



January 2004

Volume 46 Issue 1

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RUNWAY 35

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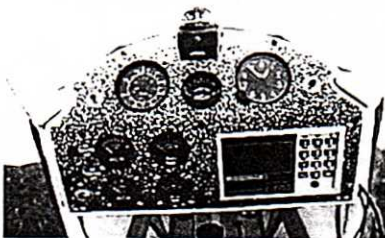
SpaceShipOne Goes Supersonic



Image from video

CALIFORNIA CITY, California (December 17, 2003) A significant milestone was achieved by Scaled Composites: The first manned supersonic flight by an aircraft developed by a small company's private, non-government effort.

In 1947, fifty-six years ago, history's first supersonic flight was flown by Chuck Yeager in the Bell X-1 rocket under a U.S. Government research program. Since then, many supersonic aircraft have been developed for research, military and, in the case of the recently retired Concorde, commercial applications. All these efforts were developed by large aerospace prime companies, using extensive government resources. (Continued on page 14)



**January 10th Chapter 35 Meeting - Guest speaker:
Philip Capestany talks about aircraft instruments.**

DINER -- 5:30 PM

Comments From the VEEP

By Dave Baker



On November 26, 2003 a good friend and fellow EAA member passed away. His name is Paul David Hammond. Paul was 71 years young. Most of the current members of Chapter 35 did not

know Paul because he lived on the far east side of town and stopped coming to the meetings when we relocated to San Geronimo Airpark.

I first laid eyes on Paul at a small airport that used to be along side I-35 in San Marcos, Texas in 1975, I believe. It was a Saturday and Shirley, our two kids and I drove up to San Marcos to look at the damage a Tornado had caused at this airport. While we were investigating several overturned airplanes, some damaged hangars, etc. about three or four airplanes flew in. One of these was this tiny all metal airplane called a Tennie Two. It was cream colored with an orange stripe. It had a bubble canopy that fit the airframe quite well. Out of this airplane came a small stature of a man. I thought, "the airplane is perfect for him". I did not get to talk to him (or any of the other pilots) that day.

About a week or so later I had driven out to Twin Oaks airport just north of

Remembering Paul David Hammond

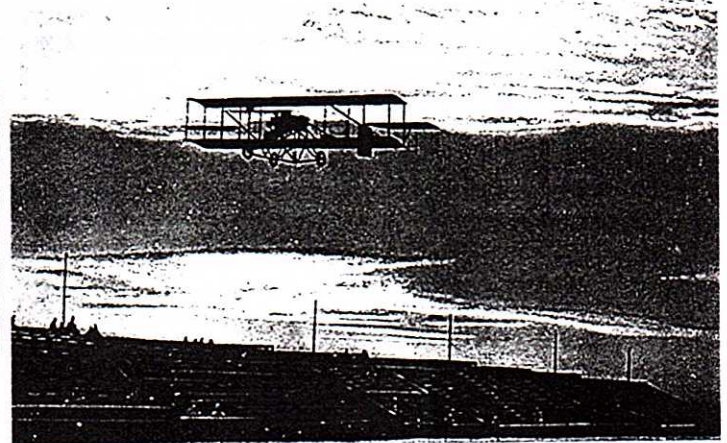
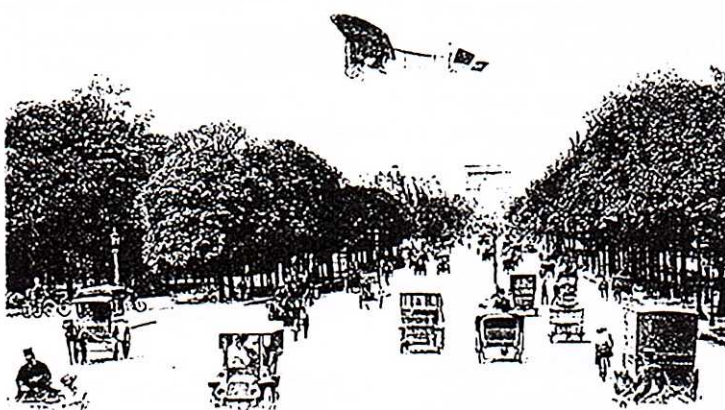
San Antonio International off of Hiemer Road to see if I could find these "EAA Guys" that I was told were there. I struck up a conversation with one guy, his name is David Beckett. He was President Elect of EAA Chapter 35. He convinced me to come to a meeting at Westside airport. I did. That was 28 years ago.

Over the next few years I got to know a lot of the members, but that one fellow, Paul Hammond, was so interesting. He loved to "tinker" with everything. He had built the Teenie. He finished restoring an Ercoupe to "mint" condition and then he designed and built several other airplanes that could perform some amazing aerial maneuvers that defied logic. Paul also built a WWI replica that is beautiful. I believe he built seven or eight planes over the years. He almost always used the VW engine in his airplanes. He could make the VW engine sound and run like a Singer Sewing machine. He even restored old single cylinder gasoline engines just to experience the joy in seeing those things run. The point is: Paul was the TRUE example of an aircraft "homebuilder". I don't believe there was a single month out of the last 28 or so years that Paul wasn't working on one or more aircraft projects. He was gifted and very talented. Paul



could work with metal, tube & fabric, fiberglass and just about any other substance used in aircraft construction.

He is survived by his lovely wife, Thelma and one son, David. He was a "mainstay" at Zuehl airport and will be surely missed by a lot of us. There just aren't many "Paul types" around anymore. The type of person who used his mind, hands and soul in building airplanes. Paul was small in stature but was a GIANT of a MAN.



e-Letters to the Editor

Electronic Newsletter Feedback

Dear Kris,

My internet connection has fouled up in some mysterious manner and I am plunging into probable fixes. Good fortune struck, however, and I got to read the December newsletter before the machine gave up on me. Are you getting better or what? I really enjoyed this issue and wanted to offer my congratulations on all of your efforts.

I sort of miss the printed copy but know I am saving the Chapter more than \$7.00 per year. The beautiful color on the electronic version makes up for the hard copy loss. We now have 180 members and if you take that times \$7.00 that is around \$1,260.00 in postage, to say nothing of the printing cost. If Ed Seurer didn't do his thing every month we would be spending several thousand on newsletters.

I belong to another group that has no hard copy newsletter--it's all done over the internet. The Southwest Regional Fly-in also does all it's correspondence over the internet. I would encourage as many of our members as have computers to consider letting it be known that they no longer desire a printed copy. The money we thus save could go into the building fund.

I know you spend a lot (underline lot) of hours to create the email version and I really appreciate all your work. Keep it up. We hope to see you living in this area in the near future.

Don Staats

Local Pilot's Story gets Published by GA News

I got an "extra" Christmas present this year when I learned that my "Low and Slow" article about flying in Brad Marcum's 1946 Aeronca Champ had landed in the Christ-

mas issue of General Aviation News. I checked my mailbox this morning and was elated to see that my issue had arrived!!

The attached file is a poor quality scan and since this newspaper is larger 8.5 x 11, I couldn't fit everything in one image but this gives you the "gist" of what this article was about.

I thoroughly enjoyed writing this one since I had to find a way to capture the absolute fun I had on this flight with Brad. Thanks Brad!!

Have a VERY Merry Christmas and God Bless!

Justin Moore <mailto:jus@outdoorphoto.com>

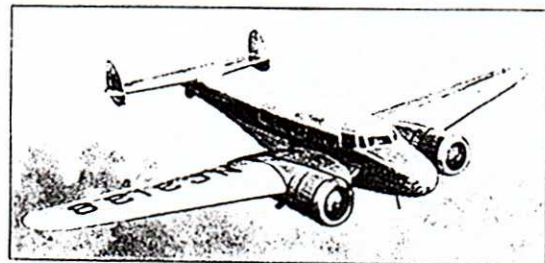
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(Editor's note: After reading your story, it became apparent why it got published by GA News, it was extremely well written and entertaining. Way to go Justin!)

Let's Hear From You

If you have any suggestions or would like to comment on any of the articles in this newsletter, we would be glad to hear from you. Send your comments to kris123@ticon.net



Pilot Quotes...on flying.

When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.

Without ammunition, the USAF would be just another expensive flying club.

What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies.

Never trade luck for skill.

The three most common expressions (or famous last words) in aviation are: "Why is it doing that?", "Where are we?" and "Oh S#!+!"

Weather forecasts are horoscopes with numbers.

News From Around the Patch

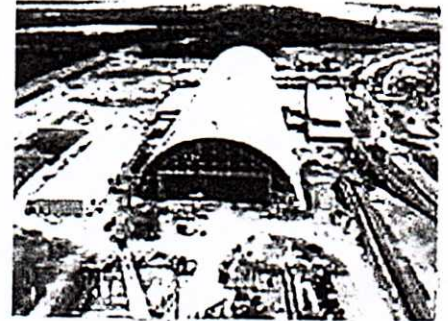
Smithsonian Expands

Herndon, Virginia – (December 15, 2003) The Smithsonian officially opened a new addition to the popular Air and Space museum on the grounds of Dulles International about 30 miles west of the main museum in D.C. It is called the Steven F. Udvar-Hazy Center and will eventually expand to 760,000 square feet and house over 200 air and space vehicles.



(COURTESY NASM)

The new hangar-museum houses about 80 air and space craft including the Enola Gay. It is open to the public and admission is free, however parking is \$12 dollars. The expansion was needed because the main museum only has enough space to display 10 percent of the Smithsonian's air and space collection. kgn



Jennifer Murray Update

SANTIAGO, CHILE
(December 23, 2003)
Jennifer Murray and copilot Colin Bodill recover after their Bell 407 helicopter crashed in Antarctica. The cause of the crash was unknown, a British rescue team from the Falkland islands was dispatched and they were rescued just one day after the crash. Murray and Bodill sustained non-life threatening injuries. Murray



was attempting to become the first woman to circumnavigate the globe via the North and South poles. kgn

Woodham's RV-6 Flies!

On Saturday, December 13th, Don Woodham's beautifully built Van's RV-6 took to the heavens. And, in our humble opinion, Don did a most courageous thing—he had the first flight performed by someone who had a ton of time in an identical airplane—our own Bob Cabe.

The overwhelming urge to be the first pilot on an airplane you've spent years to

build—well, it's awfully hard to fight off.

Congratulations, Don, for a great project well done, and for a very wise decision on your first flight.

Now, can a memorial white scarf be far behind?

Norris Warner

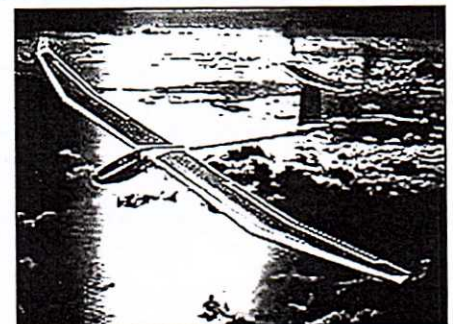
World Aviation News

LAUSANNE, Switzerland – (November 29, 2003)— Bertrand Piccard announced his plans to circumnavigate the globe in a solar powered plane. The project called Solar Impulse will fly at airliner levels and have a proposed wing span of 197 feet.

Piccard is working with his partner, British national, Brian Jones and a team of scientists from the Swiss Federal Institute of Technology in Lausanne. You may remember Piccard and Jones from their successful attempt in the Spring of 1999 to circumnavigate the Earth in their balloon, Breitling Orbiter III.

The project presents many technological challenges, the greatest of which is the ability to store enough energy to

power the plane through the night. Piccard hopes to achieve this by 2007. He announced that he is currently looking for sponsors. kgn



News From Around the Patch

Hill County Chaos—or Norris' Shop Doings!

Well, we may not be getting much done, but the quality of our work is certainly sub-standard! And it isn't for lack of trying, as several of us fabricate parts (again and again). The Breezy is at the heart of our labors, but one of Jack Ridgway's gyros is also in our shop for some major re-work.

Let me start with Jack's activities. In flying a gyro, most of them have a "pre-rotator," which is often a starter motor driving a ring gear on the rotor. This takes a bunch of battery power, as well as a hefty alternator. Jack had neither, and so his takeoff roll was longer than he liked. He's got that cured for sure, now.

He also took this down time to install a water pressure gage for his Subaru engine, and found that water pressure was very much dependent on engine RPM, instead of mostly on temperature. He figures that if you typically run an engine at the higher RPMs, you are driving the water pump too fast. The cure for this is a smaller main pulley on the crankshaft, so he is pulling the engine to get at that.



Luckily, after-market pulleys are available. And while the engine is a bit more accessible, he will also put a slightly hotter pair of camshafts in that smooth running baby.

Oh yes—Jack also installed a real set of brakes on the machine—just for those special occasions!

Now to the Breezy. All of us have had a hand in doing "stuff." One picture shows David Talley attempting to break the adhesive bond of fabric on a test frame. No Luck! This process is from Chris Falconar's Canadian firm, and requires no rib stitching at all. Our

wings are now ready for cover, and we'll get at this shortly. The engine is in (temporarily), with a recently fabricated



Jack Ridgway and John Latour.

stainless exhaust, and awaiting the installation of a new, light-weight, key-type starter (a slight engine mount mod is, however, required).

We've also been fabricating the fuel tank, and now we're at the welding stage. I hadn't realized that the outlet port flanges were an AN part, but I do now! We've got four of 'em now, so we're pretty good at pressing in the shapes to receive them (our 2-ton press along with lots of slippery wax makes short work of them). Oh yes—longtime chapter friend Sal Hernandez is doing all the welding honors—he is really, really good!

I (yes, even I) can recognize that our shop is in major disarray, especially now that son-in-law Mike Jewett is preparing to begin work on his Turbi, a low wing, tandem open cockpit, all-wood taildragger (chapter member Buzz Heye is also gearing up for a Turbi).

Honest Mike—I'll get things straightened up!

Norris Warner

About the Data Sheets

Please make sure you fill in all of the information that you would like us to have about you: your skills; certs; aircraft etc. When I have computer problems—these forms are indispensable

in reconstructing information that may get lost. If you have not submitted a sheet or your sheet says information is "same as last year", well I don't have last years sheet so you may not get back into the data base in case of a computer crash. In order to make my

VOLUNTEER job easier I dispose of previous years sheets and use the present year sheet to update our roster. Again folks, it really only takes you a minute or two to complete these sheets once a year. Please help make my VOLUNTEER job easier. jw

News From Around the Patch

By Bob Cabe

First Flight RV-6

Built by: Don Woodham & Rick White

After about seven and one half years of effort, the day had finally come. It was time for the first flight of a new home-built. Don and Rick had done an excellent job. Their airplane is an RV-6 with a sliding canopy. It has a 180 HP Lycoming engine and a constant speed propeller that is polished to a shining perfection. This combination promised to be a real performer. The first flight would tell the story. But let's back up.

You don't just buckle up, fire up and blast off on the first flight. Don and Rick did it right and their preparation is a good example for us all. We'll look at it step by step.

Having completed most of the building, Don and Rick wanted to feel comfortable about two very important things. The airplane needed to pass the pre-flight inspection and it needed to be ready for a SAFE first flight. They enlisted the help of three new sets of eyes to give the airplane a careful inspection prior to the official inspection by the DAR. George Mikita, Steve Formhals and I spent about three hours looking at all the critical and not so critical parts of the airplane. All three of us had built RV type airplanes and were well versed in what needed to be addressed. We created a list of recommended changes. Some were legitimate safety issues that Don and Rick would need to repair before that first flight. Next came the paperwork.

Several things must be ready for the inspector. Things like the weight and balance information, the N number and the application for registration. Rick knew the DAR and was able to verify that all the required paperwork was ready before the inspection. Additionally, Don had kept a builders log and had taken numerous pictures of the building process. The inspector really wants to see these.

The inspection itself went quite smoothly. It really ought to if the appropriate preparation has been done. With the DAR's blessing, the project was ready to become an airplane. Many people think that the first flight is the most hazardous one the airplane ever makes. It doesn't have to be. Don and Rick approached it correctly.

First, the issue of the test pilot is critically important. Many pilots think "I built it and I'm going to be the first to fly it." This is a bad decision in many cases. The builder often hasn't flown during the building process. The builder may also have zero time in type. For RV builders, a great advantage is that so many of them are flying. There are a lot of highly qualified pilots to either do the test flight or provide some stick time in an RV. Don and Rick did the smart thing. They allowed an experienced RV pilot to do the first flight. I was

fortunate. I pulled the long straw and made that first flight.

Secondly, they were ready for the flight. The weather was perfect. A small ground crew was available and briefed. A complete pre-flight checklist and flight checklist was prepared (see below). Air to ground communications were available. Communications frequencies were determined and pre-loaded in the radios. Don and I did a complete orientation of the aircraft systems. After going over every detail of the "flight plan", we were ready. I'll give you a blow-by-blow of how the flight went. Note - We had planned on a chase plane but the pilot was unable to make it.

Engine start and taxi were normal. At the end of the runway, we carefully went over each item on the pre-flight checklist. The result of each item was transmitted to Don who documented any problems. We were ready to fly. Don and I both had copies of the flight plan, so as I flew each item and reported the result, Don could document results.

The take off was remarkable. The tail was up before I had the throttle all the way in. The airplane lifted off in less than 300 feet. The plan was to climb out at 100 MPH with full power. We were at 120 MPH and climbing at over 1500 FPM much too quickly. Raising the nose to hold 100 MPH resulted in a rate of climb of about 2600 FPM. WOW!! Remaining over the airport I leveled off at 4500 feet and the indicated airspeed was just below 180 MPH (without gear leg fairings or wheel pants). The air was silky smooth. Slowing to flap speed, half and then full flaps were dropped. Everything is absolutely normal. A straight-ahead stall was benign with only a slight left wing drop and immediate recovery. At this point, the oil temperature was getting a bit too high, so the flight was terminated. Some of the items we hoped to evaluate will have to wait until the next flight. The post-flight revealed just a few squawks.

The oil temperature was too high.

The vacuum pressure is slightly low.

The fuel pressure is very high. This is probably due to a faulty sender.

There is insufficient nose up trim.

The pulley on the alternator is too large. A small hole was cut in the cowling.

This was not an exciting flight. It's not supposed to be. Don and Rick prepared the airplane properly. We were organized and prepared for the flight. The ground crew knew exactly what to expect and the pilot was intimately familiar with the flying characteristics of the airplane. The result of forethought and preparation was an uneventful and SAFE first flight of a marvelous little airplane. Rick and Don are going to love it!!

Safety Corner

By Jim McIrvin

Radio Techniques, Tips, and Procedures

Depending on where you learned to fly, the VHF comm. radio was either something you became comfortable with from the very beginning, or you lived in fear of doing anything more than the minimum recommended traffic calls in your home airport's pattern.

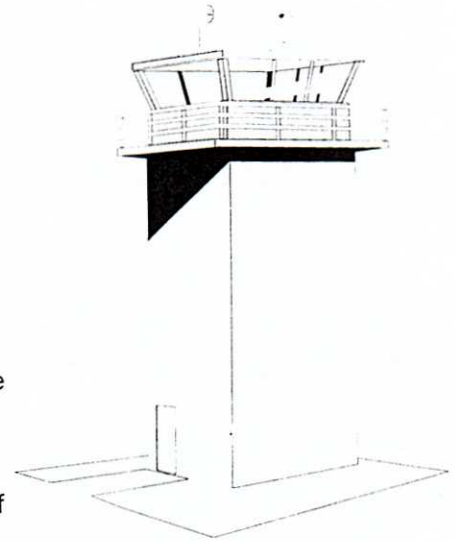
As a student pilot learning to fly under the St Louis Class B (then TCA) airspace, I was more nervous in the traffic pattern of uncontrolled airports on my solo cross country flights than talking with St Louis approach. As a long-time CFI I have seen students with the same perspective as well as those with the polar opposite "comfort zone."

One of my very early military instructors instilled a deep sense of respect for the finite amount of "air time" available that must be divided up amongst those that desire to use it. Okay, it was the military, and "instilling" probably means that he "beat it into me." In any case, I am to this day a stickler for brevity on the airwaves. For those who would say that in our civilian world we don't have the demands of the military environment, I have to say I don't know which is worse. Due to radio equipment limitations, in Desert Storm, our entire package—composed of some 60+ aircraft—worked on the one frequency night after night (most of us had a second radio that was also in use for our individual formations). On the civilian side, I always think of Olive Branch, MS (KOLV) as the prime reason for economy of speech. Although it may have a tower by the time you read this (it is scheduled to gain a control tower), in the three years I was stationed in MS, KOLV was non-towered—with 246 based aircraft and an average of 317 daily operations. It was common to be number four for takeoff with six or seven aircraft established in the pattern—and more arrivals inbound.

In my research for this article, I used the Aeronautical Information Manual (AIM), 7110.65 (ATC's "bible"), and AC 90-42F (Traffic Advisory Practices at Airports without Operating Control Towers), as well as consulting with experts from both sides of the mic.

At the top of my list of pet peeves is what appears to have become a favorite practice among commuter/corporate operators and those who emulate them—the blanket "any traffic please advise" call. When I first heard this, I actually took the trouble to contact the flight department of the company to find out why they did this—after all, my airline training conditioned me that every required action was a result of some previous "lesson learned." It turns out this call was

not required by that company (or any other that I have contacted or the major airline that I worked for). Think back to the Olive Branch airport—if all the aircraft on the CTAF responded to a "any traffic..." call, no one would be able to make a position report for several minutes. Several aircraft would be accomplishing landings, touch and goes, and takeoffs without the benefit of a traffic advisory call.



Although there are no other airports in the immediate vicinity that share OLV's CTAF, that is a luxury rarely afforded. Of the eight UNICOM/MULTICOM frequencies available, four (122.7, 122.8, 122.9 and 123.0) are in widespread use with the remaining (122.725, 122.975, 123.050 and 123.075) showing up gradually. Remembering that VHF is subject to line-of-sight for reception, every radio call you make is heard for many miles by other airborne aircraft. Take a look at your sectional, draw a 50nm radius circle around your home airport, and count how many airports share your CTAF. Today, while doing ground reference maneuvers with my student, we—and every other aircraft in "earshot"—listened to a commuter pilot's lengthy pattern dissertations at Victoria, over 75 nm away!

The AIM recommends the following radio calls when arriving at a non-towered airport (for simplicity, I am not covering operations where a FSS provides an airport advisory service—refer to AIM paragraph 4-1-9 for more information). When within 10 nm of the airport, all aircraft should monitor the CTAF. This includes aircraft transiting the area at an altitude near the pattern altitude, doing instrument approaches, as well as those inbound for landing. At 10 miles, report your altitude, aircraft type and identification, location (relative to the airport), intentions, and request wind and runway information. Then report downwind, base, final, and clearing the runway.

I highly encourage the technique used by many pilots of including the airport name on *both* ends of your transmis-

Safety Corner [continued from page 9]

sion (and the AIM now advocates the same thing). That way, listening pilots have a second chance to find out if you are in their area. Many pilots wonder if they should use their "N" or not. Accepted radio phraseology allows us to use either N12345 or Cessna 12345 in our radio calls. It is useful to think of our radio call in terms of the receiver—the one listening to the call. If you say "N345 downwind" I know to look for an aircraft on downwind. If you say "Cherokee 345 downwind" I am expecting a low wing aircraft. If the airplane I see is a bright yellow, high wing Champ, I know that someone else is out there and I better keep looking! (Again a technique: I use the 'shortened' callsign, truncating to the last 3 digits of the N#—it is easier for everyone else to remember, and nobody cares about the whole thing anyway. *Unless* there is a similar callsign on frequency, that is.)

Why haven't we heard from the Champ? Although becoming less common, remember that *there is no requirement for a radio!* Due to a failure in our current intercom, our Champ has been reduced to "receive only" for the time being. It has no electrical system and we use a handheld radio with headsets and an intercom. Remember this the next time you are tempted to fly something other than the standard traffic pattern. (And CLEAR please!) (Another point is worth mentioning here—if following a tailwheel aircraft, allow enough room for that pilot to come to a complete stop before beginning the next takeoff. For one thing, the FARs require a full-stop to count for currency.)

If you are flying instrument approaches into a non-towered airport, you have some additional challenges to think about. For one thing, ATC may not let you switch to advisory frequency (CTAF) until you are fairly close. If you have a second radio and can do so without compromising your situational awareness, it is a great idea to monitor CTAF on the second radio. You might find it easier if you turn the volume down a bit so it doesn't block ATC comm.

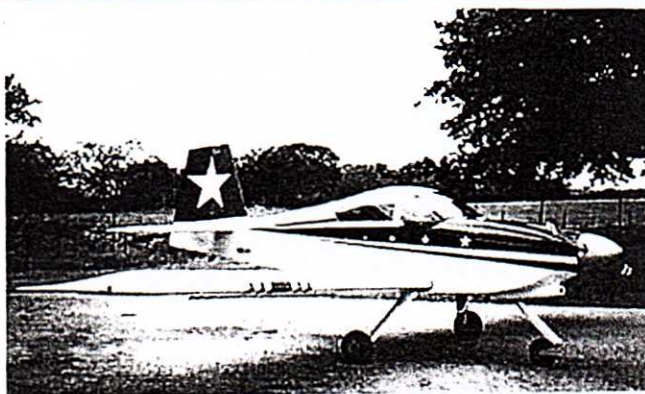
on the primary radio. When making your traffic calls on CTAF, think about who is listening and say something that they will understand. "...Cessna 123 NACHO inbound..." means nothing to a student pilot. A better call would be "...Cessna 123, 5 mile final runway 13..." is a whole lot more informative to traffic established in the pattern. Why not add "any traffic please advise"? Two reasons: first, the next 3 miles might be spent trying to decipher multiple answers, in which several airplanes talk at once and no one makes sense, and second, by the time you actually get to the pattern, you will have heard everyone you care about make their "downwind", "base", and "final" calls. Except the Champ. And he won't answer a "any traffic" call either.

My keys to *great* CTAF call?

- Put the airport name on both ends of the call
- Use a descriptive callsign (e.g., 'Cessna' or 'Champ' instead of 'N')
- Make a 10 mile, downwind, base, final, and clearing the runway call
- If it will build situational awareness (SA), add a crosswind call (for example, somebody has called "inbound" and you don't know where they are, but suspect they may be approaching downwind)
- If doing a stop and go or full stop, add that to your base and/or final calls so the guy behind you can plan and give you more room
- If a 'surprise guy' shows up (maybe an instrument approach) and he or you is a possible factor, a courtesy call at your present position (e.g., "short final" or "midfield downwind" builds everyone's SA
- And finally, the most important: think about your call—if you were listening to it, would it tell you what you want to know, or just cause questions?

Fly safe.

Jim McIrvin



Stan Shannon's RV-9



Jim McIrvin's Cessna 195

Chasing a BEDE-4

By Don Staats

I've been a member of Chapter 35 for a lot of years and until recently never witnessed the first flight of a homebuilt. Finally, on November 12, 2003, I was there. Not only did I witness the first flight, I served as the chase plane on the run from Elm Creek to New Braunfels Municipal Airport.

Ron and De Morton have spent some time in building a beautiful Bede-4. To refresh your memory it is one of Jim Bede's early designs. A four-place high wing, with an aluminum fuselage and fiberglass wing skins over a tubular aluminum spar. It was really the fore-runner of the kits we have today. When you bought Jim's kit you got a lot of aluminum and dozens of bags of hardware and a set of plans. Theoretically, and for the most part, you had all you needed to finish the airplane except for instruments, interior, engine and paint.

At the time this was unheard of. Back then builders had to go out and buy or scrounge everything. Most chapter meetings we saw the devoted builders huddled together telling of the latest vendors or surplus sales where you could buy aviation stuff. It seemed the lazy man's way to have someone like Bede take all the fun out of the hunt.

Ron has 200 hp in the nose with a Warp Drive, four bladed prop. He chose to install a nose gear from the Grumman trainer, considering it to be better for grass strips. He confirmed it was the correct choice. The interior is superb, thanks to De and the exterior work is first class.

Ron had the FAA guy out Monday for the inspection and was anxious to fly. He had done a few taxi tests and a run-up at full power. On his last taxi test he was planning to lift off briefly to check the controls and land before he ran out of runway. He said that he didn't get lift off until he chopped power and pulled back the stick. It

then floated a few feet and settled gently onto the runway (You don't have much room for sporting around on 2200').

I had volunteered to fly chase and was at lunch when they came looking for me. Thanks to the informal communication system at Elm Creek I was informed on my return that Ron had been looking for me and was ready to go. I went over to their place and we worked out the plan. Ron was to lift off at Elm Creek and fly directly to BAZ. That way if his temps started climbing too high he would have their long runways to land on. De would ride with me in the pacer with still and video cameras.

I told Ron I would stay on his left and slightly behind at all times. It was up to me to watch him as he had enough to do. With this scenario he would know where I was and could respond accordingly in case of an emergency.

Planning completed, De and I went down to my hangar and rolled out the Pacer. We fired it up and took off to circle the field. When Ron heard us go he started the Bede and taxied out to the runway. After a check of controls and instruments Ron radioed that he was ready to go. I lined up and flew down the left side of 14 as he began his take-off roll. De was working the video and we managed to get the timing just right. She was able to capture the entire sequence and we tracked him every bit of the way to about 2000 feet and then dropped back for the trip to BAZ. After we leveled off we flew up FM 735 to the west of Seguin then turned east to pick up Highway 46 to New Braunfels.

I had trimmed up but left it at nearly full throttle. I was indicating about 135 mph over the ground and Ron was starting to pull away. He radioed and asked if we were encountering turbulence. I stated that it was mild. Look-

ing out my window I noticed his wings rocking a bit. A short time later he radioed back, "I discovered the source of the turbulence." "What," I asked. He replied, "Nervous feet on the rudder pedals." With that understood he smoothed out and flew on to BAZ. I asked him to slow a bit and he did.



Upon arriving at New Braunfels we found the windsock to be playing a few games. At first it looked like 31 and we started setting up for that. Ron called in that Experimental was entering left downwind for 31. I chimed in with "Pacer following as chase, will be a flight of two on final." As we got squared away the wind shifted to favor 13. We radioed in our change and got set up, but then the sock indicated 17. By that time it was too late to change again so we approached 13. I turned inside Ron and paralleled him on final with De again videotaping the run. The cross-wind was drifting Ron a bit and he chose to go around.

One of the concerns was a rising oil temp. The cylinder head and EGT readings were good but the oil was getting hot. Ron chose 17 this time and we made a fast approach. He didn't want to get caught short of the runway with the need to add power. He landed a bit long but from the air it looked smooth. We followed on the next circuit and taxied up to the ramp to find a grinning Ron climbing out of the plane. De asked him to pose for a picture getting out and he asked whether she wanted him facing the (continued on page 18)

Scenes From the Meeting

by Lee Ann Carlson



This meeting was our annual Christmas party and as usual it was an entertaining evening filled with food, friendship, and fun, three of the four "F's" that keep our chapter cooking. Flying, the fourth "F", took a holiday for this event.

On the Thursday prior to the event, tables were coordinated by Shirley Baker and Nancy Mason guided the chapter house decorations. The lights and the candles and the tablecloths made your chapter house look like Kris Kringle's home away from home.

The night started with some excellent appetizers by Skip and Martha Barchfeld. Then, after a thoughtful prayer by Norris Warner, the meal was efficiently served by the folks from Bill and Rosa's. After eating way too much, we had the Team 35 awards presented by Norris Warner. His col-



Oscar Olszewski, Louis and Arlis Viggiano.

orful praise made us all saints. Team 35 reciprocated with plaques of appreciation for Norris and Don Staats. I just



Steve Carlson congratulating Norris Warner on his presidency.

can't say enough about the solid foundation these two have built under our chapter.

Next was the circus known as the gift exchange. Dave Baker did his level best to keep a lid on the inevitable riot that ensued. His level best was, as is typical, aimed well wide of the mark and the result was highly entertaining. There were a couple of aviator bears that went around the room through several owners, but the hands down winner for the most sought after gift was a small girl's bicycle kit. I don't even know where it ended up, but in this centennial of flight year it was somehow appropriate that the bicycle was so popular. This is a chapter of builders.

All attendees are requested to remember the evening's good points and even the not so good ones so we can put on an even better affair next year. Send your comments in to the newsletter or send them to any board member.



The Adventures of a Lifetime Student Pilot

by Ted Bender

Tale #2

I lost touch with Frenchy after he went to the hospital with a perforated digestive tract.

Being a 17 year old student pilot and not the brightest bulb on the Christmas tree, I continued building my solo time at Entis Sky Ranch. This small single-sod-strip airport had been cut out of the tall Washington state forest near the town of Spanaway. One end of the strip had a farm fence and open fields beyond, but about 200 feet down the strip from that fence the runway had a nasty 5 foot drop before continuing on level ground to the other end, I would guess around 2500 feet, where it ended at a corn field cut through the tall trees for another few hundred feet.

Why do I bore you with these details? Stay tuned 'cause they play a part in future tales! One of the emergency rules drilled into our heads in ground-school was what to do if the engine quits and all you see below is forest. We were told to pick out two tall trees and glide between them! We saw that demonstrated recently, didn't we!

As you know, landing a tail-dragger requires a flair at near stall speed just before touch-down. Two-wheel landings were not allowed. Coining in clean-and-green over that fence was easy, but just about the time I had that T-Craft flaired for touch-down, that dang dip in the runway had me still too high in the sky. Only once did I fail to hit the throttle in time and grease her back onto the runway. That time she dropped hard on the left gear and limped like a gimp during taxi.

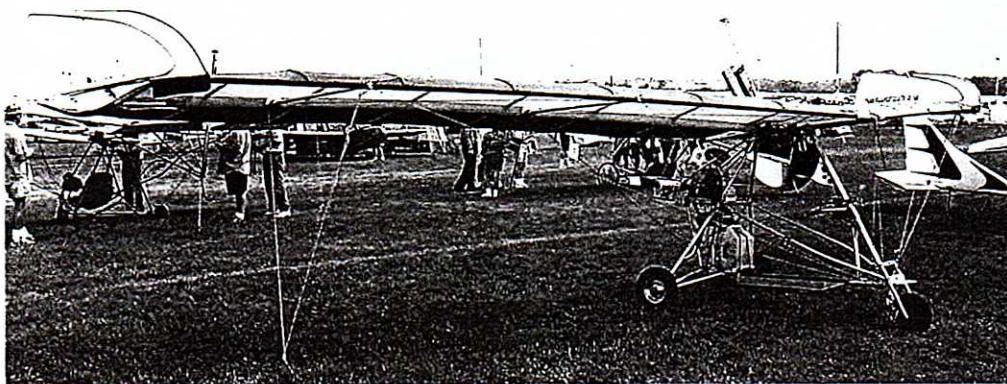
One day, a 19 year old "Airport Kid" asked me if I'd ever done any aerobatics. My answer was "no, not yet". This guy was my age and had more than enough time in his logbook to qualify for CFI but if my foggy memory serves

me right, it seems that the age-factor was keeping Him from it. He offered to take me up in the PT- 19 and "wring her out" if I'd pay for the tach-time. I said okay and he signed us out and grabbed a seat-pack parachute out of the ready-room. Since he couldn't find the second chute, he assumed it had been left in the plane. It wasn't.

Undaunted, he tossed some cushions out of the front cockpit to me and we climbed in and lit the fire (didn't even kick a tire) he told me that we would not be doing spins, since the long nose on that PT-19 gave it a tendency to drop into a "flat-spin" which I am told, few pilots have been able to brag about.

Shortly after take-off we did our first snap-roll. Sitting down low in that bucket seat with no parachute pack under my butt and a ratty old seat-belt that I was unable to adjust, due to rust, gave me plenty of reason to trust. That was when my head hit the canopy. Fortunately the canopy latch held and I missed my first opportunity to do a free-fall without a parachute [but that's another story].

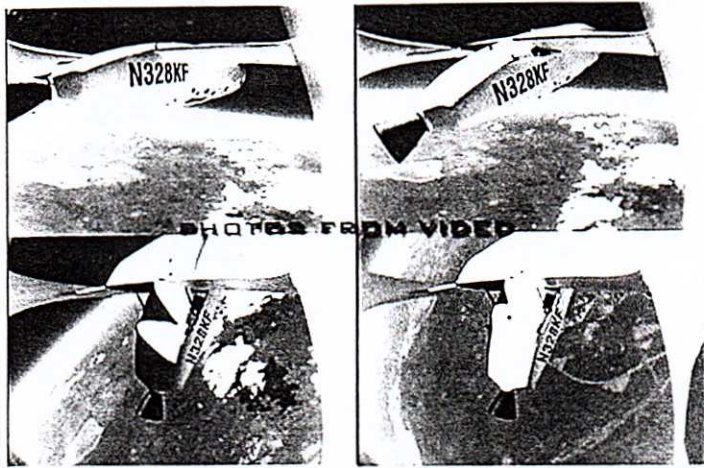
Well Folks, we wrung her out! Snap-rolls, loop-the-loop where all the dirt on the floor fills the canopy and your eyes, and every other maneuver except spins and hammerhead stalls. All in all, it was a thrilling experience. I felt no fear then [too young] but have yet to do it again. At age 73, it looks like I won't.



Guess That Plane

Do you know what ultralight plane this is? I will post the winning answer in the e-Letters to the Editor section next month. (Clue: this plane is capable of vertical landings) Look for this contest each month. If you would like to submit a photo of a hard to identify plane or guess the plane, please send it to kris123@ticon.net

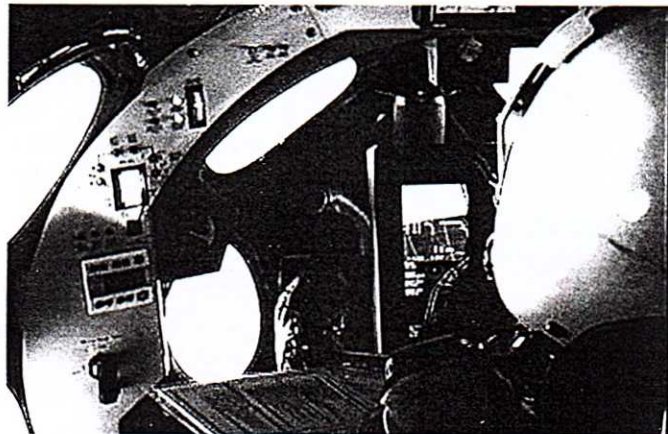
SpaceShipOne Goes Supersonic (continued from page 1)



Feather mode sequence taken from video at apogee.

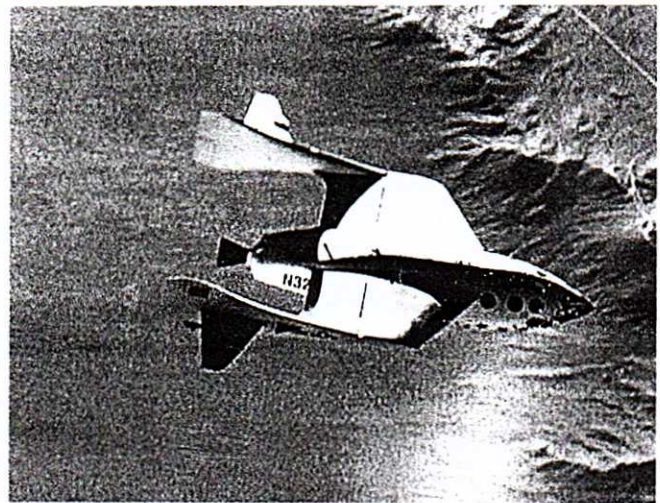
The flight this morning by SpaceShipOne demonstrated that supersonic flight is now the domain of a small company doing privately-funded research, without government help. The flight also represents an important milestone in our efforts to demonstrate that truly low-cost space access is feasible.

The White Knight turbojet launch aircraft, flown by Test Pilot Peter Siebold, carried research rocket plane SpaceShipOne to 48,000 feet altitude, near the desert town of California City. At 8:15 a.m. PDT, Cory Bird, the White Knight Flight Engineer, pulled a handle to release SpaceShipOne. SpaceShipOne Test Pilot, Brian Binnie then flew the ship to a stable, 0.55 mach gliding flight condition, started a pull-up, and fired its hybrid rocket motor. Nine seconds later, SpaceShipOne broke the sound barrier and continued its steep powered ascent. The climb was very aggressive, accelerating forward at more than 3-g while



SpaceShipOne interior taken from video.

pulling upward at more than 2.5-g. At motor shutdown, 15 seconds after ignition, SpaceShipOne was climbing at a 60-degree angle and flying near 1.2 Mach (930 mph). Brian then continued the maneuver to a vertical climb, achieving zero speed at an altitude of 68,000 feet. He then configured the ship in its high-drag "feathered" shape to simulate the condition it will experience when it enters the atmosphere after a space flight. At apogee, SpaceShipOne was in near-weightless conditions, emulating the characteristics it will later encounter during the planned space flights in which it will be at zero-g for more than three minutes. After descending in feathered flight for about a minute, Brian reconfigured the ship to its conventional glider shape and flew a 12-minute glide to landing at Scaled's home airport of Mojave. The landing was not without incident as the left



Glide mode.

landing gear retracted at touchdown causing the ship to veer to the left and leave the runway with its left wing down. Damage from the landing incident was minor and will easily be repaired. There were no injuries.

The milestone of private supersonic flight was not an easy task. It involved the development of a new propulsion system, the first rocket motor developed for manned space flights in several decades. The new hybrid motor was developed in-house at Scaled with first firings in November 2002. The motor uses an ablative nozzle supplied by AAE and operating components supplied by SpaceDev. FunTech teamed with Scaled to develop a new Inertial Navigation flight director. The first flight of the White Knight launch aircraft was in August 2002 and SpaceShipOne began its glide tests in August 2003.

(Reprinted from Scaled Composites' press release. Photos courtesy of www.scaled.com)

With the Wind [continued from page 2]

By Kris Niswonger

Rubber Bands and Balsa Wood

the now famous Rogallo wing in the 1960's for NASA space capsule recovery. It was never used by NASA, but it would turn out to be one of the most historically important wing designs ever. It was this rather crude wing that would spawn not only the hang gliding movement in the early 70's, but more importantly, the tube and fabric, 2 cycle kit-plane industry that we take for granted today. It was an honor to photograph and meet Rogallo and I will always remember the historical importance of his wing design.

Years went by and I moved from Virginia Beach to Madison, Wisconsin and started my own automotive graphics/sign business. I prospered and in my travels I came across



Yours truly, this is my Challenger Single Seat in 1996.

would later build a Rans Coyote (tail dragger). My brother and I were having so much fun flying our ultralights that my father started secretly taking flying lessons. He ended up building, flying and selling 2 beautiful Challenger II aircraft. We all flew out of that same grass strip just outside of Madison, and we had the best times of our life. Between the 3 of us, we built and/or flew 6 aircraft, all tube and fabric ultralight designs. My father and brother capitalized on our hobby, and started an aircraft graphics company. Today, they design and produce the vinyl graphics on the Cirrus line of aircraft. My father designed the Centennial Edition SR 22 graphics and we produced 100 kits for Cirrus out of our shop in Middleton, Wisconsin. In addition, we manufacture and ship all the standard vinyl graphics for both the SR-20 and SR 22. Over the years, my father has designed custom graphics for hundreds of home builders and a handful of kitplane manufacturers.

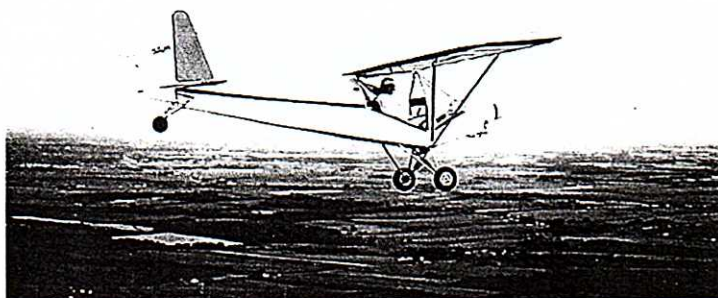


My father Gene in his Challenger II.

an opportunity to buy one of the early ultralight designs. It was a Pterodactyl Ascender II (a canard design) with a first generation ballistic recovery system on it. It was 1987 and it had been built by a Milwaukee Police officer in 1980. It had a beautiful stars and stripes color scheme and I just had to have it. I paid \$2800 for it including the chute, and after 3 hours of self taught lessons in an Alfalfa field, I took it around the patch. It was one of the most thrilling times in my life. The wind in my face, the temperature changes, the smell of the Alfalfa field, all remain in my memory. I simply had the time of my life flying it. I somehow managed to get a hangar space at a grass strip just ten minutes from where my wife and I lived. It was only \$375 dollars a year, and it turned out to be a dream setup. I flew out of that grass strip from 1987-1998 in a variety of ultralight aircraft that I either built or help build.

In 1988 I taught my youngest brother how to fly the Ascender. He went on to get his Private Pilot license and

In the early 90's I started researching airparks. My wife and I would travel all over the country on our vacations looking



My brother Eric in his Rans Coyote.

With the Wind

by Kris Niswonger

Rubber Bands and Balsa Wood

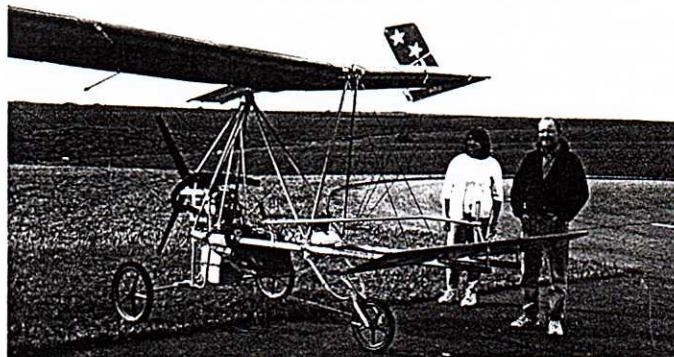
at hangar homes and residential airparks. In 1997, I was researching airparks in Texas when I met Norris and Joanne Warner. Norris showed my wife and I, some properties at Medina River Ranch airport and also at San Geronimo. Norris had absolutely nothing to gain by helping us. I was struck by his kindness and we have remained friends ever since. I was so impressed with the friendly nature of the people of Texas and the 300 days of VFR weather annually, that I would buy a couple of lots at Windermere airpark near Spicewood, Texas outside of Austin. I kept in touch with Norris and I would drive down from Lago Vista monthly to San Antonio to attend the Chapter 35 meetings and visit with Norris and Joanne. I remember Don Staats talking me into joining the chapter. I have been a member since 1998.

I ended up selling both airpark lots at Windermere and more than doubled my investment. Homesick, and separated from my wife, I moved back to Madison and designed



My dream hangar home in Mineral Point, Wisconsin.

and built a hangar home in Mineral Point, Wisconsin, to be close to my family. While I lived there, I took the time to totally restore the Pterodactyl Ascender II which I had hung on to for 14 years. I bought a new airframe, sail, engine, cables and hardware and restored it to better than new



The author and his sister posing with the totally restored Pterodactyl Ascender II originally built in 1980.

condition. I flew it out of Mineral Point for about a year before the county courthouse started harassing the local pilots, reassessing our properties and raising our taxes among many other things. The courthouse decided that our leases were too long and wanted to change them to 20 year leases. The hangar owners refused to change their legal and binding leases, so the courthouse went on a vendetta against the pilots including myself. I saw my dream hangar turn into a bad investment and I ended up selling it to an American airlines pilot for a big loss. After paying off the bills, I took the remaining equity and put it down on a lot at San Geronimo airpark in April of this year. I hope to build a custom hangar home of my own design at San Geronimo next year.

Over the years I have kept up with the chapter through the newsletters. When the opportunity to edit the newsletter came, I volunteered, mainly because I love to write and I saw it as an opportunity to make new friends in the SA area. I have found it to be a rewarding experience.

Now you know the story of how a man, 1200 miles away, came to be your newsletter editor. It's amazing what Balsa wood, rubber bands and a father's love for his children can do. kgn

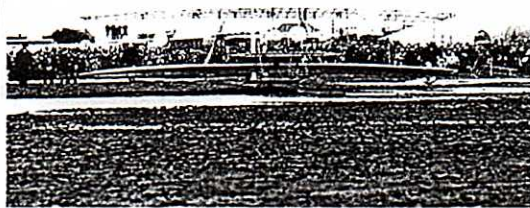


News From EAA Headquarters

A Special Message From EAA President Tom Poberezny:

(December 19, 2003) This week was one that has been unmatched in EAA's history and memorable for all aviation enthusiasts. The past few days at the Wright Brothers National Monument in Kill Devil Hills, North Carolina, with EAA's Countdown to Kitty Hawk activities culminated a yearlong celebration of powered flight. The activities were exciting and emotional, bringing together aviation enthusiasts from around the world to the place where it all started 100 years ago.

The feeling I received from many in attendance was that they just HAD to be at Kitty Hawk for this event, and over the five days, nearly 100,000 of them were there. It speaks to the power of the moment that on Wednesday, despite driving rain all day, only 800 of the 35,000 tickets sold went unused.



What really captivated me was not so much the December 17 flight attempts, but the anticipation of that moment. To see thousands of people sitting on the side of the large hill at the memorial and staying there through the rainy day shows what this event meant to everyone. Millions more watched on television, including hundreds at the AirVenture Museum.

When the EAA Wright Flyer entered the circle on Wednesday, and started its engines, the mood was positively electric. It was a moment that was nearly indescribable. While it was a disappointment that the airplane did not fly as all hoped that day, the original goal of the program had been reached successfully. EAA and The Wright Experience sought to create a truly authentic reproduction of the Wright brothers' first successful airplane, fly it, and bring it to Kitty Hawk on the 100th anniversary of powered flight. All of those things occurred, as the Flyer had earlier flown successfully at the National Memorial. We proved that the Wrights' efforts were true and that they could be dupli-



2003

Celebrating 100 Years of Powered Flight

cated. Never before had an authentic reproduction made such an attempt at Kitty Hawk.

On Wednesday, the conditions were such that if Wilbur and Orville had seen them on December 17, 1903, they wouldn't have flown that day. We knew we were on the bottom end of the Flyer's performance range. The rains brought heavy, moist air and winds barely reached the minimum speeds of 10-12 mph. On the second and final attempt, the winds died to less than 5 mph, never giving us a chance to run the airplane down the railing. Despite that, we believed it was important to make attempts to fly the airplane. December 17 was the only day it was possible to make those commemorative attempts, not only to keep it historically accurate, but much of the infrastructure, volunteer base, security and other logistics could not be held past that day.

Everyone involved made an incredible effort to make it happen. I personally thank all of them for their tireless work, not only this week but over the past few years. In addition, I sincerely thank our partners in EAA's Countdown to Kitty Hawk: Ford Motor Company, Microsoft Flight Simulator, Eclipse Aviation and Northrop Grumman. They had the vision and were true partners every step of the way, supplying the support and resources necessary for such a project.

EAA has been very proud to be the leader of this celebration, throughout the entire year and especially at Kitty Hawk. Matched with the programs such as "50 Flags to Kitty Hawk" and EAA's Centennial Homebuilts, as well as local EAA celebrations in many locations, it has been something that I will never forget. Being there this week, with thousands of people who love flight because of what it means to their lives, reminded me a little of the people who come to Oshkosh each summer. This week, we honored two separate but equally important things: The history that has been made, as well as the history that will be made in the years to come.

(Reprinted from e-HOT LINE Vol. 3 No. 59)



LOCAL EVENTS AND HAPPENINGS

(If you know of any local aviation events or happenings we can share with the chapter, call Kris @ 608-347-9949 or send it via email to: kris123@tds.net

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

7 JAN 04—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.

10 JAN 04 Chapter 35 Meeting. Guest speaker: Philip Capestany

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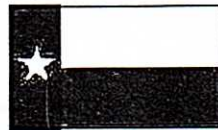
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www.eaa.org/avlinks/flyins.html)

January 9, 2004 Grand Opening of the North Wing of the 1940 Air Terminal Museum-William P. Hobby Airport HOU - Houston, TX

January 17, 2004 AYA South Central Grumman Fly-In Stinson Airfield SSF - San Antonio, TX Contact: Dave Contreras 210-626-5677

January 17, 2004 3rd Annual Pops & Props Gala and Silent Auction William P. Hobby HOU - Houston, TX

Chasing a BEDE-4 (continued from page 11)

camera or climbing out with his back turned (you can get the picture on your own, I'm not explaining what this would look like).

As it turned out Ron was never sure when he touched down. The Bede is a high wing but it sits close to the ground so there may have been more ground effect than Ron and De are used to in their Tri-Pacer. I think it was just a very good landing. Ron let it cool off and I flew De back to Elm Creek to get the truck to pick up Ron and bring a few things. They planned on leaving the plane at BAZ until Ron got the numbers down enough to land at Elm Creek. He thought that would take a day or so, barring weather.

That evening I emailed them and Ron had done three more flights, all very successful. He planed to return to Elm Creek the next day if the weather cooperated.

I really enjoyed myself after the flight was safely down. All the while Ron had it in the air I felt as though I was with him in the cockpit. Not really, but that is the closest I can come to explaining it. I held my breath a little on take off and same for his landing.

Flying chase is an interesting experience. To do so I found, from my perspective, that the only place I looked was at Ron's aircraft. I operated the Pacer by feel for the

most part and made the turn and speed adjustments to follow the agreed upon plan. This was more difficult in the pattern at BAZ because we were keeping our eyes peeled for other aircraft. Fortunately, we caught it just right with the only other activity being completed shortly before we reached the airport.

I felt so good for Ron and De. To see their efforts bear fruit and to see their ideal airplane actually flying was a great experience. I have heard stories for many years about first flights and at long last got a chance to bear witness myself. Thanks, Ron and De, for letting me share those moments with you.

Don Staats
November 2003

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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 Kris Niswonger @ 608-347-9949 or send it via email to: kris123@tds.net

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

Wanted: Need used, low-cost altimeter, air-speed indicator, and compass for our Breeze. Norris Warner 830.510.4334.

For Sale - QUICKSILVER MX Hirth 2702 40 hp (62 hours TT) POWER-FIN Propeller--3 Bladed (new) \$7,200 Contact Norris Warner at 830.510.4334

Wanted: HANGER SPACE Chapter member needs hanger space for final assembly of Zenith Zodiac CH 601 XL. Contact Bill Bartlett by e-mail at BD Bartlett@aol.com or telephone (210) 403-0248 (days) or (210) 494-7194 (evenings) or cellular (210) 865-4591

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

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

For Sale: Evans VP-1 Volksplane project. Contact Danny McCormick for details: 210-872.3959 or 599.2679.

For Sale: RV-4, 180hp O-360A1A, Hartzell constant speed prop, KX155, encoding transponder, GPSMAP 195, wing leveler. Lots of fun, and good cross country too. Located SAT. \$49,500.00 Bob Fodge (210) 822-5725

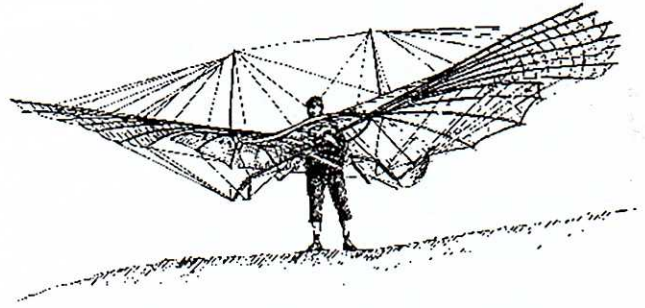
For Sale: 2 encoders - brand new- never used- still in boxes. model 120-15 Transcal - 14 to 28 volts- solid state -\$100.00 each please cal Mel @ 210-651-5086.

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

WANTED: Need a LOWER Cowl for a Cessna 120/140. If you have/know of one, please contact me ASAP! Contact Jim McIrvin at 210-275-7780.

For Rent: Shop Space. Danny McCormick has approx. 2,000 sq.ft. of shop space for 4-5 folks who need a place to build their planes. Bldg is located near the main post office. 210-872-3959 or 599-2679.

For Sale After realignment of my priorities (building a new home) I will sell my Sonex project for best offer. This is Sonex #300, which was in an accident and needs to be restored. The engine has been completely restored with exception of prop hub. It is a VW Type IV 2600 cc w/ brand new SCAT crank eliminating the prop hub problems of the Type IV engine.



The airframe has an excess of \$4,000.00 in usable parts. The engine has an excess of \$6,000.00 of new parts including dual electronic ignition w/dual plug completely overhauled heads. It would take approx. \$6,000.00 to finish the airframe which has approx. 60% damage. The advantage of this project is that you have a template to work with and most of the small manufactured parts (which are the most time consuming) are reusable. It would take a lot less than the total of approx. \$25,000.00 (including avionics) to complete this project, not to mention the time gained in construction. All parts needed are readily available from Sonex, or if you want to scratch build, from local vendors. I will also sell all aircraft specific tools and the new owner can assume the lease of my hangar half at San Geronimo Airfield. If interested please give me a call at: (210) 680-2757

Joerg P. Thees
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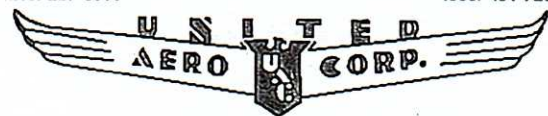
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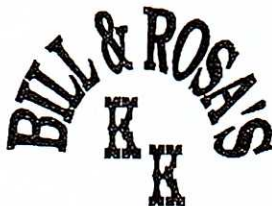
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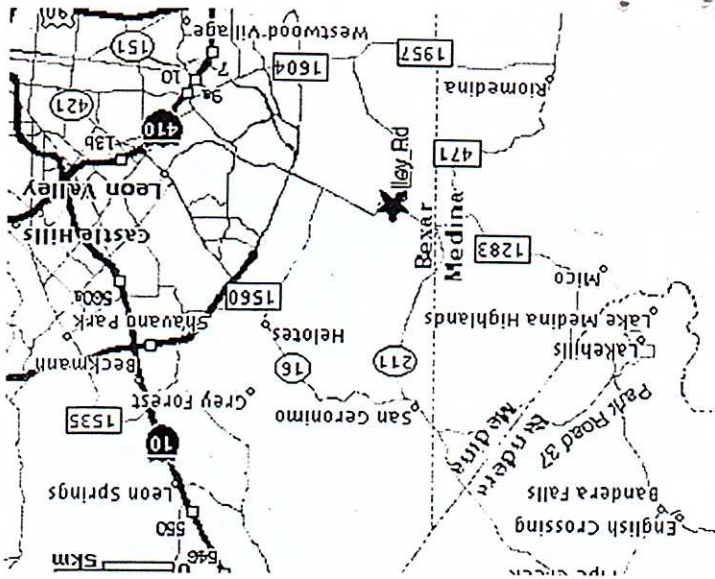
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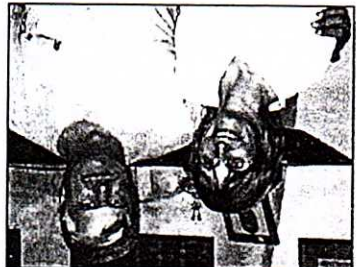
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When Do You Meet?
 Second Saturday of the Month
 The January 10th Meeting, Guest
 Speaker: Phillip Capestany talks about
 aircraft instruments.



Steve Carlson, President
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The Official Newsletter of EAA
 Chapter 35, San Antonio, Texas

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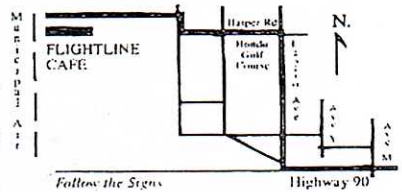
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