



RUNWAY 35



MARCH 2007

Volume 49 Issue 3

On the Web:

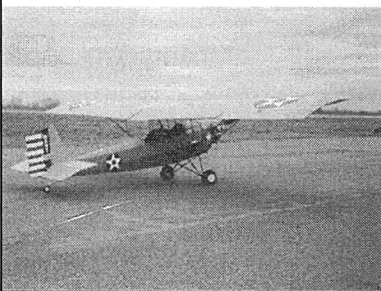
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ED SEURER

The EAA Chapter 35 Membership Directory will be available at the March meeting. Each copy will have a member's name on the back cover. SO PLEASE PICK UP YOUR OWN COPY.



YOUNG EAGLES COMING UP MARCH 17TH

By Norris Warner

To All Friends of the EAA Southwest Regional Fly-In known as The EAA Texas Fly-In: We need



Young Eagle Helpers March 17, 2007 at Hondo, Texas!

The Southwest Regional Fly-In and EAA Chapter 35 have teamed up to provide a comprehensive Boy Scout Aviation Merit Badge Program and a Young Eagles experience to approximately 600 youngsters on March 17, 2007. This would qualify as one of the largest Young Eagles events on record, and because our past two years have averaged 500 YE flights we fully expect to reach our goal.

While the Boy Scouts will experience a three-day encampment at the Hondo, Texas (HDO) airport, we will be conducting Young Eagle flights only on Saturday, March 17, starting at 9:00 AM.

The extensive classroom and flight-line sessions will qualify these young men for the coveted Aviation Merit Badge, but the grand finale is truly the Young Eagle Flight.

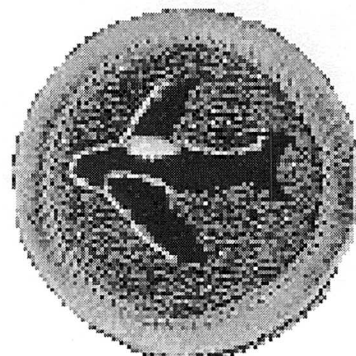
We earnestly solicit your support as a pilot, ground crew helper or

as an administrative worker. As a minimum, we would like to have 25 airplanes on the ramp, 25 ground crew workers, and two administrative teams along with their own computers and printers in order to conduct this event swiftly and safely.

We may be able to secure some local EAA host families who could provide housing for those EAA'ers who arrive on Friday, March 16.

If you would like to be a part of the biggest Young Eagle rally on record, please contact Brad Doppelt, YE Coordinator, as soon as possible. Brad can be e-mailed at brad_doppelt@yahoo.com or reached by cell phone 210.380.2025, home 210.538.5046.

We assure you that this is a well-organized event, and is backed by the Experimental Aircraft Association, the City of Hondo, and a great cadre of EAA volunteers!



FAA NEW RULE 91.146 AND YOUNG EAGLES

By Steve Jones

The FAA recently released Final Rule (FR) 07-580. In this FR, they included community comments from the notice of proposed rulemaking (NPRM), and provided feedback. Specifically addressing the Young Eagles program, the FAA had this to say:

We discussed the 500-hour requirement for private pilots flying charitable, nonprofit, and community events at length during the public meetings (including the Internet meeting). Over the years, we have issued exemptions with the 500-hour private pilot requirement with breakdowns of what the 500 hours must include. The hourly breakdown required for Exemption No. 7830, issued to EAA, is found below.

Although it is required in the exemption, we did not propose, nor do we adopt, a specific breakdown of the required hours necessary to conduct a flight described in Sec. 91.146. The 500-hour requirement for private pilots who wish to fly in a charitable, nonprofit, or community event is not a new requirement for many; it has simply never been written into regulation.

Commenters stated that many flights would be grounded by the 500-hour flight time requirement proposed for private pilots. It is likely some of these commenters were operating under a 500-hour condition and limitation for private pilots in an exemption today. For example,

Exemption No. 7830 was issued to EAA for "Young Eagles" flights. In that exemption, we stated that:

"A higher safety standard of 500 hours of flight time for private pilots is proposed for charitable and community events because these events typically involve a larger number of passengers, are held over a period of one to three days, and are generally a pleasure activity for the passen-

ger."

The conditions and limitations in Exemption No. 7830 are more restrictive than the proposal or this final rule. Below is condition and limitation 2 from Exemption No. 7830:

2. Each pilot who conducts flights under this exemption must--

a. Hold at least a private pilot certificate with the appropriate category, class, and type rating, if necessary, for the aircraft to be used under this exemption in accordance with Sec. 61.31(a), (d), (e), (f), (h), (i), and part 61, subpart E.

b. Have a minimum of 500 hours total flight time.

c. Have a minimum of 200 hours in the category of aircraft to be flown.

d. Have a minimum of 50 hours in the class of aircraft to be flown.

e. Meet the currency requirements in Sec. 61.56 for a flight review and Sec. 61.57 for take-offs and landings.

f. Hold a current third-class medical certificate in accordance with Sec. 61.23(a)(3).

g. Meet the requirements of Sec. 61.113(d).

h. Have a logbook entry for each event in which he or she participates.

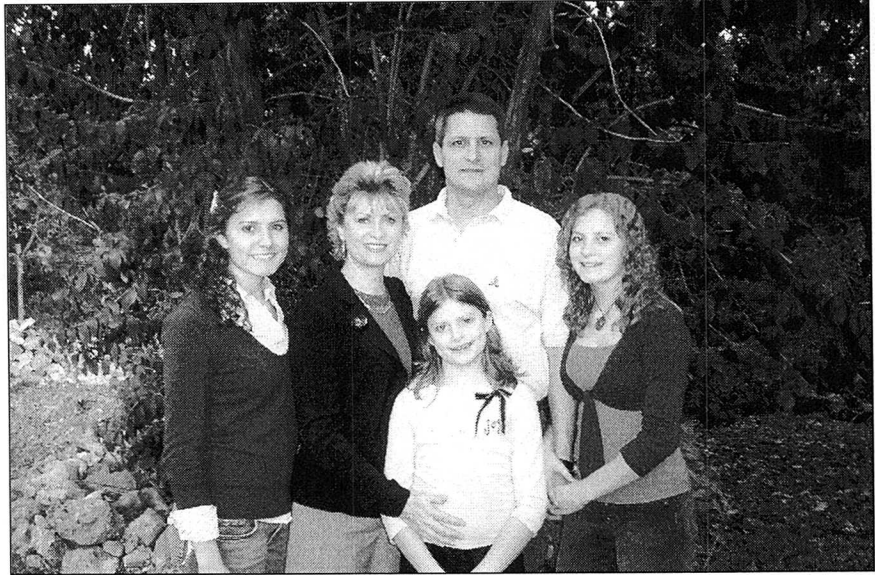
Exemption No. 7830 was extended in 2004 and applies to all private pilots flying "Young Eagles" flights. Therefore, we are surprised to receive comments from EAA regarding the 500-hour minimum for private pilots conducting charitable flights. EAA is the holder of Exemption No. 7830, which clearly states a 500-hour minimum for private pilots as discussed above. We

(Continued on Page 5)

FROM THE PRESIDENT'S COCKPIT: ROCH LaROCCA

By Roch LaRocca

February's meeting was quite enjoyable. We had over 50 people for dinner. John Cook made more than enough delicious stew and we generated some good funds for the chapter. Thanks to everyone for coming out to support the meal and a BIG thank you to John for the great meal. Oscar Zuniga gave an excellent presentation on Pietenpol construction. For a fiberglass guy like me, it was nice to learn about vintage aircraft history and construction techniques.



I had the privilege of finishing the paperwork this week that officially gives Chapter 35 its own hangar. We are still waiting on the electric work to be complete and then we can proceed with painting the floor and moving the equipment into the hangar. Our plan is to make several work areas that can be rented for airplane construction and of course all the equipment will be open to Chapter members. We have a lot of machines that will be needed to be cleaned up so what we are discussing is a way for members to adopt a machine, take it home, clean it up and then make it a permanent part of our hangar. Bob Severance will be our point man for the hangar and he will be in charge of the day to day operations. We now have to begin the long process of paying off the hangar. We will be looking for ideas that can generate hangar funds during the Chapter activities the rest of this year. I hope you all received a letter from me explaining the Hangar situation and the need to raise an immediate \$ 10,000.00 to go toward the hangar. We have already had many people give generously. Please consider a tax-deductible donation as a way of making an already excellent Chapter better.

The March 10th meeting will be a Sloppy Joe Lunch/Fly-in/Open house for the new hangar, so please mark your calendar for that one and plan to bring a dessert to go along with the Sloppy Joe lunch that Ed Seurer will be cooking. Lunch is at 12:00 noon and the meeting will begin around 1:30. I would really like to see as many aircraft as possible so tell your friends to drop in for lunch. I would also like to raffle or silent auction some items that day, so please bring any quality items to donate for that day or we can use them on the 14 April pancake break-

fast fly-in. Let's also get some good pictures of the event to be used in a Sport Aviation article that I will be putting together and submitting later this year. We have the best Chapter in the US and I plan on letting everyone know it.

As mentioned above, the April 14th meeting will be the Chapter 35 San Geronimo Fly-in. Dave Baker and crew will be cooking up some powerful pancakes to be served from 9-11am. We will be making some flyers for this one so plan on spreading the news and thinking of some good fund raisers. There will be no formal meeting that day. Just a lot of airplane talk should be good enough.

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.

We still desperately need someone to take over the Treasurer position as Joanne will be stepping down after this month. Why not get involved and make a difference. We will need a lot of help this year and I know you all will rise to the occasion because that is what makes this chapter so great. Thanks again for all your support.

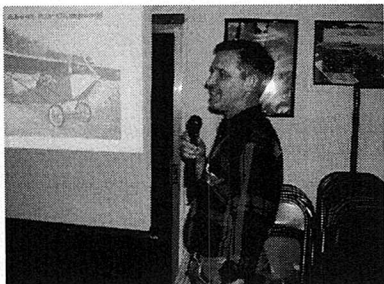
Fly Safe,
Roch LaRocca

NEWS CLIPS

Pietenpol Presentation

By Norris Warner

Chapter members were entertained at the February meeting by Oscar Zuniga's Peitenpol presentation. The story of the resto-



ration of his Piet was one of real perseverance, because nearly everything had to be redone. Along the way, he enlisted the help of Sal Hernandez (who seems to be able to cure almost anything made of metal) but Oscar did everything else required.

After a long year of wood work, sheet metal remaking, dope and fabric work—and other upgrades to engine controls and carb heat systems, the Pietenpol Air Camper is now back in the air—and flying proud once again.

This design originated in the very late '20's, and originally was powered by a Ford Model A engine, radiator and all. One rather odd twist was tried early on, that of going "air cooled." This was done by drilling and tapping the cast iron engine block in dozens of places and screwing in bolts. These bolts became the cooling fins, but we're not sure it was very successful as few pictures of this modification are to be found.

Oscar was able to show us some really fine Piets from around the country, and powered by everything from a Warner Scarab to a turbocharged Subaru to Ford Model A to Corvair to Franklin to Continental and probably some others!

One key fact to remember is that the Piet is a legal Light Sport Aircraft, and can be built for less money than any other two-place aircraft. Yes, it's low and slow, but isn't fun flying supposed to be simple and low cost?

Thanks, Oscar, for a great presentation!

FAA Proposes User Fees

The Federal Aviation Administration (FAA) wants to change the way the U.S air traffic control system is funded. In lieu of taxes on passenger tickets, the FAA proposes moving to a combination of user fees and fuel taxes. In addition, FAA proposes charging airlines a premium to use congested airports.

At AirVenture 2006, FAA Administrator Marion Blakey said *"This new funding system does not, and I repeat, does not have to include broad user fees for the general aviation community. There are multiple ways to recover the costs, and I for one do not believe that a one-size-fits-all approach is going to be the right solution. While it's important that each group pay its fair share of costs, let me be crystal clear, we do not want to create a funding system that stifles general aviation."* Time will tell.

Abandoned Vintage Aircraft Data

In its proposed reauthorization bill to Congress the FAA has proposed legislation that would allow the release of abandoned type certificate (TC) or supplemental type certificate data (including blueprints) to individuals upon request, so they can maintain the airworthiness of their vintage aircraft. This would remedy the current "Catch-22" surrounding orphaned TCs, where owners are legally required to maintain and modify their aircraft using approved data, even though the data is unavailable because the owner of the type certificate cannot be found or is no longer in existence.

Visit <http://www.vintageaircraft.org/> for more information on this development.

RULE 91.146 AND YOUNG EAGLES

2007 TEXAS FLY-IN UPDATE

(Continued from Page 2)

received some comments from pilots conducting charitable flights. EAA is the holder of Exemption No. 7830, which clearly states a 500-hour minimum for private pilots as discussed above. We received some comments from pilots conducting operations under this exemption who are completely unaware of the limitation. During the Internet public meeting in 2004, we received one comment from a private pilot who stated:

"I've flown a dozen or so Cub Scouts and Boy Scouts, and have flown 4 'Young Eagles' since earning my Private Pilot's license in 2000. Why does the FAA suddenly feel I am unqualified simply because I only have 150 hours in my logbook? I'm either qualified to fly or I am not."

The commenter was obviously unaware of the 500-hour requirement in the exemption under which he was operating, as well as the 200-hour requirement in Sec. 61.113. Some exemptions issued in the past have required private pilots to have only 200 hours to fly these charitable, non-profit, or community events. We have decided to adopt the more stringent criteria set forth in Exemption No. 7830, which requires 500 hours. We are not amending exemptions with this final rule, but we are amending Sec. 61.113(d).

While AOPA commented in opposition to the 500-hour private pilot requirement, its own findings indicate that pilots with 500 hours of total time are involved in fewer accidents than those with fewer hours. Safety support for setting 500 hours as a minimum requirement is found in the 2005 AOPA Air Safety Foundation's Nall Report (page 9 of 19). The report shows that pilots with fewer than 500 hours of total time accounted for 34% of all accidents (28% of all fatal). The report states specifically that "The first 500 hours of a pilot's flying career are the most critical, with 34.4 percent of the total and 28.7 percent of fatal accidents occurring then."

In essence, the FAA points out the new rule is no more restrictive than exemption 7830, issued to accommodate the Young Eagles program.

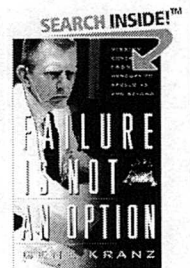
By Norris Warner

The 2007 Texas Fly-In is only 4 months away and things are starting to pick up.

Thanks to all of you who have signed up to work at the upcoming fly-in. "volunteers are the heart of the fly-in." We thank you for making this fly-in one of the country's best aircraft builder flying events.

By every measure, the 42nd Annual EAA Southwest Regional Fly-In was bigger and better than at any other time over the past ten years: attendance, aircraft, automobiles, campers both air and auto, exhibitors, forums and numbers of volunteers all increased.

We will have an excellent banquet with keynote speaker Gene Krantz, of NASA/Apollo fame. Remember, Apollo 13 and Gene's "Failure is not an option" statement? Well, come hear it firsthand from Mr. Krantz himself.



Stan Shannon announced that the organization had received 501c3 (tax exempt) status from the IRS.

In August 2006 the SWRFI leadership announced changes in the officers and organizational structure. Longtime President and Chairman Stan Shannon assumed the titles of Chairman and CEO, while Norris Warner, previously Executive Vice President, was elevated to the posts of President and COO.

Vice Presidents elected with duties involving fly-in aircraft are Ian Heritch, Cliff Elrod and Ron Paduh. The three other Vice Presidents operate all of the remaining fly-in aspects, and include Joanne Warner, David Talley and John Kuhfahl.

Twelve Directors complete the Board, and have been selected for their expertise in specific areas. They are Gary Garvens, Jimmy Tubbs, Harry Cook, Bill Gunn, Boyce Vardiman, John Schmitz, Ken Koock, Ralph Royce, Steve Andrews, Bill Tarver, Wayne Nelson and Dick Smith.

OSCAR ZUNIGA - HOW I GOT MY WINGS**By Oscar Zuniga**

First, some statistics so you'll know how I fit into the demographic. I'm 55, been married to the same sweet non-pilot woman for going on 38 years now (my wife Jay), we have five adult children, I never served in the military, I'm a mechanical and electrical engineer by training, native Texan but adopted Oregonian (lived there ten years), and am the second eldest in a family of ten children. Whew. Now on to the flying stuff!

I grew up on a ranch just off the end of the main runways at Laredo AFB so my eyes have always turned skyward. In fact, every couple of minutes of every day, most days as I was growing up, my eyes were looking up. As a result, my sweetheart airplane of all time is the Lockheed T-33. Of course, there is also a soft spot in my heart for the T-37, T-38, F-100, F-4, F-89, DC-3 (Trans-Texas Airways operated DC-3s out of LAFB before they had Convairs), and well, you get the idea.

My first flight was when I was probably 8 or 9, in a Luscombe. I'll never forget the sensation of watching the tires leave the runway and seeing the earth melt away. Incredible. My best friend's dad owned a Comanche that he flew on business and I got a ride or two in it, along with a few flights with my friend in a C150 when he got his license. I wanted to fly, but had no money.

I arrived in Austin in September of 1969 to begin engineering school at the University of Texas, married and with our first son on the way. Guess what? No money. Family and school consume resources! However, by my sophomore year I had a part-time job and one of my co-workers was a CFI trying to build instruction hours on the side so he'd fly students for the cost of fuel and rental. He instructed me a bit in Cherokees, but then we found a J-3 at Tims Airpark, north of Austin, that rented for \$12 an hour, wet; right in my budget range. I soloed in the J-3 within a few hours, loved it, ran out of money again, and was grounded again.

After college I joined my dad in his engineering company in Laredo and we often had projects in Corpus Christi, the Valley, San Antonio, and Del Rio. Long drives from Laredo. Hmm... sure could save some time by flying, right? Dad agreed, so I signed up for instruction in about 1978 and this time I didn't stop until I got my private ticket. I flew spam cans for business travel, got a little instrument instruction, got a little spin training and introduction to aerobatics ("recovery from unusual flight attitudes"), and spent a couple of hundred hours bumping around the south Texas skies.

Then I changed jobs, moved across the country to Oregon, and began spending those cold winter evenings thinking about building an airplane. I had been a member of EAA for many years and had accumulated various sets of building plans and manuals (scratch builds, not kits, and always taildraggers!). One evening I got my EAA Experimenter in the mail and there was The Airplane: the M-19 Flying Squirrel. This was my airplane. I could build it in my garage, I could build it from simple and affordable materials, and I could do the kind of simple and fun flying I wanted to do around the woods and rivers of Oregon. Wood chips began flying, I learned foam and fiberglass composite construction, and was on my way to becoming a real homebuilder!

Fast forward to 2007. As I explained in my presentation on the Pietenpol Air Camper at the last meeting, for nearly six years I'd been spending every free minute working on the Flying Squirrel in my garage and my flying skills were getting rusty so I decided to buy Air Camper NX41CC from a gentleman in Shreveport. After an unfortunate carb ice and forced landing incident by the ferry pilot, my new airplane required rebuild and repairs before I could even fly it and it is just now returning to airworthy condition. So now I can fly the Pietenpol, finish building the Flying Squirrel, and start planning my next building project... a super secret, one-off design using the Corvair engine for power. Isn't experimental aviation fun? **(Photos on Page 7)**

FEBRUARY PHOTOS

Oscar and Jay Zuniga



Zuniga Pietenpol
Air Camper N41CC



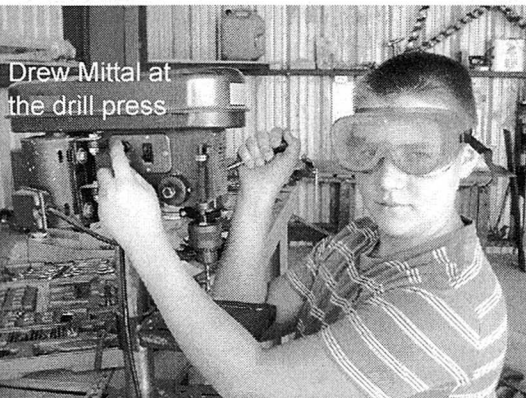
John Kuhfahl working on his Ercoupe



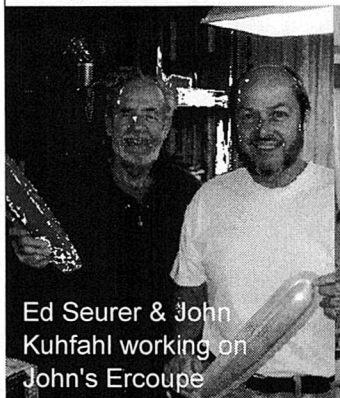
Builders Academy group working on ultralight project. (L to R) Drew Mittal, Mathew Crenwelge, Lew Mason, Chris Mittal, Fred Pennell and Maarten Versteeg.



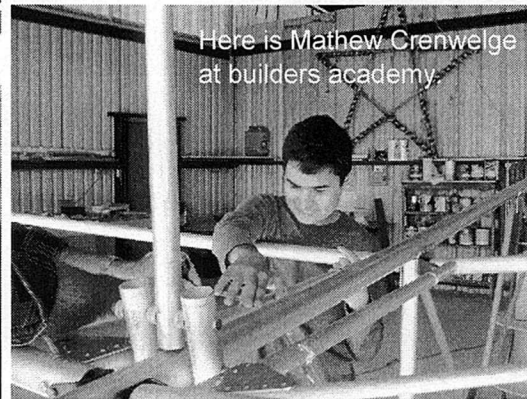
Drew Mittal at the drill press



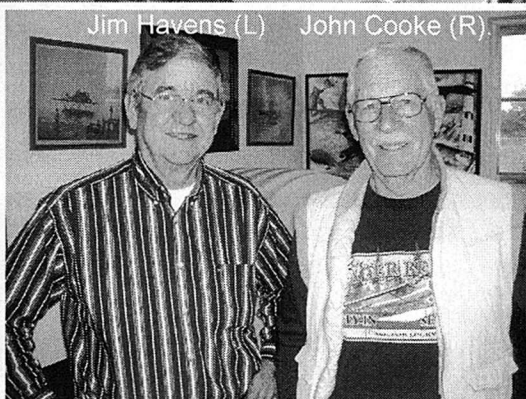
Ed Seurer & John Kuhfahl working on John's Ercoupe



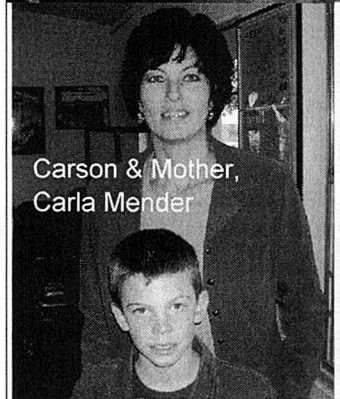
Here is Mathew Crenwelge at builders academy.



Jim Havens (L) John Cooke (R)



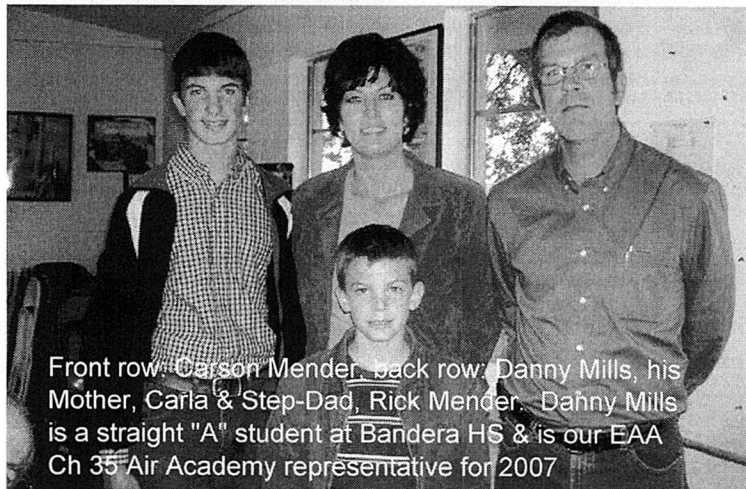
Carson & Mother, Carla Mender



Drew Mittal, Maarten Versteeg, Chris Mittal & Lew Mason installing upper cables of wing at builders academy.



Front row: Carson Mender, back row: Danny Mills, his Mother, Carla & Step-Dad, Rick Mender. Danny Mills is a straight "A" student at Bandera HS & is our EAA Ch 35 Air Academy representative for 2007



Photos courtesy Oscar Zuniga and Danny Mills

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	sformhals@satx.rr.com
AT LARGE (B)	MARTEEN VERSTEEG	210.256.8972	mhjb.versteeg@juno.com
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	MARTEEN VERSTEEG	210.256.8972	mhjb.versteeg@juno.com
YOUNG EAGLES	BRAD DOPPELT	(C)210.380.2025	brad_doppelt@yahoo.com
FACILITIES	JOHN KUHFAHL	210.688.9473 (C)210.365.0120	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	210.510.4334 (C)210.363.1282	njwarner@hctc.net
	JOANNE WARNER		
NEWSLETTER	STEVE JONES	210.679.8783	eea35news@gmail.com
HANGAR	DAN CERNA	210.688.9345	dcerna@aol.com
WEBSITE	BOB SEVERANCE	210.889.0472	
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	sformhals@satx.rr.com

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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
<p>Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS</p>		

WANTED AND FOR SALE

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

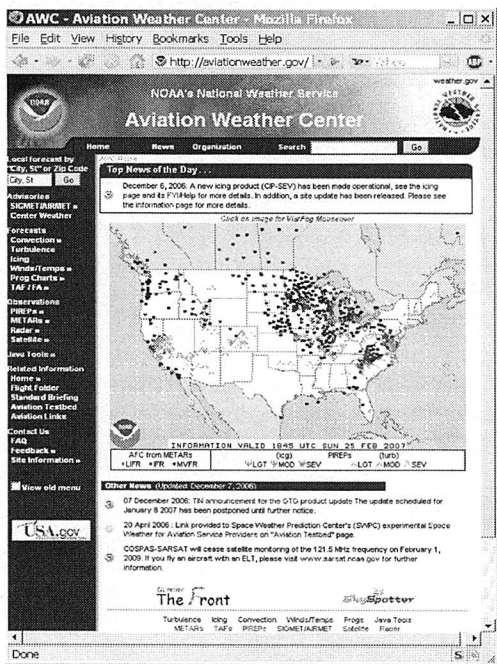
For Aircraft Hangar Rentals at San Geronimo Airpark, please call Dan Cerna (210) 688-9345, Dave Baker (210) 410-9235 or Dennis Scheidt (210) 688-3210

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: 1973 Grumman AAIB-N626OL 585 Since OH 6701 Total Time AF Auto gas STC Radio Narco Escort 110 Best offer over \$16,900 Contact Dixon Johnson, (830) 755-4192

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.

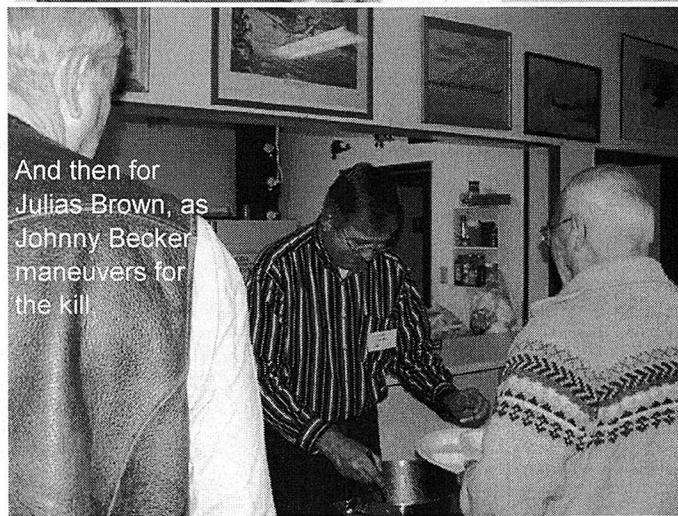
>> Check out <http://aviationweather.gov>



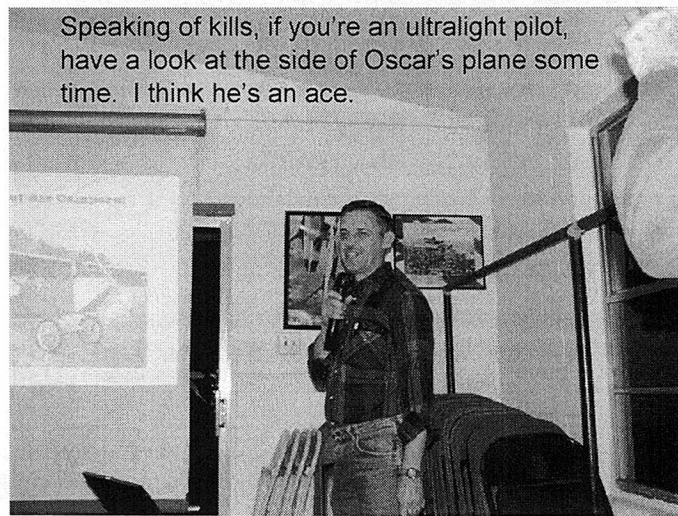
MORE FEBRUARY PHOTOS



Dinner host John Cooke serves delicious stew to John Killian



And then for Julius Brown, as Johnny Becker maneuvers for the kill



Speaking of kills, if you're an ultralight pilot, have a look at the side of Oscar's plane some time. I think he's an ace.

Photos courtesy Norris Warner

Thank Our Sponsors (and bring them some business!)

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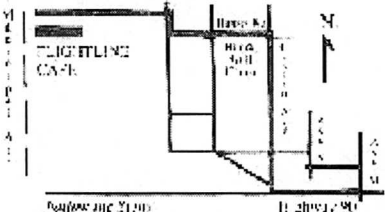
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PICK UP YOUR 2007 MEMBER
DIRECTORY AT THE MEETING.

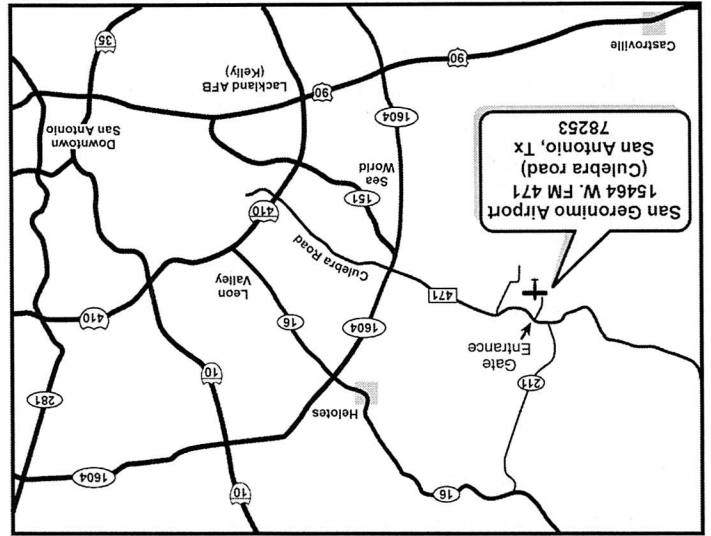
PROGRAM AT 1:30

LUNCH AT 12:00

10 MARCH

Second Saturday of the Month

When Do you Meet?



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

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

Roch LaRocca, President
17111 Blanco Park Cove
San Antonio, Texas 78248

Paste Address Label Here

Updated SWRFI Volunteer Policy Statement

Volunteers are the heart of the Fly-In. As a volunteer, your contributions of time and effort help to continue SWRFI's mission to promote aviation education and air safety. As a volunteer, you can meet and work directly with some of the most interesting and experienced individuals in the world of sport aviation today. Our enthusiasm comes from our ability to offer a venue where you and other volunteers can use your talents to contribute to what we all have in common – the love of aviation.

You do not have to be a pilot; if aviation interests you, come join us. You are welcome to share your time and talents. First and foremost, every volunteer is greatly appreciated. The SWRFI leadership will do everything it can to ensure you are taken care of when volunteering for SWRFI.

All Volunteers under the age of 18 years must work under the direct supervision of an adult. Volunteers must be 18 years of age or older and hold a valid driver's license to operate any vehicle or machinery. Upon arrival at SWRFI, Volunteers are to check in at the Volunteer gate, and then proceed to the Volunteer tent, which is just south of the southernmost red hangar.

Benefits: All Volunteers will be provided cool water as needed while working.

A Volunteer rest area is provided for Volunteers to get out of the sun and get free cool water as needed. Volunteers will have to purchase their own food on Friday and Saturday. However, lunch will be provided on Thursday and Sunday.

- All SWRFI Volunteers will receive SWRFI Volunteer Patch.
- Part-time Volunteers who pre-register (see below) 2 weeks or more in advance and work eight (8) hours at the Fly-In will receive an admission wristband at check-in. ***Pre-registration is required to receive this benefit.***
- Volunteers who work 2 full days or more will get (in addition to Volunteer patch and admission wristband) a special volunteer gift.

Pre-registration is highly encouraged and is very helpful for section bosses as they go through their "pre-flight planning." As every experienced pilot knows, good pre-flight preparation is necessary for a smooth and less stressful flight. We hope to make this year's SWRFI run smoother and be as stress free as possible – so help us out by volunteering in advance.

Approximately 2 weeks prior to the event you will be e-mailed additional instructions and a windscreen sign to show when entering the airport grounds. Upon arrival, you will be directed to "Volunteer Only" parking near the "Volunteer Gate," then proceed to the "Volunteer Tent," where your wristband awaits.

Please complete the Volunteer Sign-Up Form which is enclosed with the hard copy of the March newsletter. Fill out this form completely and mail it to SWRFI Volunteer Coordinator, Bill Tarver, 808 Pine Hollow Drive, Friendswood, TX 77546.

For questions you may call Joanne Warner, VP SWRFI Volunteers, at 830.510.4334 (metro #).



THE EAA TEXAS FLY-IN

HONDO, TEXAS

just a short drive west of San Antonio

Volunteer Sign-Up Form

June 1 - 2, 2007

Name: _____

EAA Number: _____

EAA Chapter #: _____

Mailing Address: _____

City, State, Zip _____

Phone: A/C - _____

Email: _____

Dates Available to Volunteer

(check all that apply)

If you are available only during a portion of the date(s) above, then check either the "AM" or the "PM" below the date(s) you are available. If available all day, simply check both "AM" and "PM".

Volunteer Days			
Thurs, May 31	Fri, Jun 1	Sat, Jun 2	Sun, Jun 3
<input type="checkbox"/> AM <input type="checkbox"/> PM	<input type="checkbox"/> AM <input type="checkbox"/> PM	<input type="checkbox"/> AM <input type="checkbox"/> PM	<input type="checkbox"/> AM

Please check any area of work that you are interested in participating in:

- | | | |
|---------------------------------------------|-------------------------------------------------|----------------------------------------------------|
| <input type="checkbox"/> Pilot Registration | <input type="checkbox"/> Tram Assistant | <input type="checkbox"/> Fly Market Manager |
| <input type="checkbox"/> Pilot Greeter | <input type="checkbox"/> Operation Thirst | <input type="checkbox"/> First Aid |
| <input type="checkbox"/> Aircraft Parking | <input type="checkbox"/> Security - Gate Guards | <input type="checkbox"/> Admin Support |
| <input type="checkbox"/> Young Eagle Pilot | <input type="checkbox"/> Camping | <input type="checkbox"/> Vendor Ice Supply Manager |
| <input type="checkbox"/> Young Eagle Ground | <input type="checkbox"/> Volunteer Support Tent | <input type="checkbox"/> Meal Assistance Thu & Sun |
| <input type="checkbox"/> Young Eagle Admin | <input type="checkbox"/> Safety | <input type="checkbox"/> Drinking Water Manager |
| <input type="checkbox"/> Tram Driver | <input type="checkbox"/> Forums | <input type="checkbox"/> Wherever needed |

If you have other areas that you are either experienced in or desire to work in please write them below. Also, any general comments about how you would like to help should be entered below:

Please read the [EAA SW Regional Volunteer Policy](#)

Please fill out this form completely and mail it to SWRFI Volunteer Coordinator, Bill Tarver, 808 Pine Hollow Drive, Friendswood, TX 77546.

For questions, you may call Joanne Warner, VP SWRFI Volunteers, at 830.510.4334 (Metro#)

Volunteer On Line for SWRFI Now!

By Norris Warner

We think we've taken a big step forward in the registering and organizing the life-blood of The EAA Texas Fly-In—our VOLUNTEERS. This entails looking up the fly-in's website, www.swrfi.org and clicking on the "Volunteer" entry. This opens up a page where you can make your chosen area of work known, and by filling in the blanks, we will have all of your contact information.

Dr Bill Tarver, our Volunteer Coordinator, will compile this information for our area managers, and then will e-mail you a page for you to print out. This page is your free entry pass—you will not pay parking—and you will be directed to reserved parking for Volunteers. The only entry gate for volunteers is nearby, and you will pick up your wristband at the Volunteer Tent at that point.

We should stress that you need so do this as soon as practical so that you will be placed in the volunteer area of your choice. Remember, May 31, June 1 and 2 are coming up swiftly!

If you don't have e-mail capability, you can use the Volunteer Sign-Up Form which is enclosed with the hard copy of March newsletter. Fill out this form completely and mail it to Volunteer Program Coordinator, Bill Tarver, 808 Pine Hollow Drive, Friendswood, TX 77546.

For questions you may call Joanne Warner, VP SWRFI Volunteers, at 830.510.4334 (Metro #).

The 2007 Chapter Directory Available Now!

As promised, the valuable EAA Chapter 35 Membership Directory will be available at the March meeting. Each copy will have a member's name on the back cover. SO PLEASE PICK UP YOUR OWN COPY. *Please!!*