



RUNWAY 35



EAA 35 PANCAKE BREAKFAST/FLY-IN

APRIL 2007

Volume 49 Issue 4

On the Web:

WWW.EAA35.ORG

PANCAKE BREAKFAST/FLY-IN



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EAA CHAPTER 35

SAN ANTONIO, TEXAS



DATE/TIME:

SATURDAY 14 APRIL 2007 / SERVING 9:00 – 12:00



LOCATION:

San Geronimo Airpark (8T8) 122.9

N29°30.63' W98°47.90' RWY 17-35 H3000X40 (ASPH)

Only a few miles west of San Antonio

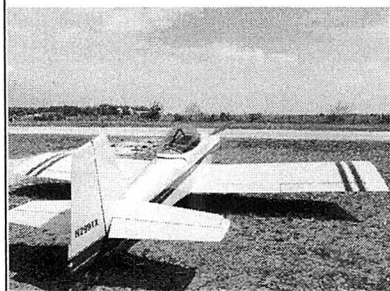
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YOUNG EAGLES AVIATION DAY

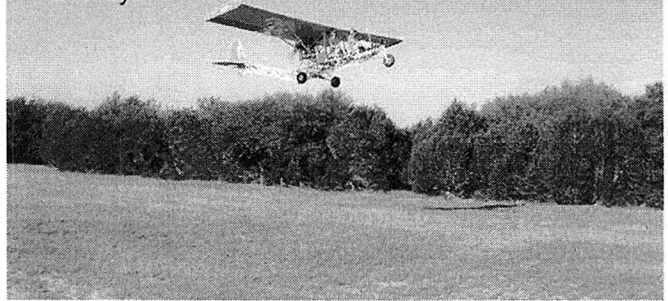
By John Latour

Thanks for volunteering and/or attending our Third Annual Hondo Aviation Day, March 17, 2007. We appreciate your passion for EAA Chapter 35 Young Eagles and the support of the Aviation Merit Badge Event. I want to thank you for making Hondo the most active aviation place in Texas!

On behalf of our Third Annual Hondo Aviation Day staff, thank you for your dedication and support.

Volunteers Are Everything!

Col. Norris Warner (USAF Ret.) in front seat of Experimental Aircraft, Breezy, with Jarryd Welch. Norris, Norris II, Jack Ridgway & John Latour are proud builders/owners of Breezy.

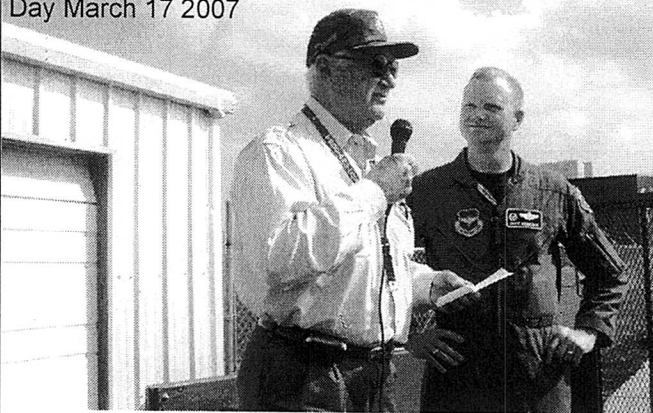


Hondo Aviation Day, March 17, 2007

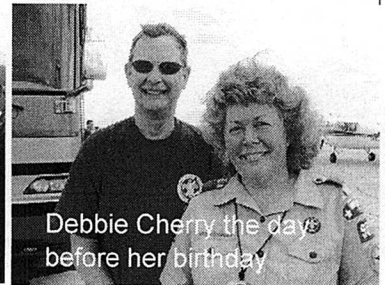


Col. Norris Warner (USAF Ret.), Col. Chris P. Weggeman's daughter, Col. Weggeman & Colonel Irv Derrow (USAF Ret) Hondo Aviation Day

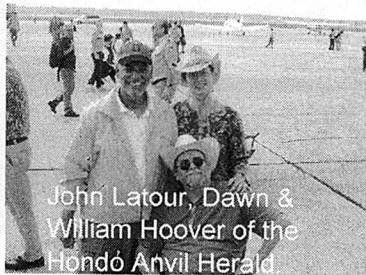
Bill Southwell giving Col. Chris Weggeman an Aviation Weekend Top Flight Volunteer award Hondo Aviation Day March 17 2007



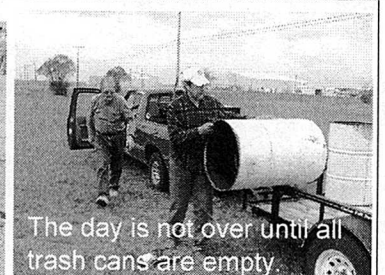
Jody Doppelt working Young Eagles registration



Debbie Cherry the day before her birthday



John Latour, Dawn & William Hoover of the Hondo Anvil Herald



The day is not over until all trash cans are empty.

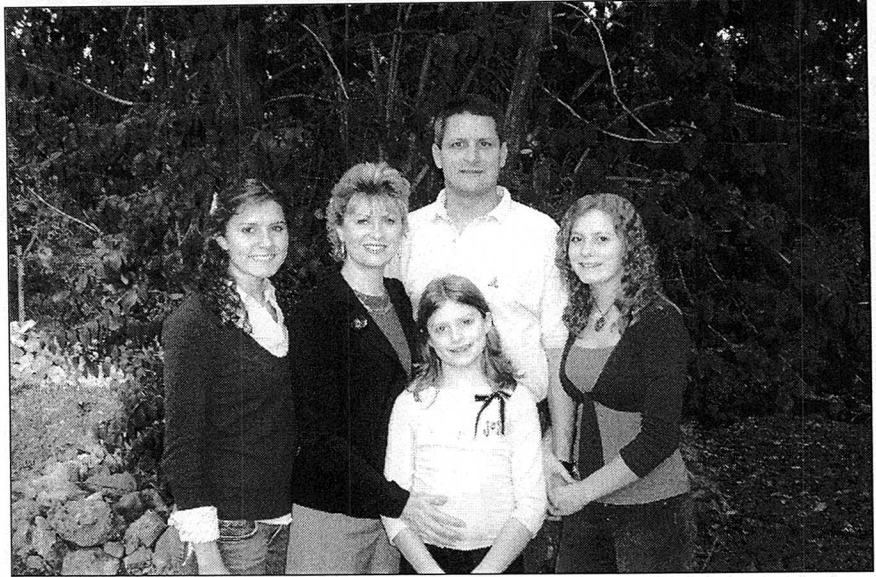
FROM THE PRESIDENT'S COCKPIT: ROCH LaROCCA

By Roch LaRocca

The March meeting brought good weather, good friends and a great collection of homebuilt and certified aircraft to our humble gathering. Ed Suerer headed up a great team of cooks to bring us an outstanding Sloppy Joe meal with others bringing some delicious desserts. It was so enjoyable to walk around, look at the aircraft and share with the builders and guests. Jim Havens brought us an excellent presentation on the construction and flight testing of his Ran's S-12. It was very interesting to see how his flight testing called for some major and minor airframe adjustments making it a true adventure in flight. Jim is a test pilot in every sense of the word and we appreciate his ability to share all of his good and not-so-good experiences. Jim also brought his aircraft to the Hondo Boy Scout aviation day to share as a static display.

The Hondo Boy Scout/ Young Eagle flights were an outstanding success! Our own John Latour and his dedicated team created a fun, learning environment for the kids that gave them a true taste of aviation. We had a few extra exciting moments with a couple aircraft but all was well and the teamwork paid off. I think had over 20 young eagle pilots/aircraft and I don't have the final count on how many Young Eagle flights were completed, but I'm sure we will set the 2007 EAA record for flights in one day like we did last year. I would really like to thank all of you pilots and support personnel for coming and sharing their aircraft, fuel, and experiences with the kids. Since I was doing a static display discussion with the scouts, I was able to talk to many of them and hear for myself how much they enjoyed the experience.

The April 14th meeting will be the 2007 Chapter 35 San Geronimo Pancake Fly-in. Dave Baker and crew will be cooking up some powerful pancakes to be served from 9-12noon. Our Publicity chairman, Bill Bartlett, has created some flyers for this occasion. Please! Spread the news and tell all your friends. There will be no formal meeting but plenty of good aviation conversation, good food, and a few raffles to add to the fun. That should give you an idea why it is front page news this month.



Another big attraction will be our new hangar. We have the electricity hooked up and are trying to get the floor finished before the April meeting. I just hope things will dry up and the sunny weather will return. However, with this hangar comes a burden that we all have to take on. We need to concentrate on finding creative ways of paying off this hangar and relieving the chapter of the monthly cost. As a member of an EAA Chapter that normally requires very little financially from it's members, please strongly consider a tax deductible donation to EAA Chapter 35 to help pay off the hangar. Also, please look at any businesses and corporations that you may be associated with. Many companies look for opportunities each year to give to charitable organizations. That could be us.

One more big item that you will continue to hear about from me is the Texas Fly-in. Plan on taking a couple hours out of your time on the 1st or 2nd of June at the Texas Fly-in in Hondo this year to help out the Chapter 35 Lemonade stand. Johnny and Cat Becker will be heading up that project and will need all of our help. Our goal this year is to clear \$1,500.00 or more.

Fly Safe,
Roch LaRocca

NEWS CLIPS

EAA TEXAS FLY-IN

By Norris Warner

Calling All SWRFI Volunteers Following our big Saturday morning pancake breakfast, Norris Warner will hold a general information meeting covering all aspects of our upcoming "EAA Texas Fly-In." We should start around noon in the clubhouse. Please plan to attend!



For those who do not do e-mail, there was a loose-leaf Volunteer Application included with last month's newsletter. Simply fill it out and mail it to our Volunteer Coordinator, Bill Tarver (Dr Bill happens to be the Flight Surgeon to the Astronauts at NASA/Houston).

Bill will be certain to mail you a "free pass" document about 10 days before the May 31st, June 1 and 2 event so that you will not pay for parking and will receive a free wristband in return for working eight hours or more.

If you do use e-mail, please check the www.swrfi.org website and click on "Volunteers." You will be able to volunteer online, and the document mentioned above will be e-mailed to you.

In any event, volunteer early so that you can be in the area of your choice(s).

Remember—as always—Volunteers have the most fun!

SWRFI Website: <http://www.swrfi.org>

HONDO CLEANUP DAY

By Norris Warner

Help Needed!

On Saturday, May 5th, The EAA Texas Fly-In will be conducting a massive "Clean-out—Clean-up" of the main hangar at Hondo. We should begin work around 9:00 AM or so. Please bring gloves and be prepared to make our event bigger and better! Contact Norris Warner, njwarner@hctc.net; 210.363.1282; 830.510.4334.

Pancake Breakfast April 14th

By John Latour

EAA Chapter 35 members are invited to the Pancake Breakfast/Fly-In, April 14, 2007, for a day of food, fun and aviation/airplane activities. Join us Saturday morning, 9:00 AM to Noon for Breakfast.

The chapter needs you. You need pancakes. What better excuse could there be to pull chocks and fly over to San Geronimo Airpark? Dave Baker and crew will be serving pancakes and showing off the Chapter 35 hanger for all to see.

When: April 14th, 9:00 AM to Noon

Where: EAA Chapter 35 Clubhouse

K8T8, 29-30-37.8290N / 098-47-54.0910W

San Geronimo Airpark

TEXAS FLY-IN IMPRESSIONS

MORE YOUNG EAGLE PHOTOS

By Jim Feighny

The best job in SWRFI is to drive the trams: You get to see all the planes, meet lots of great people, and if you bring an umbrella, it is pretty pleasant. Here's proof:



Canard Fly-in for the 2004 SWRFI

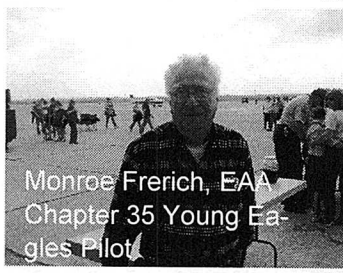
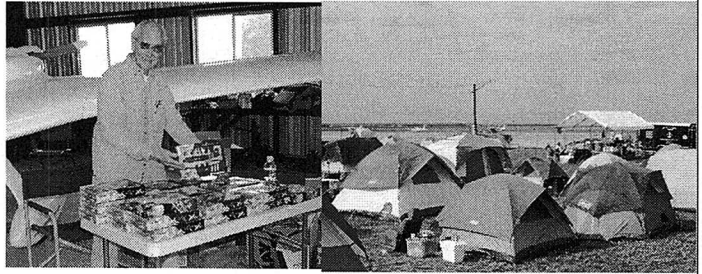


Hand Crafted Airplane

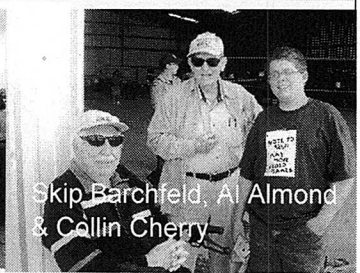


And Another

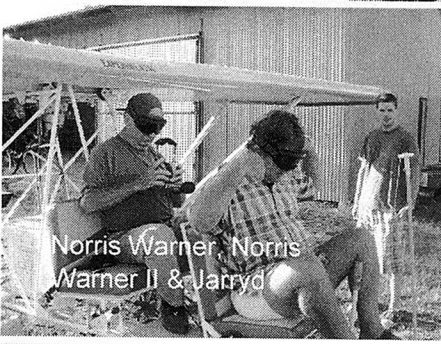
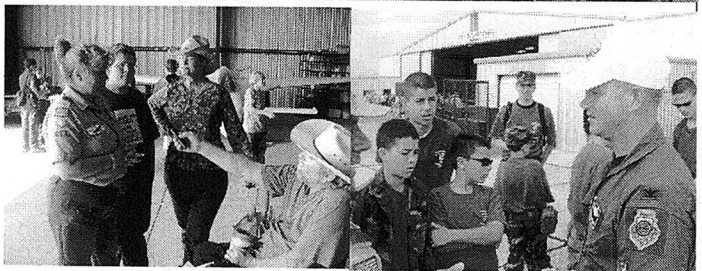
By John Latour



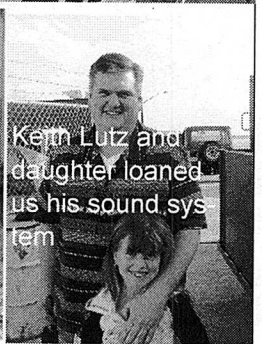
Monroe Frerich, EAA Chapter 35 Young Eagles Pilot



Skip Barchfeld, Al Almond & Collin Cherry



Norris Warner, Norris Warner II & Jarryd



Kern Lutz and daughter loaned us his sound system



Retrieve the Colors

STILL MORE YOUNG EAGLES PHOTOS

By Dave Baker (Artist)



SWRFI REPORT

By Norris Warner

We are fast approaching the biggest aviation event in our area devoted to sport aviation, fellowship, food and fun. Of the half-dozen "regionals," The EAA Texas Fly-In" (our popular name) is ranked number two in the nation. When Chairman of the Board Stan Shannon and I met with other regional leaders at Air Venture last summer, we found that we were doing a lot of things better than most. Of course, without our dedicated core of volunteers, the Fly-In could not exist.

My own history with SWRFI goes back to my arrival in this area in 1983. I parked airplanes for a couple of years and then went on to the judging side of the event, becoming chief judge the last year we were at Kerrville. As you may know, not only did we outgrow the facilities there, but the constant turmoil in the management of Mooney Aircraft denied us the predictability of year-to-year planning.

A committee was formed to find a better venue, and after much research and soul searching, the decision was made to move to Abilene. This choice was viewed by many as less than desirable, but the best of the few hosting offers we received. While we were at Abilene, I contributed as a judge, and when a new location was chosen (New Braunfels), I helped with the physical transportation of our SWRFI assets.

Moving to New Braunfels also created a change in some of the officer positions simply because of geographical separation. I was nominated to become a director, and most of my duties involved the tractor tram business and a bit more. The second year at New Braunfels (while serving as a Vice President) finally proved the unsuitability of that airport. There was simply no way to keep the attendees from crossing active taxiways, and combined with a lack of ramp space and heavy rains which forced aircraft, exhibitors and food vendors onto very soggy sod, the need to relocate again was forced upon us.

Enter a new era! While the leadership in Hondo

was uninterested in developing this WW II huge airport earlier, by the time we conducted a new, state-wide search, the new mayor Ed Fisher and his city manager, Bob Herrera were eager to promote this airport and welcomed us with open arms—and wallets. Quite simply, we have the finest airport in the nation to hold a regional fly-in—and even the Oshkosh leadership wishes that they had our facilities.

The city of Hondo has made strong commitments to support The EAA Texas Fly-In, providing investments in power, water, sewage, fencing and more. Our working relationship with Mayor Jim Danner, City Manager Bob Herrera, Airport Manager Tim Fousse and the business and civic leaders is nothing short of first class. I should add that the Hondo Area Chamber of Commerce (The most active of any I've known) headed by Executive Director Evelyne Barbutti, has been a tremendous asset in our efforts.

As our second year approached, I was elected Executive Vice President (one of two) and charged with the "logistics" side of management. Harry Cook, longtime significant volunteer from the Kerrville/Fredericksburg area, handled the "airplane" side of the event. Now, preparing for our third Hondo event, I have accepted the position of President and Chief Operating Officer for the Fly-In. Assisting in this effort are six vice presidents, and, in turn, they manage a tier of volunteers covering other, individual aspects of this event. We expect—via a newly established e-mail volunteer signup method—www.swrfi.org, to have nearly 300 volunteers on hand. Early sign-ups should be able to work in areas of their choice, so apply now!

There is one more key element in helping the Fly-In to succeed, and that involves the cooperation of the U.S. Air force. The Air Force leases from the City of Hondo the very large yellow hangar that supports the T-6 Texas II flying training three days a week at the airport. That hangar now only houses two fire engines after all of the T-3 Firefly airframes and spares were destroyed this past Fall. We have sub-leased

SWRFI REPORT (CONTINUED)

the remainder of this hangar for the use of our product exhibitors, which is a huge help. We will also be using some of the Shade Hangars for exhibitors, with the leftovers available for aircraft parking.

One more asset must be acknowledged—the complete use of chapter member John Killian’s huge hangar. With John’s concurrence, we have placed “EAA Texas Fly-In” signs prominently on this hangar, and it will be used for Fly-Mart sales, T-shirt and cap sales, and also for the Friday evening bar-b-que dinner. There will be tables and chairs during daytime hours for attendees to enjoy their lunches purchased from our many food vendors.

A Saturday evening banquet will be held in downtown Hondo at the Lutheran Hall. A “happy hour” will be held in the “EAA Texas Fly-In” hangar prior (same as Friday evening) and then we’ll be off to the banquet. Campers without wheels will be transported by tractor-trams utilizing police escorts. The main attraction is our guest speaker, Gene Kranz of Apollo XIII fame, and the person ultimately responsible for the dramatic save of those astronauts. We can handle requests for banquet tickets to hear this sought-after speaker by visiting our website, www.swrfi.org, or on-site at the pilot registration tent (look for the wind sock). But buy early as our seating capacity is only 300.

One more feature of the 2007 version of “The EAA Texas Fly-In” is the Young Eagle effort from noon till 3:00 PM on Saturday, June 2nd. We hope to support Brad Doppelt with 20 airplanes or more, and while we don’t expect to fly the 590+ YE’s that he and his team did on March 17, 2007, we should fly a significant num-

ber. The field will not be closed at any time during the event, and will be tower controlled Thursday afternoon and 8:00 AM to 5:00 AM Friday and Saturday (arrival procedures can be downloaded from our website (www.swrfi.org) and no-radio aircraft can be accommodated.

In order to have a smoothly run Fly-In, a dedicated and stable management team must be in place. Certainly, just as I have, lower level managers are encouraged to work their way up the organizational chart (see this chart in this issue). What we cannot exist with is senior managers

who drop out in mid-year after making a commitment to be a leader. The load that both Stan Shannon and I have is rather substantial (and much of it is caused by lack of timely response from our key people, causing us to query a second time—or even more). If we cannot count on a real commitment from our leaders, then—in spite of all of our collective hard work—this second largest regional may not have a future. I would personally find it very distasteful to shut this event down. I would hope that each of you feel exactly the same way.



Now, having vented sufficiently, I would appreciate an e-mail (Norris@swrfi.org) or a call to my cell phone 210.363.1282 if you would like to commit to becoming one of our valued volunteers. PLEASE!

One final note--you’ve all seen our beautiful poster for this year’s event. This was designed by our chapter resident artist David Baker. It is certainly a frameable piece of art, and we are greatly indebted to Dave and his lovely wife Karen. You should have a chance to buy a T-shirt at the Fly-In with the same design. WOW!

(SWRFI ORG CHART on Page 10)

FEBRUARY MEAL RECIPE

HEARTY BEEF STEW

8 or better servings (unless they're starving)

Ingredients

- 2 to 2 1/2 lbs beef chuck or round, trimmed of surface fat and cut into 1 inch cubes. I bought stew meat from Costco which was already trimmed and almost fat free.
- 2 table spoons olive oil. You will need more later.
- 1 clove lightly crushed garlic and one tablespoon minced garlic.
- 2 to 3 large onions (I used sweet onions), cut into eighths (be sure and trim off ends)
- 3 tablespoons flour
- 3 cups water mixed with 1 cup red wine.
- 1 teaspoon fresh thyme leaves or 1/2 teaspoon dried thyme.
- 4 medium to large potatoes, peeled and cut into 1-inch chunks. (I used the little red "new potatoes" so I didn't need to peel them) Four of the new potatoes equals one of the larger ones.
- 4 large carrots, peeled and cut into 1-inch chunks. (I used the small packaged little carrots so I didn't have to do all the peeling and cutting. About 3 cups was equivalent to 4 big ones.)
- 1 cup fresh frozen (thawed) peas.

Procedure

Brown the meat. This can make a mess of the kitchen and if your stove lacks a good hood may set off the smoke alarm. It's best to use an outside cooker if you have one available. Use a cast iron skillet if you have one. Heat the skillet over medium-high heat for 2 or 3 minutes to get it warmed up. Add the oil and the crushed garlic clove, cook, stirring, for one minute. (I had peeled garlic bought at Costco that I sliced into thin strips.) After the one minute, remove and discard the garlic. (This worked well using a fork to remove the garlic strips. I left them in there until they started to brown.) Add the meat chunks a handful at a time so that they do not cover the entire bottom of the skillet. Allow them to brown thoroughly and keep them moving so that they brown uniformly. This process causes all the splattering. Keep them in there until they are dark brown. Add salt and pepper (ground if possible) to taste.

This seasoning step will be repeated later when you can better tell where you are. Remove, place into a bowl or dish and repeat the process with the rest of the meat until all the meat is browned. Now it is safe to go back into the kitchen. You can fix more meat than you need now and save the rest. It is safe to keep the browned meat in the refrigerator for one week before finishing or you can freeze the meat and use it any time within one year.

Cook the onions. Actually, this is just a pre-cooking step. If the pot you were using for the browning was a "Dutch oven" and fairly deep, you can simply carry the thing into the kitchen and continue in it. Otherwise use whatever deep pot you have. Turn the heat to medium, add the onions and dump in the previously browned meat. Stir this mixture until the onions soften. This usually takes about 10 minutes. Add the flour and cook and stir this mixture for an additional 2 minutes. (My experience had the flour soaking up all the available oil and attempting to stick and coat the bottom of the pot. I added more olive oil at this point to offset the problem. Not much.)

Add the stock (water and wine. Pour in the water/wine mixture and add the thyme leaving the heat on medium until everything comes to a boil. Turn the heat to low and cover. Let this cook undisturbed for 30 minutes.

Add the carrots and potatoes. Uncover and dump in the previously prepared carrots and potatoes. I found this left too little liquid to adequately cover the contents. I added more water and wine to barely reach, but not cover the mixture. Stir well, bring to a boil, and then lower the heat to low, cover, and cook for 30 to 60 minutes or until vegetables are done. Mine always took 60 minutes. Sample this occasionally to get the salt and pepper right. The potatoes will soak up salt and cause more to be necessary.

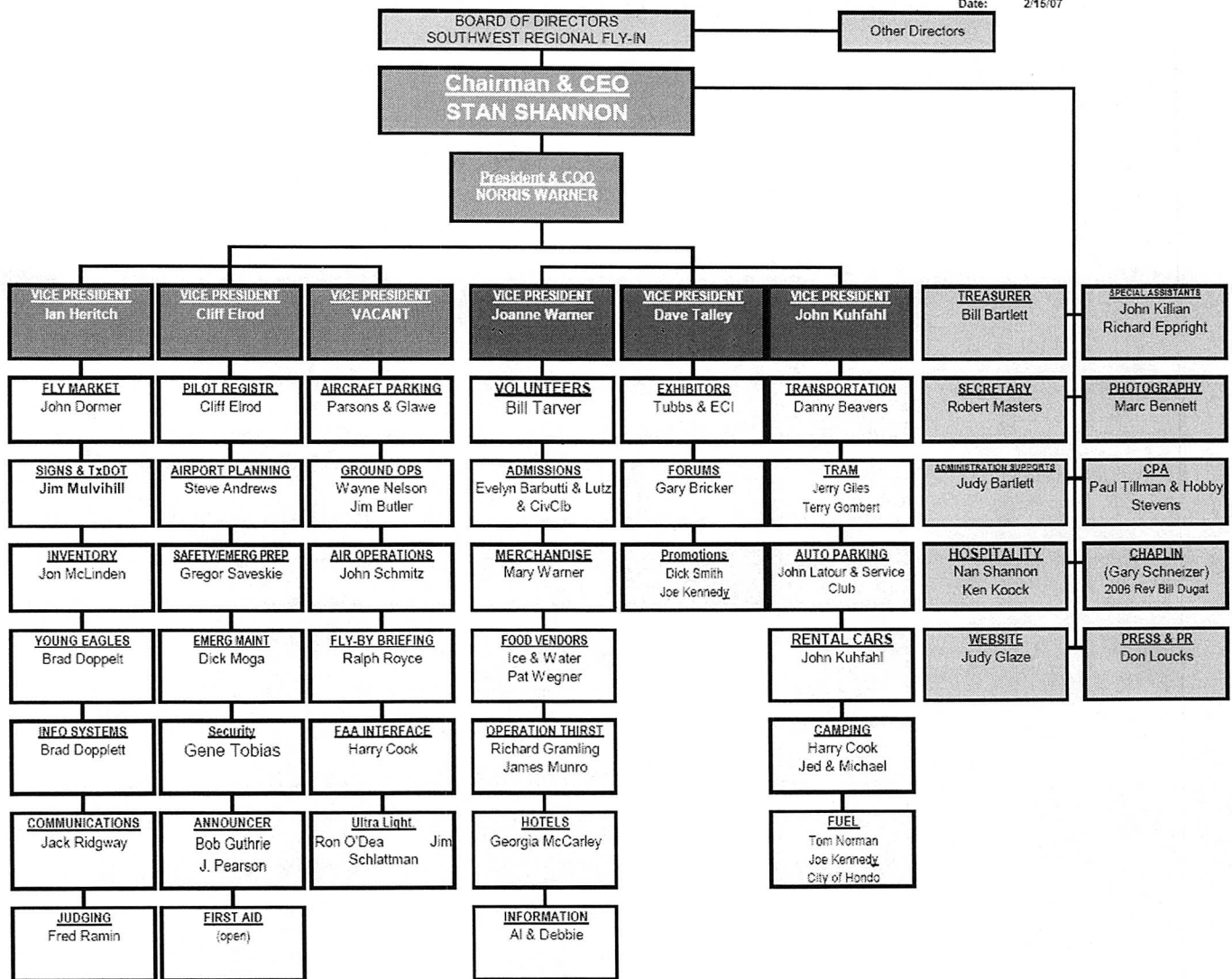
Finish off. Add the peas and garlic. I took the pre-peeled garlic and squeezed it through a garlic press. This kept the fibrous stuff out of the mix. Bring back to a boil and cook this for about 5 minutes on low heat. Stir, sample for seasoning, and you are ready to serve.

The finished product can be held in the refrigerator for up to one week, but do not freeze it. The potatoes will taste awful. When re-heating add some more fresh crushed garlic to bring the taste back and maybe some mushrooms.

SWRFI ORGANIZATIONAL CHART

SOUTHWESTERN REGIONAL FLY-IN - ORGANIZATIONAL CHART - 2007

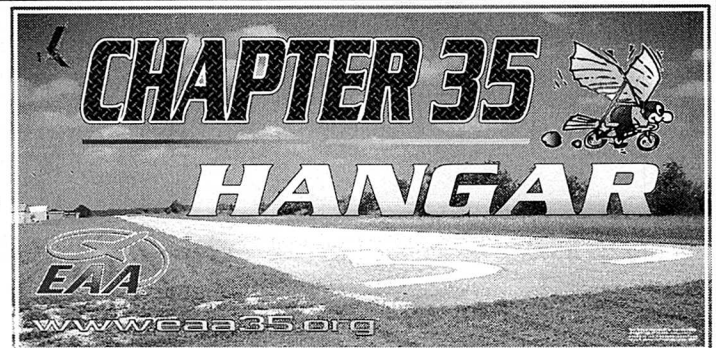
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(Continued from Page 8)

EAA CHAPTER 35 HANGER GRAPHICS COURTESY KRIS NISWONGER

Kris Niswonger, member and proprietor of Vector Graphics, donated time and materials for the banner on the chapter's new hanger. The banner features an updated EAA 35 Mascot, resulting from hours of painstaking restoration by Kris, and fellow graphics artist, Dave Baker. Printed with high quality inks on long lasting vinyl material, this banner should last up to 15 years!



JOHN COOKE'S FLYING ROUTE TO EAA 35

By John Cooke

My interest in airplanes began during WWII when mother served as a volunteer observer in an airplane spotting tower near Palacios, Texas where we lived. The observers were given cardboard cut-out silhouettes of all the US and foreign aircraft involved in the war. Some of these managed to follow mother home and I got to play with them and imagine I was fighting the enemy. Later I built many model airplanes with varying levels of success. Supplies were pretty basic back then.

In 1948 we moved to Lake Jackson where my father had secured a job with Dow Chemical. His first duties involved flying to remote locations and reading and calibrating flow meters on natural gas and oil lines. He wasn't the pilot, but he experienced lots of off-airport landings,,,roads, pastures, etc. On one of these trips I was picked up from where I was visiting an old friend and got to fly back to Freeport with them in the rear seat of the Piper Pacer they used. This was a real thrill since the landing was on a shell road leading to a gas well and the takeoff was off the same road around a curve and over a burning flare.

At 13 I got a job at the airport washing and servicing airplanes where I was paid in flying time at the rate of 50 cents an hour. When I accumulated enough money/credit I would persuade one of the local pilots to take me up in one of the rental airplanes we had for an hour's flying time. Most would attempt to teach me how to fly so it was great fun. We used either a Piper Cub or a Luscomb Silvair. I hated that Silvair. Every landing sounded like bucket of loose bolts and I spent way too much time trying to keep the aluminum polished in the salt air climate.

At 14 I went off to military school and was unable to continue instruction until I finally graduated from college. Naturally I managed to get a job at Dow where both my parents worked. Since I was now married and had steady employment I decided to get my license. This was accomplished in fairly short order and I then persuaded my wife to allow me to purchase a 1/4th interest in a Piper Tripacer. Luckily one of the partners was one of Dow's aircraft mechanics so the plane was always in excellent condition. Over the next 6 years two of the 4 partners wanted out and I managed to purchase their interest in the plane. Then in 1968 I decided to leave Dow and move to San Antonio. Since no one wanted to buy me out, I bought the last share and brought the plane with me. I hangered it at Stinson Field at the Earnhardt FBO in some tee hangars I built at cost for the privilege.

In 1970 I started a new business and we almost starved to death. My wife decided we needed money more than an airplane and I had to agree. She then proceeded to swap the plane for a 2nd lien note on a beer emporium over by Lackland AFB. It was a hang-out for the TI's and had to be the toughest joint in San Antonio. The owner was al-

ways late with his payments and I had to go over there to collect. He always paid, but I was never sure I would survive his clientele.

Business improved and I felt the need to use an airplane to service my customers. I rented some planes from Earnhardt, but they were always fairly iffy as to condition. One blew a gasket on the oil cooler on the way to Harlingen. The oil went down the belly where I didn't notice it, and I landed with 2 quarts left, but the pressure was still good when we landed. I finally joined the Swearngen Flying Club and started using their planes...a 150 and a Musketeer. I also decided an instrument rating was indicated and managed to acquire one after some serious study and instruction.

One night in the rain coming back from the "valley" in the Musketeer it dawned on me that two of the things that made noise on the plane would be a good thing. I immediately advertised in the paper to see if I could lease a twin of some sort. As luck would have it I managed to get the use of a Beech Travelair complete with a partner who was a very high time and skilled pilot. He gave me the equivalent of a PHD in flying judgment. After about 500 hours on this plane we upgraded to a B Baron which I used until I had another brain fart and decided to start another business. This time I sold the plane and got money instead of questionable paper. However, after several years of renting planes from various sources which resulted on one off-airport landing and much embarrassment I decided to indulge in something I had never before considered...a brand new airplane. Even my long suffering wife considered it a fairly reasonable idea. So we became the proud owners of a new Piper Saratoga TC. This was a beautiful airplane (number 15 off the assembly line) and a total disaster. The thing spent more time in the maintenance hanger than available for use. Too many inflight emergencies and too many component failures. When the 2 year warranty was up I gave notice to Cutter Aviation (from whom I purchased the thing) that they would either find me a decent airplane or it was lawyer city. As it turned out the favorite airplane of Bill Cutter was an E Baron that was currently on the way to San Antonio with Bill in it for one of his routine business inspections. The price was right so I bought it before it ever landed and he had to take a commercial flight back to Phoenix.

I have flown it ever since, have over 3600 hours and plan to fly as long as my medical lasts. It is a great airplane and really gets me around. Lately, however, I have been looking for a low and slow tail dragger to really enjoy the flying experience. The trouble is I don't have an extra hangar to keep it in and I don't want to ever leave a plane out in the weather. I'll find the right combination one day.

CONTACTS LIST

POSITION	NAME	PHONE	EMAIL
PRESIDENT	ROCH LaROCCA	210.408-7964 (C)210.218.9445	rocbar@sbcglobal.net
VICE PRESIDENT	JOHN LATOUR	210.680.0332	johnlatour@earthlink.net
SECRETARY	DANNY BEAVERS	830.931.9053 (C)210.213.0102	dbeavers@prodigy.net
TREASURER	JOANNE WARNER	830.510.4334 (C)210.363.1282	njwarner@hctc.net
AT LARGE (B)	STEVE FORMHALS	210.695.6610 (C)210.289.3984	sf3543@sbcglobal.net
AT LARGE (B)	MAARTEN VERSTEEG	210.256.8972	maarten.versteeg@sbcglobal.net
AT LARGE (B)	BOB CABE	210.493.7223	bob_cabe@hotmail.com
PP (B)	SKIP BARCHFELD	830.363.7649	jmr2@awsomenet.net
PP (B)	DAN CERNA	210.6889345	dacerba@aol.com
PP (B)	LEW MASON	210.688.9072	lewnan@sbcglobal.net
BOARD ADVISOR	NORRIS WARNER	830.510.4334 (C)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	(C)210.380.2025	brad_doppelt@yahoo.com
BUILDER'S ACADEMY	BOB SEVERANCE	210.889.0472	sapropbuster@satx.rr.com
FACILITIES	JOHN KUHF AHL	210.688.9473 (C)210.366.0120	johnkuhfahl@yahoo.com
GROUNDS	NANCY MASON	210.688.9072	lewnan@sbcglobal.net
COMM GEAR	JAMES MUNRO	210.680.3629	mr.munro@juno.com
MEMBERSHIP	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@hctc.net
	JOANNE WARNER		njwarner@hctc.net
NEWSLETTER	STEVE JONES	210.679.8783	ea35news@gmail.com
HANGAR	DAN CERNA	210.688.9345	dcerna@aol.com
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	jmr3@awsomenet.net
	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@hctc.net
TECHNICAL	SKIP BARCHFELD	830.363.7649	jmr4@awsomenet.net
COUNSELORS	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@hctc.net
	PAUL MCREYNOLDS	210.697.1434 (C)210.363.1434	pmcreynolds@satx.rr.com
	STAN SHANNON	830.997.8802 (C)830.456.2182	shannons@beecreek.net
	STEVE FORMHALS	210.695.6610 (C)210.289.3984	sf3543@sbcglobal.net

2007 CHAPTER CALENDAR

DAY/MONTH	PROGRAM	TIME
13 JANUARY	MEETING Dinner by Nelson Amen Steve Formhals Presents the RV Build	BOARD MEETING 3:30 DINNER AT 5:30 PROGRAM AT 6:45
10 FEBRUARY	MEETING Dinner by John Cook Presenter: Oscar Zuniga	DINNER AT 5:30 PROGRAM AT 6:45
10 MARCH	EARLY MEETING/FLY-IN Lunch by Ed Seurer Presenter: Jim Havens	Sloppy Joe Lunch at 12:00 PROGRAM AT 1:30
17 MARCH	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	PILOTS AND VOLUNTEERS NEEDED
14 APRIL	PANCAKE BREAKFAST/FLY-IN by Dave Baker	SERVING 9:00 – 12:00
12 MAY	MEETING	DINNER AT 5:30 PROGRAM AT 6:45
1-2 JUNE	TEXAS FLY-IN	ALL VOLUNTEERS ABOARD
14 JULY	MEETING	BOARD MEETING 3:30 REFRESHMENTS AT 5:30 PROGRAM AT 6:45
23-29 JULY	AirVenture 2007— Oshkosh	
11 AUGUST	MEETING	REFRESHMENTS AT 5:30 PROGRAM AT 6:45
8 SEPTEMBER	CHAPTER WORKDAY, PICNIC and FLY-IN	8:00 - 2:00
13 OCTOBER	WING'S AND WHEELS GATHERING FOR ANGEL FLIGHT FUNDRAISER	8:00 - 3:00 GATES OPEN TO PUBLIC AT 10:00
10 NOVEMBER	CHILI COOKOFF/FLY-IN Annual Official Membership Meeting for 2007	COOKOFF AT 12:00 PROGRAM AT 1:30
8 DECEMBER	CHRISTMAS BANQUET	6:00 SOCIAL HOUR 7:00 DINNER

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: 1937 Aeronca "K". Needs Restoration. Original 2 cylinder Aeronca engine. Rare aircraft has been in storage last 25 years. \$15,000. Call Chuck Schnelick at (830) 685-3305

FOR SALE: Lycoming 0-235-L2C. Removed from Cessna 152 at TBO (first run). Logs available, no accessories. Extra case available for converting engine to accept fuel pump. Price \$2000. Harlan Tibbitts (210) 826-5030.

A SPECIAL TIME IN THE SUN

By Steve Jones

My Father inspired me early in life with his pursuit of flight. As it happens, his health ultimately prevented him from completing his license, and so he hasn't been in the air in 28 years. That is, until last March 10th, when Gary Kryzstopik gave him a priceless gift: a few moments in the air. Can you imagine the joy that filled my heart, seeing my Dad in the air again? Thank you, Gary. We owe you a debt of gratitude.



MANY, MANY THANKS

By Joanne Warner

Now that our Membership Directory is finished and published, I want to thank all of you who responded to our dues renewal bulletins—saving the chapter money for postage, paper and envelopes.

I also want to thank you for taking the few minutes needed to complete the Data Information form that we request each year. This form has been a blessing to me, and to our chapter officers.

A few years ago, my computer crashed. Once my computer was up and running again, I had to rebuild the membership database. All went well, until I came across a data sheet that had only a name filled in, and written across the form was "no changes". Clearly, we needed the membership to provide up-to-date information each year. Also, from year to year our members find they have more time to participate in the chapters various programs and some find their time to be limited and they withdraw entirely from active participation. The form alerts us to these changes.

From the information that our members provide, we learn who can participate in our various programs—Young Eagles volunteers; special events managers; program presenters; who is willing to become a chapter officer; SWRFI volunteers and so on—and this information is passed on to your chapter officers.

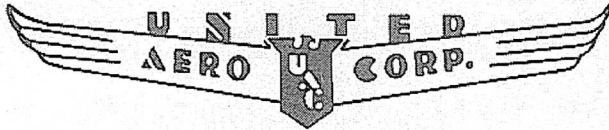
One of the most useful tools we offer to our members is the Annual Membership Directory where in addition to traditional information one can also learn who is building or has built a particular aircraft; future projects; and what skills and certifications are held by our chapter members.

In closing, in the near future I will be turning over treasurer duties to another member. I hope you will continue to respond to requests from your volunteers that will help make their jobs easier.

Thank Our Sponsors (and bring them some business!)

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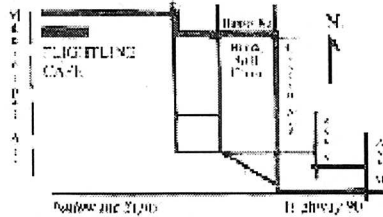
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SAT-WED 7:30-3:00

THUR-FRI 7:30-3:00

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Photos courtesy Roch LaRocca



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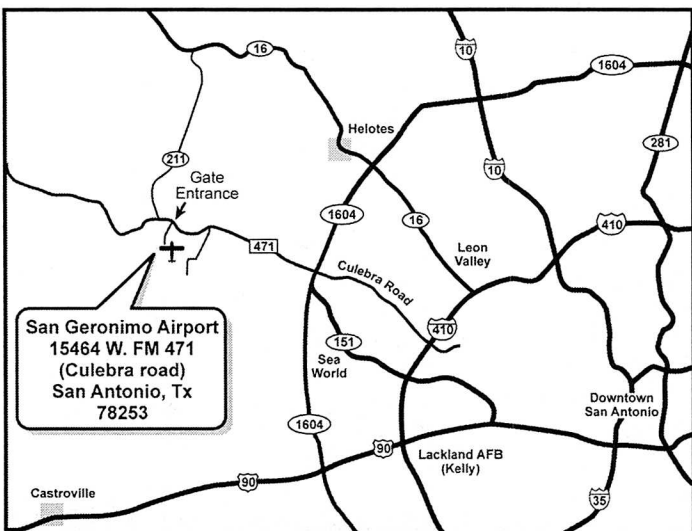
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Chapter 35, San Antonio, TX

RUNWAY 35

Volume 49 Issue 4

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



When Do you Meet?

Second Saturday of the Month

14 APRIL
PANCAKE BREAKFAST
AND FLY-IN
9:00 AM TO NOON

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