



# RUNWAY 35

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



The Leader In Recreational Aviation

April 2002

Volume 44 Issue 4

On the Web:

[WWW.EAA35.ORG](http://WWW.EAA35.ORG)

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## Front Page News



The concrete pour is done! All three projects were poured a few days after our last meeting. The end is in site. Thanks to all of those folks (and companies) who gave it their best to help out with our outdoor projects. Rumor has it there may even be some sort of a grill ready for the April Young Eagles meet!

April Program	April Program	April Program	April Program	April Program
Young Eagles	Young Eagles	Young Eagles	Young Eagles	Young Eagles
Pancake Breakfast	Pancake Breakfast	Pancake Breakfast		
Breakfast 8 AM 'till 11 AM			Young Eagle Flights 11 AM 'till who knows when!	

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

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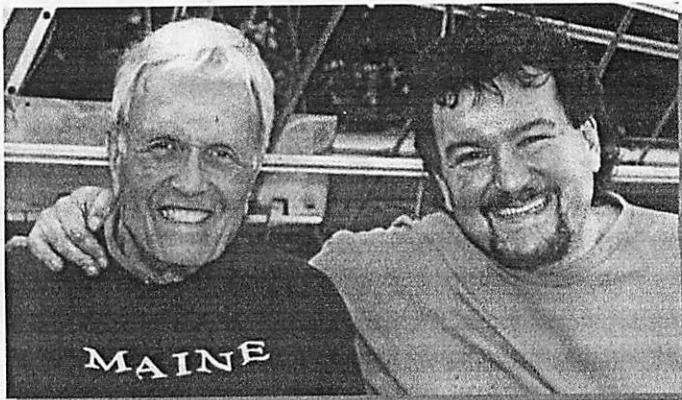
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# Clear Prop!!!!

By David C. Talley

- The Vice president, Don Staats, has finally broken down the barrier and has jumped into the new age. Yup, he's got himself a new computer, and hey, it even hooks up to the internet! Go figure! Amazing! Find his new email address to the right. Congratulations Don!
- Speaking of new email addresses. We've changed ours this month. Please see them off to the left. Make your appropriate changes, so you can continue to supply your input to your newsletter. Thanks!
- USAF 1st Lt. Terry Winnett has headed over the pond and is deployed to (as of now) an undisclosed location. He recently purchased a set of "Classic" Hatz plans along with some wood and has taken the stuff to the undisclosed location. More to follow.
- The outdoor projects are almost completed. See the news elsewhere in this exciting issue of *Runway 35*!
- WWW.EAA35.ORG! What's this, you ask? The chapter is moving towards the new millennium! We are in the process of changing over to a new web domain. (That's the EAA35.ORG portion.) Your illustrious NLE (No, David, not Miriam...) did the deed and purchased the



domain name for the chapter. The truth to the whole thing? A BIG THANKS goes out to Randall Klint who allowed our chapter to host their website for years on his server at Endicor. Without his generosity none of this would have happened. Randall, thank you for your unending support. **FLASH NEWS!** I just got off the horn with Steve C. (aka "The Web Guy"). It seems it's time for him to up-

date his computer. We may be a couple of weeks out before the site is updated...

- We have a new "Volunteer". Check it out elsewhere in this issue...
- Shooting Star Museum has some sad news for us. Please read on...
- Lots of Stuff for sale, see page 19 in this issue.
- I stopped by Cannon Field to visit with Joe & Cheryl Ramotowski. Their Stinson 108-1 is really looking like an airplane! The parts are all on minus the ailerons. It looks as though the project will fly sometime this year! Keep up the great work!
- Scott Thompson writes in with his intro.
- We've collected some info from EAA HQ concerning the process of deciding if you want to build a plane. It has a great checklist for one to ponder...
- Don Staats reports on a west Texas fly-out. Note: He liked it so much we may need a new VP! Get packin' Norma! ©

**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 it not limited to this newsletter and audio/video recordings, 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.  
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# President's Corner

By Norris Warner



The March meeting was one to get you out of the winter doldrums, for sure. Super Tex-Mex food by our old standbys, the Bakers and the M<sup>c</sup>Carleys, started us off just right. And the history lesson on the Wright Brothers by our very own Julius Junge was very well received, and created lots of discussion afterward. Thanks to all of you!

Those who attended the meeting got a good look at our three concrete areas, and I think everyone was impressed that we ended up with such professional looking results. Well, in truth, we did have a lot of first-class guidance from Mark Moscrip, and it was he and his crew who poured the slabs and finished them. And yes, these slabs did not come cheap, but they are attractive and they will pass the test of time.

We are totally grateful for the hard manual labor that's gone into these projects—we simply couldn't have come this far without these tough "horses". Pat 'em on the back—they've really helped make the chapter better!

We are having some difficulty in locating park benches for the memorial flag pole

area. Some of the important qualities we are looking for are comfort, durability, and cost. We are fortunate in having three chapter donors to pay the bills for the three benches, but finding the best benches has been elusive. Most of the "Home Depot" style benches seem to foretell a rusting problem in years to come, and the boards used would need replacing every few years, at least. Of the concrete-ended benches (VIA style), many are not comfortable, although we found one that was. The problem with this one was that the mold was not available, so, at this writing, we are preparing to build our own mold (of course, it would be nice to have at least two molds, but they take time to build). Anyway, if we don't have the benches for our upcoming pancake breakfast, be assured we are working the problem!

Lew Mason, Sal Hernandez and I are slated to cut metal for "Bob's Grill" on the 20<sup>th</sup> of March. We have bought most of the steel (that which Sal and I didn't have on hand) and we should have it installed by the end of March. We will have a dry run to be certain that the griddle works as planned, so get your appetites ready for April 13<sup>th</sup> and great flap-

jacks!

The generosity of many of our members is at times completely humbling, and it must be that folks are seeing that their investments in our chapter are truly worthwhile. Thanks! At the same time, I have to report that the memorial flagpole complex is costing us considerably more than the funds pledged to build it. Our new accounting system is doing a great job (a task never done before) in tracking funds gained and expended on our various projects. This accounting system is great for illuminating where we're at, and sometimes it is quite sobering, as well. Having said that, if you've been thinking about helping out financially, please be in touch.

One last thought—the upcoming Pancake Breakfast is a major money-maker for us, so bring your friends and neighbors. They'll have a great time for pocket change, and get to know a whole bunch of nice folks!



## Aero Trivia

by Julius Junge



I was asked why a hangar is called a "hangar". Like so many aviation terms it is French. Means shed or penthouse.

Julius

# Comments from the VEEP

By Don Staats



When I first joined the EAA in 1967 there were no kits and fiberglass was used for wing tips and fairings. A lot of time was spent at the meetings on sourcing materials and on short-cuts in the building process. Jim Bede came out with the BD-4 and offered materials packages and then with the BD-5 kits came into being. Since then the whole movement has grown into a more sophisticated operation. Now, to build most airplanes, you are fitted out with complete kits, videos, web sites, support groups etc., all designed to make the building process easier and along the way put a few bucks into the hands of the merchants.

When you really come down to it this is good. It has attracted a lot more people into the homebuilt effort and strengthened the organization to the point that we wield some real political power.

On the other hand where is the fuselage welded up from tubing

taken from five different aircraft (We did that once with the Baby Great Lakes. All we had to buy were the longeron materials.) Where can you read another new article on the Stits Flutterbug? Where does the Woody Pusher come into the picture?

I finally found out where. Earlier I had subscribed to "The Experimenter", thinking it would be about the simpler days with a lot of technical info, but not so, it is the haven of the ultralight. Thanks to Julius Junge, I was again reminded of the Sport Aviation Association.

Being a new computer buff, I looked them up on the website, downloaded a form and joined up. The SAA was established in 1997 by Paul Poborezny as a grass roots organization and it has held true to that objective.

I just received their recently published quarterly. Except for color it reminded me of the earlier days of "Sport Aviation"

magazine. I read about the Junior Ace, the Wittman tailwind, Erv Miller's Belly-flopper and plywood ribs! No kits, no video, no plastic. And, the capper, three short articles by our very own Julius Junge!

Who says you can't return to those thrilling days of yesteryear? Just join the Sport Aviation Association. Call it up on your computer [www.sportaviation.org](http://www.sportaviation.org) and they have an e-mail address where you can correspond with Paul.

See you at the Pancake Breakfast.

*(ED Note: This input was via email! Thanks D.S.!)*



## News from Around the Patch...

### Fly-In Season

With fly-in season in full swing, many fly-ins are not that well advertised. If you hear of any, please call us or e-mail us so that we can get it in the news letter. Don't assume that we know about it.



### New "Volunteer"

We have a new "Volunteer". This one is for the post of "PAO" or Public Affairs Officer. Board Member, Jim McIrvin raised his hand when Norris asked for someone to assist the chapter in getting the news out. Thanks Jim!

## ...News from Around the Patch

# Flight Advisors Seminar

The EAA has developed a new program for flight advisors to use with homebuilt first flights. This was presented to flight advisors and builders looking to make first flights in their aircraft. It was presented by Earl Lawrence, EAA vice president of government and industry relations, at the EAA sponsored workshops in Dallas on Saturday, March 23<sup>rd</sup>. The site of the presentation was at the Skyline Carver Development Center located at a Dallas area public school. This is an extremely well equipped aviation education center and may well be the envy of many A&P schools.

The new program is designed to take the first time "Test Pilot" through the last days of preparation up to his or her first flight. It includes charts to be used to make certain that the pilot has touched all bases before he or she takes to the sky.

Chapter president, Norris Warner, and former president and co-flight advisor, Skip Barchfeld, were both impressed with the soundness and thoroughness of the program. Should any reader wish further information on the program, either Norris or Skip will be glad to review it with you. Also, both Jim McIrvin and Bill Haskell are chapter flight advisors and are available to assist you. Remember, all you have to do is ask!

The Flight Advisors hardly advise all builders who are getting ready for that first flight to get with them and participate before they venture all alone into the "Wild Blue Yonder".



### Shooting Star Museum

I have another sad thing to report. The recent storm that swept through south Texas took its toll on an EAA 35 member's life. The Shooting Star Museum was heavily damaged when the storm passed through. Pat Wegner, co-operator, informed me via telephone, that things are really bad. The tears of frustration and sadness have stopped, and the rebuilding has begun. The place is a mess, but overall they survived she said. The process of repairing the hangar(s) has begun. Her co-operator, Marge's place sustained more severe damage. If you can help them pick up the pieces in any way, please contact Pat at 830.931.3837. Thanks!

### Oshkosh Trip

*(ED NOTE: We received this from Chuck Imken, via Don Staats.)*

To anyone interested:

Val Santos and I are trying to get up a trip to Oshkosh this year, July 23-29, like we did a few years ago. Val was my instrument instructor and is a CFII with Wright Flyers at SAT. We are looking for 2 more to share the plane rental (see below) and lodging expense. Do you know anyone who may be interested? We do a pit stop half way each way. If they are current in a Turbo 210, or want to get current, they can fly one of the legs. If you know anyone, please have them get in touch with me ASAP because lodging fills up fast. I'm checking on lodging for 4 now. Respond by email: [skikrazi@centurytel.net](mailto:skikrazi@centurytel.net) or 512-396-2510 (home) or 512-753-9576 (cell).



# ...News from Around the Patch

Associated Press

## Boeing Plane Makes Crash Landing

By MELANTHIA MITCHELL (Associated Press Writer)

The Associated Press

Web Posted : 03/29/2002 6:03 AM  
 news://newsclip.ap.org/

WACH105032822@news.ap.org

SEATTLE (AP) \_ A 1940s passenger plane owned by the Smithsonian Institution and once used by Haitian dictator Papa Doc Duvalier crash-landed in Puget Sound. All four people aboard were rescued.

The four-engine plane, the only Boeing 307 Stratoliner still in existence, crash-landed Thursday in West Seattle, across Elliott Bay from downtown near a barge and a waterside restaurant.

The pilot and passengers were standing on the plane's wings when rescuers arrived from a nearby Coast Guard station.

The plane began to sink, though rescue boats towed it closer to shore. It came to rest in 60 feet of water, with its nose and wings underwater and its tail in the air, a fire department spokeswoman said.

After rescue boats towed it closer to shore, the plane was secured so it could not drift. Crews were set to begin recovery efforts Friday, said Debra Eckrote of the National Transportation Safety Board, which is investigating the crash.

Cranes were to be used to pull the plane from the water, Eckrote said. A truck will transport it to nearby Boeing Field, where workers will assess whether it was too damaged to fly again.

The plane took off Thursday afternoon from Boeing Field and was in flight for about 30 minutes when the pilot requested clearance to return to the airport, Federal Aviation Administration spokesman Mike Fergus said.

The pilot reported having problems with his landing gear before he radioed a may-day.

Eckrote said three Boeing test pilots and an observer had taken the plane up for a pilot proficiency test. All four were checked at Harborview Medical Center and released.

West Seattle residents Cathy and Bob Horton said they had walked out onto their deck when Bob heard the plane's engine sputter. The plane had its landing gear down, they said.

"At one point we were wondering if he was going to get us," Bob Horton said. "He was sputtering and kept getting lower."

About 30 Boeing retirees volunteered and

spent six years restoring the plane for the Smithsonian Institution's National Air and Space Museum, which now owns it. When it was originally built, it was the first commercial plane with a pressurized cabin. The Stratoliner could carry 33 passengers and a crew of five.

Only 10 were built. Sixteen months after it was introduced, World War II broke out and Boeing's hopes for European sales were dashed. Boeing then focused on building the B-17 Flying Fortress, based on the same airframe and wings.

The aircraft was delivered to Pan American Airways in 1940 and named the Clipper Flying Cloud. It once served as the presidential plane of the notorious Duvalier, Smithsonian spokeswoman Claire Brown said.

Boeing employees came across the plane at the Pima Air Museum in Tucson, Ariz., and the company offered to restore it. Boeing flew it back to Seattle in 1994 and it was rolled out of the factory last summer.

The Smithsonian bought it from a private owner who had converted it into a crop duster.

It was to be the centerpiece of a Smithsonian exhibit scheduled to open at Washington Dulles International Airport in 2003.

03/29/2002

### Cheap Parts

Joe Paduh reports that recent repairs to his Beech Bonanza had him worried. It seems the Beech prices were, well, you know, beyond ridiculous! So he contacted Preferred Airparts, LLC up in Ohio. The bottom line, cheap, cheap, cheap. You need the part number for them to find out if they have it. This can be done one of two ways. Call them at 800-433-0814 or try out the web at: [www.preferredairparts.com](http://www.preferredairparts.com). Joe said that his part number had changed, so he did have to call. They found the new number and, yes, they had the part in stock. So, give them a call for you needs.



# Young Eagles 2002

by Brad Doppelt



With only a few weeks left until our first Young Eagles event of the year, most of the required positions have been filled. Many chapter members, and spouses, have volunteered their time, and we only have a few positions that need to be filled. The table below lists all of the positions and the names of those who have volunteered. Please check to see if the information is correct and let me know of any changes. We will be having a short planning meeting at 10:30 on April 13<sup>th</sup> to make sure everything is in place before flying Young Eagles at 11:00.

We should have between 75 and 100 kids show up for the event and can always accommodate more. If you know of any children between the ages of 7 and 17 who would like to participate, please feel free to invite them. The EAA has also stated that children between the ages of 5 and 7 who have an interest can also participate.



## Young Eagles Flight Rally Volunteers April 13, 2002

Public Relations (3 people)	YOUR NAME HERE YOUR NAME HERE YOUR NAME HERE	
Collect Money for Food (2 people)	Joanne Warner YOUR NAME HERE	
Registration (4 people)	Lee Ann Carlson Jody Doppelt G. K. Doman John Sandlin	
Photographer (1 person)	Norris's friend volunteered!	
Young Eagle Escorts (6 people)	Fred Pennell Lori McIrvin Jim Havens Chris Eells G. K. Doman YOUR NAME HERE	
Cooks/Food Preparation (4 people)	Dave Baker Jim Munro Guy Smith YOUR NAME HERE	
Safety (3 people)	Alan Lawson Miriam Talley YOUR NAME HERE	
Field Representative (1 person)	YOUR NAME HERE	
Ground/Air Control (2 people)	Bill Loftin YOUR NAME HERE	
Pilots (as many as possible)	Dave Baker Steve Carlson Bob Edwards Jim McIrvin Brad Doppelt Jim Havens Lou Viggiano	Louis Johnson Wright Bates Michael Luigs Danny Daniels Keith Fleming YOUR NAME HERE YOUR NAME HERE
Display Planes (3 people)	YOUR NAME HERE YOUR NAME HERE YOUR NAME HERE	

# Scenes from the Meeting

by Miriam S. Talley

As always, if you missed the meeting...you missed a great time!!

The afternoon started early with a very productive board meeting. Board meeting minutes will be posted on the bulletin board in the chapter house. Remember, all chapter members are invited to the board meeting and are welcome to participate.

Then it was chow time! Always the most popular time of the evening. Shirley Baker, Georgia M<sup>c</sup>Carley and Marty Wagner (Georgia's sister) went to town making scrumptious soft tacos. Don M<sup>c</sup>Carley was the official onion chopper. Rumor mill has it there was a battle of the shells. Dave Baker wanted hard shells, Shirley wanted soft shells...guess who won? Thanx guys for a great supper, you out did yourselves!!!

Because there was a lot going on, President Norris Warner called the meeting to order 15 minutes early. There were about 70 folks. Some had to leave prior to the start of the meeting.

Jim Munroe won the \$49 in the 50/50.

Bob Cabe gave a tech tip he learned while working on his ailing air speed indicator. He demonstrated how to calibrate your air speed indicator using a column of water. The technique was taken from the Sept 82 Sport Aviation article. Since many of us do not have that issue, Bob has agreed to write up the technique. **(ED NOTE: Bob, hook us up!)**

Keith Flemming shared his experiences of touring both Van's and Lancair while in Oregon. He said he had a great tour and flight at Van's, folks were friendly and was an overall great visit. Lancair was on the other side of the mountain and he learned that their parts were also manufactured in the Philippines.

Ed Seurer (our food chairman) still has several months open for any volunteers willing to whip up a dish for us hungry EAAers. If you are willing to roll up your sleeves call Ed at 210/885-1160. The chapter reimburses all your costs of food preparation.

Dave Baker presented a catalog of protective gear...had some really neat stuff. If interested in perusing it, call Dave at 210/688-3358

Five new guest/members were introduced. Welcome to all, glad you could be there.

Dan Cerna announced the repaving of the airport road from the gate to the parking area. Please take note of any detour signs and drive carefully.

Our lovely treasurer Joanne Warner reported that we have roughly \$6000 in the general fund and \$3000 in the Young Eagles fund. The official treasurers report is posted on the chapter bulletin board.

Norris presented our new concrete pours for the grill area, memorial area and light base. The chapter extends gratitude to all the hard working volunteers who helped to build the forms and run the new electric. Special thanx go to Mark Moscrip who used his engineering skills to guide the group and the use of his crew to pour and prepare the pours. Plans are to have the new grill built by the next meeting. We have three folks step forward to donate the benches for the memorial circle. Heart felt thanx to all. This just shows what a great chapter we have and all that we can accomplish when many hands chip in. Hip, Hip Hurray!!

The chapter has in its possession the Sun N Fun Tape. A daisy chain list is being established so that folks flying in can view it in turn. Call Norris to get on the

list.

Membership info: 20 members did not renew. There are about 80 national EAA members in the greater San Antonio area. Post cards were sent out inviting them to come visit our group.

Reminder that the next meeting is our Pancake Breakfast and Young Eagles Fly-In. Volunteers are always needed. Call Don Woodham, 688-3052, to help with the breakfast, and Brad Doppelt, 558-8909, to help with Young Eagles.

Paul McReynolds presented the home builders corner. He challenged Terry Winnett, our local linguist, to give us the German translation for "home builder". Bruce king has volunteered to host the next tire kicking project. We have to hurry since he is close getting in the air.

A very special part of the evening was the introduction of Cody Kelly, the phenomenal young man the chapter is sponsoring for the youth camp. If you had a chance to shake his hand and speak with him, you would have seen what a humble and gracious young man this is...a good choice.

The Veep, Dandy Don Staats, then introduced our guest speaker, our own, internationally known builder of fine vintage aircraft, Julius Junge. He is an intense researcher of aircraft <1920. He gave a very interesting presentation on the Wright brothers and showed us how truly amazing they were. He discussed their thought process, methodology, their discipline, scientific approach and impact on aviation. On a last note Julius mentioned that if they were alive today, they would be more fascinated with a Weed Hopper than a 777.

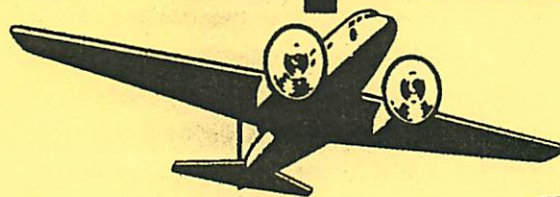
Did you know that Alexander Graham Bell invented the aileron??







# **EAA Chapter 35**



# **Pancake Breakfast**

**Fly-In & Drive-In**

**San Geronimo**

**Airpark (8T8)**

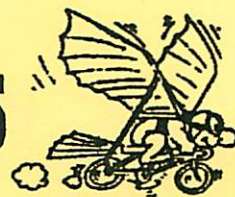
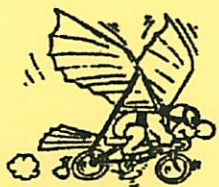
**8:00 to 11:00**

**Saturday, April 13th**

**830.510.4334 (metro)**

**njwarner@indian-creek.net**

**[www.endicor.com/~eaa35](http://www.endicor.com/~eaa35)**

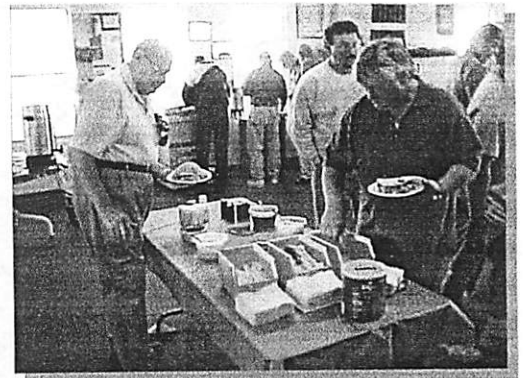


# Scenes from the Meeting (Con't.)



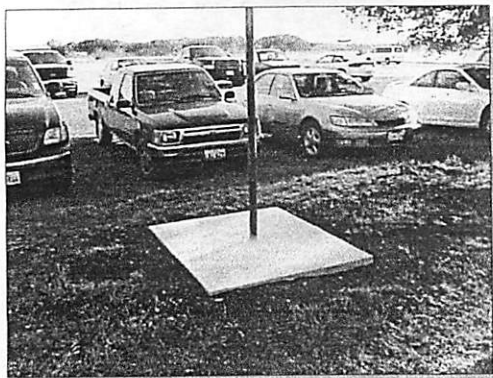
Left: Folks fillin' up with GREAT food, hey, with Julius nearby, great knowledge.

Right: Chow line. The tacos were soft. It seems the ladies like the soft ones, and the men hard ones. Go figure. Things were GREAT!



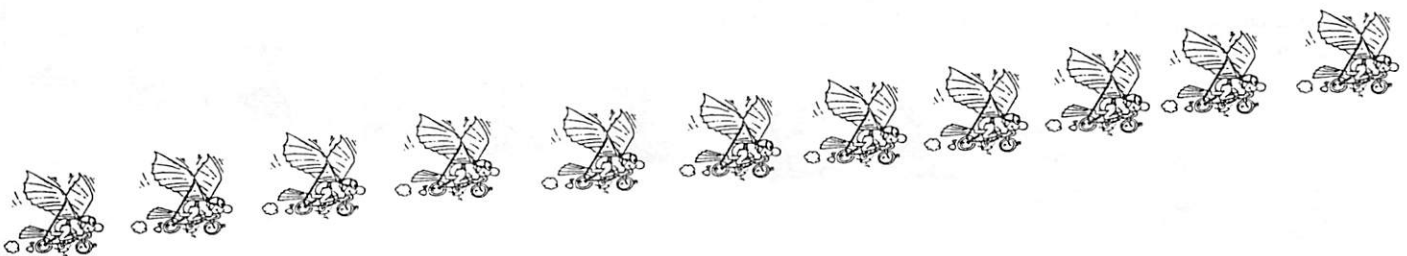
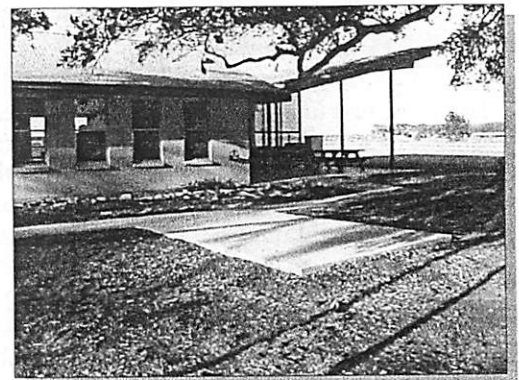
Left: The Kitchen Crew. Man-O-Man. What great chefs! Left to Right: Georgia McCarley, Shirley Baker and Marty Wagner (Georgia's sister)

Right: Paul M<sup>c</sup>Renolds holding his monthly "Builders (and Restorers) Corner. Thanks!



Left: The parking light pole is wired up and cemented down. It should be installed before the next meeting.

Right: Long shadows cast over the "Bob Day" grill area. Norris reports the grill metal is coming together at Sal Hernandez's shop.



# THE AIR ACADEMY & CHAPTER 35

by Norris Warner, President EAA 35

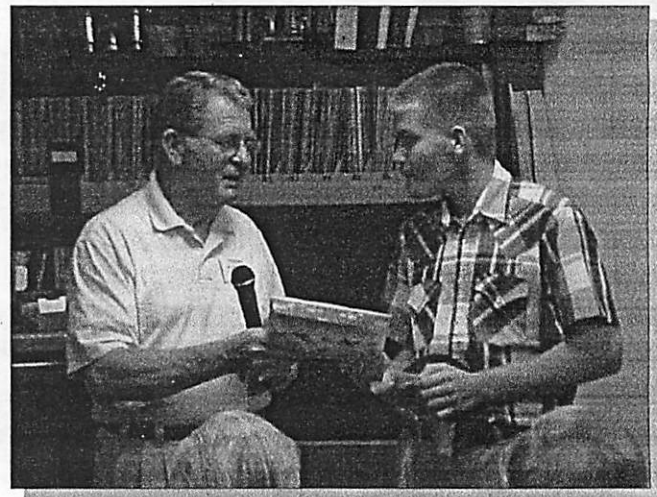
In the February Newsletter, I wrote about a young man (age 14) that I know well. I had nominated Cody Kelly for a one-year National EAA membership scholarship, which was awarded. I have designated him a "special membership" awardee, so he is, in fact, a Chapter 35 member. At the March meeting, we introduced him to the chapter, and announced that he was chosen by your Board of Directors to attend a one-week Air Academy camp in Oshkosh this summer.

Now this is a very busy young man—as all over-achievers are—so I went to bat to get him a one-week excuse from his summer-long, pre-engineering course (PREP) which is held at UTSA. I was acquainted with the founder and director of this marvelous program, and it wasn't too tough to make a case for young Mr Kelly. This is Cody's third summer in PREP, and although he will miss some material, I know he can make it up.

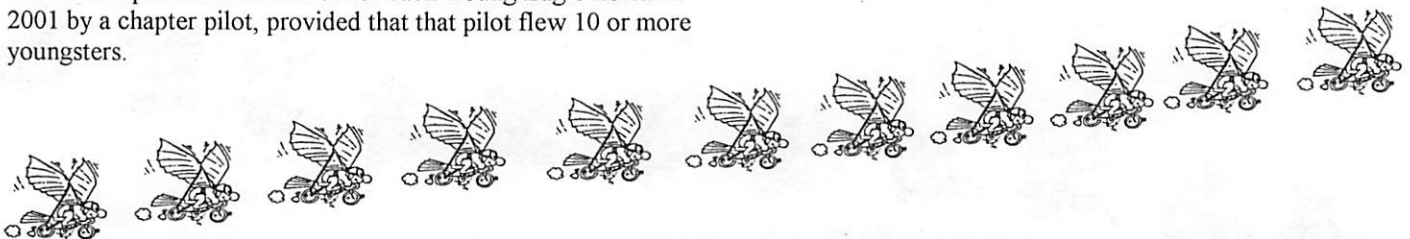
This is the first time that your chapter has been a financial sponsor of a youth scholarship, although several of us have talked about it over the years. It's not likely that we'll be in a position to afford a flight instruction scholarship anytime soon, but we can—and I think we must—make the effort to send one young person to an Oshkosh camp each year. I suppose I would have been a bit reluctant to urge the Board into this action, except for a couple of fortuitous events. First, Jack and Linda Ridgway pledged a considerable sum towards this scholarship, and this act, in turn, caused my own daughter Sherryl Jewett and my son, Norris II, to open their checkbooks. By the time this was all over with, we only needed air fare! The second thing that came along was the HQ EAA Young Eagle scholarship offset. The YE office in Oshkosh has credited our chapter with one dollar for each Young Eagle flown in 2001 by a chapter pilot, provided that that pilot flew 10 or more youngsters.

Well, that accounting has placed \$230 towards the \$600 tuition, so some of the original money pledged will now go towards airfare. The Air Academy tuition is the only way to use these credits, and that's OK with us.

At the moment, it appears that the chapter will be investing only \$177 out of our general funds. If you'd like to be a contributor to this worthwhile effort, please give me a call. You couldn't put your money to a better use!



Top: Cody and his proud family of Bandera, Texas. Above: Norris presenting Cody with his award.



# Short Wing Fly-Out

By Don Staats, VP EAA 35



On March 15<sup>th</sup> a group from Elm Creek Airpark and the Short Wing Piper Club flew out to Ron and De Morton's cabin on the airstrip at Taurus Mesa. It's located about 40 miles north of Lahitas on the El Paso Sectional. There is nothing there except miles and miles of miles and miles. But, if you like desert, it is heavenly. I arrived in the early afternoon and pitched my tent amid the cactus and strolled up to the Morton's cabin for a visit and a hot dog cook-out.

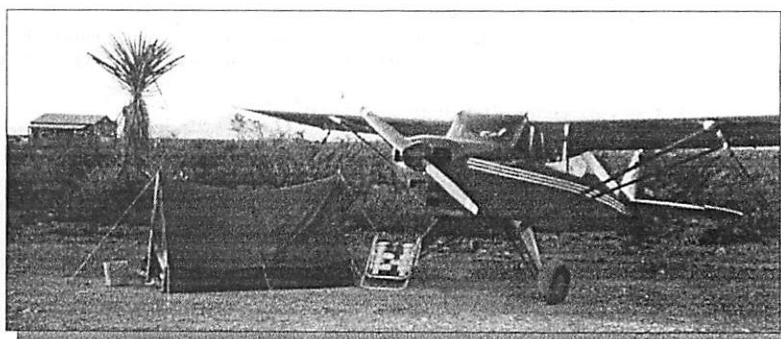
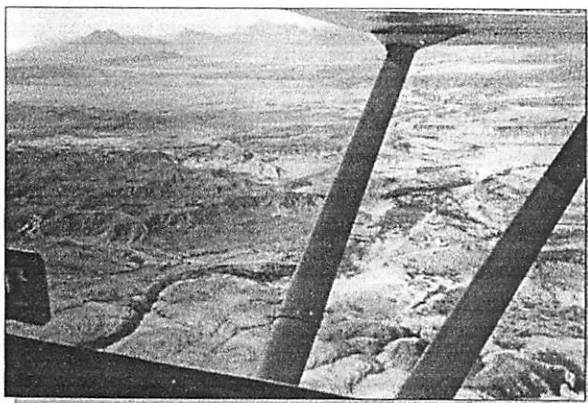
After a good nights sleep (at 32 degrees F) and a big breakfast of sausage, biscuits and scrambled eggs we took off for the Stillwell ranch to visit the Hallie Stillwell museum and the Stillwell store. Roger Humphrey had phoned ahead from Houston and the people there said they would run the maintainer and smooth the strip out a bit. In 1998 Roger was the second person to land at the strip and the first to do so successfully. The first attempt ended up with an airplane on its back.

One lands uphill toward the parking lot and store and takes off down hill. Over the years this has saved a lot of needless expenditure on windsocks. The strip was very smooth and dusty. By the time the four of us had landed we had a parking lot obscured by a big dust cloud and the tourist snapping pictures. We were the event of the morning and most welcome. We were given the key to the museum and went in for a look. It is a great place. Very small and covers the life of Hallie Stillwell a west Texas pioneer. It was opened in 1991 and dedicated, I believe, by Governor Richards. Its worth a trip if you are driving that way. On the road from Marathon into the park there is a sign saying Stillwell Store just before the park entrance. Follow the sign for an interesting hour or two.

After a successful takeoff and climb out we returned to Taurus Mesa for a pot roast lunch and then I folded my tent for the return to San Geronimo. I was somewhat concerned due to reports on weather in the San Antonio

area but they proved to be unfounded and I made it in before sundown. Flying in the Big Bend is awesome. There are towering peaks and other interesting terrain features. I flew over one narrow, very deep canyon that went for miles. It looked just like the one in all the Western movies. You couldn't help but think of how you would survive if you had to make a landing in that area. There were a lot of private, many unmarked on the map, airstrips scattered here and there but you wondered how often someone used them.

Would I go again? You bet! I'm looking forward to next year.



Cactus Don out west somewhere "roughin' it" like they used to in the "old" days!

Miles and miles of dry land. I think Don is ready to move. Do you Think Norma is?



# A HOMEBUILT—RIGHT FOR YOU?

(HQ EAA furnished much of this text)

The decision to purchase a homebuilt aircraft or a kit can be a daunting challenge, and there seems to be a full range of behaviors with which people respond to that challenge. On the one hand, envisioned risks and questions to be explored might seem overwhelming, so much so that the task can become endless, never reaching a conclusion. But not all questions have to be answered up front; many will be resolved as a project unfolds.

At the other extreme (and perhaps more dangerous) is the chance that a potential buyer/builder will be driven exclusively by the emotional appeal of a given design to the extent that important practical issues are never addressed, much less answered. The answer lies somewhere in between – but how does one find the right formula for their own decision-making process, particularly when one may be new to the homebuilding movement? In general, it is a good start if you, at least, know the questions. Answers will come, and EAA and Chapter 35 members are good sources.

Since its beginning 1952, EAA has witnessed an explosive growth of homebuilt activity. Most of the activity is now concerned with construction from kits, and more and more of the kits offer high performance. Prefabrication, reduced construction times, and ease of the building process have become the advertising hallmark. Significantly, an increasing number of these aircraft are being acquired second-hand from the original builders.

It is a very different climate for the prospective buyer/builder than 10 or 20 years ago. Two key measures of the continued homebuilt community success are the safety record (particularly the first hours of flight) and the completion rate. Both measures can be improved by all potential builder/owners carefully considering the advice we are attempting to provide.

To keep homebuilding a safe and satisfying pastime, prospective builders and/or buyers of aircraft, plans, or kits to be registered as experimental amateur-build should have more than a passing knowledge as to the suitability, performance, and history of an aircraft design. Buyers have the right to expect that designers and kit manufacturers will accurately and objectively help them in developing the requisite knowledge.

The potential list of information to be learned during the decision-making process can be long and varies by aircraft design. The EAA Homebuilt Aircraft Council has attempted to sort out those aspects that seem crucial and most applicable to the wide spectrum of customers and products. This generic checklist should be considered while reaching a decision to embark upon the purchase of a given aircraft or project.

Here are some of the questions you should ponder:

1. Do I understand the legal and regulatory provisions under which experimental amateur-built aircraft can be constructed and operated?
  - Do I understand FAR 21.191(g)?
  - Have I read FAA Advisory Circular AC 20-27 on Certification and Operation of Amateur-built Aircraft and AC 20-139 on Allowable Commercial Assistance?
  - Does the manufacturer of the product I am considering comply with and promote the educational intent and provisions of these documents?
  - What are the policies and capabilities of my local FAA Flight Standards District Office (FSDO) concerning homebuilt aircraft?
2. Can I afford the aircraft or kit in question?
  - What is the estimated full cost (including taxes, shipping charges, tools, and other indirect costs) to complete construction?
  - What is the additional cost of engine, propeller, paint, and avionics that are most appropriate to the mission design of the aircraft?
  - What other "aftermarket" expenses can be anticipated? Are there readily-available sources for ancillary parts?
  - Looking farther ahead, how about the availability and cost of insurance, hangar fees, inspections, and operating expenses?
3. Do I have family support for this undertaking? Do I really know the depth or durability of the commitment?
4. Do I have adequate space and facilities necessary to complete and house the project?
  - For example, will it require a machine shop, ventilated workspace, a heated garage, a hangar, a trailer? (Most builders feel lucky if they have a two-car garage!)
5. Can I build it?
  - What skills are required? If in doubt, shouldn't I try them out, for example, in one or more EAA SportAir Workshops? Is there local assistance available through a local EAA Chapter and EAA Technical Counselors? How about knowledgeable friends and acquaintances or local mechanics?
  - Are building instructions clear, complete, and up-to-date? Do they include instruction in best practices and quality control?
  - What is the reputation for the manufacturer's support during the construction and early flight phases?
  - Does the manufacturer provide direct after-sale builders' support, or is there a reliance on user clubs and e-mail exchange groups to communicate supplemental information? Are such groups available, reliable, and effective for this design? Do I need a computer to stay abreast

# Homebuilt Corner...

- of needed information?
- Does any available "quick-build" option for the kit remain within the "51% Rule"? Does the kit manufacturer provide documentation to that effect?
  - Does the kit manufacturer provide a "builder assistance" or "factory workshop" opportunity? If so, is it truly geared toward thorough education of the builder/buyer as to construction techniques, quality control, structural integrity, and airworthiness of the individual kit aircraft, or is it a "front" for illegal "skirting" of the 51% Rule?
  - What is the record of the sales-to-completion ratio for this model? How does that statistic hold up when compared to how long the model has been available on the market?
6. **Will I have confidence in this project and the resulting aircraft?**
- What is the record of the kit manufacturer regarding on-time delivery of kits, parts, and backorders? Is there a plan to protect my investment until orders are completed? Specifically, can I use an escrow account provided by the manufacturer or other entity to protect my payments?
  - Is the financial stability and management of the manufacturer such that I can reasonably expect the company to remain in business—at least until all kit components are delivered, and hopefully until my project is completed?
  - Are all parts and materials "aircraft quality"?
  - What flight test and other data has the manufacturer verified and made available (for example, spin, structural loading, and flutter testing)?
  - Is published performance data normalized to standard conditions? Are they complete and detailed?
  - Are there authoritative flight test articles available for this type of aircraft (for example, CAFÉ data, EAA Aircraft Performance Reports)?
  - Have I searched for accident data on this aircraft type? What cautions does this information suggest?
  - Are there any restrictions or special requirements for insuring this type of aircraft? If so, what is the basis for them?
7. **Can I fly it (and enjoy it)?**
- Have I had a demonstration flight in this aircraft? Was it a thorough demonstration of the performance envelope of this airplane, did it reveal any unexpected or marginal characteristics? Did I fit in the aircraft? Will I be sure to have requisite training, licensing, and currency for this aircraft?
  - Can I obtain appropriate transition training tailored to particular properties of this make and model?
  - Is an FAA Inspector or Designated Airworthiness Representative (DAR) available to perform the final aircraft inspection? (San Antonio FSDO has been very accommodating.)
  - Will I be able to complete a thorough step-by-step flight test program under the FAA-required Phase I operating limitations for this aircraft?
  - Have I read FAA AC 90-89 on flight testing? Will I have an EAA Flight Advisor to help plan and assist in this phase? (You bet you will—just ask!)
  - Will I, in the future, be able to have an adequate supply of the proper fuel for this aircraft?
  - Will I be knowledgeable, skilled, and willing to perform maintenance on this aircraft, or will I require services of an A & P? If the latter, will one familiar with this type of construction be available? (If you build it, you can acquire a "Repairman's Certificate")
8. **Finally, looking beyond the esthetic and emotional appeal of the aircraft (and that may take some discipline), are my needs, resources, and skill level honestly compatible with its mission design and performance profile (for example, cross country vs. acrobatic vs. local sport flying)?**

Many more questions can and should be raised—often specific to a given type of aircraft. However, EAA regards this list as fundamental and critical. While this list appears large—the answers ARE available! Help is abundantly available starting right here in Chapter 35. Additionally, HQ EAA staff, programs, information, and services are equipped and created specifically to help you address these questions at the outset and as your project proceeds. Just ask!

Failure to engage in an adequate consideration for items listed above could result in a less than satisfactory outcome. Remember, this is the start of a process that is meant to be educational and recreational, not necessarily expedient. The focus should be on the process that will ensure a quality final product and a well-educated builder/pilot—not prematurely centered on just the product itself. Remember too that as the builder/learner of record, only you (not the FAA, kit manufacturer, or plans designer) bear responsibility for that product.

All this may seem somewhat intimidating, especially when one is anxious to purchase or start building the airplane of one's dreams. However, in homebuilding of aircraft, the real joy and satisfaction generally come when one goes about each task in a project with care and precision—and that holds true for the planning process just as it does for any other phase.

Finally—take heart! It is not an insurmountable task to build an airplane. On the contrary, there are probably in excess of 20,000 homebuilts flying today, and most of them by first-time builders. And Chapter 35 is blessed with a number of exceptionally well qualified members who are eager to help out. Just check on page 2 for the Technical Counselors and Flight Advisors—they are at your service. Also, take a look at your chapter roster to find members who are building or who have built an airplane similar to what you have in mind. Talking with someone who's been there should be very enlightening.

# Membership News

By Scott Thompson

Being that this is my first time to contribute anything to this newsletter I had better keep it short for the sake of not wanting to ruin such a fine periodical.

My name is Scott Thompson (11944) and I have been a member of Chapter 35 for about a year now and have been a member of EAA about 2 years. Currently I am running the membership for Chapter 35 and am having a wonderful time meeting all the great people in the chapter. A little about me.... God has blessed me in many ways. I have a wonderful wife and we are about to celebrate our 3 year anniversary, I have a 14 year old daughter (actually a step-daughter) who I worship and a 19 month old who I cannot keep up with.... or wait is that the 14 year old? In addition, I love my job (not many people can say that) and I am an avid fly fisherman and a private pilot.

I appreciate everyone who has been so kind and helpful with me being a new guy in the club. I really think it is fascinating that there is such a diverse group of people who make up this organization. Not all are builders, including me... YET, but everyone does share the same thrill of flying and aircrafts.

I would encourage you to bring your friends who have similar interest to one of our meetings or the Pancake Breakfast. Our April show should be a good way to add new members to 35. Also, Don had a great article in the last newsletter. His ideas about making people who are unfamiliar feel at home really hits the mark. It is often intimidating for new people to get into a club where they do not know anyone, even if they have a common hobby or bond. The more we make new members feel welcome and wanted the better experience they will have; thus, the better our club becomes.

Finally, if you have any questions about your membership either on the local or national level please let me know and I will do my best to help. Being new it may take a while, but I will get you an answer.

May the wind be at your back..  
Scott Thompson

## EVENTS AND HAPPENINGS

*(If you know of any local aviation events or happenings we can share with the chapter, call Miriam or David at 210/521-2359.)*

3 Apr 02 – PAISA/GAPA meeting. Gathering of safety minded pilots, instructors and students. Meets 1st Wednesday of every month, 7pm, at the Hallmark Institute on Wetmore adjacent to San Antonio International. Info: Steve Carlson 545-2376.

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

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

11 May 02 – Graham, TX. Chapter 945 Fifth Annual Fly-In. 940/549-4846. [wnicklas@brazosnet.com](mailto:wnicklas@brazosnet.com)

11 May 02 – Mt Vernon, TX. Chapter 834 Fly-Market. (F-53) 903/856-5992.

18 May 02 – Kingsland, TX. Chapter 889 Hamburger Happening. [efd@star.net](mailto:efd@star.net). 512/756-6999

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

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

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

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

27-28 Sep 2002 – Abilene, TX. EAA South West Regional Fly-In. 334/578-1707 or [www.swrfi.org](http://www.swrfi.org)

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

## EAA Regional Fly-Ins

(For details in awesome websites go to [www.eaa.org/avlinks/flyins.html](http://www.eaa.org/avlinks/flyins.html))

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

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

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

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

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

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

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

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

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

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

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

## WANTED & FOR SALE

Chapter members in search of or have items for sale, or need to post a service, may place a free (non-commercial) add in this column. Call Editors Miriam or David Talley @ 210.521.2359 or EAA35@satx.tx.com

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

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

**FOR SALE:** RV6 empennage. Never started. Will sell at 75% cost. Call Ed Seurer 210/885-1160.

**FOR SALE:** Completed Van's RV-6 empennage. Horizontal and vertical stabilizers w/ elevators-trim tab and rudder fitted and hung. Good deal for someone who wants to get into an RV inexpensively. I'm spending more to build an RV7. Mike Lynch (210) 647-4905

**FOR SALE:** Brand new, never used, digital King transponder, KT-76C, with rack and installation kit. Will sell at cost \$1,200. Call Les Bourne at 210/658-2999.

**FOR SALE:** Mooney Club Membership. Meticulously maintained M20G based at Kerrville Aviation. The club has owned this plane since it was new. Get that instrument rating you've always wanted or just cruise cross country in style. You can own a share of this high performance retractable for only \$3000. It doesn't get any cheaper than this. Call Chris Christianson at 210-363-4450 or 830-755-4450

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

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

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

**FOR SALE:** '43 T-craft L2A, DCO-65. Cont. C-85-F. TTAF: 1094, SMOH 127. Contact: Jim Havens 210.680.7882.

**FOR SALE:** Runway Property on 8T8/San Geronimo Airpark! **Financing Available.** Contact "Dan the Man" Cerna at 210.688.9345.

**FOR SALE:** Ercoupe Wings, misc. parts. Call Chuck Schelneck (830) 685-3305

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


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

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

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

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

**PLEASE UPDATE US WITH YOUR STATUS!!**



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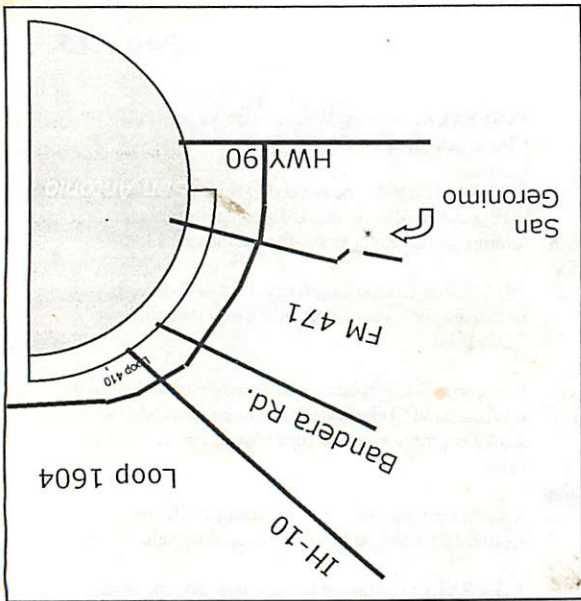
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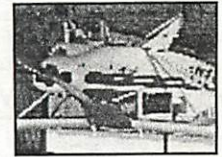




Breakfast: 8-11 AM  
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 Young Eagle FLT: 11 AM-?  
**Where do you meet?**  
 (See Map)  
 Call Any member listed  
 On Page 2 for help



Norris & Joanne Warner  
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 Pipe Creek, TX 78063



Norris Warner, President  
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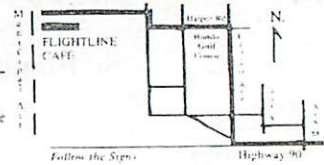
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