



The Leader In Recreational Aviation

February 2010

Volume 52 Issue 2

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Next Event
February 13

Program - Nelson Amen

Building the Starlite

- Meal 5:30pm.
- Meeting 6:30pm

Joe Killough's copilot, Nina, makes a new friend



PHOTOS CONTRIBUTED BY:
D. BAKER, R. GRAMLING

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RUNWAY 35



REFLECTIONS ON STAN SHANNON

By Clark Shannon

Stan Shannon passed away in early January, after a courageous fight against Multiple Myeloma (cancer of the plasma cells in the blood stream). Stan's son, Clark, summarizes the life of a good man:

Dad lived a big life. He packed a lot into seventy years. There's no denying this when you look back. It all started when he was expelled from kindergarten—not a great start for a National Merit Scholar. Expulsion may seem an extreme punishment for a six year old, and we would have

to go back to review the public school records of the incident to know if it was just. But even by his account it followed a fight that involved "hair pulling," "hitting," and "stabbing with scissors." Maybe he was guilty; or maybe it was because the other kindergartener was a girl.

You see, Dad did not take guff from anyone, not even six-year old girls. He was never afraid to stand up and speak out for what he thought was right or believed wrong. I've learned that is a good way to stay true to your faith and values. I remember a few

examples:

In high school, when he was offered admission to Yale, he declined, saying he didn't want to live "in the north with Yankees."

At our church in Dallas, when he was serving as an usher, he escorted a homeless man to the front row right after another usher had told the fellow to stand outside because he wasn't clean and well dressed.



And in London, when he grabbed a guy in the train station and turned him over to a policeman standing nearby for arrest. That same guy one week earlier had posed as an authorized

taxi driver at the airport and over-charged Dad for his ride to the hotel.

So Dad was not reluctant to engage. This is mostly a good quality. It certainly helped him in business because it made him a natural leader and builder of new businesses. He was the manager of a large medical center in Dallas while still in his twenties. In his thirties, he started one of the first independent computer companies, renting time on what would today be called a supercomputer to other, larger businesses. Dad built and then sold businesses.

REFLECTIONS ON STAN SHANNON (CONTINUED)

(Continued from Page 1)

Inevitably, he would be fired from the business he sold because Dad was not a good Vice-President. By the time he was forty, he had become what he liked to call a "computer junk dealer," taking in second-generation computer equipment that had become obsolete for resale, anticipating the rise of low-cost, disposable electronics.

The Wall Street Journal did a profile on this business model, which he helped pioneer. But in typical Stan Shannon fashion, he asked not to be quoted or mentioned in the article because he preferred to keep a low profile. It was always impressive to me how a man who prefers to be modest and stay out of the spotlight managed

to draw so much attention to himself, which I think is a tribute to the strength of his character.

I'll stop talking about career and work there because work was never the most important element of Dad's life. Sure, he told me later he wanted to be a millionaire by the time he was thirty and he regrets that he didn't reach that goal.

But by age forty, Dad had already confronted and beaten lung cancer. And because he was fortunate enough to have met the love of his life when he was twenty and started a family by twenty-two, he was already looking ahead at an exciting new phase of life, moving toward "semi-retirement" while making sure that each day counted and was not identical to the day before.

When I was an adolescent and teen, Dad and I liked to go fishing. We had a bass boat and we were pretty good fishermen. It's funny how I have fewer memories of actually hooking and reeling in big bass than I do of rising early, having a quick breakfast with Dad and setting out to find the fish. Like most things in life, the defeats and setbacks on the water stuck with me longer than the victories. Once we were powering a 150 hp bass boat at top speed under a bridge when we hit a concrete abutment, launching us into the front of the boat and practically sheering the lower unit off the outboard motor. And on more than one occasion, we were caught in the middle of large lake in a small boat during a storm, facing what

I thought the real prospect of capsizing and drowning.

But fishing alone was not enough to satisfy Dad. After surviving cancer the first time he decided he wanted to fly airplanes, something Lindbergh called "the perfect blend of science, adventure and romance." I can't recall how many hours he logged or exactly how many planes he bought and sold over the next quarter-century, but the totals respectively were in the thousands and dozens. From day one, aviation was Dad's passion, and fortunately for many of us in this room it was infectious.

As the kid who had vivid memories of near-drowning experiences while fishing, you will understand that I was slightly concerned when Dad announced about fifteen years ago that his new love in addition to Mom was "experimental" aircraft. But concerns faded when I saw the quality of his work and how he could pass on his knowledge to others.

It's a little ironic that neither Stacy nor I have become pilots, but Dad never seemed disappointed. And he and Mom were incredibly thoughtful and generous in helping nurture in their grandkids a love of nature, literature, music and the arts—and not just science and engineering in a bid to mold them into young pilots. Likewise, for me, it spoke true fatherly love that Dad never voiced an objection to my interest in government service over a place in the family business.

Looking back on his whole life, I want to remember Dad always as the big Texan who had a big view of what can be built and done. He was:

Someone who turned sheet metal to an aerobatic stunt plane;

Someone who anticipated that he and his family would survive whatever the world might throw at them because the Shannon household was prepared and outfitted with a bomb shelter, a year's worth of freeze-dried food, and enough guns and ammo to equip a platoon; Someone who was outspoken and stubborn but was always a gentle and devoted husband and loving father.

I think his best, most admirable qualities were on full display even in the difficult last few months before he died. Dad kept a good and hopeful spirit, despite obvious pain and steadily declining health, and he

PRESIDENT'S COCKPIT

REFLECTIONS (CONCLUSION)

By Dave Baker

Thanks to your Board and input from some of the members we are off to a great start for 2010. We had a Board of Directors meeting at 3:00pm on January 9th and covered several issues for the Chapter's business. The most important item was setting the calendar for the year (see copy enclosed). The calendar has set our most specific events, i.e. chapter work days, the pancake breakfast fly-in, our annual picnic, young eagle flight rally dates, captain Bill Bartlett's aero events and our Christmas party date, etc. If you have any input you would like to insert, please send to Steve Jones and myself for review.

Jim Feighny has made some good progress in setting up programs for our meetings but he needs more so please get in touch with Jim if you have any ideas / information for a program.

Ron Paduh will be notifying several websites of our upcoming activities and letting you know about others through info in the newsletter.

Ron O'Dea needs your prompt return of the info sheet along with your dues for 2010. The dues go a long way to helping run the chapter.

You have a great slate of board members and officers for your chapter but it is your chapter and we want to conduct events that promote and grow our chapter so that requires your involvement. Please volunteer to help at all of our meetings and events so that the workload doesn't fall only on a handful of people. Gail Scheidt is looking for people to prepare one of the meals, we need people to help with the Young Eagle Flights (both pilots and ground support), we will need people to help with our chapter hangar clean-up, our chapter workday and on and on. The results are gratifying to have helped in the various events. Please step forward and be a part of the success of your chapter.

Thank you, Dave Baker

ELECTRONIC EDITION

This newsletter is also available online and in color. Please visit the following URL:

http://www.eaa35.org/ENL/Feb_10/Feb_10.pdf

(Continued from Page 2)

never once showed anger about his sickness or a lack of grace. He was delighted to see the steady stream of friends who visited him or reached out by phone to Mom these last few weeks.

But he still had a fiery spirit that led him to pull himself up in the bed two weeks ago and declare he was "checking out" of the nursing home because of some complication over the delivery of medicine from Wal-



Mart. In all seriousness, our whole family was thankful the wonderful care Dad received at the hospital and nursing home this past month, even if Dad referred to the other patrons at the nursing home as "fellow inmates" and his lovely physical therapist Kelly as a "sadist."

I could go on, but for me, the arc of his life has demonstrated the value of concrete actions and ethical behaviors that give substance to the words we say on Sunday in the confession and the creeds. It has shown me that we need to get involved if we want to enrich the lives of our family, friends and community. And finally, it has shown me the need to make the most of each moment—or, in his words, "why waste time watching the whole game when you can tune in the last two minutes?"

-- Clark Shannon

January 6, 2010



NEWS CLIPS

NEW NTSB REQUIREMENTS

The National Transportation Safety Board (NTSB) has modified accidents or incidents which are reportable to the NTSB in accordance with 49 CFR Part 830. This change, effective March 8, 2010, specifies the sort of accidents and incidents that must be reported immediately so it's important that you become familiar with these requirements before flying on that date. Should you lose your propeller in flight, or lose electronic primary flight displays, these are now reportable events.

COMING NEXT MONTH

Join us for the part two of a multi-part series as we follow RB 'Doc' Hecker's 'Flight of Fancy', a story of a love affair with flying, the joy of piloting a restored 1946 Taylorcraft, and the simple pleasure of visiting friends as he hops from place to place on the Texas breeze.



FAREWELL FROM STEVE DORTCH

By Steve Dortch

Ron, If you have a lot of empty space in your newsletter, you might include my short farewell:

Dear Chapter 35, I have good news and bad news. I have found a hanger in the Austin area where I am now living and as a result I no longer have a footprint at San Geronimo. I am sure different people will decide which is good and which is bad. I really liked hangaring at 8T8, quiet and countrylike until people got off work and started flying. John's hanger was a blessing, I found him through Chapter 35. I hope y'all were entertained by the 7 month intensive, owner hindered annual I did with Mike Holcolm. Joe Paduh sure shook his head over some of my work. Many people came by to give advice (and some even helped.) Steve and Freda always had a hot cup of coffee ready and intelligent conversation.

I will sure miss 8T8 and my good friends. Blue Skies. Steve Dortch 1948 Beech 35

B-17 TOUR STOP RESULTS

By Dee Brame - Treasurer

Chapter 35 received the following:

- \$1,750.00---"Raffle Tickets sold"
- \$1,835.10---from EAA -"Revenue flights / merchandise sales"
- \$3,585.10---Gross revenue
- Less - \$1,500.00--Cost of raffle tickets
- Net \$2,085.10--Net income to the chapter

Thanks to all who volunteered to make this a very successful event for our chapter.

FLIGHT OF FANCY — PART ONE

By RB 'Doc' Hecker

It was one of those infrequent South Texas winter days...a hard clear sky with scant wind, and temperatures in the 50s. The type of weather that made you think about which coat to wear...and the choice was dependent on the activity to pursue outside, but outside was where I wanted to be.

After my weekend morning chores were finished, I decided to mosey out to the airport to look over some things. The airpark was quiet...no aircraft noises...no people ...it was the epitome of solitude. I raised the hangar door of Hangar #2 and gazed at the little red '46 Taylorcraft that was illuminated by the eastern sun. I am always struck by how well that restoration looks. Tennessee Red and Dakota Black are a handsome pair on this little 2-seater. The low angle sunlight streaming through the door opening highlights the dust on the wings, so the first order of business is to wipe the aircraft down and polish the wind-screen. Although I had planned on working on the Aeronca project today, I decide that flying the red T-craft is the thing to do. I pushed the ship out of the door and after chocking the wheels, roped the tail to the tie down in the grass. The airplane looks perfectly at home while sitting on the winter rye grass.

NC43306 was a Deluxe Model BC12-D

born in Alliance, OH in February, 1946, and was a product of pre-war and post-war construction. The pre-war doors, optional "D" windows, and additional wing tanks made this aircraft a unique amalgam of structural beauty that was discarded later that year due to financial "considerations". This aircraft was also fortunately sold to a buyer in South Texas, where it remained in the region for its entire career. At the beginning of its career, it belonged to the Corpus Christi Naval Flying Club. I found it in Fredericksburg, TX where it had been relegated to the corner of a hangar for 5 years. It was quite forlorn appearing in its patina of dust and collection of mud dauber nests. The owner was quite anxious to sell and terms were easy to negotiate with a fresh "annual" being signed off by his mechanic. Although the airplane was flyable, the engine was difficult to hand prop to start, and undoubtedly, there were hidden problems to be found. It would not take long. (Continued on page 6)



FLIGHT OF FANCY (CONTINUED)

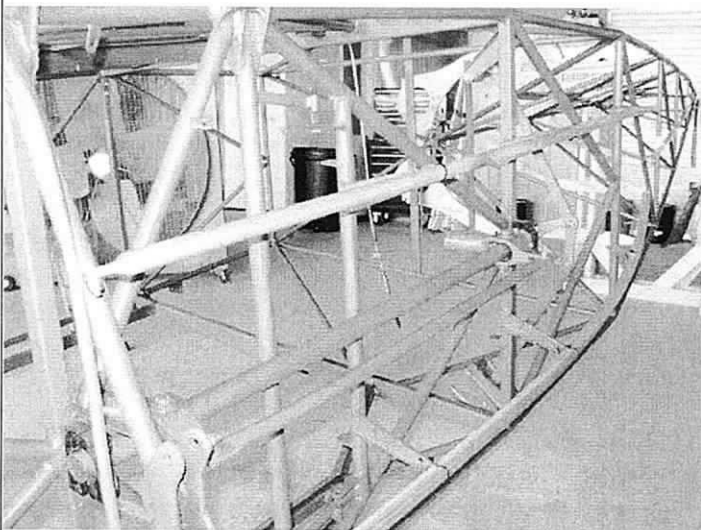
(Continued from Page 5)

During the pre-flight inspection, I eye the aircraft's lines while thrumming my fingers on the fabric flying surfaces. The tympani of "rag wings" is so much more enjoyable than the "oil canning" of metal surfaces. The stretch of fabric over ribs, longerons, formers and stringers evokes a period in aviation that is but a memory to most pilots. The tail wheel demands the respect of a committed aviator who understands that this aircraft will not tolerate inattention. Although once considered to be "conventional gear", most modern pilots rightly fear this unstable configuration, and secretly hope to be able to master it. I still approach ground maneuvers with trepidation and planning. After the walk-around, I open the engine cowlings to inspect the 1930s designed Continental A65-8-F. It is a pretty thing compared to what I first saw when I purchased this aircraft. Then it was dull gray, oily and dirty. Now it is clean and bright in Oldsmobile gold with yellow ignition wires. The reconditioned antique Bendix Scintilla SF4RN-8 magnetos are resplendent in shiny black paint with polished aluminum data plates, and the Bendix Stromberg NA-S3A1 carburetor is almost a memory for most aircraft mechanics. The overhaul of this engine was my first task, and its completion strengthened my resolve to restore

the airplane to its rightful glory.

Upon completing my initial flight home with my new purchase, I thoroughly inspected the ship. My main concern was the difficult engine starts as they indicated possible power plant troubles. My finding that the oil was dark was also a concern as I expected to have new, clean oil after an "annual" inspection. An oil change made me suspect that the previous owner's inspection had been extremely cursory, as the oil screen was clogged with debris. I began to think that some serious engine work may be in the future, but little did I know just how quickly the future would arrive. A few flights later, the left wing fuel valve located in the cockpit broke and spilled gasoline into the cabin. At this point, I decided to remove the left wing from the fuselage to inspect the wing root. Once I opened the wing root to inspect the wooden spars, I found the spar butts to have dry rot. The airplane was not airworthy, and would require a complete disassembly for me to appreciate if it could be restored at a reasonable price. It was obvious to me that an engine overhaul would also be in order. This would be a 2-3 year project if I could take it on. I had to remind myself that this aircraft was greater than 60 years old! It was a daunting prospect....and took 3-1/2 years to complete.

This is part one of a four-part series. Join us next month to see where this wonderfully restored Aeronca Champ takes the Doc next.



RB "Doc Hecker" is a FAA Senior AME (20969) who retired from the US Army Medical Department in 1997 after 26 years of service. He holds a Private/Instrument certificate for ASEL and ASES. He has logged over 3,000 hours and prefers small, intimate airparks. He has restored a 1965 Cessna C210E (N4904U), a 1946 Taylorcraft BC12-D (NC43306), refurbished a 1947 Taylorcraft BC12-D (N43928), and is currently restoring a 1946 Aeronca 7AC (NC2241E). His other projects include building a RV-8 (N51TX) and preparing to help restore a Taylorcraft F-19 (N3556T). He has previously owned Cessna C-172 (N61785), a Grumman AA-5B (N74447) and a Mooney M20C (N10AD). In his free time, Doc practices medicine in San Antonio, TX. He is a member of EAA Chapter 35 of San Antonio, TX, EAA Chapter 92 of Orange, CA, and AOPA.

FAA PROPOSES ENDING PERPETUAL AIRCRAFT REGISTRATION

By Ron Paduh

Aircraft owners and operators should be aware that the Federal Aviation Administration (FAA) has proposed a new rule covering the "Re-registration and Renewal of Aircraft Registration." If adopted as proposed, the new rule would eliminate perpetual registration for aircraft and require periodic renewal similar to that for boats or cars. This will be accomplished by the cancellation of all aircraft registrations in the FAA Civil Aviation Registry and the re-registration of such aircraft over the course of three years. It is estimated that this will require the re-registration of between 240,000 and 340,000 aircraft.

The proposed rule would significantly modify the current registration process that requires aircraft owners to register aircraft only at the time title to the aircraft is acquired by a new owner. Failure to properly re-register and renew an aircraft would cause the registration to lapse. Operation of aircraft that are not properly registered is illegal. Consequently, the proposed rule has the potential to ground aircraft. Aircraft owners or operators who operate improperly registered aircraft could face significant civil and criminal penalties under the proposed rules.

If the proposed rule is adopted in its current form, it would impact not only aircraft owners, but also aircraft lessees who finance aircraft through leasing relationships with finance companies such as GE Capital. Finance companies that own aircraft and lease aircraft to lessees will need to establish mechanisms to verify the accuracy of the information contained in the registration for each renewal. This includes coordinating with lessees the placement of new registration cards on aircraft and the proper return of old registration cards to the FAA.

Not only will the proposed rule impact aircraft owners, lessees and financing parties, there will

be an impact on the Registry. The proposed rule would require the Registry to process records related to the large number of aircraft involved, including coordination with financiers, operators, and legal counsel, etc. The size of such a task could result in delays and errors, potentially leading to grounded or unregistered aircraft and even uninsured aircraft. The general aviation arena in particular could be impacted because aircraft owners may not have resources available to adequately comply with the new measures.

According to the FAA, the goal of the proposed rule is to provide a means to improve the accuracy of information contained in the Registry and to respond to law enforcement concerns. Industry groups and GE Capital strongly support the proposed rule's stated objectives, as an accurate Registry would indeed benefit everyone. However, industry groups point out that the proposed rule is too broad, posing serious problems for the industry. A simpler, more tailored solution could provide the same benefits without the adverse impact. One such solution proposed by industry groups would entail minor modifications to the Triennial Reporting System requiring aircraft owners to periodically verify the accuracy of the information maintained by the FAA Registry. Currently, the Triennial Reporting System requires a response only if the information is incorrect, rather than affirmative verification that the information is correct.

At this time, the rule is not yet final and it is unclear what actions will be required with respect to registering and renewing aircraft. The rule may be finalized as early as the first quarter of 2010.

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CHAPTER CALENDAR

January 9	Program-David Larson-Alaska Flying	BOD Mtg	3:00pm.
		Meal	5:30pm.
		Business Mtg	6:30pm
February 13	Program - Nelson Amen	Meal	5:30pm.
	Building the Starlite	Business Mtg	6:30pm
March 13	Program - Mike Lovelace	Meal	5:30pm.
	"Applying Risk Management to Aviation Projects"	Business Mtg	6:30pm
March 20	Young Eagles Rally - Brad Doppelt	San Geronimo	9:00am
April 10	Pancake Breakfast Fly-in	8:00 to 11:00am	
May 8	Hangar work party	Work Party	3:00pm
	Program -Tour 8T8 builders projects	Meal	5:30pm
		Business Mtg	6:30pm
May 15	Captain Bill Bartlett Aero Event	Times	TBD
June 5	Chapter workday	Work Party	10:00am
		Lunch	BOD
		Mtg	1:00pm
June 12	Annual Picnic / Fly-in	11:00am to 2:00pm	
	Hamburgers / Hotdogs		
June 19	Young Eagles Rally - Brad Doppelt	San Geronimo	9:00am
July 10	Program TBD	Meal	5:30pm.
		Business Mtg	6:30pm
July 17	Captain Bill Bartlett Aero Event	Times	TBD
August 14	Program TBD	Meal	5:30pm
		Business Mtg	6:30pm
September 11	Captain Bill Bartlett Aero Event	Times	TBD
	Program TBD	Meal	5:30pm
		Business Mtg	6:30pm
September 18	Young Eagles Rally - Brad Doppelt	San Geronimo	9:00am
October 9	Program TBD	Meal	5:30pm.
		Business Mtg	6:30pm
November 13	Program TBD	Chili Cook-off	5:30pm
	Chili Cook-off	Business Mtg	6:30pm
December 11	Christmas Party & White Elephant	Banquet	6:00pm
	Gift Exchange		

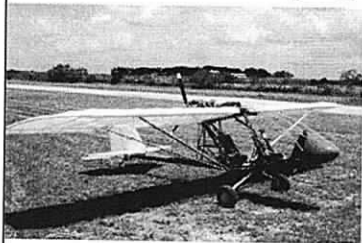
WANTED AND FOR SALE

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: RV-9A Empennage completely finished / primed. This set comes with the electric trim pkg. Original value over \$1700.00 (in kit form). Project donated to the Chapter by member Bob Guthrie. Please contact Dave Baker (210-410-9235) if interested and / or want to see finished product.

FOR SALE: Fun Flying RANS S18 Stinger II



Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$27,000 firm, Jim Havens, (210)680-7882 home, (210)347-2455 CP

FOR RENT: EAA Chapter 35 Hangar Space.

Rent a 10' x 20' space & get free use of hangar Equipment & tooling. Please call Dan Cerna 210.688.9345, E-Mail dacerna@att.net or John Latour 830.612.2232, E-Mail latourjohn@att.net

FOR SALE: Thundergull 2000. Single seat, 20ft aluminum wing, composite fuselage, Rotax 503 oil injected with 360 hrs TTAF, 3 blade Warp drive prop, ten gallon fuel tank, aluminum Hagar wheels. Basic instrumentation / EIS, ASI, ALT, COMPASS, ICOM radio, 150ft or less take off/ landing, cruise is 90 mph, stall full flaps 35mph, excellent visibility and handles like a fighter for only \$14,000. Contact John Behrendt at jbehrendt82@aol.com or call (210)643-1417

FOR SALE: Continental A65-8, 1244 TT, 102 SMOH, has logs, located San Geronimo. Compression 77/71/75/75; Stromberg NAS3A1 carb; Champ exhaust stacks and muff; Bendix mags; taper shaft prop hub. \$3000, ready to go. Add \$500 for Hegy 72x42 wood prop. Oscar Zuniga,

(210)213-9936 or tail-drag@hotmai.com

FOR SALE: 5x8 Enclosed Trailer. Licensed, Cargo Door, Good Tires, \$1800.00 OBO, Brian Goode 727-709-1159



FOR SALE: 1976 Beechcraft Sundowner C-23 180 TTA&E-2203 Compression all in the 70's. Oil analysis shows no significant wear. KTM MX 170 Digital Nav/Coms, King ADF, King KT78



Trans w/ New Encoder, 3 LMB/ ILS, VOR, STS Loran, great useful load (870Lbs). 9 GPH, 120 MPH. Asking \$30,000. Dave Baker 210-410-9235

FOR SALE: Breezy 1/4 Fractional Ownership. Contact John Latour at 830.612.2232

FOR SALE:1998 RV 6A, 260 TTA&E (since rebuilt on engine), Lyc 0320 (150hp), Sensenich Fixed Prop, sliding canopy, Nav / Com w/ VOR, 2 GPS units, dual headsets, 18 gal, 6gph @ 150mph. Flies regularly. Hangared at 8T8- \$ 45K. Dale Shaw 210-826-4395



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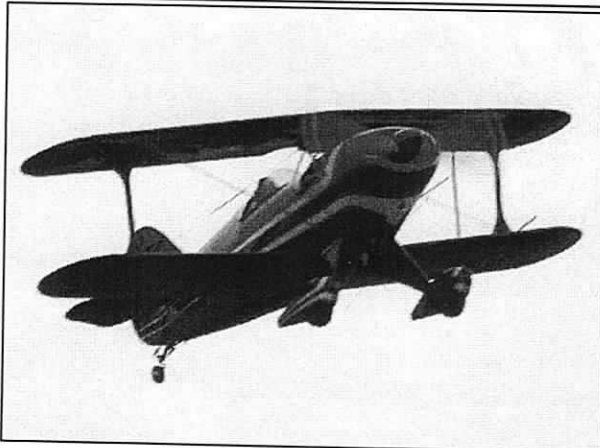
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

RUNWAY 35

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



When Do You Meet?

Second Saturday of the Month

February 13

Program - Nelson Amen

Building the Starlite

- Meal 5:30pm.
- Meeting 6:30pm