jon reckoned that they'd be ready to slap on some paint in about two weeks. The efforts of their hard work are looking mighty nice.

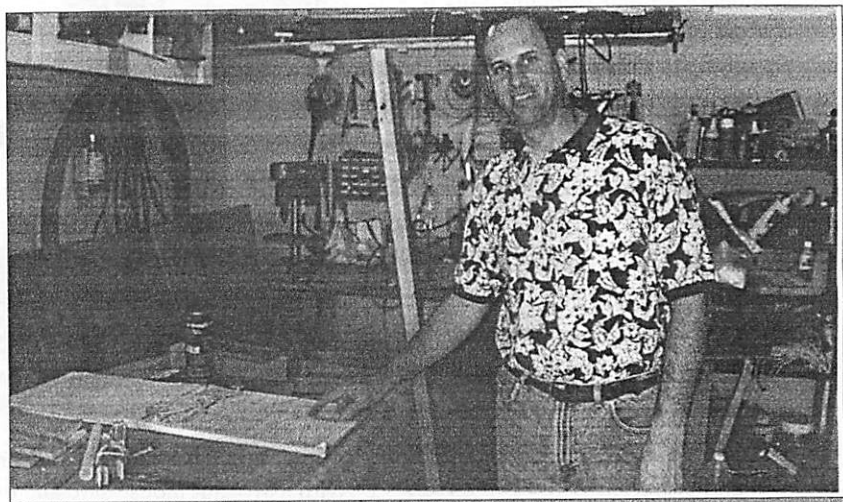
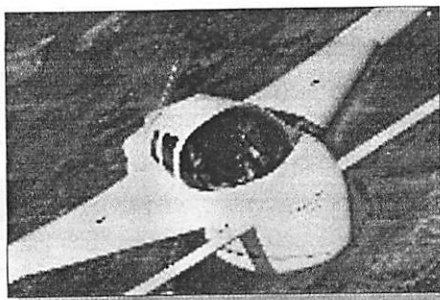
Brad Doppelt has been steadily biting out chunks of his project on a regular basis, between work, family life, coordinating the chapter's Young Eagles program, and working on his 50th Master's degree or something like that. His lower fuselage tub is complete, on its main gear, and the canard and elevators are almost finished. He's planning on mounting the canard, then doing the nose and nose gear next.

Burke Bristow is another builder with a full plate. He's an Army Captain and a Company Commander at Ft. Sam. So, between those responsibilities, family, and church, he's managed to pretty much complete his basic fuselage tub. Burke was unavailable at the time of this article, so I can't be certain of his recent progress.

Terry Winnett (the author of this article) is an Air Force ER nurse, who is single, without kids, and without excuses as to why he isn't further along on his project. His tub is done, with canard and elevators almost finished and the winglets are complete. Wings will probably be next as Brad and Terry hot-wired their wings a while back, with the late Lowell Robinson, in a production fashion. The foam cores are now waiting in the corner of the computer room, begging to be built.

Incidentally, the dining room makes a great place to store the fuselage with the front canard wing mounted. The coffee table is ideal for spreading out various aircraft parts, before installation. The living room floor is a wonderful place to spread out

all your full size plan drawings. When Burke and Kim Bristow visited my house last year, Kim dashed all of Burke's hopes as he stared at my fuselage sitting on saw horses in the dining room simply by saying, "Don't even think about it". Did I mention that I was a bachelor?



Top: The looks of a completed Cozy.

Above: A smiling Brad Doppelt, aka Young Eagles Flight Leader, working away on his Cozy.

Left: The late Lowell Robinson giving instructions to a couple young Cozy builders, Brad Doppelt and closest, Terry Winnett.

Up Close and Personal

Mike Lynch

by Miriam S. Talley

With a little persuading after our last ground school class, Mike humbly agreed to be my next "victim". Mike hails from a small community way up north... Wadena, Minnesota, population 4,500. However, he has "noh" Minnesota accent to prove it. Mike's first aviation recollection is from when he was 3 years old. His dad built a stick and tissue model of a Piper Cub and hung it over the kitchen table. Mike recalls just being infatuated with the model. Mike's mom, on the other hand, was furious at this thing hanging over her table. Like most future aviators Mike built models and models and models... plastic, wooden, gas powered... there is even a rocket somewhere in there. Mike then brags that a number of his models won their fair share of ribbons at the state fair. His first airplane ride was at age twelve during an air show. He made sure he sat in the front seat of the Mooney (a Mooney... not a bad first ride). His memory of that first ride is very vivid and left a lasting impression. Mike still has the Polaroid of him after that first flight. (Imagine what we have done for the many Young Eagles we have flown). By age 14/15 Mike became an airport bum at the local regional airport. It was a fairly busy little airport with two grass runways. He hung out with a pilot named George Uselman, who owned a J-3 Cub. George gave him his first unofficial flight lessons. Mike also recalls that while in high school he was dating a very lovely young girl. He would take her for a drive out to the airport to try to get her interested in airplanes. He also found that taking a drive out to the airport, with the beautiful night airport lights, was a great place for "talking". Also while in high school, a group of high school students were interested in building and launching a rocket. In order to get school support and obtain a teacher advisor and mentor they formed the Wadena Aeronautical Society. Their efforts caught the interest of the United

Press International and Phil Jones from CBS. They made national news when they successfully launched their rocket with a mouse in the cockpit. The rocket



landed in the next county via parachute with astronaut mouse safe and intact.

After high school, Mike was a college student enrolled in the pharmacy/pre-med program. While at school he took a ground school program sponsored by the college, passed his written and had a few official flight lessons at a local field. Unfortunately, Vietnam was at its peak and Uncle Sam was eyeing college students to replace their quickly dwindling supply of soldiers. If a young man did not keep up at least a B average, he had an appointment with the local draft board. To keep the ball in his court, Mike started talking to recruiters. The Army waved a golden carrot of becoming a helicopter pilot. Mike's girlfriend (now wife Kay) brought to his attention the number of losses within the helicopter ranks. The Air Force was next door. And it was the blue suit he wore for the next 26 years. Mike was assigned into the Public Affairs career field. And to say the least...he did

not enjoy it. He learned of a lateral Air Force career in broad casting that sparked his interest. While in college, Mike was part of the Radio Guild Society and helped to develop and build an FM station on campus. This AF broadcasting assignment sounded interesting. Mike cross trained and became Mr AFRTS, Armed Forces Radio and Television Services. Those of us who wore a uniform and served over seas hold AFRTS near and dear to our hearts. It was through AFRTS that we were able to keep in touch with news of home as well as global news. In remote assignments, AFRTS was the only available source of music and news. Mike's Air Force career spanned the globe. Thailand during Vietnam, Florida, Alaska, The AF Academy, Iceland, Okinawa, Spain and finally at Kelly he finished up his F career as Deputy of Operations with the Air Force Broadcasting Service. Mike really enjoyed his Academy time where he taught Instructional Technology and developed a TV studio and production lab. It was here that he also helped a friend build a FW 190. And amazingly, this plane eventually wound up in San Antonio. Through out his Air Force career he enjoyed his leisure time flying radio controlled airplanes. But while at Kelly AFB Mike started flying for real and earned his ticket in 1990. He quickly earned his other ratings of commercial, instrument and instructor in 1994. After retirement from the Air Force, Mike was an instructor pilot at the Kelly Aero Club and took over as manager from 1995-1998. Mike is proud of his accomplishments at the aero club-computerizing the facility and making it a productive and service oriented operation that drew numerous members into its fold. (unfortunately because of the Kelly base closure and political maneuvering this wonderful club has closed its doors). After leaving the aero club, Mike was contacted by a reservist

(Continued on page 15)

(Continued from page 14)

colleague that offered him a job with a broadcast equipment company and flying

a company airplane was the golden carrot. Flying...broadcasting...what a combo. Today, Mike travels a bit. If the

an RV 6A but has now switched to an RV 7...which he just loves. However, he has an RV 6A empennage for sale...any buyers out there??



With coffee in hand and a load of BIG smiles, Mike Lynch, leads the chapter's ground school. By the way, Mike's the one on the far right.

travel requirement is within a five state area, we can find Mike behind the controls of a hot Cessna Centurion Turbo 210. (can I get a ride...pretty please...). Off course being a true EAAer, Mike has his building project. He started off with

Mike joined the national EAA in 1969, when the safety officer in his unit, who happened to be building a Thorp, told him about the organization. The first EAA chapter Mike has had the opportunity to join is our own EAA Chapter 35 back in 1987. We have had the pleasure of having Mike as a guest speaker where he uses his passion for aviation and knowledge of safety and common sense to remind us of the right way of approaching flying. Mike has also graciously offered and has been teaching the ground school that is held at the chapter house every Saturday from 0900-1200. As one of his students, I can attest to the excellence of this program. Lots of reading and practice question/tests, quizzes at 08:30 (before class starts) and Mike willingly stays after class to answer questions and go over concepts with individuals. It is obvious, aviation is a passion with Mike and we are honored to have and call him one of our own. Our hats off to you Mike Lynch.



A Moment in Aviation History...

(taken from T-Hangar Tales by Joseph P. Juptner)

Nearly everyone knows of, or has heard of the "Great Lakes," that sassy little swept-wing biplane that was an aerobic champion and an air-show star for years on end. But, very few know that Great Lakes Aircraft once launched upon a very sorry venture to develop a sport-type amphibian. The cute-looking "duck" was first designed to fly with two four cylinder Cirrus "Hermes" engines of 115 h.p. each. Now then, does that sound like a reasonable request? Incidentally, it had to be freighted from Cleveland to the Detroit Air Show on a flat-car because it just would not fly! After the show it was later re-engined with two five cylinder Wright J6-5 engines of 150 h.p. each; and then it did fly, but just barely. Charlie Myers, test pilot for G.L.A.C. at the time, sadly related to the onlookers that it took up half of lake Erie to get off with a gross load. And, it never did fly off land. Needless to say, the ship was hangared for further study and discussion, but mostly embarrassment. In 1935, it was seen with two seven cylinder Wright J6-7 engines of 225 h.p. each, but no one will come forward to say they actually saw it fly! Meyers was asked if he participated in design of the four-seated 4-A1. He said something like, "Geez, hell no, it was all "Dick" Richardson's fault". That is, Captain Holden C. Richardson (USN), who was earlier on the Curtis design team that fashioned the famous "NC" flying boats, of which NC-4 was perhaps the most famous. The prototype model 4-A1 and 4 uncompleted airframes of the same type were manufactured by the Great Lakes Aircraft Corporation at Cleveland, Ohio.

...News from Around the Patch



Harry and Mabel dressed to the hilt as they arrived for another EAA Chapter 35 meeting. This photo was taken for their "Up Close and Personal" interview in the spring of 2001. Normally they were the first two to arrive each month for the meeting...

MABEL KENTNER 1917 - 2002

The family and friends of Mabel Kentner are saddened at her passing on February 7th. Long a fixture at our chapter meetings with her husband Harry, her brightness and wit will be missed.

Harry and Mabel lived for many years on the Medina River Ranch Airport on a couple of acres sold to them by George (Clif) Waterman, and when they moved to Guadalupe County—to be near some of Mabel's family—they sold the acreage back to George.

Sad to say, but we've lost both Harry and Mabel in less than one year. And on sort of a warming note, her obituary proudly mentioned her long affiliation with EAA Chapter 35.

OBITUARIES

KENTNER

02/10/2002

Mabel Jungman Kentner was born April 5, 1917 to Walter and Lillie Jahns Soefje in Guadalupe County, TX. She passed away suddenly, Friday, February 7, 2002 in Seguin, TX. She was preceded in death by husbands, Thomas Jungman, Harry Kentner; brothers, Eugene and Lee Roy Soefje. Mable is survived by sister, June Livengood; brother, Cleburne Soefje and wife Grace; sisters-in-law, Willie Mae Pfulman and husband Leroy, Elizabeth Soefje; stepdaughters, Paula Kasper and husband Connie Mohrman and husband; numerous nieces and nephews. Mable is a previous member of the Alter Society of Saint James Catholic Church of San Antonio, TX. Current member of Saint James Catholic Church, Seguin, TX, Ladies' Auxiliary to the Brotherhood of Railway Trainmen, EAA Chapter 35, and OX5 Association. Visitation begins Sunday, February 10, 2002 from 4:00 P.M. - 8:00 P.M. at Goetz Memorial Chapel, 713 N. Austin St., Seguin, TX. Mass will be Monday, February 11, 2002 at 2:00 P.M. at Saint James Catholic Church, 510 S. Camp, Seguin, TX. Interment will follow at San Fernando Cemetery No. 2, San Antonio, TX. Goetz Funeral Home Seguin, TX 78155 (830) 379-2313





YOUNG

EAGLES

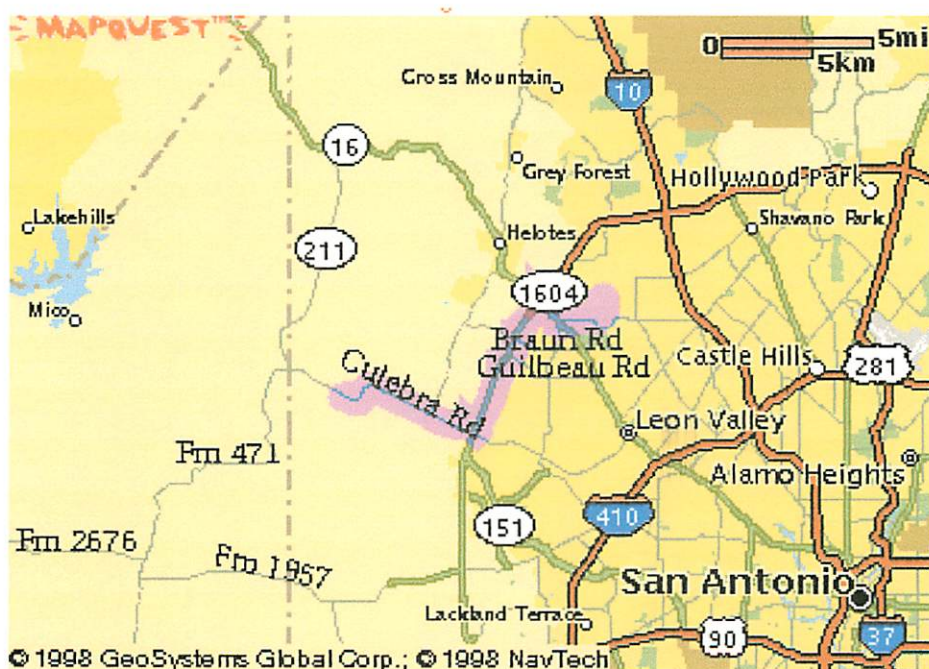
A PROGRAM OF THE EAA™ AVIATION FOUNDATION

Free airplane rides for children between the ages of 8-17 will be given at a Young Eagles Flight Rally held at SanGeronimo Airpark on Saturday, April 13th, 2002 from 11:00 a.m.– 4:00 p.m.

In order to participate in this event, each child must have a Young Eagles registration form completed and signed by a parent or guardian. These forms will be available at the airpark. There is no cost associated with any flights provided and each participant will also receive a free lunch, photograph, model airplane, and T-shirt.

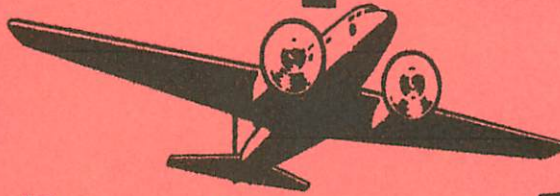
SanGeronimo Airpark is located six miles past the intersection of Highway 1604 and Culebra Road (FM 471) at 15464 Culebra Road. The entrance to the airpark is located on the left side of Culebra Road. There is an Exxon gas station on the right side of Culebra Road slightly past the airpark entrance.

If you have any questions please call Brad Doppelt at (210) 558-8909. More information regarding the Young Eagles program can be found at www.youneagles.org. The registration form and more Chapter 35 Young Eagle information can be found at: www.endicor.com/ea35/young_eagles.htm.





EAA Chapter 35



Pancake Breakfast

Fly-In & Drive-In

San Geronimo

Airpark (8T8)

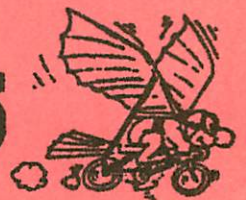
8:00 to 11:00

Saturday, April 13th

830.510.4334 (metro)

njwarner@indian-creek.net

www.endicor.com/~eaa35



More Great Aviation Quotes...

(taken from Slipping the Surely Bonds by Dave English)

- * Fighter pilots make movies, attack pilots make history.
- * In Thrust I Trust.
- * Jet noise: The sound of Freedom.
- * I had a fighter pilot's breakfast – two aspirin, a cup of coffee and a puke.
- * Those who hoot with the owls at night should not fly with the eagles by day.
- * Fly with the eagles or scratch with the chickens.
- * It only takes two things to fly: airspeed and money.
- * Forget all that stuff about thrust and drag, lift and gravity. An Airplane flies because of money.
- * Do you see that propeller? Well, everything behind it revolves around money.
- * A smooth touchdown in a simulator is as exciting as kissing your sister.
- * Experience is a hard teacher. First comes the test, then the lesson.
- * A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down – all of them trying to become random in motion.
- * Helicopters can't really fly—they're just so ugly that the earth immediately repels them.



Shooting Star Museum News

Aviation Art Show and Blue Bonnet Walk

March 29th through April 1st

11 AM to 5 PM

Bring your camera and get ready to enjoy a day at the museum.

Admission is free!

Contact Pat Wegner at 830.931.3837



German for Airmen

from Terry Winnett

AIRCRAFT---Der Fliegenwagen

JET TRANSPORT---Der Muchen Overgrossen Biggenmother Das Ist Fliegen Highenfaster Mit All Der Mach Und Flightenlevels. (Built by Boeing)

PROPELLER---Der Airfloggen Pushenthrustrer

ENGINE---Der Noisenmaken Pistonpusher Das Turnens Der Airfloggenfan Pushenthrustrer

JET ENGINE---Der Schreemen Skullschplitten Firespitten Smokenmaken Airpushenbacken Thrustermaker Mit Compressorsqueezen Und Turbinespinnen Bladenrotors. (Made by Pratt & Whitney)

CONTROL COLUMN---Der Pushenpullen Bankenyanken Schtick

RUDDER PEDALS---Der Tailschwingen Yawmaken Werks

PILOT---Der Pushenpullen Bankenyanken Tailschwingen Werker

PASSENGER---Der Dumbkopf Das Est Strappened En Der Baacken Mit Der Other Dumbkopfs Das Est Expecten To Leave Undgo On Scheduledtimen Und Arriven mit Der Luggagebags Somplaceneisen

STUDENT PILOT---Der Dumbkopf Das Lernen Fliegen Un Hopen To Jobenfinden Mit Der Airlinens

FLIGHT INSTRUCTOR---Der Timenbuilder Mit Less Den 1000 Hrs Multienginefliegen. Teachen Dumbkopfs To Fliegen Vile Waitenwatchen Fer Der Letter Mit Der Joboffering Frum United

AIRLINE TRANSPORT PILOT---Das Grosse Overpaiden Und Under Werken Whinencomplaner Biggen Schmuck Dat Fliegen Mit Das Big Airlinen

PARACHUTE---Der Stringencotten Das Est Usen To Floaten Der Tailschwingen Pushenpullen Bankenyanken Werker Down To Earthen Ven Der Fliegenwagen Est Kaputen

FAA---Der Friggenfliegen Dumbkopf Schmucks Das Maken Alder Rulens Und Regulations

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 Mar 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.

9-10 Mar 02 – Brownsville, TX. Wings over The Valley Air Fiesta 2002 Rio Grande Valley Wing CAF.

23 Mar 02 – Heritage Airport Fly-In and BBQ. SE of Randolph. Arrivals welcome the day before.

23 Mar 02 – Kingsland, TX. Chapter 889 Pancake Breakfast, cid@star.net, 512/756-6999.

23 Mar 02 – New Berlin, TX. 3rd Annual Texas Heritage Bi-Planes & Taildraggers Fly-In. 9am – dusk. Rain Date 30 March. Brian 830/420-2573.

20 Apr 02 – Conroe, TX. Chapter 302 Fly-In. (CXO) Pancake Breakfast/Burger Lunch. 713/484-5000.

27-28 Apr 02 – Nacogdoches, TX. East Texas Air Show 2002, Hero Honor Days and all America Fly-in at Nacogdoches Regional Airport (OCH).

18 May 02 – Kingsland, TX. Chapter 889 Hamburger Happening, cid@star.net, 512/756-6999

31 May-1 Jun 02 – Bartlesville, OK. 16th Annual National Biplane Convention. 918/622-8400.

1 Jun 02 – Midlothian/Waxahachie, TX. Mid-Way Regional Airport Annual Pancake Breakfast/Fly-In. All day transportation to Gingerbread Trail Tour of Homes. 972/923-0080. www.waxnacofc.com

7-9 Jun 02 – Gainesville, TX. Texas Chapter Antique Airplane Assoc sponsored 39th Annual Fly-In at (GLE), 817/429-5385.

18-21 Jun 02 – Corpus Christi, TX. The 2002 Air Race Classic, an all woman race. Will begin in Silver City New Mexico and finish in Chesapeake, Virginia.

27-28 Sep 2002 – Abilene, TX. EAA South West Regional Fly-In. 334/578-1707 or www.swrfl.org

26-17 Oct 02 – Reklaw, TX. Best little private fly-in in Texas...a must!

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)

7-13 Apr 02 – Sun N Fun EAA Fly-In, Lakeland, FL.

29-30 Jun 02 – EAA Rocky Mountain Regional Fly-In, Longmont, CO.

10-14 Jul 02 – Northwest EAA Fly-In, Arlington, WA.

23-29 Jul 02 – Air Venture 2002, Oshkosh, WI.

6-8 Sep 02 – EAA Golden West Fly-In, Sacramento, CA.

6-8 Sep 02 – EAA Mid-Eastern Fly-In, Ohio.

7-8 Sep 02 – Virginia State EAA Fly-In, Petersburg, VA.

13-15 Sep 02 – EAA East Coast Fly-In, Philadelphia, PA

27-28 Sep 02 – EAA Southwest Regional Fly-In, Abilene, TX.

4-6 Oct 02 – EAA Southeast Regional Fly-In, Evergreen, AL.

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

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@starband.net

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

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

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 \$3000. It doesn't get any cheaper than this. Call Chris Christianson at 210-363-4450 or 830-755-4450

FOR SALE: 1965 Colt with tail wheel conversion, Lycoming O-290-D2 135 HP engine with approximately 30 Hrs SMOH, STITS Cover.

1999 Starduster Too with 150 HP O2-320 Lycoming engine with less than 15 hours on engine and airframe, STITS covering.

Call Allen J. Pratkan at (830) 569-3998 (Pleasanton, TX)

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

FOR SALE: 1953 Chevy 60,000 mi mechanically 9/10, new paint 9/10, needs some reassembly/interior work. Runs sweet-6cyl standard. \$3,000

1951 Chevy project. Not running, nice clean straight body and chrome. \$1,000


1977 Honda CB200T motorcycle, 4,000 miles been in storage for 8 years-very nice clean machine needs TLC. \$600

1967 "Scotty" 16' travel trailer, self-contained \$2,000. **SOLD**

Numerous R/C airplanes and accessories including a 6' Wingspan "Telemaster" fabric covered with 4 stroke engine-looks and flies like full scale--make offer.

Bought airplane, wife sez sell some stuff! John Kuhfahl 210 688 9473 or johnkuhfahl@yahoo.com

FOR SALE: Complete home computer, including 17 inch monitor and color printer. \$200. please call Don @ 688-3747



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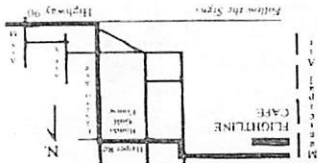
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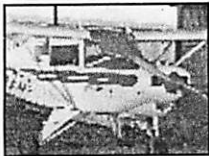
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The Official Newsletter of EAA
Chapter 35, San Antonio, Texas

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



Name & Address here

When Do you Meet?
Second Saturday of the Month

Dinner: 5:30 PM
Social Hour: 6:00 PM
Meeting: 7:00 PM
Where do you meet?
(See Map)
Call Any member listed
On Page 2 for help



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