



RUNWAY 35

MAY 2008

Volume 50 Issue 5

On the Web:

WWW.EAA35.ORG

Inside this Issue

MEDINA RIVER AIRPORT	1
HONDO AVIATION DAY REDUX	2
PRESIDENTS COCKPIT	3
WE APPRECIATE CENTURY	4
WIN A VINTAGE BIPLANE	4
F-117A NIGHTHAWK RETIRES	5
PROFESSOR DELL TOEDT	5
P-47 NOSE ART PHOTO ESSAY	6
BOARD MEETING MINUTES	8
AN OLD PROPELLER TIP	9
CHAPTER 35 CONTACTS	12
CALENDAR	13
WANTED & FOR SALE	14
SPONSORS	15
DIRECTIONS TO SAN GERONIMO	16

MEDINA RIVER AIRPORT — PLANE COUNTRY

By John Latour

Many moons ago, a friend introduced me to the Medina River Airport and airplane country. He is one mile away, whereas I am about five miles from the private, grass airstrip. Our Breezy hangar is on the lakeside of Hwy 1283 between Pipe Creek and Lakehills. You now know the setting.

My friend, Butch, called asking to fly the Breezy before leaving for his trip west to Arizona and north to Nebraska. Without hesitation, I said yes. Meet you at airport in five minutes. I showered, dressed and took one-step out of house where I noticed 85% overcast. I drove to airport. He had the Continental 90 running upon my arrival. I looked up, noticed 100% overcast, looked at Butch and gave him a thumbs down. He shook his head no, snapped the windbreaker out of my hand and gave me a headset. We strapped in, checked the intercom and using as much of available runway, our Breezy started to roll, rotated at 55 mph and left ground. What a blast we experienced, dodging deer on ground and buzzards in sky.

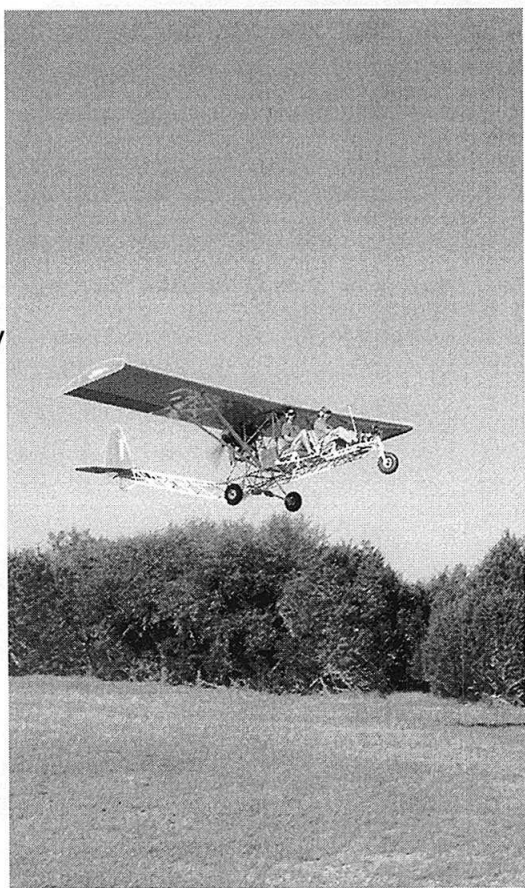
flew toward Scenic Harbour at Elm Cove. Moreover, for the first time I found my house from the air located on our hillside. We flew over Scenic Harbour to check out the marina. What a difference between driving and flying! After finding Tony Seurer's donated 19-foot cabin cruiser and assuring ourselves that it was still floating, we headed south toward Mico, Medina Lake Dam and Teki (Walton) Island. Medina River Airport at Lake Medina, in my mind, is A-I-R P-L-A-N-E C-O-U-N-T-R-Y!



John Latour and David Baker

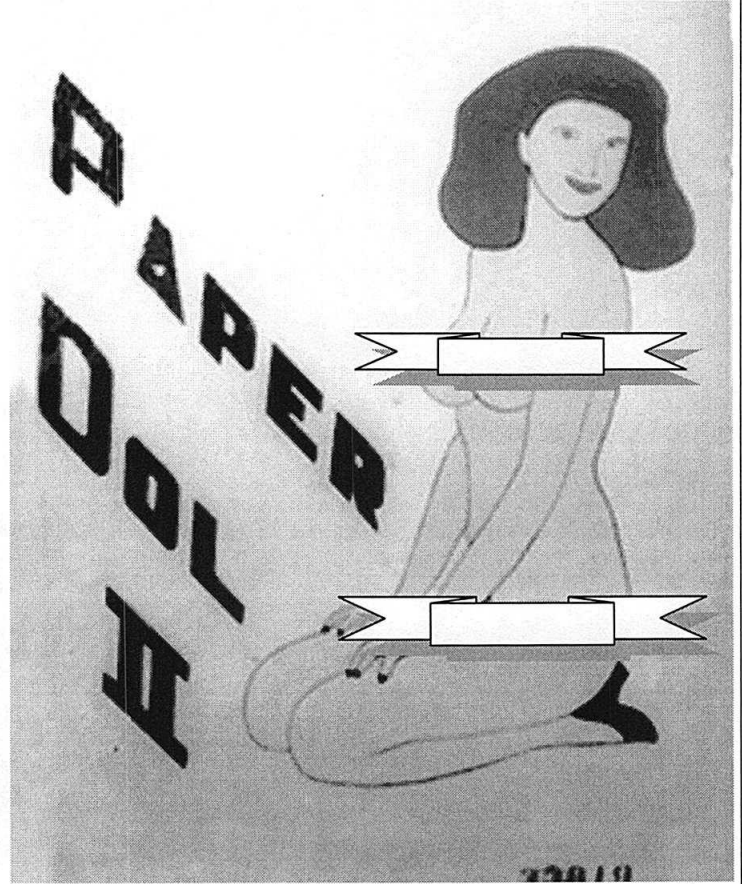
PHOTOS CONTRIBUTED BY: N. WARNER, D. BAKER
 RUNWAY 35 PUBLISHED BY
 ED SEURER

The countryside landscape was lush with green vegetation. The wind was cool. He pointed out Medina River RV Resort, Liebold Ranch and Lakeside Estate as we

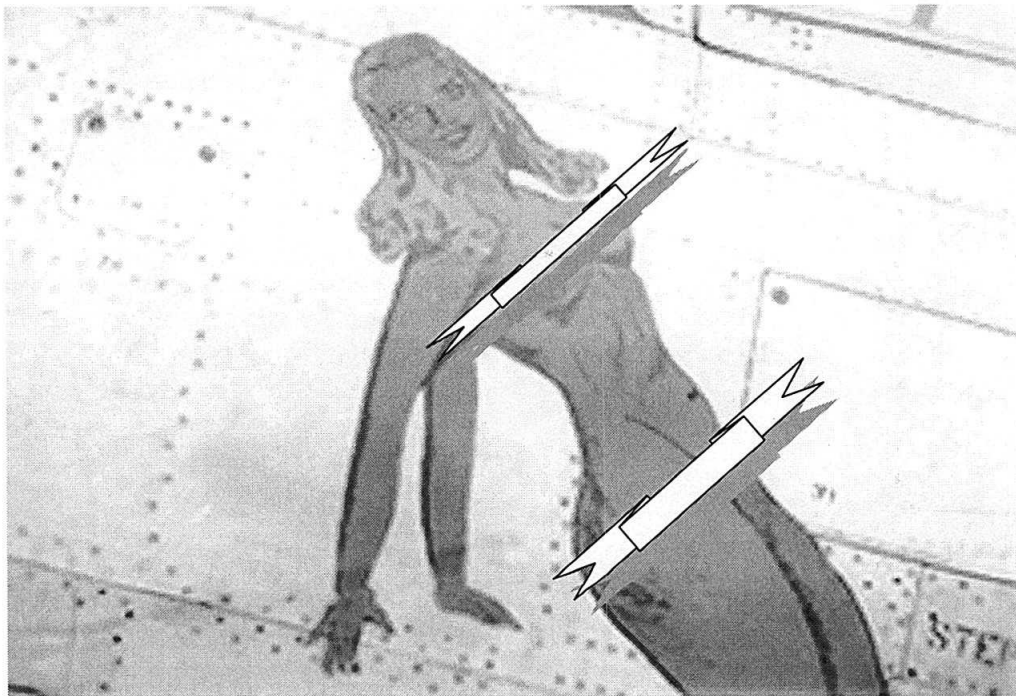


WHAT WERE THEY THINKING? (CONTINUED)

(Continued from Page 6)



Copyright © 2008 Dean Kennedy, used by permission.



WHAT WERE THOSE FIGHTER PILOTS THINKING ABOUT?

By Dean Kennedy

[Dean concludes his photographic essay, which began with aplomb in the April issue.

Dean Kennedy flew P-47s with the 86th Fighter Group, 526th Squadron in Italy, France and Germany 1944-1945. The photographs of the Thun-

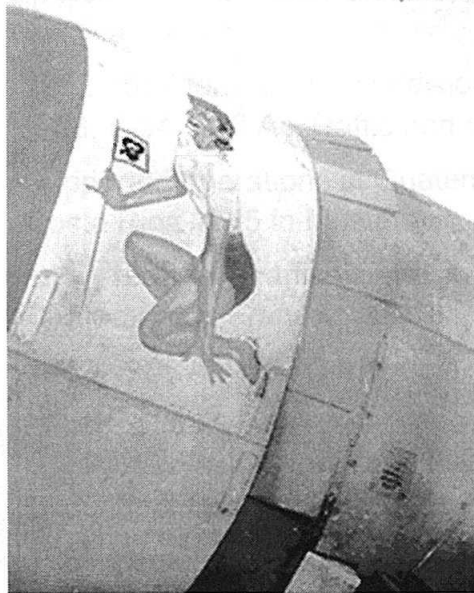


derbolt art were taken during that period. — Ed.]

With tongue in cheek, I teased a little about what those fighter pilots were thinking about and their choice of art to decorate the planes we flew into combat at the risk of our lives. The art work was not a flippant matter.



Each pilot expressed more than meets the eye and there was always something very personal about the choice, even when it seemed simply a risqué defiance aimed at the the face of death. Often the selection was simply a dedication to a wife or girl friend but that in itself carried a world of personal meaning. We will probably never know the real reasons for the choices, but at as you look, imagine what a pilot might have been trying to say under the circumstances. You can read a lot in the paintings and it may well be just what the pilot intended.



NEWSCLIPS (CONTINUED)

F-117A NIGHTHAWK RETIRES

By Derek Kaufman, 88th Air Base Wing Public Affairs



WRIGHT-PATTERSON AIR FORCE BASE, Ohio -- More than 350 Wright-Patt Airmen, base employees, industry partners and family members gathered for one last close-up look at the F-117 Nighthawk, which made its first flight in 1981, just months after Ronald Reagan was sworn in as the 40th U.S. President.

Gen. Carlson said in 1991 during Operation Desert Storm, F-117s flew nearly 1,300 sorties over Iraq and Kuwait without a single combat loss. Nighthawk pilots flew only two percent of the total combat sorties but struck 40 percent of the most highly defended, strategic targets. "It was a remarkable contribution to that war and all done over one of the most hostile air environments in the history of the world," he added.

Holloman's pilot and maintenance teams will launch their last "4-ship" of stealth fighters on April 21, Col. Forsythe said. They will make a brief overnight stop at the F-117s logistics support center in Palmdale, Calif., for a final ceremony before retiring to Tonopah where their wings and tails will be removed and the aircraft stored in protective hangars.

PROFESSOR DELL TOEDT

By John Latour

EAA Chapter 35 Program Speaker (May 10, 2008): Professor Dell Toedt, USAF, Ret.

Born Laurel, Iowa 1930

Entered Aviation Cadets in 1950

Basic training in T-6 G. James Connelly AFB

Advance Training Craig AFB in F-51 Mustang; Commissioned Second Lt.

Combat Crew Training, F-51 Mustang at Luke AFB. AZ

In Korea, 1952 - 100 missions in Mustangs, Tactical Recon

1952-1957 ferried A/C worldwide, F-51, F-47, F-86, F-94 T-33 Air Traffic and others

Supported operations in Guatemala, 1954, Costa Rica 1955 in Mustangs

1957-1962 Air Traffic Control in Texas and Château roux France

1962-1965 AF ROTC Instructor, A&M at Commerce, Texas

HQ FAA, Washington, D.C. Evaluations staff; Grounded; Head of Intelligence

1969 Personnel Plans Division Chief, HQ AF Systems Command, Andrews AFB.

Human Factors and Test Division Chief, USAF Hospital, Eglin AFB, FL.

HQ Aerospace Medical Division, 1972-1975, Retired

Adjunct Faculty, Dept of Psychology, St Mary's Univ. 1075-1995



NEWSCLIPS

CERTIFICATE OF APPRECIATION

By John Latour

Century Music Award - Debbie Cherry designed an award for Century Music. This award is in appreciation for loaning us a sound system used in Model Airplane Building of Hondo Aviation Day. Kris Niswonger processed the graphics. Jim Munro presented the award to Century Music on behalf of Debbie Cherry, Hondo Aviation Day / Boy Scouts Aviation Merit Badge Director.



FINAL CHANCE — WIN THIS BIPLANE

By John Latour, Chapter President



PEDAL EAGLE Wood Biplane – N910WA

The pedal eagle was built and donated by

Ted Eckhardt

Single Seat

Wing Span – 4 ft

Cord – 10 in

Aerobatics Limited to Ground Loops

For 3-7 yr Old Pilots

RAFFLE in JUNE 14 MEETING

Donations

\$0.25 per Ticket or Five for \$1.00

Call 830 612-2232 for Tickets

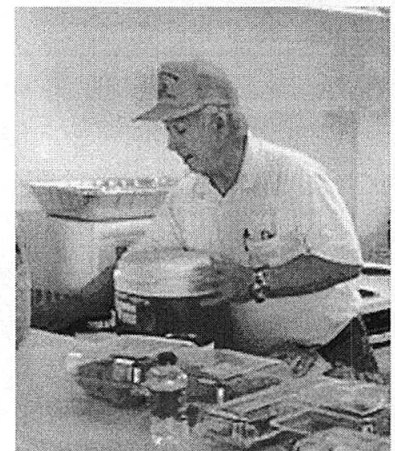
Slave to Fashion, Freda dresses to match her new Cessna



Dave Baker, an American Original, hooking us up with breakfast.

If you missed the pancake fly-in, we missed you, too.

(We took care of your pancakes)



PRESIDENT'S COCKPIT

By John Latour

Sandra Serna Stout — With deepest sympathy, I am sorry to announce that Sandra Stout passed away on Friday, March 28, 2008. Our thoughts and prayers are with Randy Stout and family at this difficult time.

Boy Scouts at Hondo Aviation Day Donation — Thank you, Hondo Aviation Day Leadership, for your donation to the EAA Chapter 35 Hangar fund. The success of the 2008 Boy Scouts Aviation Merit Badge program led to a generous \$4,009 donation. Win - Win - This is where Boy Scouts get the opportunity to receive Aviation Merit Badges and Chapter 35 members receive a once-in-a-life-time experience of supporting the flight of over 455 Young Eagles.

I want to reiterate our thanks to Debbie Cherry, Director of Hondo Aviation Day and to the John Killian Family for continued loyalty to EAA Chapter 35. Your support helps us keep our clubhouse and hangar doors open to new and exciting changes in aviation.

John and Nancy Cooke Donation — Our friends of aviation, John C. and Nancy Cooke, donated \$200 toward our EAA Hangar fund. As I prepare to mail the \$200 donation to Chapter 35 Treasurer, Dee Brame, it brings to mind the Chapter 35's February 10, 2007 meeting, where Roch LaRocca said, "... a BIG thank-you, John C., for the great meal (donation)."

Antique Prop Donation — Jerry and Anna DeGroot donated an antique, 1917 propeller tip, to the EAA Chapter 35 Museum. Please read "And Now the Rest of the Story." This is Jerry's version of an airplane dogfight leading up to the crash. Now we really need a first class museum/Chairperson for the antique prop tip. Thanks for the great gift.

EAA Major Achievement Award — Chapter 35 Board of Directors chose BG Julius Braun as our nominee for the 2008 EAA Major Achievement Awards. Also chosen is Steve Jones as nominee for the 2008 Newsletter Editor Awards. Brad Doppelt is our nominee for the 2008 Young Ea-

gle Awards. EAA asked us to return nomination forms and materials by May 30, 2008. The first of these, for BG Julius Braun, was mailed to EAA Headquarters on April 19th.

EAA Chapter 35 Hangar Participant — Oscar Zuniga found a new home for his M-19 Flying Squirrel. He met with chapter members on Saturday, April 19, for review of hangar assets versus his airplane building requirements. We welcome Oscar and his Flying Squirrel as new hangar users.

Hangar Door Repair — Lew Mason, Bob Severance and Louie Viggiano assessed a failed lift cable on the hangar door and made repairs. They suggested a member training session on the proper process for opening and closing the door. Implementing door operation training may alleviate future door failures.

Pancake Breakfast by Dave Baker — Saturday's pancakes are the best yet. Good job Dave Baker & crew of chefs.

No LCD Projector — We commend Steve Jones' alternative method of presenting photos & videos. The Chapter 35 Board of Directors approved a study to purchase a Chapter 35 LCD Projector.

David Baker — Resident Photographer David captured the spirit of the moment with super photos for another job well done.

EAA Chapter 35 Meeting — May 10 Johnny & Kat Becker, Chefs, promised a gourmet meal for our Saturday evening meeting. Come to the meeting hungry. Make sure to invite family and friends to share meal and camaraderie. Dell Toedt, Program Speaker, promises to raise our blood pressure with his P-51 and P-47 Pilot experience. You are encouraged to wear your WWII uniform or favorite parachute during presentation.

Second Quarter Board of Directors Meeting, April 12, 2008 — I opened the Second Board of Directors meeting Saturday morning. A quorum was present. See the minutes on Page 8.

HONDO AVIATION DAY

By Robert Maier

Fourth Hondo Aviation Day, March 15, 2008

572 scouts flown with our small fleet! wonderful!

Ground: Loved the loading area. great. safe. worked. Improvements. Initial brief, if you wanted fuel, go to fuel, drop kids, we didn't. switch or break, go to parking. we didn't. best plan is, proceed to load/unload area, indicate no pax, leave area, get back in line when ready. Bless Sea Cadet's heart... telling a/c to expect left/right/center, I told him fuel needed, he had me unload outside the hold area to make a 180 to fuel, while the marshallers were saying come here, come here.. I would prefer to drop at the proper area, not reload, go get gas, get back in line. Having sea cadet tie up the freq for "expect right" when I can clearly see the guy on the right waving at me... or cadet telling me to hold short as I was leaving the runway for a taxiing a/c.. yeah, I see him.. how do you think we do this at uncontrolled airports all the time? And, "clearing" an aircraft to do something.. once again, a liability. If he wants to give a expect right/center/left, then lets have a temp ground freq. Also, at the flight line, hook up a radio to a loud speaker, so the kids, and marshallers, can all hear the radio traffic.

Loading: The spur of the moment signs about weight in the window.. great! I just said max, one pilot listed front/back, better. Next time, lets pre register, 34J pulls up, max weight is 600, but also consider size, for me, two small kids in back (space, not weight) and a bigger kid in front works great. If the marshallers have a list, they can plan. I did not have to reject any kids, W&B looked just fine for each flight.

Long line of kids in the 90 degree sun. someone suggested a "ticket" system, so you know when to be at the flight line, and also, maybe set up canopies for the line.

Flying: We preprogrammed all four patterns in the GPS. Worked great. However, the original restriction to wait for the preceding aircraft to call crosswind was ineffective. I, and others, switched to a hold 2 minutes after last departure, it worked. (I gave Brad 3 minutes :-)) Knowing the call sign/aircraft type of the pilot in front, keep tabs. I know the lady Cherokee pilot (sweetheart J) was flying a little slower and was concerned about me & martin behind her, but visual separation worked, comm worked, just like any other traffic pattern.

The GPS course for climbout to 2500 worked, but for time, pilots agreed to cut the cross-wind/base in half. this added the random kaos back. Next year, slice the xwind/base legs in half. there was some n/s road at the halfway point that worked (downwind 35R) In the afternoon, as winds shifted, sea cadet was advising use rwy 4? Brad started his own unpublished pattern for 4/8, no big deal, since he was staying west. My last two landings on 35R with 90 degree xwind were doable, but rwy 8 would have been easier. So, a better plan for using multiple runways and patterns for next year. Again, sea cadet was blocking pilot comm with some of his long winded advisories to transient aircraft. the NOTAM for high-density traffic.. 7 planes? should contain "aircraft flying larger patterns above pattern altitude" Add GPS patterns for the non 17/35 patterns.

Fuel: Thanks much for the 60 gals, I had to pay for 14 gals, understand the budget, thought there was a EAA takeover after the airport donation. Need better coordination for having the guy with the fuel card at the pump when it is time for
(CONTINUED ON PAGE 11)

Electronic Edition

This newsletter is also available online and in color.
 Visit: http://eaa35.org/ENL/May_08/May_08.pdf

CHAPTER 35 BOARD MEETING MINUTES

By Doug Apsey, Chapter Secretary

FEBRUARY 9, 2008

Board Members Present: John Latour (Pres), Bruce Harrison (VP), Doug Apsey (Sec), Dee Brame (Tres), Roch LaRocca, Dan Cerna, Lew Mason, Dave Baker

Others Present: Norris Warner (Senior Advisor), Brad Doppelt (Young Eagles Chairman)

President Latour called the meeting to order at 4:35 p.m.

NOTE: This meeting was a special session of the board and interested chapter members to discuss the Kerrville Fly-in scheduled for October 11, 2008 and to decide if Chapter 35 membership would like to participate in this event.

REPORTS:

Secretary Report: None

Treasurer Report: None

Presidents Report:

John Latour discussed the goals of the meeting:

To have a question and answer session on the Chapter 35 invitation from SWRFI and the Texas Fly-in to the Kerrville Fly-in scheduled for October 11, 2008.

To review the update on EAA and major regional fly-ins issued by EAA headquarters.

To protect EAA Chapter 35 interest in participating in a non-EAA sanctioned activity.

OLD BUSINESS: No old business discussed at this special meeting.

NEW BUSINESS:

Review of guidelines on regional fly-ins from EAA headquarters:

1. Regional Fly-ins are not EAA sanctioned
2. EAA no longer provides insurance coverage for SWRFI or any other Texas Fly-in events.
3. SWRFI and other regional fly-In(s) can no longer use the EAA logo or name at any events.
4. The Kerrville Fly-In would be a local chapter sponsored event and therefore be covered through its own insurance. "Chapters are chartered by EAA and are operated in accordance with guidelines established by EAA. Chapter sponsored events receive their insurance coverage based on following those guidelines". (EAA Sport Aviation, page 14, February 2008.)

Question & Answer Session on EAA Chapter 35 Invite

from SWRFI & Texas Fly-In to the Kerrville Fly-In:

1. Is letterhead (EAA associated with SWRFI & Texas Fly-In) legal?

No. It is an old letterhead used in previous Fly-In, but letter received Feb 08

2. Does invitation letter comply with EAA update?

Probably not

3. Is it legal for Chapter 35 to get involved in a non-EAA sponsored Fly-In?

Yes. However, the Kerrville Fly-In is legal because it is an EAA Chapter(s) sponsored fly-in & not SWRFI or Texas Fly-In

4. Who gets the proceeds out of this Chapter sponsored event?

Texas Fly-In promised Chapter 35 Air Academy Scholarships (two) for two years in exchange of our participation.

5. Could our participation in Kerrville Fly-In lead to a lawsuit?

Being investigated by Bruce Harrison, Vice President
OPEN

6. Would Chapter 35 be guilty through association with SWRFI & Texas Fly-In?

Under investigation by Bruce Harrison, Vice President
OPEN

7. Are there financial obligations placed on the chapter to participate?

No

8. Is Chapter 35 required to provide volunteers?

Yes, member support is encouraged if the chapter decides to participate

9. Is SWRFI & Texas Fly-In sponsoring Kerrville Fly-In?

All indications are that Texas Fly-In initiated invite.

10. Why not have these events at Hondo?

There is no FBO at Hondo. Kerrville has an FBO sponsor and lunch on the field

The board and chapter members present all agreed to Chapter 35 participation/support of the Kerrville Fly-in barring any findings by VP Bruce Harrison that would make participation a legal liability to the chapter.

The meeting adjourned at 5:25 p.m.

Respectfully submitted, Doug Apsey, Chapter 35 Secretary

THE SIGNIFICANCE OF AN OLD PROPELLER TIP

By Jerry DeGroot

AND NOW THE REST OF THE STORY

I have a new neighbor who goes to many estate sales. He come in one day and said he needed my woodworking skills, "come and see what I have." We went to his car and in the back was a large cardboard box with a large amount of old wooden pieces, looking like they had been left out in the weather for a hundred years. Beside the box was the skeleton of a grandfather clock. In addition, sitting on top of all these pieces of rotten wood, was the works of a grandfather clock, the face and cables twisted, knotted, to me a real mess.

Glen says with pride, "I just bought this clock for \$150; they say all the pieces are in the box. Can you make it like new for me?" I took this to mean that he wanted me to duplicate each part out of oak and make a new carcass for the clock works. This was ridicules as no one could ever take that mess and make it work again. "Let me think about it" was my reply.

There are some ornate pieces here and I am not sure just how I will have to make jigs to duplicate them, and I have lots of other work to do, so just put it off, while I thought about it.

Two days later, Glen wants to know how the grandfather clock is coming. "I haven't had a chance to start on it." "Well," he says, "come and see what I have done." We go to his place and he has a stand that is built to hold clock works, and on it sits the old clock, working right properly, chimes correctly, I'm most impressed and surprised. I look at the back of the works and written there is a town in Ireland, the click makers name and the date of 1794. This clock is over 200 years old and he has it working like a fine tuned machine. I am impressed. Glen wants to know if he can come over and work on the clock and I supervise him. You bet, came on

over, and I think to myself, now he will see just how difficult it is going to be to duplicate all those ornate parts.

It was then that I learned he did not want new parts, he wanted to use as many of the old parts as possible. It took a couple of days with glue and a wonderful new machine, called a pin nailer. Drives a piece of steel so fine that you have difficulty to see where it went in and does not put a dent in the wood. Put some glue on the piece of wood, hit it with a pin nailer, holds it in place while the glue dries, easy this way. There were tow pieces missing and I was able to duplicate those with little difficulty.

In the bottom of the box was a piece of wood that did not go with the clock. I asked Glen what he wanted to do with that piece and he said to trash it. I recognized it as the end of wooden propeller. Kind of a novel thing I was thinking, do not find them everyday. It lay on the bench until one day Norris Warner stopped by. I knew he was interested in airplanes, so thought I would show him my finding. He looked at it and then noticed the writing on the back, his eyes took on a glistening as if I had just handed him the keys to his very own Lear Jet. I really had no use for it. The prop did once fly but not anymore. We did notice that the local EAA chapter 35 had a museum of sorts in their building. Therefore, I asked if he would like it for that. I do not have to give you the answer to that and he wanted to know if he could take it and clean it up? It is yours, do, as you want.

He came back sometime later and had cleaned it up, not destroying the old look, but now with care you could make out the writing on the back of the piece. I offered to build a base to put it on for him; he suggested a plaque for the base. Several days later, he returned with the plaque and I made the base to fit both plaque

(CONTINUED ON PAGE 10)

AN OLD PROPELLER TIP (CONTINUED)

(CONTINUED FROM PAGE 9)

and propeller.

Now you know the rest of the story as to the history of this propeller.

The year is 1911, somewhere outside a small village in France. The Germans occupy France, and WWI is under way.

Cumulus white, puffy clouds are hangings around at 3000 ft. Temperatures are about 70 degrees and quite comfortable for the allied pilot who was using the clouds to slip in and out of hiding him shortly, he is looking for the enemy.

He spots the German plane off to his left. It is a little bit lower then his position. He thinks he can slide in behind him and make a kill. However, the German spots him before he can get into position.

A dogfight takes place. Around and around, they twist and roll, each looking for a mistake from the other. Nevertheless, the German underestimated the skill of the Allied pilot and with a burst of the gun; smoke began pouring out of the German plane.

The Allied pilot followed him down. If he wants credit of this kill, he has to prove it somehow. Just cannot say, "I got another one today." They did not have cameras on the planes in those days, so he follows him down until he crashed into the ground.

The crash site was a pasture and he landed not far from the wreckage. Got out, was looking around, and spotted a broken piece of the propeller. It was about two foot long, jagged, splintered end, but enough to prove what plane it came from. He took it back to his base. He proved his kill.

He cut the splintered part off, wrote on the back of the propeller, the village in France, the date and type of plane he had killed. When the war

was over, he returned to the United States, bringing his piece of propeller with him.

He is gone now. That old piece of wood means nothing to his children or their children. Therefore, someone tossed it in the large cardboard box with the grandfather clock that had quit running and no one wanted either. That is until Glen came along.

Both the prop and the clock are back to life once more, never to be forgotten again.

That is my story and I am going to stick with it.

Jerry DeGroot

KELLY ABERNATHY
Production Department



214 W. RHAPSODY
SAN ANTONIO, TEXAS 78216
(210) 496-2050
FAX (210) 496-3604

kelly@centurymusicx.com
www.century-music.com



Flying Over Lake Medina

HONDO AVIATION DAY (CONTINUED)

(CONTINUED FROM PAGE 2)

fuel. (temp ground freq) (we did 21 flights, 63 kids, 8.2 hours Hobbs time.)

Food/break: Yeah, it's boy scout food, big deal. I knew that pilots get to cut in line, my fellow pilot didn't, and he also didn't know about the air conditioned break room and the bottled water supply. Include this in the brief. Also, a real bathroom is available at the terminal trailer, not porta-potties.

Future: I feel the decrease from 25 planes to 8 this year was due to the operating conditions from last year. Get the word out that this year, was totally different and much safer!

Highlights: Using the autopilot and announcing PLANE TURN RIGHT 90 DEGREES. and it did. One young kid was sharp enough to notice the autopilot master in ON position. Three older kids.. They wondered, and I did a short zero-G maneuver for them, they loved it! One flight a kid was nicknamed "captain" and I kept wondering if they meant me, one kid said, we better call him Andrew right now. two flights, kids wanting to ask me questions, "Mr. Pilot, Sir, ?"

I have attached the EAA Young Eagle pilot recognition list, some of us were wondering.

Overall, I feel this is a MAJOR improvement over last years problems. We are learning how to make this better and safer.

Looking forward to next year!

Boy Scout motto: Be Prepared!

Pilot motto: Prior Proper Planning Prevents Poor Performance!

Hondo Aviation Day Volunteers:

Debbie Cherry is overwhelmed with E-Mails for satisfied customers. You are hero's to over 579 Boy Scouts & 286 Scout Supporters.

COMMENTS:

"First and most importantly, I wanted to let you know that this past weekend was a completely remarkable event!"

"My son and I have a good time. Thanks for all the hard work putting this event together."

"We would like to thank all of the volunteers who make the Aviation Day a wonder experience for us."

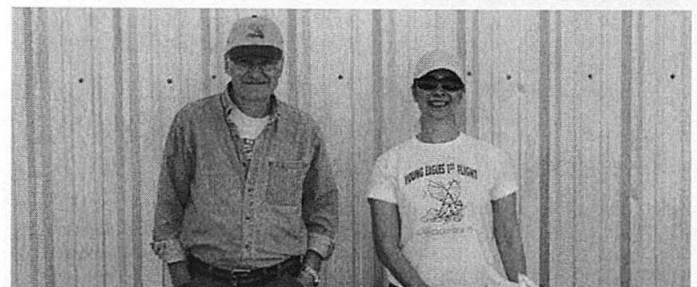
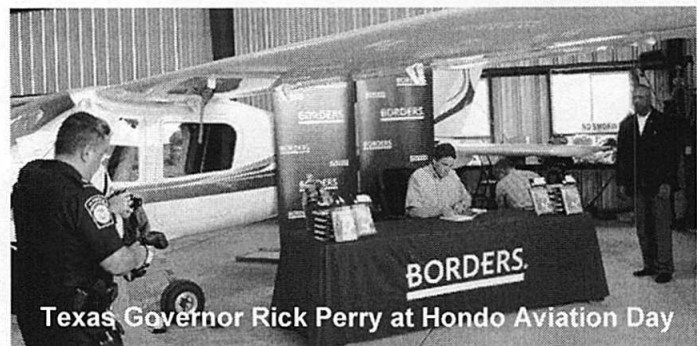
Thank you for your aviation loyalty. It Was a Good Job, Well Done.

E-Mail Needed:

Daniel Mitchel

Ronny Lider

Robert Martin



CONTACTS LIST

POSITION	NAME	PHONE	EMAIL
PRESIDENT	JOHN LATOUR	830.612.2232	latourjohn@att.net
VICE PRESIDENT	BRUCE HARRISON	210.507.2698	nambanone@yahoo.com
SECRETARY	DOUG APSEY	210.479.8593	dapsey@satx.rr.com
TREASURER	DEE BRAME	210.493.5512	deeb@satx.rr.com
AT LARGE (B)	ROCH LaROCCA	210.408.7964	rocbar@sbcglobal.net
AT LARGE (B)	RON O-DEA	210.488.5088	r2av8r@yahoo.com
AT LARGE (B)	BOB CABE	210.493.7223	bob_cabe@hotmail.com
PAST PRESIDENT (B)	DAVE BAKER	210.688.3358	iflyaerosport@sbcglobal.net
PAST PRESIDENT (B)	DAN CERNA	210.688.9345	dcerna@att.net
PAST PRESIDENT (B)	LEW MASON	210.688.9072	lewnan@sbcglobal.net
BOARD ADVISOR	NORRIS WARNER	210.363.1282	njwarner@hctc.net
BOARD ADVISOR	JOHN KILLIAN	830.438.9799	jmkillian1@gmail.com

CHAIRPERSON	NAME	PHONE	EMAIL
AIR ACADEMY	MAARTEN VERSTEEG	210.256.8972	maarten.versteeg@sbcglobal.net
YOUNG EAGLES	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
BUILDER'S ACADEMY	BOB SEVERANCE	210.889.0472	sapropbuster@satx.rr.com
FACILITIES	JOHN KUHF AHL	210.365.0120	johnkuhfahl@yahoo.com
GROUNDS	NANCY MASON	210.688.9072	lewnan@sbcglobal.net
COMM GEAR	JAMES MUNRO	210.685.9306	mr.munro@juno.com
MEMBERSHIP	RON O.DEA	210.488.5088	r2av8r@yahoo.com
NEWSLETTER	STEVE JONES	210.679.8783	eaa35news@gmail.com
HANGAR	DAN CERNA	210.688.9345	dcerna@att.net
WEBSITE	BOB SEVERANCE	210.889.0472	sapropbuster@satx.rr.com
TOOL CRIB	BOB CABE	210.493.7223	bob_cabe@hotmail.com
PUBLIC AFFAIRS	BILL BARTLETT	210.494.7194	bbartlett5@satx.rr.com
FLIGHT ADVISORS	SKIP BARCHFELD	830.363.7649	jmr2@awsomenet.net
	NORRIS WARNER	210.363.1282	njwarner@hctc.net
TECHNICAL	STEVE FORMHALS	210.289.3984	sf3543@sbcglobal.net
COUNSELORS	NORRIS WARNER	210.363.1282	njwarner@hctc.net
	PAUL MCREYNOLDS	210.363.1434	pmcreynolds@satx.rr.com
	STAN SHANNON	830.456.2182	shannons@beecreek.net

2008 CHAPTER CALENDAR

MONTH / DAY	PROGRAM	TIME
January 12	GENERAL MEETING Spaghetti & Hot Garlic Bread by Bruce Harrison Conrad Netting Presents Delayed Legacy Program	BOARD MEETING @ 4:00P.M. DINNER @ 5:30P.M. PROGRAM @ 6:45P.M.
2-Feb	FLY-IN @ SAN GERONIMO AIRPARK Boys & Girls Club Young Eagles Fly-In Soup & Salad by Gail Latour	We Need Your Help New Young Eagles = 47 10:00A.M. - 2:00P.M.
February 09	GENERAL MEETING Famous Sloppy Joe Lunch by Ed Seurer James Schlattman Presents: Kappa Airplane 2005 KAPPA - KP5 Light Sport Aircraft	SOCIAL @ 5:00P.M. DINNER @ 5:30P.M. PROGRAM @ 6:45P.M.
March 08	EARLY LUNCH MEETING & FLY-IN Hondo Aviation Day Meeting World Famous Hamburgers by J. Killian & M. Frerich Ken Gilmore Presents: Life of Fighter Pilot Frederick T. Pennell Memorial HONDO AVIATION DAY	10:00A.M. - 2:00P.M. 10:00A.M. LUNCH @ 12:00 NOON PROGRAM @ 1:30P.M.
15-Mar	Young Eagles/Boy Scout Merit Badge Program At Hondo Municipal Airport Be a Champion - Help Boy Scouts Earn Merit Badge	FROM 9:00A.M. to 3:00P.M. Pilots & Volunteers Needed Brad Doppelt for Pilots John Latour for Volunteers
April 12	HOT PANCAKE & SAUSAGE BREAKFAST & YOUNG EAGLES RALLY (Target 60 Young Eagles) Debbie Cherry, John Killian & Brad Doppelt Presents: Review of Hondo Aviation Day Activities & Fly-In	BOARD MEETING @ 10:00A.M. 10:00A.M. - 2:00P.M. Breakfast @ 9:00A.M. to Noon PROGRAM @ 1:30P.M.
26-Apr	Castroville Airport - Young Eagles Fly-In	9:00A.M. - 2:00P.M.
10-May	GENERAL MEETING Steak,Potato&Green Salad Gourmet Meal by Johnny Becker St. Mary's Prof. Dell Toedt Presents: P-51 / P-47 Story	SOCIAL @ 5:00P.M. DINNER @ 5:30P.M. PROGRAM @ 6:45P.M.
June 14	ANNUAL MEMBERS MEETING PICNIC & FLY-IN & ORIENTATION RIDE Calander Planning Program	LUNCH @ 11:00A.M. 10:00A.M. - 2:00P.M. PROGRAM @ 12:00P.M.
July 12	BOARD OF DIRECTORS MEETING & TIRE KICKER POT LUCK / COVERED DISH LUNCH - DONATIONS AC-CEPTED TIRE KICKER - SAN GERONIMO HANGAR(s)	BOARD MEETING @ 10:00P.M. 11:00A.M. to 12 Noon Tire Kicker @ Noon
August 09	GENERAL MEETING Be a Champion & Chef - Help Us With Dinner We Need a Program Speaker	DINNER @ 5:30P.M. Contact Bruce Harrison Contact Bruce Harrison
September 13	WINGS & WHEELS & FLY-IN for ANGEL FLIGHT ANGEL FLIGHT FUNDRAISER Automobile - Corvettes & Antiques Car Show & Airplanes Dave Baker - Ch. 35 Chairman	8:00A.M. to 3:00P.M. Gate Open to Public @ 10A.M. Show Your Wings & Wheels Best of Show Awards
October 11	Kerrville EAA Ch. Old Time Gathering Fly-In Fly-Market - Fellowship - Lunch Proceeds go to the Texas Fly-In Scholarship Fund Lemonade Stand Proceeds to Ch. 35	9AM to 4PM
November 08	CHILI COOK-OFF & FLY-IN We Need a Program Speaker - Contact Bruce Harrison	BOARD MEETING @ 4:00P.M.
December 13	CHRISTMAS BANQUET / PARTY Dave Baker, Nancy Mason, Gail Scheidt - POC(s)	

WANTED AND FOR SALE

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

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

FOR SALE: Fun Flying RANS S18 Stinger II Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$37000 firm, Jim Havens, (210)680-7882 home, (210)347-2455 CP



wingspan, 4 gals/hr, 520 useful load, Rotax 512, only 30 hours TT Available for viewing in Nelson Amen's hangar - 283-2773 (ofc), 340-0992 (home) - at San Geronimo. Fully equipped including optional baggage pod and BRS Asking \$65,000. New cost was over \$85,000 in July.

FOR RENT: 1/2 of Bartlett's 30x30 Hangar at Boerne Stage Airfield. \$120.00 per month. Contact Bill Bartlett: bartlettsat@gmail.com.

FOR SALE: Thatcher CX4 Plans (#169), material and partially built airplane. Asking \$1,000.00 for \$3,000.00 worth of material. I have completed the center and wing spars with the left wing approx. 80% complete. Material consists of 4' x 12' sheets of aluminum (I have all the sheets listed in Dave's material list), angles, rods, etc. Trailer needed to haul the sheet aluminum. Contact Bill Bartlett: bartlettsat@gmail.com

FOR SALE: Merlin GT Kit for a Small Donation to EAA Chapter 35. Engine not included. Please call John Latour at (830) 612-2232 for more information.

WANTED: Parts for a Bowers Fly-Baby. If you have any of the following, please contact Lew Mason: J-3 fuel tank, set of brakes, turnbuckles, spruce of any kind, aircraft plywood, tailwheel. (210) 688-9072 San Geronimo Airpark

FOR RENT: EAA Chapter 35 Hangar Space. Rent a 10' x 20' space & get free use of hangar equipment & tooling. Please call Roch LaRocca (210) 408-7964 (C) 210 218-9445 or John Latour (210) 287-1701

FOR SALE: Scot Chesler, 37HP 1/2 VW Engine Zero time, still in shipping container. Paid \$3,275 (Shipping container not included) Price negotiable. Please contact Jim Munro at (210) 685-9306.

FOR SALE: Skyboy 2 seat side-by-side S-LSA Beautiful Red and Yellow factory paint job Picked up new on the east coast, flown to San Geronimo and ground looped. Nose wheel and right gear are bent. A rough ending to an otherwise great journey. Specifications (approx): 30 ft



Board Members Hard At Work (note coffee)

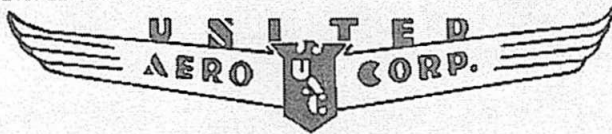


Charles Brames' Take-off Roll

Thank Our Sponsors (and bring them some business!)

(210) 227-8333

(800) 451-7282



**DISTRIBUTORS
AIRCRAFT SUPPLIES**

**CLINT COOK
PRESIDENT**

210 BROOKLYN AVENUE
P.O. BOX 222
SAN ANTONIO, TEXAS 78291-0222

ENGINE COMPONENTS, INC.

CUSTOMER SERVICE & SALES
9503 Middlex | San Antonio, TX 78217
SALES HOTLINE 1.800.324.2359
TEL 210.820.8148 | FAX 210.820.8102
www.eci2fly.com | E-mail jtrampota@eci2fly.com



Joe Trampota
Central Territory Manager
Engine Components, Inc. is recognized for
Quality Management System Registration to ISO 9001:2000.



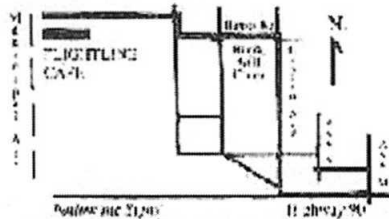
Phone: 830.426.4020

HOURS

SAT-WED 7:30-3:00

THUR-FRI 7:30-3:00

2507 19th St (HW 90)



Tobias Aerospace Services

Bryan R. Tobias

A&P/IA/DME/FCC

Airframe and Powerplant Examiner - Central & South Texas Area

A&P Exams, IA Training, Troubleshooting Concepts, FAA Enforcement Training, Professional Consulting, Inspections

210-828-2086

<http://www.solar-system.com/avtest.html>



JANET SHIRES
President

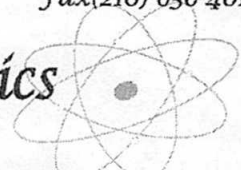
(210) 524-9525
(210) 524-9526 (Fax)
1-800-205-9525
Email: pilotshop@aol.com


600 Sandau Rd., Suite 100
San Antonio, TX 78216
Mon-Fri 9AM-6PM / Sat & Sun 9AM-4PM
Website: thepilotshoppe.net

Tony Seurer
Owner

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

Seurer Electronics
Sale - Service - Rentals



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

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

Mike Holcomb Aero

A&P IA Private Pilot
Annual Inspections, Pre-purchase Inspections
Aircraft Recovery and Restorations
Aviation Consultant

Mike Holcomb 210-827-9901

buck_justice@yahoo.com



Kris Niswonger
Owner
210.557.3585

govectorgraphics@gmail.com
San Geronimo Airpark
15464 FM 471 W. Lot 61
San Antonio, Tx 78253



Paste Address Label Here

Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
San Antonio, TX 78253

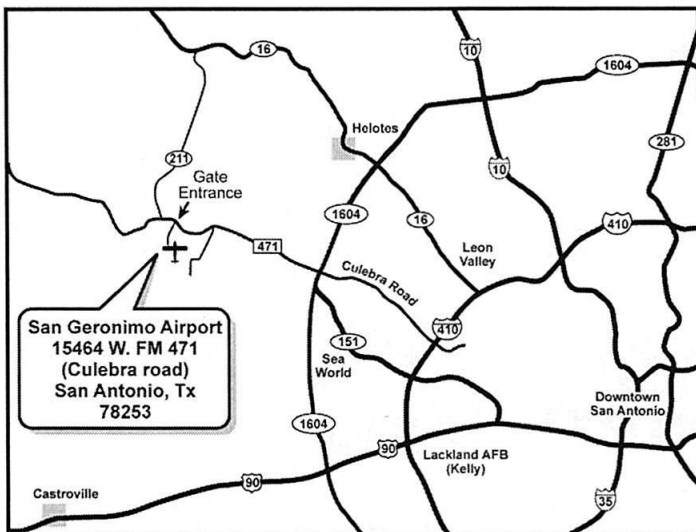
The Official Newsletter of EAA
Chapter 35, San Antonio, TX

RUNWAY 35

Volume 50 Issue 5

Page 16

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



When Do you Meet?

Second Saturday of the Month

JOIN US FOR OUR MONTHLY MEETING

MAY 10th, 2008

SOCIAL 5:00 P.M.

DINNER 5:30 P.M.

PROGRAM 6:45 P.M.

Please Read This...Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but is not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.