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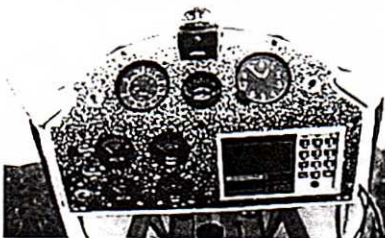
SpaceShipOne Goes Supersonic



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.

