



The Leader In Recreational Aviation

# RUNWAY 35



February 2011

Volume 53 Issue 2

### Inside this Issue

THE TRIP OF A LIFETIME	1
PRESIDENTS COCKPIT	3
NEWSCLIPS	4
1914 ACCIDENTS PART 9	5
ROTAX PRESENTATION PICS	6
CHAPTER 35 CONTACTS	8
CALENDAR	9
WANTED & FOR SALE	10
SPONSORS	11
DIRECTIONS TO SAN GERONIMO	12

## Next Event

### February 12th

- Electric powered vehicles—Gary Krystopik
- 5:30 Dinner



PHOTOS CONTRIBUTED BY: K. NISWONGER, N. WARNER, O. ZUNIGA, M. JULICHER

RUNWAY 35 PUBLISHED BY  
ED SEURER, EDITOR-IN-CHIEF

## THE TRIP OF A LIFETIME

### By Oscar Zuniga

One of the reasons why the military has always favored our area for basing pilot training centers is our weather. For much of the year we enjoy warm temperatures and puffy cumulus clouds, with steady and predictable winds. Our short winters are the exception to this pattern, and the months of December through February sometimes bring extended periods of low ceilings, drizzle, fog, and cold temperatures. It is during these times when many of us sit and imagine where we might go with our airplanes if we allowed our imaginations to run free and if we had all the time and money in the world to follow those imaginations in the cockpit of an airplane. Unless I'm an anomaly among experimental builders and pilots, I'll bet that any of you can visualize a flight that is the pinnacle of your dreams or aspirations as a pilot or homebuilder. The Reno air races, the Short-Wing Piper Club fly-in, the old biplane fly-in to Bartlesville, Sun 'n' Fun, a solo Atlantic crossing, or the granddaddy of them all: the Airventure event at Oshkosh. For me, it's Brodhead, Wisconsin.

Every year during the weekend before "Oshkosh", EAA Chapter 431 hosts the Hatz Biplane and Pietenpol Fly-In at their home field in

Brodhead. It's a very low-key affair, not highly publicized, and it gives real meaning to the term "grass-roots aviation" since the single usable runway is nice lush green grass by late July. Without going into a lot of detail (you can look it up yourself by Googling EAA Chapter 431 or Brodhead Fly-In), I'll just say that this event is the Mecca for Hatz and Pietenpol enthusiasts and is the high point of the year for us. I have planned to fly to Brodhead every year since I first got interested in Air Campers, but have never made the trek. It is 1,260 statute miles from my home field of San Geronimo Airpark to Brodhead, Wisconsin. In my Air Camper, that's about 21 flight hours or about 2-1/2 days of travel each way. It represents the trip of a lifetime for me and if I'm lucky, 2011 will be the year that I am able to fly Air Camper 41CC to Brodhead and celebrate my 60th birthday not long thereafter. After all, a guy can dream, right?

Planning for such a flight in a 70 MPH open-cockpit airplane with no electrics or radio is not much different from the way it was done 50 or more years ago. Pull out a highway map or sectional chart and a ruler and make some pencil marks on a

**(continued on Page 2)**

**THE TRIP OF A LIFETIME (CONTINUED)**

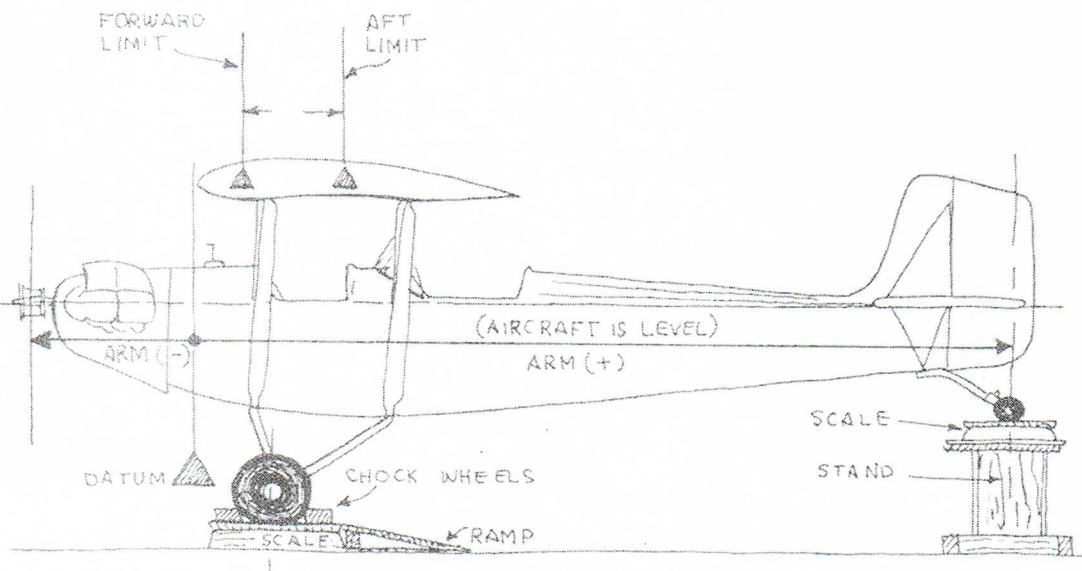
**(Continued from Page 1)**

on a line between where you are and where you want to go. Between the beginning and ending pencil marks on that line is the trip of a lifetime. There are hours and hours of flying over countrysides and towns, farms and rural roads, highways and lakes, and everything else that a low 'n' slow pilot lives for. The sights and smells of the friendliest kind of life that still exists in this country are spread out on both sides of that line along with the colors and textures of both natural and man-made features and landscapes. There are beautifully plowed farms; the intricate meanders of creeks and streams; paved and unpaved farm-to-market roads dividing the territory into squares and rectangles; the small clusters of towns with water towers and church steeples and people going about their business down below.

In two and a half days of flying like this, I will make perhaps eight or ten fuel stops. I will try to plan my stops to be at small country airstrips, grass or turf, and nowhere close to any kind of airspace with a capital letter A, B, C, or D in it. I fly without a radio or transponder, and don't need to on this kind of flight. It's not about flying a perfectly-executed instrument approach or talking to anybody with ATC... it's about connecting with the world and people that I fly above, and with the sky that surrounds my simple and reliable flying machine. I won't declare my intentions to anyone and

won't wait for a clearance. My airplane's checklist is six items long and requires no ground support equipment, so I will come and go as I choose and as my piloting judgment dictates.

It will be the trip of a lifetime for me, if I am able to make it. In a digital and electronic age where I can be connected instantly and continuously to my job, my family, and to the world around me, I will choose not to be connected to any of those things for about a week. Instead, I will be connected to a machine that was conceived and designed 75 years ago, propelled by an engine that left the factory before I was born, and I will be in direct communication with no one for most of that time. I will depart a small field that has no control tower, lights, or beacon and by the time I return there I will have traveled about half as far as Columbus did when he sailed from Portugal to the New World. His "wood and fabric" floated on oceans of salt water as his eyes looked over the horizon, mine floats on air as I look towards Brodhead. And the funny thing is, quite a few other sane and rational pilots will be doing the same thing: planning, charting, dreaming, and loving it as much as I do.



## PRESIDENT'S COCKPIT

### By Dave Baker

Your Board of Directors met on January 8th after the regular meeting to work out the calendar for 2011. They have really come up with a great calendar of events for our chapter this year (see enclosed). We are going to have a couple of more day meetings, three (3) breakfast fly-ins, three (3) Young Eagles events, the Sport Air Workshop in October as well as our annual picnic and Christmas Party.

Jim Feighny started the year off with an excellent program put on by Bill Holmes about the Rotax engines. There must have been at least twenty five to thirty people in attendance. Jim has some other programs lined up (see calendar) but is soliciting others for the months that have a "TBA" listed so, please step up and take on a program or find someone / something that will be an interesting program for the chapter.

One very important event on the calendar is the Hondo / Tex Hill Wing Fly-in on Saturday, May 21, 2011. Our chapter will be parking aircraft for this event and we will also have our canopy inside the fence area near the Terminal building. We have been granted the privilege to sell water to help raise funds for the chapter. We will need volunteers for this effort as well as for parking aircraft. We will be setting up sign-up sheets for volunteers at the meetings from now till May. We need your help, Thanks.

Maarten Versteeg has taken the reigns on the Air academy again this year and has already sent out a request for candidates. We will send some lucky young person to OSH this year so if you have a candidate, get their name into Maarten now.

Two other very important issues were discussed and resolved with 100% support from the Board. The first is the Chapter's hangar. This is an asset for every member of the chapter but it is also

a liability that was becoming a drain on the chapter's finances. After much discussion it was agreed that the hangar will be retained by the chapter and we will take on various fund raisers to retire the outstanding balance (\$11,928.00 as 01-01-2011). The use of the tools in it are available to every member to use for free, NO charge! There are spaces available to rent on a month to month basis to assemble an aircraft, make a mod, etc, cover a wing(s), etc, etc. John Kuhfahl is in charge and myself or most any other member who lives here can get you in with a little notice.

The second issue was the fundraisers to pay-off the note. Ron Paduh made a motion to revive the "Life" membership availability like we did when we moved to 8T8 and built the clubhouse. The motion was seconded by John Latour. This was discussed the vote was 100% for this. This will be headed up by Ron O'Dea, Membership Chairman. More details are on Page 10 in this newsletter. We are looking for other fund raising activities, so if you have a suggestion, please bring it up or tell Ron Paduh or any other officer / BOD member.

The 2011 Budget was presented by Dee Brame, Treasurer and each area was discussed and a budget approved for your chapter's operation for 2011. Info on this available from Dee.

I am very happy to announce that "Members, the state of your Chapter is very sound" We have an excellent group serving on the Board and as Officers of your chapter. We solicit and need your support for the various events that will be taking place this year. Thank you for your past and future support.

Coming next month: The electric issue. Pioneers are making great strides toward practical, affordable electric flight. Anchored by the efforts of our own Gary Krystopik and his Z Wheels electric vehicles, we'll explore the state of electric flight. If you know about an electric aircraft project, please contact the newsletter editor at [ea35news@gmail.com](mailto:ea35news@gmail.com)

**NEWSCLIPS**

**LIFE MEMBERSHIP**

**By Ron O'Dea**

Life Memberships are now available for \$350.00. The Life Membership offer will be available now and will terminate at the April 2011 Chapter meeting. For more details, please see the article on Page 10.

**MEAL MENU**

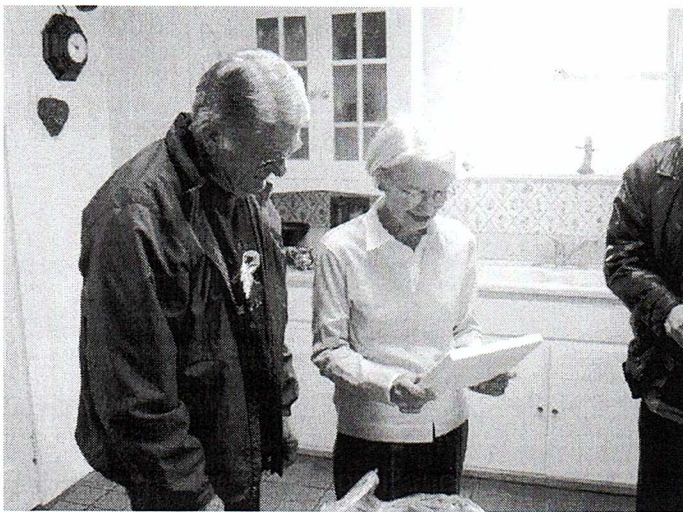
**By Gail Scheidt**

This month on the menu is Brisket & Potatoes salad. I am seeking help with Side Dishes, Salads, Bread and Desserts.

A big thanks to every one that stepped in last month and helped with the meal. That is what make this chapter so great.

**SHANNON SILK SCARF**

**By Dave Baker**

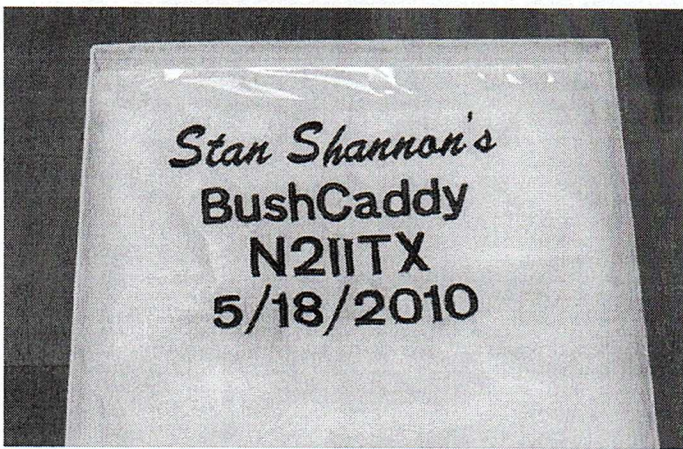


Nan Shannon receives a silk scarf commemorating first flight of Stan Shannon's BushCaddy.

**SEVERANCE SILK SCARF**

**By Jim Feighny**

I shot the photo of Bob Severance receiving his silk scarf commemorating his first flight from Dave Baker using sepia effect to reflect his standing among those iron men and their wooden aircraft from previous days. There are few among us who can say; yes I built that airplane and taught myself to fly. Bravo!



## MORTALITY IN ARMY AVIATION - 1914

In this multi-part series, Ron Paduh presents a unique view into the then-new endeavor of heavier-than-air flight. From the earliest days comes a sobering analysis of flight accidents, their causes, and their unfortunate results. This historical perspective reveals that while much more is known today about weather, materials, aerodynamics, and human factors, we continue to make the same mistakes.

This is article 9 of 12, to be published each month covering the first 11 fatal aircraft accidents in the Army 1908 – 1914. Each month will be a different accident and the last month will be a general discussion of all 11 accidents. This information comes from a copy of an original letter from the Signal Corps to the Chief of Staff.

### Accident No. 9:

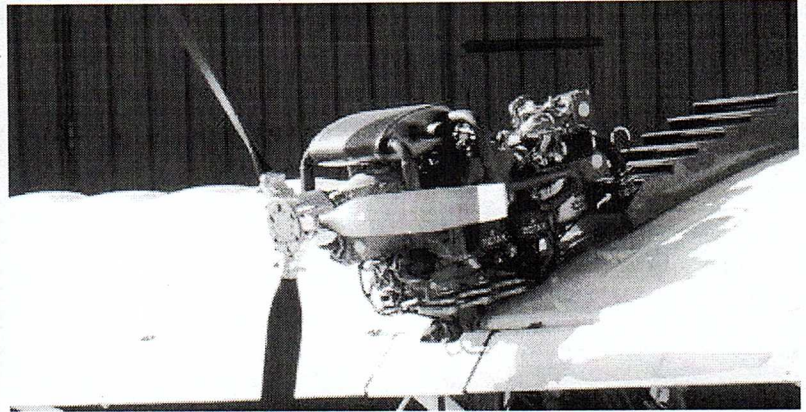
Extract from report of department signal officer, Phillipine Department, dated Manila, P. I., November 15, 1913:

The death of 2nd Lt. C. Perry Rich, P.S., who was detailed as student officer to the Signal Corps Aviation School in March, 1913, occurred yesterday, November 14th, at about 12:19 p.m., about two miles off the beach at Passy while in the performance of his duty of flying in hydroaeroplane No. 12. The machine was flying at an altitude of approximately 500 feet and through some unaccountable reason Lieut. Rich fell from or was thrown out of the hydroaeroplane to the waters of Manila Bay. Instant death resulted, as when the relief party arrived on the scene it was found that he had breathed his last. The cause of the fall will probably never be definitely known, as it seems that he got a good start and was progressing nicely at that altitude – when suddenly the machine was seen to wobble and tilt forward and Lieut. Rich was seen to fall clear of the machine – striking the water with terrific velocity, and the machine fell directly, or as near as could be determined, upon him. Some native fishermen, who were near, held up the body until the torpedo boat Decatur, which was anchored in Manila Bay, arrived on the scene a few minutes after the accident. Everything possible was done to resuscitate Lieut. Rich but all efforts were unsuccessful, and his body was brought to the Army and Navy Club, thence by ambulance to the Army Morgue, this city, where it will be held until the sailing of the December 15th transport, when the body will probably be returned to the United States.

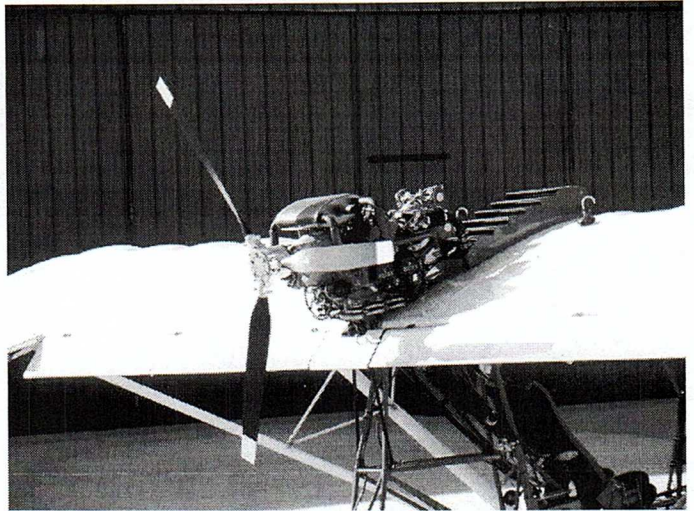
Probable Cause of Accident: Stalling; impossible to determine whether caused by failure of motor or pilot.

# ROTAX QUESTIONS ANSWERED

**Photos by Mark Julicher**



### ROTAX QUESTIONS ANSWERED



<b>CONTACTS LIST</b>			
<b>POSITION</b>	<b>NAME</b>	<b>PHONE</b>	<b>EMAIL</b>
PRESIDENT	DAVE BAKER	210.688.3358	iflyaerosport@sbcglobal.net
VICE PRESIDENT	JAMES FEIGHNY	210.834.6906	jfeighny@satx.rr.com
SECRETARY	DENNIS SCHEIDT	210.688.3210	dcszr7s@att.net
TREASURER	DEE BRAME	210.493.5512	deeb@satx.rr.com
AT LARGE (B)	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
AT LARGE (B)	RON O'DEA	210.488.5088	r2av8r@yahoo.com
AT LARGE (B)	RON PADUH	210.380.3836	rpaduh@att.net
PAST PRESIDENT (B)	DAN CERNA	210.688.9345	dcerna@att.net
PAST PRESIDENT (B)	LEW MASON	210.688.9072	lewnan@sbcglobal.net
PAST PRESIDENT (B)	JOHN LATOUR	830.612.2232	latourjohn@att.net
BOARD ADVISOR	JOHN KILLIAN	830.438.9799	jckillian1@gmail.com
<b>CHAIRPERSON</b>	<b>NAME</b>	<b>PHONE</b>	<b>EMAIL</b>
AIR ACADEMY	MAARTEN VERSTEEG	210.256.8972	maarten.versteeg@sbcglobal.net
YOUNG EAGLES	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
BUILDER'S ACADEMY	BOB SEVERANCE	210.889.0472	saprobuster@satx.rr.com
FACILITIES	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
REFRESHMENTS	GAIL SCHEIDT	210.862.4396	gailps@att.net
GROUNDS	NANCY MASON	210.688.9072	lewnan@sbcglobal.net
SUPPLIES	FREDA JONES	210.485.3982	eea35supplies@gmail.com
MEMBERSHIP	RON O'DEA	210.488.5088	r2av8r@yahoo.com
NEWSLETTER	ED SEURER	210.885.1160	eea35news@gmail.com
HANGAR	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
WEBSITE	BOB SEVERANCE	210.889.0472	saprobuster@satx.rr.com
TOOL CRIB	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
PUBLIC AFFAIRS	BILL BARTLETT	210.494.7194	bartlettsat@gmail.com
FLYING START	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
COUNTRY STORE	DANNY & ROXANNE BEAVERS	830.931.9053	dbeavers@txun.net
<b>FLIGHT ADVISORS</b>	MARK JULICHER	210.382.0840	mjulicher@earthlink.net
	RON O'DEA	210.488.5088	r2av8r@yahoo.com
	RB 'DOC' HECKER	210.391.1072	tcflyingdoc@yahoo.com
<b>TECHNICAL COUNSELORS</b>	PAUL MCREYNOLDS	210.363.1434	pmcreynolds@satx.rr.com
	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
	RB 'DOC' HECKER	210.391.1072	tcflyingdoc@yahoo.com
	MARK JULICHER	210.382.0840	mjulicher@earthlink.net



### CHAPTER CALENDAR

<b>FEBRUARY</b>	12	<b>PROGRAM</b> Electric Powered Vehicles Gary Krystopik of ZWheels	5:30 Dinner  6:30 Program
<b>MARCH</b>	12	<b>PROGRAM</b> Lt Col Doug "Bags" Jenkins F-15C Operations	5:30 Dinner  6:30 Program
	19	<b>YOUNG EAGLE FLYING</b> Volunteers needed	9:00 Briefing 10:00 Flying
<b>APRIL</b>	09	<b>PANCAKE BREAKFAST AND FLY-IN</b> Free for Fly-in pilots. \$5 donation all others Mixers. Cooks. Servers Needed	Breakfast at the Club House 8:00-11:00
<b>MAY</b>	14	Yard Work party	10:00am at Club house Lunch at 12:00
	21	<b>HONDO FLY-IN</b>	Chapter 35 parking aircraft
<b>JUNE</b>	11	<b>CHAPTER PICNIC</b>	<b>BURGERS/DOGS/FIX'NGS @ 12:00</b>
	18	<b>YOUNG EAGLE FLYING</b> Pilots and Ground Crew needed	9:00 Briefing 10:00 Flying
<b>JULY</b>	14	<b>BREAKFAST FLY-IN AND GREY/BALD EAGLE FLIGHTS</b>	EAA Club House 8:00-11:00
	25-31	<b>EAA Convention</b>	<b>OSH</b>

### EVENTS CALENDAR

Dates	Event Name	Location	Distance
-------	------------	----------	----------

No local Fly-in information available for this issue of the news letter.

Aviation Calendar of Events web sites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-in calendar <http://www.flyincalendar.com>
- Fly-ins <http://www.flyins.com>

**ELECTRONIC EDITION**

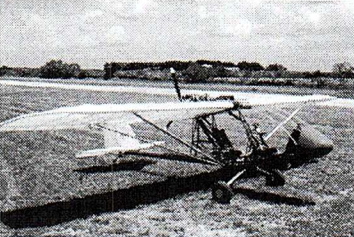
This newsletter is also available online and in color. Please visit the following URL:  
[http://www.eaa35.org/ENL/Feb\\_11/Feb\\_11.pdf](http://www.eaa35.org/ENL/Feb_11/Feb_11.pdf)

**WANTED AND FOR SALE**

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

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

**FOR SALE: Fun Flying RANS S18 Stinger II**  
Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$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 John Kuhfahl (210) 365-0120

**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



**Flight Instructor Available.** Chapter member David Larson is a CFII and based at Boerne Stage (5C1). He is available for advanced instruction (BFRs, Instrument and Commercial). Emsil drlarson@usa.net or call (281) 222-2858

**FOR SALE: Breezy 1/4 Fractional Ownership.** Contact John Latour at 830 612.-2232

**FOR SALE:1946 Aeronca Champ 7AC Conv LIGHT SPORT!** N82621 \$27,000. AF:7AC

Conv TTAF: 4,438 Eng: Cont C85-12F, TTE 1,795 TSMOH 496 Prop: McCauley 1B90/CM7 144, TTP 332 TSPOH 126, 2-place intercom,



Auto fuel STC, electric starter and battery) 12.5 fuel main tank, 5 gal aux fuel wing tank, Just completed extensive annual by Brad Doppelt. Contact Ron O'Dea (210) 488-5088

**Life Membership Offering**

EAA Chapter 35 is very close to paying off the loan for the EAA Chapter 35 Hangar! The note is now down to \$11,540.00! We have a strong equity position and the hangar is a great asset to chapter members. When the note is paid off the Chapter will no longer be concerned with making the monthly payments, the hangar will be more available for member's projects, and there will be more funds available for other programs.

To raise the funds to help pay off the note Mr. Ron Paduh suggested we once again offer Life Memberships! The Board of Directors voted and the motion passed unanimously.

So, here is the program:

Life Memberships are now available for \$350.00. The Life Membership offer will be available from right now and will terminate at the April 2011 Chapter meeting. For those members who have already paid their 2011 dues you will receive credit for you payment and will owe \$326.00.

We have already had 5 members sign up for the program. To become a Life Member your may send your payment to me:

Ron O'Dea  
EAA Chapter 35  
Life Membership Chairman  
15464 FM 471W #14  
San Antonio, TX 78253

Or bring your payment to a meeting.

**Thank Our Sponsors (and bring them some business!)**



Distributor of Aircraft Parts  
Paint and Accessories

**TEX-AIR PARTS, INC.**

www.texair.com  
cook@texair.com

**Clint Cook**  
Branch Manager

Office (210) 227-8333  
Toll Free (800) 451-7282  
Fax (210) 227-8337

135 Braniff Drive  
San Antonio, Texas 78216



**Joe Trampota**  
Central Territory Manager  
Tel 210-820-8148  
E-mail jtrampota@eci.aero

9503 Middlex  
San Antonio, TX 78217  
Sales Hotline 800-324-2359  
Tel 210-820-8101  
Fax 210-820-8102  
www.eci.aero

ECi is recognized for Quality Management System Registration to ISO 9001:2000



JANET SHIRES  
President

(210) 524-9525  
(210) 524-9526 (Fax)  
1-800-205-9525  
(210) 367-3477 (Cell)

600 Sandau Rd., Suite 100  
San Antonio, TX 78216  
Mon-Fri 9AM-6PM / Sat 9AM-4PM  
pilotshop@aol.com

*Tony Seurer*  
Owner

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

*Seurer Electronics*  
Sale - Service - Rentals

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

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

Manufacturer of Quality  
Communications & Navigation Equipment

1-800-255-1511  
USA & Canada



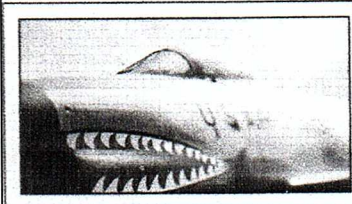
Jim Harr  
(503) 370-9429  
FAX (503) 370-9885  
email: info@valavionics.com

3280 25th Street S.E.  
P.O. Box 13025  
Salem, OR 97309-1025  
www.valavionics.com

**Torres Aviation Services**

Paul T. Torres  
E-mail: paul211282@yahoo.com

A & P Mechanic  
100 Hr Inspections  
Annual Inspections: No Sign Off



General maintenance & Repairs  
Sheet metal work  
Composite Work

Phone H: 210-673-2693  
C: 210-859-4369



Richard B. Hecker, D.O.  
Senior Aviation Medical Examiner

*Assend Dragon*  
AVIATION

CP: (210) 391-1072  
Fax: (830) 980-8866  
Email: tcflyingdoc@yahoo.com

29890 Bulverde Lane  
P.O. Box 279, Hangar 38  
Bulverde, TX 78163



**All surface non-stick cleaner**

Leaves a non-stick protective coating on every thing you clean  
Aircraft, Auto, Marine, RV



Spray On  
Wipe Dry!  
It's that  
easy!

**Wash Wax All**  
Hgr 64E - San Geronomo Airpark  
(210)-710-6063  
email: joe@killough.us



Wash Wax All  
Degreases  
for 15-20  
minutes. Wash  
with soap and  
water. Rinse  
thoroughly.  
Wash Wax All  
is a non-stick  
protective  
coating.

Paste Address Label Here

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

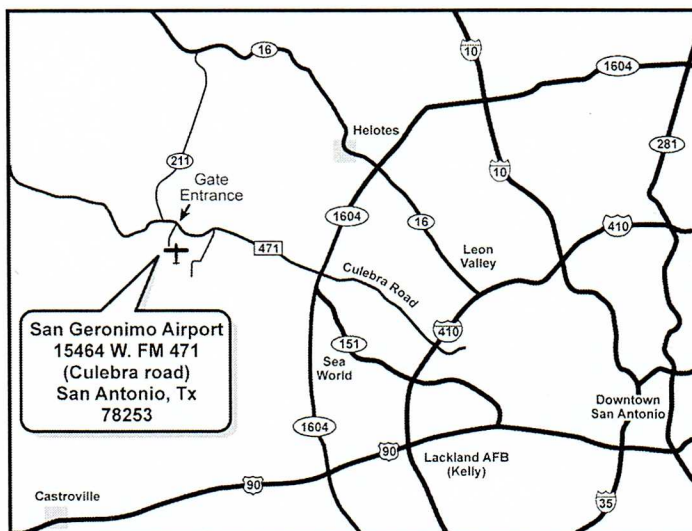
The Official Newsletter of EAA  
Chapter 35, San Antonio, TX

RUNWAY 35

Volume 53 Issue 2

Page 12

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



#### When Do You Meet?

Second Saturday of the Month

**February 12th**

- Electric powered vehicles—Gary Krystopik
- 5:30 Dinner
- 6:30 Program

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