



August 2002

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RUNWAY 35



Serving San Antonio Aviation Aficionados with all the Aviation News that's fit for print.

Front Page News WE WIN!!!



Well folks, our chapter finally did it! We were the first place recipient of the EAA Newsletter Award for the Fiftieth EAA Convention! What a surprise (well at least to your humble editor)! The chapter really deserves a pat on the back. We are active, we are a "team" and we have the "can do" spirit. I thank each and everyone of you for helping us win this great award! Geez, maybe that "award" given to us by Dave Baker last Christmas was a premonition. Anyway...again, THANK YOU EVERYONE! Congrats!

August Meeting

August Meeting

August Meeting

August Meeting

Young Eagles Young Eagles Young Eagles Young Eagles Young Eagles Young Eagles Young Eagles

Pancake Breakfast Pancake Breakfast Pancake Breakfast Pancake Breakfast



The Best ~~Non~~-Award winning "newsletter of ANY EAA Chapter!"

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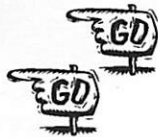
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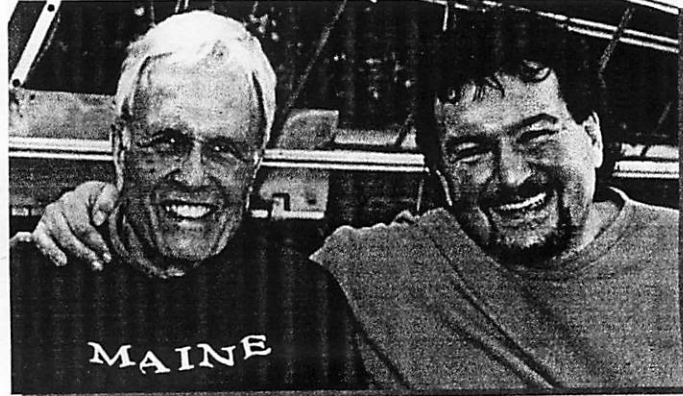
Grounds Manager
YOUR NAME HERE!



Clear Prop!!!!

By David C. Talley

Well folks...I'm back in my room. In fact, they gave me the same one I had last time I was here. We had a great time going to Oshkosh this year. As usual we met with old friends and made a few more new ones.



I don't know if I'm getting "old" or something...but it seems that though I still love the air-planes, it's the

people that seem to make the trip so much more enjoyable.

Some of us made it to the "pink" hangar in Racine to visit Pat Wegner. She holds an annual party on the Sunday prior to the fly-in. What a time! It was hotter there than in San Antonio. Go figure. The food was great, the hangar was great and the folks were, well, great! Thanks Pat!

Miriam & I bumped into James Einhof. He and his wife are living in the Denver area. He's sold his Tomahawk and is looking forward to working in the aviation world.

Since Terry Winnett's leave was cancelled by the USAF at the last minute, he had to sit out this year's event. Not to fret. He was surfing the web on his birthday and came across a FWF Lycoming O-360 from a Mooney. Of course he called us while we were driving south to let us know of his find. He also needed a truck

to retrieve said item (hence the call to us). As I write this he should be home with his new booty. Did I mention he got the CS prop, too? Oh, one more thing, did I mention it was in Kansas?

Wright Bates checks in with his first contribution. Read about his mountain flying course...

Cody Kelly reports on his trip to the EAA Air Academy.

Jillian Carlson, one of our youngest members, checks in with her report on KidVenture.

Lew & Nancy Mason celebrated their 40th anniversary (locally) during the OSH week. CONGRATULATIONS to both!

Arlis Olson checks in with the latest trip report from their (long) trip. Read on...

There are several Oshkosh items from various perspectives.

We have a "Mystery Plane" for you to identify.

Need to hand prop your (or someone else's) plane? Read this month's Safety Corner.

SWRFI is on the move. In fact it's moving to a site much closer to San Antonio. Don Staats reports on this item.

There's much, much more...please read on and enjoy your copy of Runway 35, the "Best Award Winning" Newsletter of ANY EAA Chapter!

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.

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President's Corner

By Norris Warner

FROM THE PRESIDENT'S DESK

Well—actually—it's from my car as we're driving home from Oshkosh and Air Venture 2002. And what a 10 days it has been. Joanne and I stopped on the way North to visit old friends who have lived most of their lives overseas, and reside in a home that is as much museum as anything. My friend Frank fought in the Spanish Civil War in the late 30's, and has all the stories—some funny, some tragic—to prove it. Some day I'll write the story about how we first met in Turkey.

On to Oshkosh, where we stayed with the same couple that we've known for nearly 20 years. We were able to introduce Ralph and Esther to the Talleys and Don and Charlie Staats, and the give-and-take banter was riotous. Now Ralph and Esther are not really airplane people (although Ralph is a member of the Caterpillar Club from combat as a B-17 Navigator is WWII) but they volunteer at Air Venture every year—this one being their 11th. Esther is the Chairman of the main registration building, and Ralph helps keep the work crew morale up with his constant jokes—you see, Ralph is legally blind, so he can't do paper work, but he is an essential part of Esther's crew. We find there are well over 500 "civilian" volunteers from Oshkosh who assist EAA during this time, and all for no compensation. Thanks Ralph. Thanks Esther.

Everyone says that there is way, way too much to see at Air Venture, and I think that's an understatement! In the four main exhibit buildings, there are hundreds of vendors, many of them showing off the very latest technologies. And in the open-air area, hundreds more bring tents to show off airplanes, engines, etc., etc., etc. Some of the things that caught my eye include a demo flight by the Carter Copter (a space age autogiro), a flyby of the B-2 Stealth bomber, Reno Air Racers, a

flight of four Harriers, and of course, the daily airshows. On the ground, several very interesting engines, including an all-new 200 hp turboprop (\$27,000), several huge all aluminum V-8's, a couple of diesels, and the fabulous new Rotec (NOT Rotax) seven-cylinder, 110 hp radial. Weighing 220 pounds and priced at \$14,900, it seemed to be one very attractive power plant. Just imagine one on the nose of a Luscombe! Or a Hatz.

A trip through the "Fly Market" is always interesting. This is truly a garage sale for any EAA member who brings their aircraft "junk" in before the flyin. The goodies range from completely destroyed airplanes to partially built kits, to engines fresh and tired, to all sorts of bits and pieces. Prices seemed to be on the high side, but a whole lot of stuff sold.

I've been thinking about building a "Breezy" for some time, and I took some time to inspect four that were present, including one being flown daily by the designer, Carl Unger. I did fly one years (30 or so) ago, and the "bugs-in-the-teeth" was fun then—and I think it still will be (however, Joanne is asking for a full-face plastic mask covering attached to a helmet when she hitches a ride).

The various forums and workshops were well attended as always, there was something for everyone—if you just had enough energy to run from building to building. And if you somehow had any gas left in your tank at the end of the day, there were evening programs to attend as well.

One evening we did attend an awards program at the "Theater in the Woods" where various categories of endeavors were recognized. Turn to my write up of this event elsewhere in this issue for all the details (hint: just watch for David Talley's big grins!).

There were a number of chapters-help



sessions put on by headquarters people, and several Chapter 35 members attended. We were given a short course in chapter leadership and management, and I have to confess that we are doing very, very well! Of course we have to make some improvements and adjustments, but our chapter is as close to being a "model" as any one out there, thanks to our dozens of committed volunteers. Hats off to all of you!

Our August 10th Pancake Breakfast and Young Eagles event is now upon us. This fund-raiser and community outreach effort is where we enjoy fun, food, friends and airplanes, and I'm looking forward to a great day. I'd like to encourage as many of you as possible to come out to the clubhouse on Friday the 9th to help prepare the grounds and the facilities. We'll be mowing in the morning, and doing all the other things in the afternoon. Skip Barchfeld, a past chapter president and sparkplug, is chairing this event, so please call him NOW at 1.830.363.7649 to volunteer your services. Brad Doppelt, our Young Eagles Coordinator supreme, heads up this part of the fun, and he's always looking for a few good women (and men, too) so call him at 210.558.8909, or e-mail him at brad_doppelt@yahoo.com with your offer of help. PLEASE, PLEASE, do it today!



Comments from the VEEP

By Don Staats



OSHkosh has come and gone for another year. My son and I attended for the second year in a row. Last year was our first return to OSH since 1974 and we didn't get to see it all so we went back for a second look. I know it is the highlight of the aviation year for most of us and we attend as time permits. But it is so big it takes a lot of time that many don't have.

I would like to suggest an alternative. A nice little weekend fly-in in Urbana, Illinois. It was held on June 14-16, 2002 under the sponsorship of the Sport Aviation Association. The SAA is Paul Poborezney's grass roots flying organization. To say the Fly-in was a success would be an understatement.

There were probably 150-200 airplanes and maybe twice that many people. It was held at Frasca Field, a very nice strip owned by Rudy Frasca. Rudy is the one

that makes all the flight simulators. He and his family were our hosts and the venue was perfect. Rudy has a large collection of airplanes (all flying) including a Spitfire, P-40 and Wildcat. His set up is outstanding for conducting a fly-in. I did not hear one negative remark during the entire event and I got around to speak to most of the people there.

I got there on Thursday evening, about the eighth plane to arrive, after an uneventful flight from San Antonio. I spent an hour or two with Paul, Audrey, and Bonney Poborezney and Tom and Rudy Frasca. Later, at the hotel, Paul and family and Ann Pellegreno and husband, Don, and I all assembled in the lounge for a beverage or two. Ann remarked that I really needed to practice my landings. Of course, Urbana was the worst landing of the trip and maybe the worst ever noticed by so many. The next day Bill Haskell and I strolled around and talked with

Julius Junge, Dan Barger and Skip Barchfeld.

The week-end passed in a similar relaxed fashion and included a tour of the simulator factory, seminars and two dinners in one of the hangars. The best seminar was put on by our own Julius Junge (let him tell you about it) and there were a variety of others relating to the do it yourself end of homebuilding.

On Sunday I took off about 7:30 a.m. for Odessa and the Short Wing Piper Convention, but that's another story. I really encourage those of you who are interested in the grass roots era of the early days of EAA to join the SAA. You would find it worthwhile. Look it up at Sportaviation.org Don



News from Around the Patch...



Sport Aviation (the soft kind)

One of the neatest items now available from the EAA is a "soft" copy of every *Sport Aviation* ever published. (That's 50 years!)

The EAA computer folks got together and scanned every page. They then converted each page to an Adobe "PDF" file.

A database was established that allows one to search all pages in a myriad of ways. Nice.

There are over 25 disks(!) and everything comes in a "soft" case. It's only \$149 (plus shipping). Get your copy today. And please remember to donate your old paper copies of *Sport Aviation* to your local library and schools! (You won't need them anymore...)

Lost...Lost...Lost...Lost...Lost...Lost

Lost at Chapter Picnic in June—my pretty, little, one cell Purple Maglite flashlight. Somewhere on the grounds or in the clubhouse. Gene Kent (new member) 210.308.8043 or genekent@juno.com or call/see Norris Warner.

Help...Help...Help...Help...Help...Help



...News from Around the Patch

RUMOR CENRAL

Scuttlebutt (how's that for—NAVY talk!) says that Steve Carlson and Paul McReynolds are arranging a hands-on sheet metal fabrication session for the first Saturday in November. We hear that metal shaping may be part of the fun.

If you have some ideas about this, contact one or both of the above.

SWRFI Needs YOUR Help

Kris Kilmer, forums chairman, (and EAA 35 member) is needing folks that can put on a seminar at SWRFI. Past attendees want more "How to's." Call Kris at: 210.410.4547 to assist. Rumor #2 (Rumor #1 is over there...) has it that someone in our chapter is giving a "car engine in airplanes" presentation. I wonder who that is? Hum...

FLASH NEWS!

Pancake Breakfast & Young Eagles Update

Skip Barchfeld, this month's coordinator, just called to Miriam. He still needs all types of "volunteers", however, the big need is aircraft and car parkers. Please contact Skip to put your name on the list. He can be reached at: 830.363.7649.

Christmas Ornaments 4 Sale

Thinking of Christmas? You bet! But right now the focus is on the beautiful artwork of Jerry and Anna De Groot. The work of art that we are now selling is an incredibly intricate Christmas ornament which depicts our Chapter 35 logo (the guy on the bike peddling like heck to get airborne). Made of native Mesquite, they are signed by the artists, and serial numbered—and only 100 will ever be made. They come boxed, and we'll have some available at the next meeting. At a price of only \$8.00, most likely you'll want to buy a couple. Don't be late—these are truly gorgeous Christmas ornaments! They are selling fast, so be sure to get yours now! Remember, the proceeds from this sale go to fund our chapter's Air Academy program.

Grounds Manager Needed

Now that the grounds around the chapter house are improved and looking good, we are in need of someone to step up to the plate and oversee the maintenance and upkeep of all the hard work that has gone to getting there. This person would be responsible for lining up various folks to periodically, mow, weed and water the new plantings so that we don't lose what we have. Up to now, the same person(s) have been doing all the work and it would be nice to share the wealth. If you are that person, please call Norris Warner, chapter president.

Chapter Historian (Still) Needed

Well folks...it seems that we are still needing our Chapter Historian position filled. As you can see on page two, there are two slots needing some filling. Someone please volunteer. Contact our president to help this chapter out. Thanks!



DAVE WINS!!! WE ALL WIN!!!

By Norris Warner

We were certainly excited in early July when we received a letter from EAA headquarters announcing that David Talley was one of five finalists to win the "Newsletter Editor Award." Imagine—of over 1000 chapters, Dave would be in the top five! Wow!!!

On the second evening of the convention, several chapter 35 members were present to cheer David on, and when the Newsletter awards part of the program began, we were truly giddy in our anticipation—maybe we wouldn't be fifth—maybe we could land fourth place among these professionals we were up against—or was that asking too much?

Fifth place was announced—and it wasn't Dave. And fourth was announced—and it WASN'T Dave. And then third—and holy cow—second—AND IT WASN'T DAVE! DAVE WON!!! DAVID WON FIRST PLACE AMONG OVER 1000 CHAPTERS!!!

To say that Chapter 35's cheering section erupted would be an understatement. David literally bounced up on the stage, and as he tried to express his thanks, I really believe he got more than a little teary-eyed. And why not, after all of the hours he has put into his "baby". I think all of us welled up also as we chanted "We're Number One! We're Number One!"

David did have a chance to laud other chapter members later on at a breakfast that hosted chapter leaders. Of course he praised his strong and talented right arm, bride Miriam. As you may know, Miriam proofs and assembles

major sections of the newsletter, and always writes an article or two. And these days, with Dave out of town, she electronically shifts the material to David. Next to be complimented was our past-president and publisher superb, Ed Seurer. David told the crowd of some 300 about Ed's devotion to getting the newsletter printed, assembled, folded, stapled, addressed and stamped (some 200 copies) and mailed in one short day. Of course, Ed has to take his employees away from their work to do this—at Ed's expense! What a guy!

Next in line to be thanked were all of the writers that provide the "meat" for the newsletter. The awards weren't just based on layout and artwork, but also on content, and David said that without these contributors, we couldn't have done it.

In closing, his remarks, David said that he accepted this award on behalf of the chapter, because it is a chapter-wide effort. Of course he's right, and I add my thanks to Dave, Miriam, Ed, and all of the many contributing au-

thors. All of the stars were aligned for Chapter 35 this year, and now the challenge is to see that we maintain our standard of excellence. Be part of that by writing for our award winning "Runway 35"!

We will have to make one adjustment to the newsletter, though. No longer can David print the disclaimer "The Best Non-Award

Winning Newsletter in EAA." About time we got that monkey off our back!!!



My EAA Air Academy Experience

by Cody Kelly

Ed Note: As a reminder, Cody Kelly is a very special young man whose dreams of military flight were thwarted by a diagnosis of juvenile diabetes. However, it has not thwarted his zest for life or his love of aviation. The chapter was privileged to sponsor this fine lad to the EAA's Air Academy.)

My name is Cody Kelly, and I was chosen by EAA Chapter 35 to attend the EAA Air Academy in Oshkosh, Wisconsin, from July 2nd through July 7th, 2002. I would like to take time and tell you about my experiences while at the EAA Air Academy.

When I arrived at the Air Academy Lodge, my first impression was how nice it looked, and its close proximity to the Pioneer Airport. The Lodge would continue to serve as my home for the next five days, providing myself and other campers with bunk rooms, a cafeteria, library, and recreational room.

My day started at around seven o'clock every morning. We had breakfast at 7:30, then had bed checks at 8:30. Flag raising was at nine o'clock, then we went to the Challenge Course, one of my favorite activities. The Challenge Course involved various tasks designed to test our leadership and teamwork. We were all put into groups of about nine campers. The tasks we engaged in help us learn more about each other, and helped us communicate with each other better. My favorite activity was a challenge in which our entire group had to balance on an extremely small wooden plank. This taught our group the values of cooperation and communication.

After spending an hour on the Challenge Course, we walked over to the Air Venture museum, and our workshops. Everyday we engaged in a different activity. We constructed balsa wood airplanes, wing ribs, model rockets, and designed and built devices to cushion eggs during a twenty foot fall. The workshop was really neat, and it allowed us to ex-

periment with different ways of accomplishing each project. After we completed our projects, we could tour the rest of the museum.

The Air Venture museum is enormous, and is easy to get lost in. Every component of the museum was unique and interesting. The museum was split into two levels. The first level focused primarily on different milestones in recreational aviation history, as well as famous and unique aircraft such as the Spirit of St. Louis, and the Aerocar. The first level also contained the Eagle Hangar, which focused on the aircraft of World War Two. It featured a collection of well preserved aircraft from both the

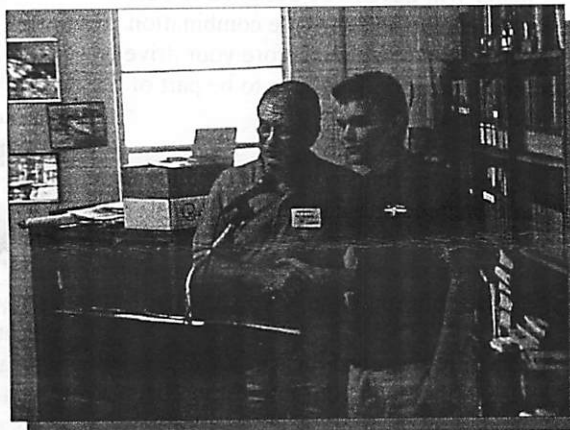
United States and Japan. The exhibit also contained a collection of rare and unusual artifacts such as early American and German jet engines, as well as a model of the "Fatboy" atomic bomb.

My favorite part of the museum was on the second level, which focused on the reasons why aircraft fly, and was centered around a more hands-on approach. The part I liked the best was Hangar X. The centerpiece of the exhibit was a 1/2 scale replica of the F-22. The exhibit also featured hands-on cockpits from various aircraft, such as the F-100. This hands-on approach is what made this part of the museum stand out in my mind, as I actually touched the components of the exhibit, and got a true sense of what makes aircraft work with physics to create flight. After we were finished at the museum, we headed back to the Lodge for dinner. The food was good, and meals provided us time to get to know the camp staff, and each other better.

We usually had an evening activity after dinner. My favorite was getting the fifty foot climbing wall on the Challenge Course. It taught me that you can always accomplish something if you really put your mind to it. Evening activities were over at around eight o'clock, and we had free time. We could read books from the library, play Flight Simulator, wash the RV-6s that we rode in everyday, or just walk around outside. Lights out was at ten o'clock, and I was lucky to have two great roommates that weren't loud or annoying.

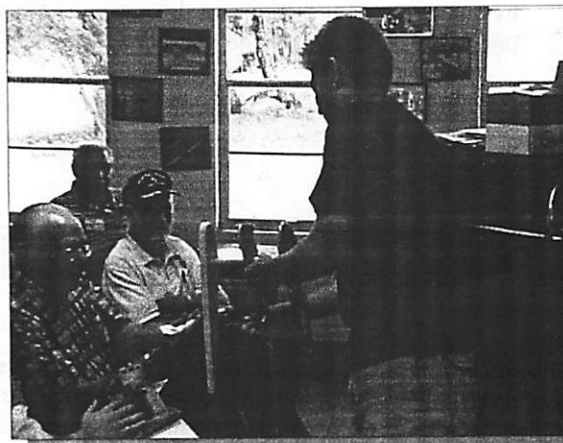
Every day was different and exciting. One day I would work in the workshop, another I would get to fly in an RV-6, one of my favorite parts of my stay. The blend of learning and fun made my Air Academy experience both interesting and educational.

I would like to thank everyone who made my trip possible, and I hope that EAA Chapter 35 will continue to give other children the excellent opportunity that I was given by attending the EAA Air Academy.



Above: Norris Warner introduces Cody to the chapter members.

Below: Cody "shows off" the three ribs he made at the Academy. Do we send another "kid" next year?



It's Time to Go Flying (Another in the Series)

by Julius Junge

Now that the airframe has been worked out all that is left is the engine and prop. But what engine? This will be determined by what it takes to make our airplane fly.

The minimum thrust required to fly an airplane is 20% of the gross weight of the airplane. A little more is good, so let's go for 30%.

Assuming our airplane grosses 600 lbs. (single place) we will need 180 lbs of thrust. At 4.5 lbs. of thrust per horsepower, 40 hp will be needed to propel our airplane.

This opens up the field considerably. While not a fan of 2 cycles, I know of some Rotax engines that have given excellent service. Problems with 2 cycle engines are probably owner induced. They need to be run hard but with the proper carb settings, proper oil and attention to temperatures. Used engines are available but try to verify their history. Also, some makes get terrible fuel mileage.

Four cycle engines are simpler and use about half as much fuel. Most, except the VW, will require a reduction drive. An HTD cogged belt is the best way to go. Less complicated and absorbs power impulses better than gear drives. Redrives are relatively easy to build. I have plans.

For the engine we can consider a three cylinder GEO or Suzuki or some of the

motorcycle engines for our single place. For a two place, a Subaru EA 81 is the only way to go, in my estimation. It's a heck of an engine. If you select a VW, keep it stock. Don't hotrod it. You are only creating problems when you do.

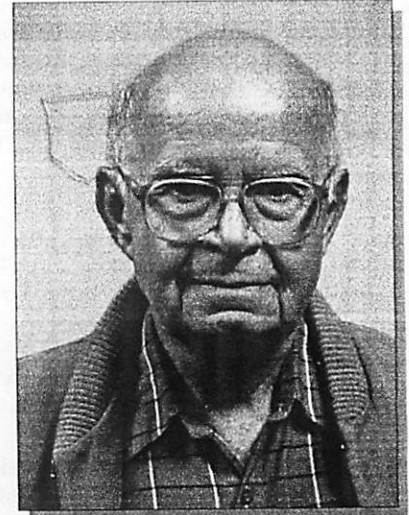
One thing you should do with any of these engines is to install a low rpm, high torque cam. These bring the hp and torque curves closer to each other and provide more power at lower rpm's. Delta Cams, Tacoma, Wash. may be able to provide such a cam.

Once you have selected an engine, a propeller will have to be designed to best fit your engine and airplane combination. This should be done before your drive is built. The ratio will have to be part of the equation.

There are formulae that are used to calculate blade length and pitch. I have to confess that I don't know how to get them on the word processor. If you have any interest, see me and I'll give you a copy.

I've only skimmed the surface of this subject. If, by now, your interest has been piqued there are some publications that will make your task much easier and more successful.

Get a copy of "Ultra-Light Aircraft Design" by R.W. Hovey. The chapter on "Configuration" is priceless. It is written by an engineer for the layman. Easy to understand and tells you all you need to



know to configure your airplane.

The section of AC43-13 on "Wood" will be a great help in grading lumber when you go to the lumberyard.

ANC-18 "Design of Wood Aircraft Structures" has some good information if you can get around all of the detail. It is important to remember that you are building a small, light airplane and not a Lockheed Vega. As Bill Stout said, "Build in lightness and simplicate".

"Light Plane World" Nov., Dec. 1985 had excellent articles by Noel Becar on "Practical Rib and Spar Design". Every airplane builder should have copies.

Now it is time to have some fun.



Trivia Factoid

by Julius Junge

**In 1917/18 an Observers school was operated at Post Field, Fort Sill, Okla. Included in the "Instructions to Pilots" given to Lt. R. H. Pearson at the time was:*

"Zooming and all aerial acrobatics are absolutely forbidden. The Pilots and machines of this school are for the training of observers and will be used for that purpose only. It must be borne in mind that the observers have never before been in the air and the career of many an observer is ruined through having his nerves shaken by thoughtless pilots stunting with him. Great care will, at all times, be exercised in the handling of observers in the air."

Alaska Bound...(or Don Staats' Trip, Part 2)

By Bob Cabe (!)

Don Staats' Trip to Alaska Part 2

By: Bob Cabe

OK! First things first. Why is Bob Cabe writing the second part of Don's trip report to Alaska? The simple answer is that I spent a couple of weeks in Alaska about a week after Don. In fact, we visited some of the same spots. In fact we met some of the same people. Additionally, we were both amazed at the importance of general aviation in the day to day activities there.

Don mentioned Talkeetna. Let me give you a few more details. This little town has quite a history. It has a population of about 500 and it has two airports. The primary one is a modern (for Alaska) airport with at least 100 or more airplanes. The vast majority are single engine, tail draggers. The other one is a sod strip in the center of town. I asked some of the locals about it and found out that it is an historical site. It was commissioned by Teddy Roosevelt and because of its historical designation, will never be removed. It is still used by a few Cubs and ultralights.



"Downtown Talkeetna" Photo by Karen J. Laubenstein

Downtown Talkeetna consists of one street about 150 yards long. While walking down the street, I overheard some folks talking about props. I joined the conversation. (I must say that Alaska has more genuinely friendly people than any state I've visited.) I had a very nice talk with a couple of them. I mentioned that I wanted to talk to some of the local pilots about flying in the interior of Alaska. One said, referring to his friend, "You're talking to the right person. Cliff is a legend around here" That was Cliff Hudson who had started Hudson Flying Service in 1946. The other fellow was an A&P and had some stories to tell also.

For example - he had purchased a ski-equipped PA-12 but had to go 900 miles to pick it up. Then he had to replace a cylinder, outside, when the temperature was -23 F. Flying home he had

to land on a frozen lake. He said that after landing he could not get it stopped. He flipped the tail from one side to the other and then held the door open for drag. He pitched his tent and spent the night under the wing at -10 F. My only comment was, "You really are a different breed up here!!"

I went to the primary airport in Talkeetna to "hang out" and talk to some of the pilots. I found a pretty young female pilot who was kind enough to answer my questions and give me a guided tour through one of the DeHaviland Beavers on the field. In fact it was the same pilot that took Don and Norma to land on

the glacier. Nice lady and an excellent pilot. I was very surprised to learn that they fly almost exclusively VFR and do not depend on GPS. They just know the country.

In Sitka, I was "toured out". I spent an afternoon on the dock watching the float planes come and go. The Beaver is the airplane of choice. There were also Otters, Twin Otters, 185s and 206s. As one pilot put it, "We use them like you use pickup trucks in Texas." I talked to one of the pilots. He was about 27, grew up in Sitka, got a sea plane rating in Seattle and flew about six to seven hours per day. He flew very few tourist runs, but made lots of trips to isolated villages in the

area. He seemed quite content. As a matter of fact, he didn't seem to have a care in the world. I have to admit that I sure enjoyed hearing those R-985s come to life and blast off into the distance. I'm sure there must be a down side to a job like that, but I'm not sure what it would be. Maybe it's that winter time flying when there are only a few hours of daylight and the temperatures hover around unbearable.

Alaska is a beautiful place. For the aviator, it offers attractions that are available nowhere else. I'll speak for Don and myself and recommend it to you all.

Last comment - Be sure to ask Don what the state bird of Alaska is and ask him to spell it.



Cumulonimbus Abound

G. Wright Bates, Jr.

During my recent trip to Colorado Springs (COS) I gained a new appreciation for the power and majesty of Mother Nature. I departed Stinson Field early Thursday afternoon under clear blue skies and enjoyed the oven-like atmosphere of my cockpit as I sat waiting for the IFR clearance that had somehow been swallowed by the ATC computers. After a quart or two of perspiration, my flight plan was re-filed by cell phone and I departed on the planned 4-hour flight. The forecast called for only the usual "isolated" thunderstorms over my route of flight. However, I soon had to climb to 14,000 to remain above a scattered to broken layer utilizing my nasal cannulas and Flightstat oxygen monitor. (I love all gadgets big and small especially those that combine flying with medicine.) As I headed toward the northwest, I was hoping to complete my flight using the see and avoid method for build-ups coupled with my Stormscope. After a call to flightwatch over Junction, I realized the isolated CBs were now widespread and a deviation to the west was in order. However, as I approached Midland, my stormscope looked like the 4th of July and the dark towering clouds dictated that I have dinner on the ground, in short order! As I descended to the airport, a wall of orange dust marked the approaching gust line. Shortly after walking into the FBO, 40 - 50 mile per hour gust were buffeting the building. After a three-hour layover, I departed into a beautiful west Texas sunset and felt my heart race as I enjoyed the awesome hues of the suns rays showering the cloud layers. The remainder of my flight was uneventful with a night VFR arrival at COS.

On Friday morning, I was treated to a grand view of Pikes Peak from the hotel. The front range framed by a clear blue sky is a magnificent sight to behold. The forecast called for only "isolated" thunderstorms and my plans for the day were limited to classroom time as I attended the ground school portion of the Bonanza Pilot Proficiency Program's (BPPP,

Inc) Mountain Flying Course. The presentations were outstanding and included topics such as mountain navigation, weather pat-



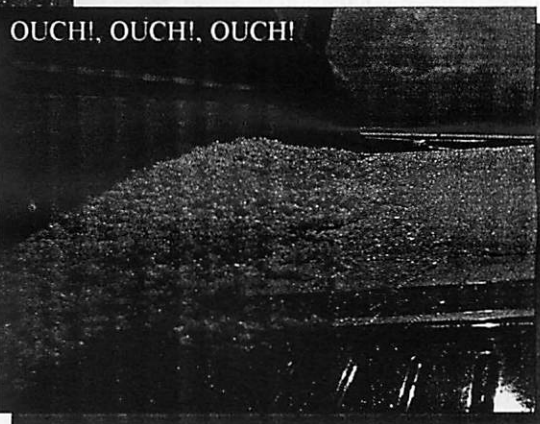
Wright at Leadville, CO.

terns, and hypoxia. During the mid-afternoon, our session was interrupted by the roaring sound of the hotel roof being pummeled by golf ball size hail. Dozens of grown men and women (all pilot-owners) ran to the windows to watch Mother Nature's fury. Our hearts sank as we gazed at the general aviation ramp in the distance, knowing that most of our planes were taking the full brunt of the beating. The white projectiles bounced off everything in site and quickly covered the ground. Our aircraft's punishment continued for what seemed like an eternity. As soon as the cell had past, I raced out to the airport. Wading through the rapidly melting 1 - 2 inches of frozen liquid, the sun and blue skies returned as if nothing had happened. The combination of hot pavement and ice gave off a picturesque ground fog. The damage to the aircraft on the ramp, including my plane, is a whole story in itself, but needless to say the exposed surfaces of almost 50 aircraft had taken on a new contour.

The flying activities planned for Saturday afternoon were cancelled due to the "isolated" thunder boomers filling the Colorado sky. However, the cool of Sunday morning permitted a breath-taking VFR flight

to Leadville, the highest aerodrome in the US (over 9,900 feet). Once again, I gained a new appreciate for the laws of physics, especially the ones pertaining to density altitude. Even in a lightly loaded turbo charged aircraft, the departure off Leadville was an eye opening anemic struggle to gain altitude. (I know, I know.... my wings are not turbo charged!) As I was departing the vicinity of Leadville at 11,500, I was "treated" to a jolt and a 1700 feet per minute climb rate courtesy of a up draft like none I had ever experienced. I was very thankful that it was not a down draft, but it was a dramatic reminder of the recommendation that one should allow 1000 feet of clearance over a ridgeline for each 5 knots of wind at that altitude. I also made a firm decision to limit my flights into the mountains to

OUCH!, OUCH!, OUCH!



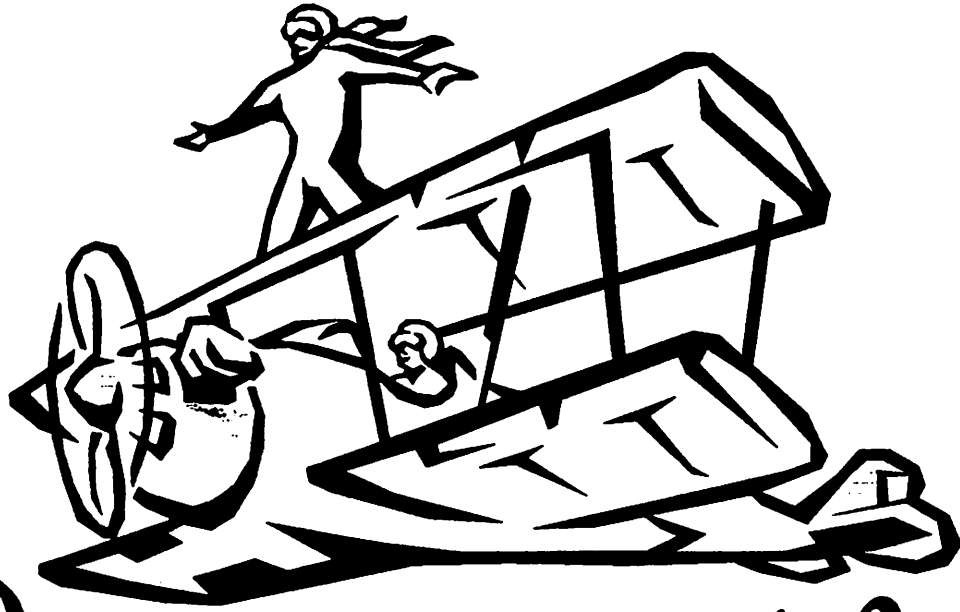
day, VFR trips. A day, VFR trip down the instrument approach at Aspen also drives home the point that my instrument skills and aircraft are not up to anywhere near a minimums approach into ski country.

The remainder of my flight back to COS was spectacular as I hugged the earth and flew by Pikes Peak at 13,500. Later that day, a strong tail wind and "only" isolated buildups made my flight back home to the lowlands uneventful. However, I had gained a new appreciation for the power of Mother Nature and the unpredictability of a summer day with the forecast of "isolated" thunderstorms. Blue sky may await you or cumulonimbus may abound.





EAA Chapter 35



Pancake Breakfast

YOUNG EAGLES Flights

Kids 7-17 Fly FREE!

San Geronimo Airpark (8T8)

6 miles west of 1604 on FM471 (Culebra Road)

Saturday, August 10

Pancake Breakfast: 8 - 11 a.m. YOUNG EAGLES flights: 8 am - 11 am

Contact: Norris Warner, (metro) 830-510-4334, njwarner@indian-creek.net

Jim McIrvin, 210-275-7780, pilot195@rocketmail.com

For More Information: <http://www.eaa35.org> and <http://youngeagles.com>



Scenes from the Meeting

by Miriam S. Talley

What can I say...another great get together!

Our own Ed Seurer with Jim Munroe in tow put together some lip smacking sloppy Joe's. I believe I saw some folks going back for 2nd's and 3rd's. Ed was sweet enough to put together a Tupperware doggy bag for my David who missed the meeting and was flying back into town later. Al Almond was seen scrubbing pots and pans. Thanx gents!!

We had 76 folks at the meetin' with 7 visitors... welcome and ya'll come back.

Welcome backs were given to our own Lieutenant Terry Winnett from deployment to a far away place and Paul McReynolds after his personal "annual" which required a few parts replacements. Paul, did you get a warranty??

The Veep, Dandy Don Staats who is the chapter representative to the South West Regional Fly-In (SWRFI) reported that after three excellent presentations, the members voted that New Braunfels would be the sight for the SWRFI in 2003. The date has also changed, moving from September to 17 May... mark your calendars.

Don also reported on an awesome fly-in he attended in Urbana, Illinois together with several other chapter members. (See his write up on the event elsewhere)

Bob Cabe showed a picture of damage caused by hand propping an airplane in a hangar. I was ready to cry. I have this photo on my hard drive if you would like me to e-mail it to you or print a copy.

Note: August chapter meeting is a pancake breakfast from 0800-1100 and Young Eagle flights. Pilots will be fed first. Our own Skip Barchfeld is coordinatin' the breakfast, so do call him if you can help-830/363-7649. Also, Brad Doppelt, YE Coordinator always needs pilots and ground crew-558-8909.

Our June picnic coordinator John Latour was recognized for an outstanding job.... Yaaaay John!!! Also, Brad Doppelt, YE Coordinator, had changed the flow of registrations and boarding the YE's with great success... Yaaaay Brad!!! Thanx guys for all the hard work!

Paul McReynolds once again reported on the "Home Builders Corner"

*Vans Air Force is alive and well. There are

15 RV's being built in the San Antonio area, 7 in the chapter. *Bruce King built his Humell Bird in 18 months. He also built his own engine and mods... way to go. (When do we get to do some tire kicking on it?)

*The "Cozy Corner" gang reported continuing progress on their projects.

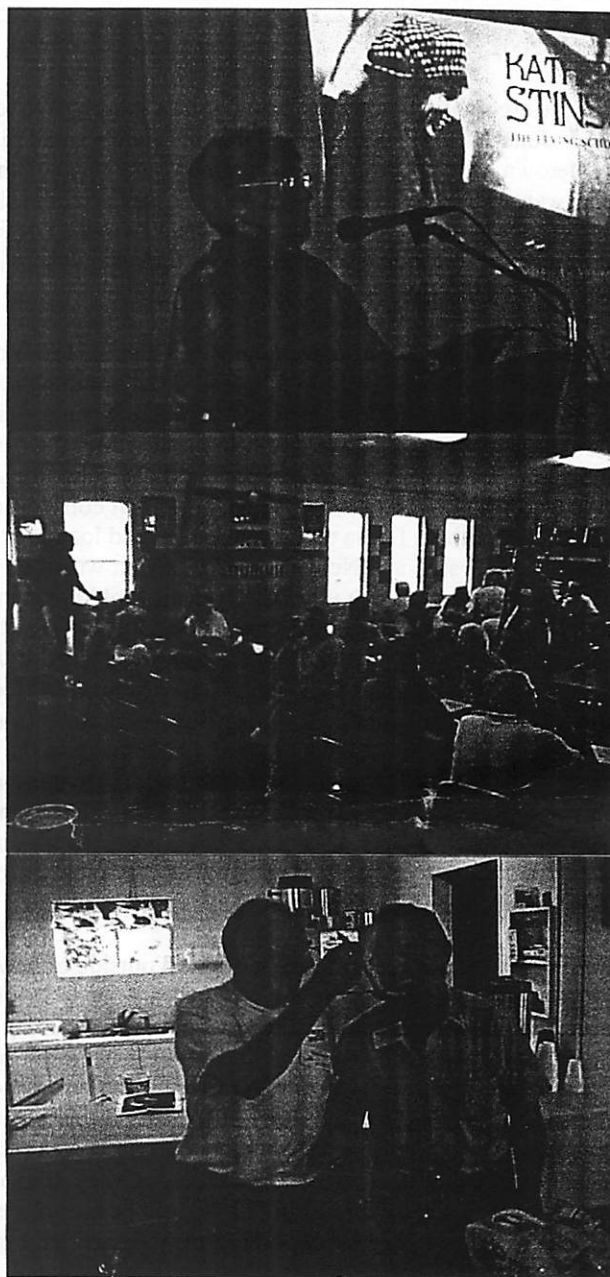
Reminder that the Chapter Logo Christmas ornaments, hand made by the DeGroots, are still on sale with the proceeds going toward the EAA Air Academy scholarship.

On the schedule for the future is a chapter only picnic in October. A day to fly or drive in, kick back and enjoy each others company. Will probably Grill and have covered dishes. The 3rd weekend in October is the Castroville airshow. We will support the show with YE rides and possibly a lemonade stand.

Paul McReynolds and Steve Carlson are teaming up to put together a sheet metal fabrication course on the first Saturday of November. Steve is looking for a sheet metal book that had been available at one of the Kerrville Fly-ins. Please let Steve know if you have a copy of it-545-2376.

Cody Kelly, our chapter sponsored attendee to the EAA Air Academy, with eyes sparkling and an excited voice recounted his grand experiences. He showed off the ribs he made of various materials and bragged of winning the rocket competition. His excitement was contagious. As I looked around, everyone was beaming from ear to ear as they listened and shared in his great adventure. Way to go Cody, way to go Chapter 35.

Dandy Don Staats introduced our guest speaker and author Debra Winegarten. Debra presented a fabulous talk with historical slides



Top: Our special guest, Debra Winegarten presents her story on Kate Stinson. Middle: The place was full. Bottom: Funning it up with the "chef". Jim Munroe "taste tests" the food. Nothing too good for our team!

on "Katherine Stinson, The Flying School Girl". Katherine Stinson had a tremendous impact on aviation in San Antonio, the military and was a remarkable record breaking aviatrix. Debra had her books available for sale. For book ordering info, contact Debra at 512/326-5051 or sociosight@aol.com. Thank you Debra for a great evening.

Aeronca to NYC

by Arlis Olson

July 11, 2002

We are finally home after being gone a month. We left June 10th for Middletown, Ohio in Louie's small plane. Middletown had an Aeronca convention (Louie's plane) and Louie wanted to show it off. He didn't win any prizes as they are given for the most authentically restored Aeronca not for the best job of restoring. We spent about three days there and went on to New York.

We made it in one day from Middletown, Ohio to New York. Louie over flew New York at 7,500 feet. I did not think it was a good idea to begin with, and it became worse when we ran into a thunderstorm. I am the one who usually does the navigating and checks the weather. I checked the weather for going North of New York and coming down in a small corridor to Long Island. I think Louie thought since we had looked at the radar at our last stop and New York was clear, it would be alright. I was under no such illusion. They had told me there was a thunderstorm in Danbury, Connecticut. There are plenty of airports North of New York and we could've landed if we hit bad weather. **Believe me, there is no place to land in New York City.** I don't know when I have been so scared. Louie told me to look down and I could see the hole that was the World Trade Center. I was too scared to look at anything other than the towering cloud in front of us. I felt just like the mouse confronting the lion. We tried going a different direction but it only got worse. Louie finally decided to go down closer to ground level and follow the beach.

That worked but we weren't sure we stayed outside of New York Class B air space on the way down. There was a closed airport there I was ready to land in but Louie wasn't doing that. I think he worries more about losing his pilot's license than losing his life. Following the beach turned out to be a good decision. We again traversed some of ISLIP's airspace getting into the little airport where we landed but no one noticed except a couple of the guys that have planes there and they just told us be careful so as not to do it again. Louie said he was more worried about the jets flying by than about the weather. Not me. I

am not sure why we didn't get in trouble. Someone told Louie he had a "stealth" airplane. It has so little metal radar probably didn't pick it up. On the plus side of the experience, if you discount the lightning, we saw a beautiful rainbow. It stretched across the whole sky. Also, Louie was familiar with the area, had flown along the beach numerous times, and didn't panic...

We visited Louie's family in New York. Louie showed off his plane and took people flying almost every day. We went up North and visited Louie's niece/cousin and four girls. Louie took the whole family flying. We stayed there two nights - one more night than we had planned for due to weather.

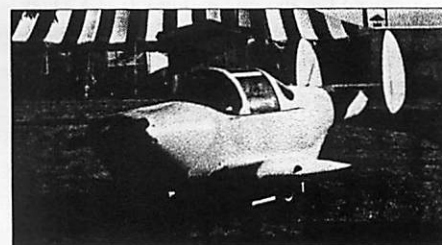
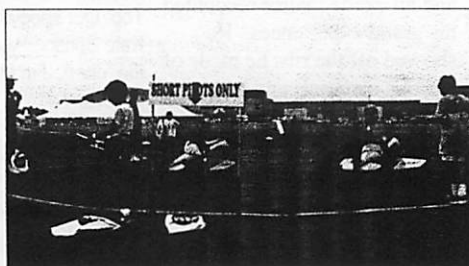
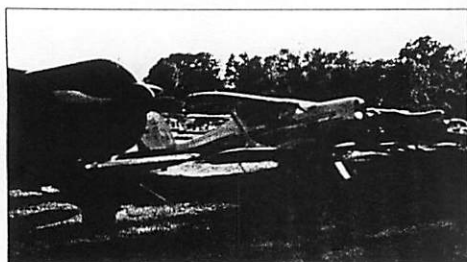
We left New York for Kansas and my sisters July 1st. We spent an extra day in Pennsylvania due to weather and landed in the dark one night someplace along the way. The weather was not great the whole trip. We just managed to slip in between fog and forecasted thunderstorms into San Antonio.

We are both glad to be home.

Arlis Olson



Oshkosh Scenes



OSHKOSH RE-VISITED

by Don Staats

Last year my son Charlie and I returned to OSH for the first time since 1974. At that time he was three feet tall and we drank malts together. Since then he's grown quite a bit and we now share adult beverages. Believe it or not Oshkosh has grown quite a bit since 1974. In fact, it grew so much that Charlie and I needed to return this year to finish seeing it all!

Growth of this greatest of all aviation events has been important from several perspectives. First, it brings even more aviation related products and airplanes for our inspection. Second, the EAA has been embracing an ever increasing segment of the industry, from ultralights to warbirds and this has brought more people into the movement. Finally, and perhaps most important, it has positioned EAA center stage when it comes to Federal regulation of our flying activities. Witness, for example, the Sport Pilot proposal.

One thing that has not changed since 1974, however, is the spirit of the event---the spirit of flying. It is a place to go to recharge your enthusiasm for flying or building. It is a place to submerge yourself in your favorite pastime and forget all the other issues of everyday life. I know the planes are the most important feature for many, but as I grow older I find that it is the people that make the event.

This year we toured every area from the warbirds to the seaplane base and from Pioneer field and the vendor/display hangars to the Museum. My favorite part of the fly-in was the speakers. Whether in a forum or on stage in the museum.

One morning I had the great pleasure of hearing Colonel Charlie McGee of the Tuskegee Airmen tell of his Air Force career from WWII through the jet age. The five phases of the Tuskegee group were fascinating and I wonder at the courage of people under such rejection and exclusion from the mainstream, to survive and flourish.

Col. McGee was followed by another magnificent group, the WASPS. There were seven of these wonderful women

on stage and most told some of their stories. Mary Jones, for example, went back to college and got her degree in 1997. In 2000 she got married! Another of the women had returned to school after the war and got her teaching certificate. Then her brother in Saudi Arabia wanted her to join him in raising chickens for the Arabs. She went back to school and got a degree in animal husbandry (poultry). After making a lot of money with her "chicken" degree she returned to the states, went back to school and earned her PhD. Then she taught at a University until retirement. Yet another



WASP won the aerobatics championship in 1951. Out of more than 18,000 applicants only 1100 or so were chosen to be Women Air Service Pilots and almost all (except for the 36 that lost their lives in WWI) have excelled subsequent to the war.

One afternoon I had the great pleasure of listening to Richard Bach, the author. Before his talk he was standing a few feet from me near the stage and was approached by a couple of fans. One wanted him to sign his log book and indicated a line at the bottom of the page. Bach ignored his direction and used the blank page opposite to write a long message and then to draw a cartoon outline of a ferret. A lady approached with one of his books and her fly leaf got the same treatment. Such patience and graciousness with people really impressed me.

Bach has a series books coming out about ferret adventures. The first one is about Stormy Ferret a young pilot in "Ferrets in the Air" (I hope the title is correct). Stormy is flying air freight when she hit weather and has to divert. Her destiny takes her to an alternate

airport where she meets her man, etc. He also has a book in mind that has ferrets as pirates---they stop ships and give people things because ferrets have no criminal intent. Future books will include ferrets in almost every human endeavor. I think it might be fun to follow their adventures.

Bach thinks ferrets are kind, intelligent, gentle and the sort of "people" we humans should strive to become. He also has a lot of other original ideas, and the 90 minutes of his talk went by in a blink.

On another afternoon I listened to Jim Bede talk about metal-to-metal bonding. He said it's really gluing but bonding sounds better. Same old Bede. His BD-17 "Nugget" sounds like quite a nice aircraft. He also mentioned the possibility of a larger redesigned BD-5 and a couple of other things. He is a very humorous speaker and a hoot to listen to. Before his talk we were waiting outside the auditorium for the previous speaker to finish

and I kidded Jim about the fact his hair was a lot darker when he came to the SWRFI fly-in in Georgetown. He replied that he had a lot more hair then, too. His beard more than makes up for it and he plays Santa for his grandchildren. He said the BD-5 always had a lot of room for wide people (which he is) so he didn't care if tall people didn't fit. His redesign will take care of that.

The last day at one of the lunch tents I ran across a young man who was two hours away from OSH by ultralight. He is on a coop grass strip where they have a joint lease among the hangar owners. He couldn't fly in this year because of the morning weather so he drove up. He said that coming to OSH in an ultralight was the way to go. It seems that you can fly directly into the ultralight strip before 8:30 in the a.m. and you are left pretty much alone. Sounds like the way to go---but maybe not from Texas.

All-in-all another great event with people everywhere!

Young Eagles 2002

by Brad Doppelt



Our third Young Eagles event of the year will be held on Saturday, August 10th in conjunction with our pancake breakfast. In order to try and beat the afternoon heat we will begin flying Young Eagles from 8:00 – 11:00 am. We will not be providing a free breakfast to all of the Young Eagles due to the expenses associated; however, we will still be providing a free T-shirt, photograph, certificate, and model airplane to each participant.

a briefing for all volunteers at 7:30 am on Saturday, August 10th to make



Young Eagles events. Preparations for these events will begin in the early afternoon of Friday, August 9th.

Our past events have been great successes due to the hard work of all the volunteers. For those who have not yet volunteered, please consider helping out in one of the areas described above. With your help, our upcoming events will be the best yet.

We still need additional volunteers for Young Eagle escorts, safety, pilots, and display planes. We will be having

sure everything is set up for the event.

Volunteers are also needed to prepare for both the pancake breakfast and



KidVenture

by Jillian Carlson, Age 11

This past July I got the somewhat rare experience to go to Oshkosh. One part of it was called KidVenture and that was my favorite part because it was just kids and you never got bored. There was that much to do! It started at 9 am and ended at 2 pm everyday. On the 1st day I got there at quarter to nine and walked in the back door (I didn't know that at the time) so I got in early and started the activities. The 1st activity that I did was building a rocket. It was kinda hard but a ton of fun. I will do my first flight at the meeting. The second thing was building a parachute with a napkin, string, and stickers. First I laid the string on the napkin and then put the stickers on, attaching the napkin to the string. Then I test flew it and it worked the best out of all of the parachutes that they had flown so far. Then I built a hovercraft that didn't do a good job. All it did was go in circles, so then my dad helped me build a new one and it worked. And the last thing I did was a F-16 Simulator. I had a blast!!!! First you had to give all your personal stats, then you watched a little instructional video and then you went into the F-16 and man was it hard. You had to bomb this bridge and all these tankers. I only hit one out of like 20. Then they gave you a card with your nickname and mine was chopper. That was my experience at Oshkosh KidVenture.



SWRFI Update

by Don Staats



On July 13, 2002 the Southwest Regional Fly-in Board of Directors met at Kerrville to be briefed by Longview, Kerrville and New Braunfels on their potential for the SWRFI Fly-in scheduled for May 2003. New Braunfels was voted in with a 2 to 1 margin. The participants did their best to outline the advantages of their cities. They all had some good things to offer but, on balance, New Braunfels was the best choice.

Kerrville had the advantage of experience and familiarity to the flying public. However, there have been changes in the status of the airport with increasing jet traffic and tighter controls established by the city. We would not be allowed to park aircraft in the triangular area on the other side of the runway. Also, the land lease for our building at Kerrville would be about \$2400.00 per year vs. the former \$1.00. We would end up with about half of what we had available for our use during our best years at Kerrville.

Longview may well have the best venue for a true "Regional" fly-in with five states within 300 miles as well as the major cities in Texas. Also, they had a lot of room for future growth and even proposed a museum site. Unfortunately, this is all based on future development. Currently, we would have virtually no hard surface for vendors and all activities would need to be conducted in tents.

Looking to the future is vital if we are to have a flourishing and growing SWRFI. The immediate problem, however, is surviving into the future. Our 2003 effort is really the make or break--at least from my perspective and from the

viewpoint of others I have talked to. Therefore, we need a site that can provide for the future, and also be viable for 2003. New Braunfels is the best venue under these conditions.

New Braunfels has some of the shortfalls that occur with Longview but to a lesser degree. Much of what they offered will depend on our growth and need in the future. They will devote as much area to our use as we need. There is a lot of surfaced ramp space as well as a surfaced

in motels and other lodging facilities and about 16 campgrounds (two of which are currently still above water). There is shopping in Greune and at the San Marcos mall and a visit to the Texas History museum in Austin could be arranged as a field trip for bored spouses.

I think Stan ran a great meeting and I think we voted the best choice. I will, however, miss the BBQ at Joe Allen's in Abilene.

The board meeting had a couple of high points. First we did the pledge of allegiance facing a flag that flew in a B-1 over Afghanistan (it included "Under

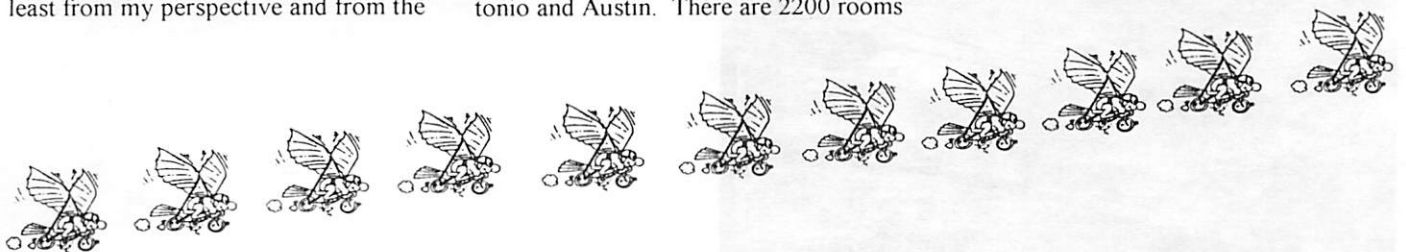
taxi way that can be used to taxi and/or tie some down show craft. They have areas identified for camping and transient parking. Also, some of the present tenants seem willing to provide space in their hangars for vendor use.

The city is breaking ground in 2004 for a technical school on the airport. This will allow us the use of classroom/conference room space for forums. The airport manager has agreed to take as much space out of crops and plant grass as we can use, etc., etc.

New Braunfels has more non-flying tourist activities and is more available than any of the other cities. it has a Chamber of Commerce and other volunteer clubs willing to pitch in and work to make our fly-in a success. The airport lies between two major interstates (about 6 miles from IH 35 and 10 miles from IH 10). Also, it has commercial air access from San Antonio and Austin. There are 2200 rooms

God"). Second, Stan Shannon said there are no cockpits facing backwards. So whoever is selected that is the choice of all of us and I don't want to hear anything about Georgetown or anywhere else. We will only be successful if we all work as one team and don't divide up into us or them. (I have paraphrased Stan's remarks as best I remember them.) Third, the Abilene representative got up and said that their chapter would continue to support SWRFI as it had done when it was held in Abilene.

I think Stan ran a great meeting and I think we voted the best choice. I will, however, miss the BBQ at Joe Allen's in Abilene.

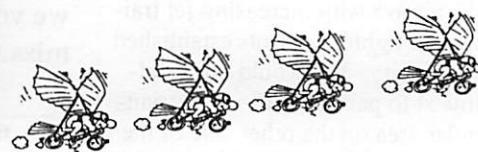


Safety Corner

by Bob Cabe



This month's Safety Corner input is from Bob Cabe. He shared this item at last month's meeting, however, since not everyone could attend (me included) it's reproduced here for your knowledge. Please be VERY careful if you hand prop an engine. If anyone needs help in learning how to properly hand prop an engine, please contact your safety officer, Bill Haskell at 830.232.5235.

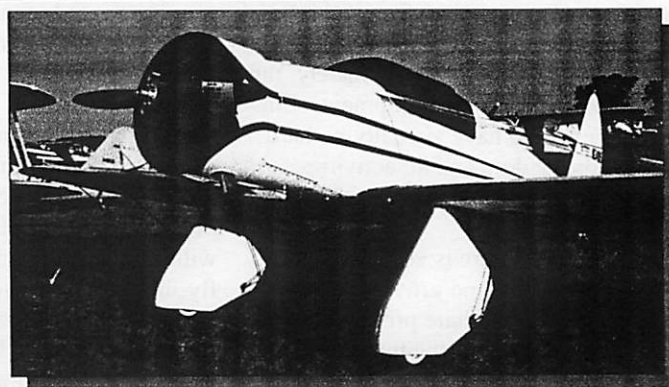
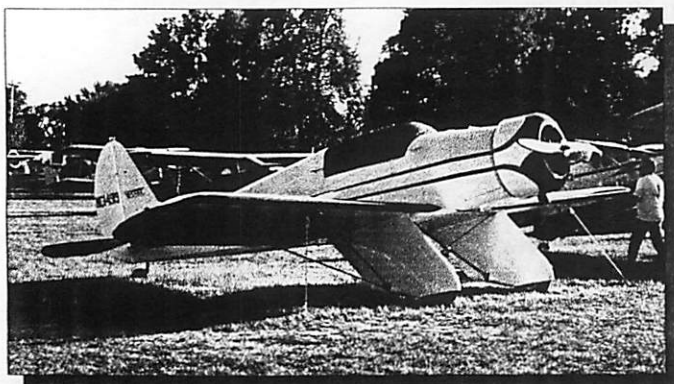


The story here is that a doctor (brain surgeon?) had problems starting his aircraft. It had a dead battery. With ignition on, a little choke, and brakes OFF(!), he attempted to start the engine manually, i.e., by swinging the prop! It started okay, but since the brakes were off, the craft got away from him. At a high taxi speed, it cleaned up about six light aircraft belonging to a local flying club. The picture attached shows the last aircraft that the "runaway" hit.

The damage total was just under \$2,000,000!!

Mystery Plane

This month's Mystery Plane was photographed at OSH by Miriam. To let you know, it is a one of a kind. I know there were several folks at the fly-in who probably saw this. The answer will be found somewhere in this newsletter.



Chapter 35 Presence at Oshkosh

by Miriam Talley

Although I personally did not see everyone... the place is too big... we ran into folks who had spotted someone in a distance or ran into others. We had at least 23 chapter members roaming the grounds. Here is the list, though probably not complete.

David and Miriam Talley flew up in their Dodge Ram 2500, Ed Seurer and son David flew up with the big boys, Norris and Joanne Warner also flew up in the Lexus, Don Staats and son Charlie made it up in their vehicle. Couple of 210's made it up-- Chuck Imken, Frank Ross, Val Santos (new member) and Danny Daniels flew up with a Turbo 210 and Ron Paduh and Mike Holcomb in Mike's one of kind 210, a "Bush Centurian" (210 Tail-dragger). We're hoping Mike will give us a talk on this very unique project. It was great seeing Jim Einhof, who has moved to Colorado. Bill Haskell was

seen doing some volunteer work and I'm sure Paul McReynolds was deeply immersed in the huge presence of Van's air force. Mike Lynch was supposedly chil-

crew. What a blessing. Little Jillian promises an article on the spectacular "Kid Venture" area set up by the museum. Pat Wegner, after hosting a great hangar party in her hangar in Racine, made it up for a bit. Jimmy Tubbs (of ECI) with his crew, had a fantastic vendor tent set up in a prime location. Typical of Texas hospitality, Jimmy was the only vendor with a welcome mat at the entrance to the tent and was giving out hand fans that were desperately needed in the humid heat. Jimmy also mentioned that he has a new metallurgist on staff and would love to give another presentation to the chapter.



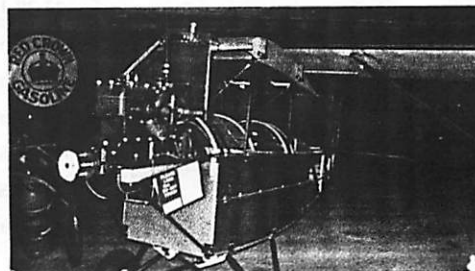
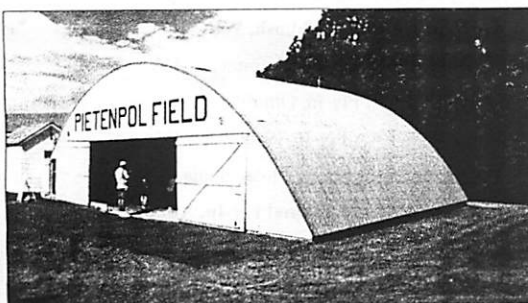
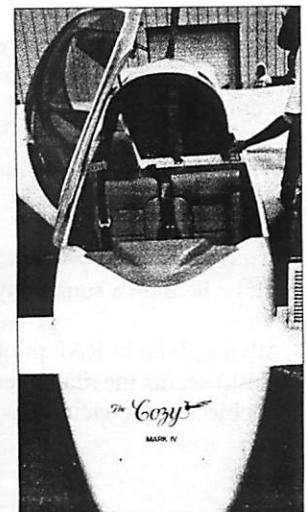
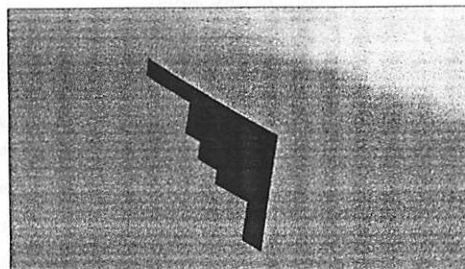
After the chapter leadership meeting, we took the time for a quick "EAA 35" photo. In the back left are the chapter office folks. Brenda Anderson, Troy Toelle, and Bob Mackey. A great time was had by all!

I don't know about the rest of the folks, but David and I had to buy a Rubbermaid container

lin' out while camping out. The Carlson Clan - Steve, Lee Ann and Jillian were all over. Unexpectedly, Steve's 89 year old dad, with walker in tow, made a last minute trip out from California to join his

to haul all the stuff and bargains we picked up... tones of literature, instruments for the Stinsons, tools, aviation jewelry, posters signed by the Aeroshell team etc etc etc...

Oshkosh Scenes



Aviationisms

Part 1 of 2...

When one engine fails on a twin engine airplane you always have enough power left to get you to the scene of the crash.

Blue sea Navy truism; there are more planes in the ocean than there are submarines in the sky.

Never trade luck for skill.
The three most common expressions (or famous last words) in aviation are, "Why is it doing that?", "Where are we?" and "Ooh Shit!"
Weather forecasts are horoscopes with numbers.
Progress in airline flying; now a flight attendant can get a pilot pregnant.

Airspeed, altitude or brains. Two are always needed to successfully complete the flight.

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

I remember when sex was safe and flying was dangerous. Mankind has a perfect record in aviation; we never left one up there!

If the wings are traveling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe.

Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries.

Navy carrier pilots to Air Force pilots: Flaring is like squatting to pee.

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it or doing anything about it.

When a flight is proceeding incredibly well, something was forgotten.

Just remember, if you crash because of weather, your funeral will be held on a sunny day.

Advice given to RAF pilots during W.W.II. When a prang (crash) seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slowly and gently as possible.

EVENTS AND HAPPENINGS

(If you know of any local aviation events or happenings we can share with the chapter, call Miriam or David at 210/521-2359.)

7 Aug 02 – PAISA/GAPA meeting. Gathering of safety minded pilots, instructors and students. Meets 1st Wednesday of every month, 7pm, at the Hallmark Institute on Wetmore adjacent to San Antonio International. Info: Steve Carlson 545-2376.

15 Aug 01 – San Antonio, TX. AOPA Pilot Town Meeting with Phil Boyer. Thursday, 7:30pm, Hilton San Antonio Airport, *Two miles west of San Antonio International Airport (SAT), off I-410 West between San Pedro and Blanco Roads. Exit San Pedro Blvd, stay on access road following I-410 directly to hotel*

4 Sep 02 – PAISA/GAPA meeting. Gathering of safety minded pilots, instructors and students. Meets 1st Wednesday of every month, 7pm, at the Hallmark Institute on Wetmore adjacent to San Antonio International. Info: Steve Carlson 545-2376.

27-28 Sep 2002 – Abilene, TX. EAA South West Regional Fly-In. 334/578-1707 or www.swrfi.org

19 Oct 02 – Castroville Airshow.

26-27 Oct 02 – Reklaw, TX. Best little private fly-in in Texas... a must!

2 Nov 02 – Chapter 35 Metal Fabrication workshop.

Open every Sunday 1-5pm/or by appointment – Shooting Star Museum, Devine, TX, Proprietor Pat Wegener, 830/931-3837

Mystery Plane de-mystified...

This is a one of a kind 1935 Pasped Skylark, NC14919, with a 165 hp Warner Engine. It weighs in at 1483 lbs with a gross of 1900 lbs. This lovely cruises at 110mph and lands at 35mph.

EAA Regional Fly-Ins

(For details in awesome websites go to www.eaa.org/avlinks/flyins.html)

- 7-13 Apr 02 – Sun N Fun EAA Fly-In, Lakeland, FL.
- 29-30 Jun 02 – EAA Rocky Mountain Regional Fly-In, Longmont, CO.
- 10-14 Jul 02 – Northwest EAA Fly-In, Arlington, WA.
- 23-29 Jul 02 – Air Venture 2002, Oshkosh, WI.**
- 6-8 Sep 02 – EAA Golden West Fly-In, Sacramento, CA.
- 6-8 Sep 02 – EAA Mid-Eastern Fly-In, Ohio.
- 7-8 Sep 02 – Virginia State EAA Fly-In, Petersburg, VA.
- 13-15 Sep 02 – EAA East Coast Fly-In, Philadelphia, PA
- 27-28 Sep 02 – EAA Southwest Regional Fly-In, Abilene, TX.**
- 4-6 Oct 02 – EAA Southeast Regional Fly-In, Evergreen, AL.

WANTED & FOR SALE

Chapter members in search of or have items for sale, or need to post a service, may place a free (non-commercial) add in this column. Call Editors Miriam or David Talley @ 210.521.2359 or EAA35@starband.net

"Remember...Caveat Emptor...buyers beware!"

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

Instructor Available. Chapter member Bob Browne CFII SE ME INST Rotorcraft. Will provide free flight review for chapter 35 members. 830/612-2371.

FOR SALE: Garmin 195 plus accessories in good condition - \$650.00. ICOM A22 NAV/COM handheld in good condition - \$200. Contact Wright Bates at 210/241-5321 or gwatesma@pol.net.

FOR SALE: Bendix King 125 NAV/COM. 760 Comm Channels/200 Nav Channels. Features: LCD display, built-in CDI, VOR/LOCALIZER with auto TO/FROM, OBS, digital radial/bearing, ACTIVE/STANDBY on both COM and NAV, stuck Mike alert, and 5 watt minimum transmit. Includes tray. \$1100.00. Reason for selling: Buying GPS NAV/COM. Call Dalton Kuder (361) 949 9809 (Corpus Christi, TX)

FOR SALE: RV6 empennage. Never started. Will sell at 75% cost. Call Ed Seurer 210/885-1160.

FOR SALE: Completed Van's RV-6 empennage.

Horizontal and vertical stabilizers w/ elevators-trim tab and rudder fitted and hung. Good deal for someone who wants to get into an RV inexpensively. I'm spending more to build an RV7. Mike Lynch (210) 647-4905

FOR SALE: Brand new, never used, digital King transponder, KT-76C, with rack and installation kit. Will sell at cost \$1,200. Call Les Bourne at 210/658-2999.

FOR SALE: Mooney Club Membership. Meticulously maintained M20G based at Kerrville Aviation. The club has owned this plane since it was new. Get that instrument rating you've always wanted or just cruise cross country in style. You can own a share of this high performance retractable for only \$2800 and will consider a trade of any kind. It doesn't get any cheaper than this. Call Chris Christianson at 210-363-4450 or 830-755-4450

FOR SALE: '43 T-craft L2A, DCO-65. Cont. C-85-F. TTAF: 1094, SMOH 127. Contact: Jim Havens 210.680.7882.

FOR SALE: Runway Property on 8T8/San Geronimo Airpark! **Financing Available.** Contact "Dan the Man" Cerna at 210.688.9345.

FOR SALE: SAN GERONIMO AIRPARK IS GOING TO BUILD ONE MORE "CONDO" HANGAR UNIT. THIS UNIT WILL BE SIMILAR TO THE RED HANGAR AND WILL BE JUST TO THE SOUTH OF THAT UNIT. IT WILL CONSIST OF 9 HANGAR UNITS. THREE OF THESE ARE ALREADY SOLD. WE WANT TO OFFER THE CHAPTER 35 MEMBERS FIRST CHANCE TO PURCHASE THE SIX REMAINING UNITS. THESE UNITS WILL MEASURE 40'WIDE BY 32'

DEEP. THEY WILL BE FULLY FINISHED WITH CEMENT FLOORS, INTERIOR WALLS AND BIFOLD DOORS. ELECTRICITY WILL BE PROVIDED TO THE END OF THE UNIT NEXT TO THE ROAD. THE PROPERTY FOOTPRINT FOR EACH UNIT WILL MEASURE 40'WIDE BY 62' DEEP. EACH UNIT WILL BE ISSUED A WARRANTY DEED. THE PRICE IS \$25,000.00 PER UNIT. THESE UNITS WILL BE SOLD ON A FIRST COME BASIS. A 20% DEPOSIT WILL HOLD A UNIT FOR YOU. IF YOU HAVE INTEREST, CALL DAVE BAKER @ 688-3358 OR DAN CERNA @ 688-9345.

FOR SALE: Aircraft project. Parasol wing with 1600VW engine and wood prop. Lots of work completed. Hardware and materials included. Based on Chuck Veeson design. \$3,995. Call Bill Payne 210/696-9959 or 210/387-8539. All calls returned.

FOR SALE: Ercoupe Wings, Fuselage, misc. parts. Call Chuck Schelnick (830) 685-3305

FOR SALE: 1953 Chevy 60,000 mi mechanically 9/10, new paint 9/10, needs some reassembly/interior work. Runs sweet-6cyl standard. \$3,000.

1977 Honda CB200T motorcycle, 4,000 miles been in storage for 8 years-very nice clean machine needs TLC. \$600.

Numerous R/C airplanes and accessories including a 6"Wingspan" "Telemaster" fabric covered with 4 stroke engine-looks and flies like full scale-make offer.

Bought airplane, wife sez sell some stuff! John Kuhfahl 210 688 9473 or johnkuhfahl@yahoo.com

PLEASE UPDATE US WITH YOUR STATUS!!



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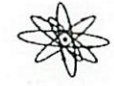
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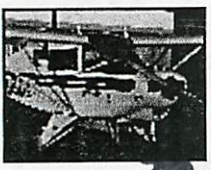
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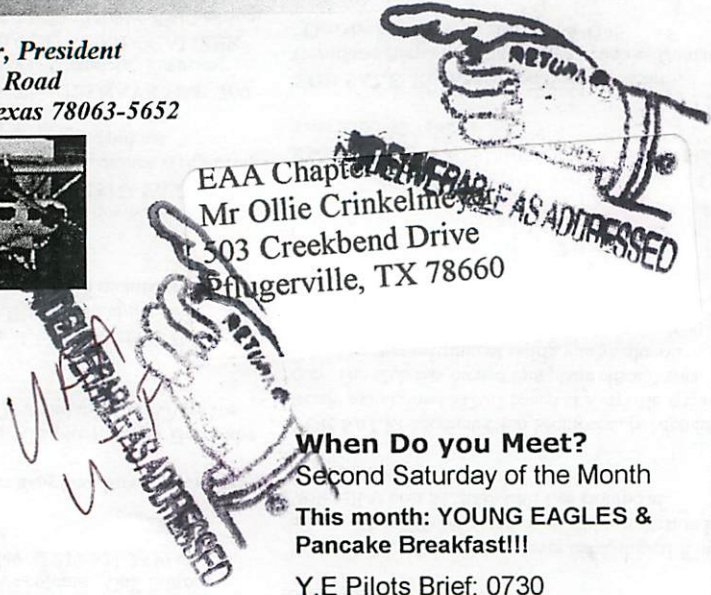
Please support those businesses that support YOUR local EAA chapter.

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

Norris Warner, President
 719 Oak Hills Road
 Pipe Creek, Texas 78063-5652



EAA Chapter 35
 Mr Ollie Crinkelman
 503 Creekbend Drive
 Pflugerville, TX 78660



When Do you Meet?
 Second Saturday of the Month
 This month: YOUNG EAGLES & Pancake Breakfast!!!
 Y.E Pilots Brief: 0730
 Breakfast: 0800
 Young Eagles: 0800-1100?

Where do you meet?
 (See Map)
 Call Any member listed
 On Page 2 for help

