



The Leader In Recreational Aviation

RUNWAY 35



FEBRUARY 2009

Volume 51 Issue 2

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THE WINDSOCK

By Oscar Zuniga

Every airport, large and small, has at least one. Simple, useful, and as much a part of an airport as the runway, the windsock provides the pilot with valuable information about flying conditions. I'm going out on a limb when

I say this but I think the windsock provides more information than any other visual cue in daylight flying.

Glancing at the sock gives an instant indication of windspeed and relative strength, while watching it for a few moments fills in even more gaps

by showing whether the wind is steady, gusty, or variable in direction. And those are just the practical aspects.

Where I fly, the windsock does more than just tell me what the wind is doing; it sets the tone for the whole airport experience. I can leave the house with the thought that I'll soon be taxiing the airplane out to take a turn around the patch, but then 20 minutes later I'll drive up the road to the airport and a quick glance at the windsock can shoot my flying plans down in a

second. It can be mild and calm at home, yet gusty with a crosswind at the airport, and if I don't feel up to a gusty crosswind then the windsock just changed my plans from flying to hangar stuff instead. On the other hand, I can leave the house with tools, materials, and

the good intentions needed to make a part or take on a maintenance task, but then I'll drive around the last bend in the road to the airport and see the windsock lazily drooping on its pole and all of a sudden I have to fly no matter what. A chance to pursue The Perfect Landing!



Like Chanticleer, the rooster in Chaucer's "Canterbury Tales" who thought his crowing made the sun come up each morning, it's almost as if the windsock creates the weather conditions instead of answering to the whims of the wind. Somehow, seeing that orange-and-white striped sock can create the mood and conditions to either put me in a grounded funk or make me want to pull on the scarf and goggles and go challenge the Red Baron to a dogfight.

(Continued on Page 2)

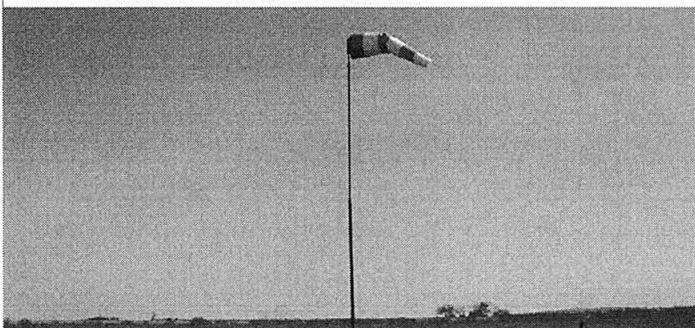
THE WINDSOCK (CONTINUED)

(Continued from Page 1)

I think I know what my plans are when I head to the airport, but until the windsock has its say, who knows?

When a cold front blows in the sock can be pointing towards Castroville as stiffly as if it were starched and I know the airplane will climb like a rocket straight up runway 35, but I'll have a long final approach with some bumps, followed by a very short roll. The starched windsock makes the rules for the pattern that day. Another day it hangs completely limp in the hot sun with gnats buzzing around and not a breath of air for hours. Another day it dances and spins, bobs and jabs on its mount and I know that if I'm ready for some practice we're in for a bit of rudder pedal dancing and a nice refresher in crosswind and gusty wind technique.

I wonder what I'd do if the windsock were down sometime? Go stand out on the side of the runway and try to figure out how the flight is going to go, holding a wetted finger in the air or maybe holding up a fluttering piece of ribbon to get a sense of things? It would be like trying to decide what to wear to a party when my wife isn't around to coach me. Do I show up in country club casual and everybody else is in suit and tie? My wife always knows; so does the windsock. I guess the sun would still come up every morning if the rooster didn't crow. I also guess I could still go fly without a windsock. It's just a lot better when we have roosters and windsocks, and spouses are OK, too.



LOCAL EAA CHAPTERS

By John Latour

More than 1,000 local EAA Chapters around the world get together every month. They enjoy camaraderie of people that share a passion and enthusiasm for aviation. Monthly meetings contain programs that focus on ideas to make aviation safer and more fun. EAA is about Chapters. Chapters are about people and participation. Chapter meetings are a great way to get even more from your EAA membership. Here are local Chapters around San Antonio area.

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Richard Gauldin	512 756-0798
info@hillcountryflyer.com	

To locate other EAA Chapters in our area, visit on-line Chapter Directory at www.eaa.org/chapter_locator.html or call 800 236-4800 ext. 4876.

Electronic Edition

This newsletter is also available online and in color. Visit: http://eaa35.org/ENL/Feb_09/Feb_09.pdf

PRESIDENT'S COCKPIT

By John Latour

Chapter 35 members know that life is a challenge. Life today is a fast paced, stressful, busy and filled with an overbooked calendar. We accept the challenge of flying and building an airplane. How do I cope with my challenges?

EAA Chapter 35 hangar is my home away from home and my comfort zone. It's a peaceful haven and serene place to work. The hangar is a quiet place to be myself. You can get your hands dirty. We gather to discuss tooling and improvements in building airplanes. Telling stories of speed, altitude, off-runway landing, medical, license and dreams are common. I found my second home in the EAA Chapter 35 hangar.

Joe Killough's hangar is also a stress-relief haven. No missile attacks from Hamas. No starvation as in Somalia. After four hours of work building Merlin GT gussets or aileron horns, John Killian, Mike Landis and I gravitate to Joe's place for an aviation atmosphere of airplane stories, cool drink and stress-relief. Visit the EAA Chapter 35 hangar and Joe's place to discuss your challenge and our way for stress-relief.

Summary of January 10 Meeting.

Cold weather greeted us on first 2009 EAA Chapter 35 meeting. However it did not effect the spirit of forty or more members braving the cool and wet atmosphere of the January meeting.

Chef, David Talley, served a meal for a king. His Beef & Barley Soup drew tears to our eyes. Dave said, "Brown beef in 2 tbs oil. Sauté tomatoes, carrots, celery and onions in oil until tender. Add barley, simmer for another ..." Yes David, you are the champ. Thank you David and Miriam Talley. You are on top of the EAA Chapter 35's loyal members list.

Guest speaker, Dave Baker, on short notice, generated an oil filter presentation. His hands-on workshop brought a smile on everyone face and left engine oil on every hand. Short of a guest speaker for January meeting, Dave Baker stepped forward, assessed the requirement, and generated an oil filter presentation. Dave said, "The whole reason behind the "demo" was to show our members what types of tools WE own in our Chapter Tool-crib. The oil filter cutter is just one of many different tools that the chapter has to loan to our members." Basically, using Chapter 35 tools, he cut open an oil filter from Mike Holcomb, A&P / IA airplane engine. Dave also inspected his own oil filter in the demonstration. He took visual measurements of condemnations from his filter that he had cut open previously. The filter revealed some very interesting and sometimes disturbing information. Dave briefly discussed oil analysis, taking a proper sample, where to take sample and the proper test to run. Dave's procedure provides somewhat less accuracy than an atomic absorptions, but it can be completed much more quickly.

Most important, it can be particularly effective in monitoring wear of metals in your airplane engine. Thank you Dave Baker. Chapter 35 needs you and your hands-on aviation knowledge.

Looking forward to February 14 Meeting

Chapter 35 re-known Chef, Ed Seurer, serves his famous Sloppy Joe Supreme this second Chapter 35 meeting of year. Ed's Sloppy Joe is

(Continued on Page 5)

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NEWS CLIPS

LETTER TO THE EDITOR

By Anonymous

STRIKE THREE!!!!!!!!!!!!

STRIKE ONE - SHAME ON YOU - Author of the article. Indicating that you are such a good pilot making two, not one, but two dead stick landings in one lifetime.

Where was your preflight planning?

STRIKE TWO - SHAME ON YOU - the editor of the newsletter. Glorifying how great a pilot can be by making two forced landings in one lifetime. In his stead perhaps it would have been more important to indicate what was a total mistake this was: how serious it actually was to all concerned—the pilot—the other people on the ground—the pilots of those other JET planes trying to land .

Two very important pilot requisites were ignored here:

1. One of the most important items to be checked on a pre-flight is to be certain that there is SUFFICIENT FUEL in the airplane to complete the intended flight.
2. Never rely on your onboard fuel indicator, especially the wire rod type, to govern your flight. Part of a good preflight is to determine the amount of fuel, in time, needed for the flight (plus a little excess for an emergency) and then visually check in the fuel tank for sufficient fuel to make the flight.

STRIKE THREE????????????

Editor's Reply: Thank you. I consulted with Oscar on the contents of your heartfelt anonymous letter, and he agreed on all points. So, I attribute this to my failure to effectively communicate. The title of the article, 'Owning Up', is a modern American colloquialism, better conveyed in Latin, as "Mea Culpa". Oscar's intent was to present two very preventable situations and express to the reader that these mistakes were all too easy to make, and that they require attention to detail. The 'little excess' you mentioned would be fuel to the planned destination plus 30 minutes for day VFR. I admire your passion, and I look forward to featuring **your** article in an upcoming edition of *Runway 35*.

NOTE FROM EAA FOUNDER

By Paul Poberezny

Sent: Tuesday, January 20, 2009 11:29:55 AM

TO: John Latour, President, EAA Chapter 35

Dear John,

I just finished reading Chapter 35's January newsletter "Runway 35" - I must say it was a very heart-warming newsletter [at least to me]. I read hundreds of newsletters each week - some are just routine, some not quite so and then there are those who have the real feeling and pulse of the people. Your thoughts of being president of EAA Chapter 35 and what you've learned during that time and how you spelled out the passion for flying ... I remember I was there. Keep doing what you're doing and set an example for those in the future.

I thought Oscar Zuniga's article was also very well done. So often, people don't always see just what's around them, but yet enjoying what they see and maybe taking it for granted.

Please give everyone in your chapter a "pat on the back" from me.

FAA MEDICAL RESOURCE

By Richard Hecker

Sent: Thursday, January 15, 2009 9:01 PM

Subject: FAA Medical Resource

Hi: I am a FAA Senior AME (20969) who is hangared at 1T8 (Bulverde). I am working on multiple projects...the most advanced is a total rebuild of a '46 BC12-D. I will follow that project with a '46 7AC. I am an EAA member, and I am formally affiliated with Chapter 92 (Orange, CA). I am available to your Chapter members for medical questions. My CP is: 210-391-1072. I do FAA medicals at 1T8. Callll if I can help. Best wishes. RB "Doc" Hecker

rbhecker@earthlink.net

EAA CHAPTER 35 PUBLISHER

PRESIDENT'S COCKPIT (CONTINUED)

By John Latour

2009 EAA Chapter 35 Newsletter Publisher
Ed Seurer, EAA #0359667

EAA and Chapter Dedication and Service:

Ed Seurer was EAA Chapter 35 President in 1998-99. His dedication to the monthly printing of the chapter newsletter, **RUNWAY 35**, has been ongoing for 20 years. He is truly the "King of Print" with us as he has provided the printer, does the printing and provides the facility for printing. Our newsletter exists because of Ed's service, dedication and support. He reviews each page like a class-one Chief Editor. His efforts have been instrumental in documenting club activities, news, member projects, etc.

Service to the Aviation Community:

Ed Seurer has supported aviation in Wisconsin, Mexico, San Geronimo Airpark in San Antonio, TX and in Florida. He uses his Cessna 150L airplane for every Young Eagles Fly-In(s) such as Hondo Aviation Day, S.W. Regional, Texas Fly-In and Chapter 35 Fly-In(s) at San Geronimo Airpark. Before moving away from Wisconsin he attended EAA Fly-In(s) at Oshkosh. Now he supports aviation by attending all club meetings, activities, fly-In(s) and still manages to have an outside life of bowling & dancing.

Personal Achievements in Aviation:

He owns his airplane, Cessna 150L, is a Grey Eagle and has 20 years of editing/printing service to EAA Ch. 35 and to aviation. He lives on site at San Geronimo Airpark. He built his hangar with living quarters and is available to share his expertise, experience and time. Ed Seurer has a great personality and is a fabulous example of the type of member that makes aviation clubs great.

(Continued from Page 3)

known as one of the best sandwich from his five star recipe. Benjamin Franklin is known for developing the first Sloppy Joe but Ed Seurer improves his recipe each year. Don't miss it. This is a must.

Guest speaker, Aiman J. Al-Khazaali, is preparing an EAA builders presentation on the open-EZ Canard. His briefing is on many improvements of its fore-bearer, VariEze. The design is almost like the the Long EZ and / or the VariEze. Its bones use the same foam and fiberglass sandwich technique as Burt Rutan trade mark. Who can forget Burt Rutan, a super-star of the home-building world? Aiman promises us an exciting presentation on the latest advancements of the open-EZ Canard airplane. We invite you to listen to an advance canard airplane presentation from a new Chapter 35 member.

Two new directors at large result from the first 2009 board meeting. Brad Doppelt and Jim Feighny are elected to replace Roch LaRocca and Bob Cabe. Roch relocated to Atlanta making it difficult to attend board meetings. Bob Cabe's work schedule is in conflict with many board meetings preventing his full participation. However, Bob is still our Safety Officer. Thank you Roch and Bob for your past dedication and loyalty to Chapter 35. We wish you all the best in your new ventures. Let us allow Brad and Jim the opportunity to help us with our many Chapter 35 challenges.

David Baker Donates an Airplane Painting & Bruce Harrison Donates a Frame - Dave donates his prize painting to Chapter 35. The beautiful airplane painting is a work of art. It will enhance our chapter club house quarters. Bruce Harrison offered to frame the painting. It is schedule for display by February meeting. Thank you Dave for painting and thank you Bruce Harrison for frame.

JET-ENGINED LONG-EZ

By Steve Jones

I don't wish to make anyone envious, but Freda and I recently visited canard heaven. Who would have thought tiny Covington, Tennessee would be the epicenter of something like this? I actually lost count of the number of Burt Rutan-inspired aircraft on the field.

<http://www.ezjetinc.com/index.php>

We met briefly with Valerie, then later Robert Harris and a host of staff and hard-core canard enthusiasts in their two-story hanger workshop. I understand we saw only a small portion of the work that goes on there. Robert and the aircraft owner (I'm bad with names) showed us some real innovations in an upcoming EZ-Jet Long-EZ conversion, including retractable oleo-strut mains, (with parts repurposed from Cessna 150 nose gear) under-strake air inlets with splitters, (you never know when you're going to go super-sonic) and one beautifully hung turbojet engine.

http://www.ezjetinc.com/images/img_0909.jpg

We took as much time as we dared, then excused ourselves to give the crew needed room to work, and to give ourselves an opportunity to mop up our drool. I wish we could have spent the rest of our vacation in the hanger, but we really were underfoot. The folks out at EZ-Jet were very gracious! I'll say nothing of my reception at Scaled Composites. (story for another time) No pictures -- we left the camera at home to make room for the cat. We'll just wave our hands and describe what we saw the next time everyone meets at the hanger for newsletter production or for Saturday coffee.

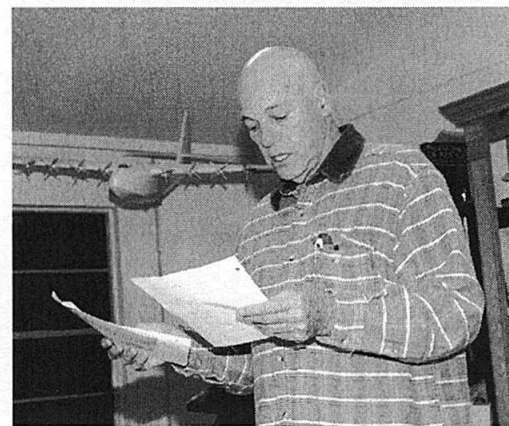
Hat's off to Richard, and the City of Covington. The FBO at Covington Muni (M04) is large and nicely appointed. Richard really made us feel welcome.

JANUARY MEETING PICTURES

By David (Artist) Baker



Grounded Mooney

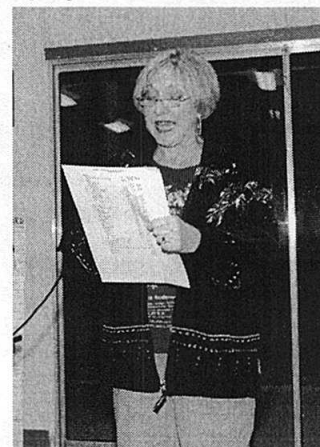


John Latour's Meeting Notes



Oil Filter Autopsy

Treasurer's Report



CHAPTER 35 RENEWS EAA AGREEMENT

By John Latour

2009 EAA Chapter 35 Renewal Agreement

As an EAA Chapter in good standing we (Chapter 35) agree to the following:

* Support the mission, vision, goals and objectives of EAA and EAA Divisions as appropriate to the Chapter.

* Maintain a non-profit incorporation status with our state or other government authority as applicable by the Chapter's state.

* Maintain Chapter Bylaws in accordance with the bylaw guidelines provided by the EAA Chapter Office.

* Obtain and maintain a Federal employer Identification Number (US Chapters only) from the IRS and provide this number to the EAA Chapter Office. (You may obtain this number by filling out a SS4 Form and sending it in to the IRS. Please contact the Chapter Office if your Chapter requires a form.)

* Ensure that all Members of our EAA Chapter who vote, hold office or pay dues to the Chapter are current EAA Members. Warbird, IAC, and Vintage Chapter Members must be Members of their respective division.

* Participate in the EAA Chapter Aviation General Liability Insurance Program (US and Canada Only). (No substitute insurance will be allowed.) Further, at no time, conduct any prohibited activities.

* Report our Chapter Sponsored Events to the EAA Risk Management Office, using the proper insurance applications or notice forms at least 30 days prior to the event and to adhere to the insurance requirements for EAA Chapter Events. (The Aviation General Liability Insurance is an exclusive benefit to Chapters and may not be extended to cover activities or events that are not Chapter sponsored activities. Full disclosure of all activities and responsibilities is required.)

* Use all EAA trademarked Logos in accordance with the EAA Logo Usage Rules. The EAA Chapter Office will provide copies (by request) of the current trademarked EAA logos and the EAA Logo Usage Rules in writing or via the EAA Web Site.

* Ownership, lease, management, control, maintenance or up-keep of an airport, airpark or restricted landing area will not be conducted by the Chapter (with the exception of aircraft parking and / or storage, tie-downs, volunteer airport clean-up or improvement projects).

* Aviation maintenance or aviation services operations including flight training, fueling, etc. for hire or donation

will not be conducted by the Chapter (with the exception of ground schools, classroom training presentations, including related materials).

* The Chapter agrees not to separate (fly) an airworthy aircraft within the Chapter structure.

* Operate exclusively as an EAA or EAA Chapter and separate from any and all co-affiliations as a club, chapter, or sub-group of other organizations, associations or special interest groups on a local, regional, national or international level.

* The Chapter agrees not to use the name Experimental aircraft association, Inc. in signing any lease agreements, airport use agreements, permit use documents or other legal contracts but rather shall only sign such legal documents using the official corporate name of the Chapter.

* The Chapter accepts and acknowledges that the Chapter has been granted a conditional Charter under the authority of the Experimental Aircraft Association, Incorporated. Further, the Chapter accepts and acknowledges that the privileges granted to the Chapter under this conditional Charter must be withdrawn in the event the Chapter fails in any way or manner to meet the requirements of the Experimental Aircraft association, Incorporated. In the event that the Experimental Aircraft association, incorporated withdraws the conditional Charter of the Chapter, the Chapter agrees to cease using any reference whatsoever to itself as a Chartered Chapter of the Experimental Aircraft Association, Incorporated.

Chapter 35

By signing this agreement the Chapter acknowledges to have read, reviewed, and understood the above statements and agrees to comply with the conditions as indicated.

John Latour

Date: January 16, 2009

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2009 CHAPTER CALENDAR

January 10

BOARD MEETING @ 4:00 p.m.
 SOCIAL @ 5:00 p.m.
 DINNER by Dave Talley @ 5:30 p.m.
 PROGRAM @ 6:45 p.m.

February 14

GENERAL MEETING
 SOCIAL @ 5:00 p.m.
 DINNER by Ed Seurer @ 5:30 p.m.
 PROGRAM @ 6:45 p.m.

March 14

EARLY LUNCH MEETING & FLY-IN
 GATHERING OF AIRPLANES, PILOTS & VISITORS @ 10:00 a.m.
 LUNCH @ 11:00 a.m.
 PROGRAM @ 12:00 Noon

March 21

HONDO AVIATION DAY
 YOUNG EAGLES FLY-IN From 10:00 a.m. to 2:00 p.m.

April 11

BREAKFAST, BOARD, WORKSHOP & FLY-IN
 HOT PANCAKE & SAUSAGE @ 9:30 a.m.
 BOARD MEETING @ 10:00 a.m.
 WORK-SHOP by Doug Apsey @ 11:00 a.m.

May 9

GENERAL MEETING
 SOCIAL @ 5:00 p.m.
 DINNER @ 5:30 p.m.
 PROGRAM @ 6:45 p.m.

June 13

ANNUAL MEMBERS MEETING
 LUNCH @ 11:00 a.m.
 PICNIC & FLY-IN & ORIENTATION RIDE 10:00 a.m. - 2:00 p.m.

July 8

BOARD of DIRECTOR'S MEETING @ 10:00 a.m.
 BUSINESS LUNCH After Board Meeting 11:30 a.m.

SUPERIOR AIR PARTS FILES BANKRUPTCY

By Steve Jones

Strasburger & Price, LLP are representing Superior Air Parts as they file for Chapter 11 Reorganization and prepare to auction and sell substantially all assets.

If you feel you have unfinished business with Superior, or basis for a claim, you have until February 17, 2009 to file. For more information, visit the Strasburger & Price website at the following URL: <http://www/strasburger.com/client/SuperiorAirParts> or call (512) 499-3624.

For official filing instructions and forms, visit the bankruptcy court at the following URL: <http://www.txnb.uscourts.gov/Reference-Library/Forms>.

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, \$37000 firm, Jim Havens, (210)680-7882 home, (210)347-2455 CP



FOR SALE: Kolb Mark III, 50 hrs/tach, dual stick, tundra tires, warp drive prop, Hirth 65hp engine, EIS, ELT. Asking \$10,000, obo. Bil Ragsdale (210) 365-0092 (cell)



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@aol.com or John Latour 830.612.2232, E-Mail latourjohn@att.net

FOR SALE: Scot Chesler, 37HP 1/2 VW Engine Zero time, still in shipping container. Paid \$3,275 (Shipping container not included) Price negotiable. Please contact Jim Munro at (210) 685-9306.

FOR SALE: New fiberglass cloth/tape and foam (from a Cozy project) that needs to find a new home. Contact Randall Klint at email rklint@sbcglobal.net or (210) 695-6624 (home).

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 (920) 327-9395

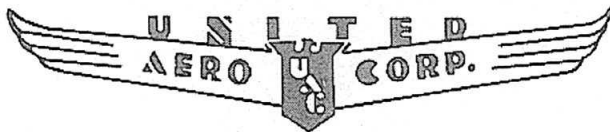
FOR SALE: 1996 Merlin GT with 110 hp Continental O-200 engine, approx. 10 hrs on engine. Built by Gary Key and his Father-in-law who is a certified aircraft mechanic. Plane is hangered in Roswell, NM. 6 pack instrumentation and all engine monitor gauges. Asking \$30,000. If interested contact Gary at 575-623-6537.



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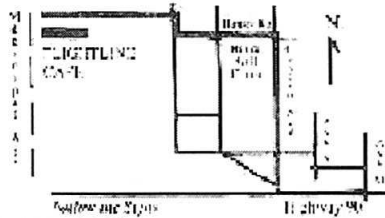


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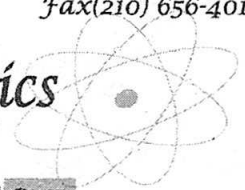
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