



The Leader In Recreational Aviation

# RUNWAY 35



April 2010

Volume 52 Issue 4

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## Next Event

April 10

Pancake Breakfast  
Fly-in

- 8:00 - 11:00 AM



PHOTOS CONTRIBUTED BY:  
D.BAKER, J. KILLOUGH

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ED SEURER, EDITOR-IN-CHIEF

## FLY, BABY, FLY!

By Steve Jones

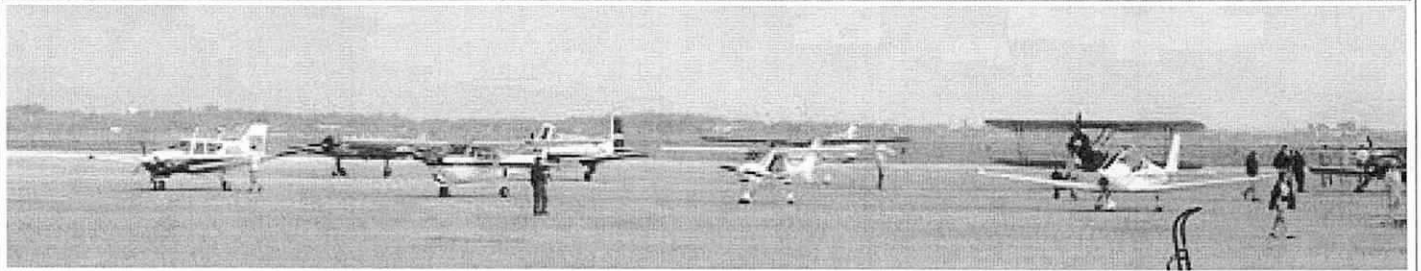
Well, word went out county-wide that a certain Bowers Fly-Baby would take to the air on 'Thursday'.

And, true to his word, Lew Mason flew his new creation on Thursday, then again the following Saturday. Congratulations Lew and Nancy!



## SAN MARCOS FLY-IN PHOTOS

By Jim Schlattman



## PRESIDENT'S COCKPIT

**By Dave Baker**



Ladies and Gentlemen we have reached our cruising altitude so we ask that you sit back and relax as you take in the scenery on this flight. We had a missed approach for our Young Eagles rally scheduled for March 20th due to weather. We have set a rain date of April 24th to complete this event. Our next stop is the Pancake Breakfast at 8T8 on April 10th starting at 8:00am till 11:00am and is Chaired by John Killian and Team. Hopefully the weather will cooperate and we will have lots of fly-ins participating. If you can, fly in and put your AC on static display and if you live at 8T8 just taxi up and display yours.

Jim Feighny is doing a great job with our programs but still has some openings for later in the year so call or e-mail him and volunteer to put on a program that you are familiar with. It could be on welding steel & aluminum, fabric covering / patching, foam & fiberglass work or any other topic that would be of interest to the members.

Our hangar work day is May 8th starting at

### ELECTRONIC EDITION

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

[http://www.eaa35.org/ENL/Apr\\_10/Apr\\_10.pdf](http://www.eaa35.org/ENL/Apr_10/Apr_10.pdf)

3:00pm. We have some "stuff" that needs to be placed on the shelving that was recently installed on the top purling (up and out of the way!). We also want to readjust some of the equipment in there and John Kufahl will be directing us on that. This will make the hangar more open and useful to our members.

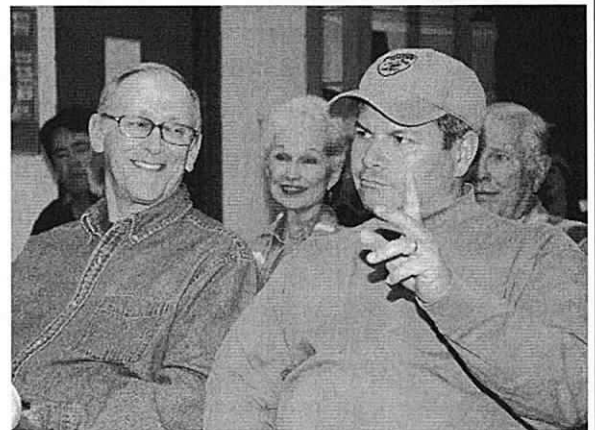
Our chapter work day for working the grounds around the building and flagpole area is set for June 5th. We may also have some light sheet-rock patching to do that day. We will start at 10:00am and hope to have a lunch around 12:00noon and then we will have our annual Board of Directors meeting at 1:00pm. Everyone is invited to attend. If you have a topic you want to submit to the BOD please have it ready one week prior to the meeting date and present to any of the BOD members to present during the meeting.

We look forward to some great Fly-out destinations that are being submitted by Ron Paduh. If you know of one that we have missed, please send the info to Ron. Also, Ron O'Dea is still looking for members who did not renew their membership this year. Please contact Ron and send him your dues and the info sheet on your qualifications, etc.

Well folks, it looks like smooth air ahead so I'm turning off the seat belt sign and you are free to move around and support your chapter throughout the year.

Thanks for flying with us.

Dave Baker



**NEWS CLIPS**

**RUNWAY SAFETY PROGRAM**

The FAA Safety Team will present a report on runway incursions in the last year for the Southwest region plus local accidents update.

When: Wednesday, April 14, 2010 at 7:00 PM

Where: Stinson Airport Terminal Bldg.

8535 Mission Rd, Ste 206, San Antonio, TX 78214. For more information, visit:

[http://www.faa.gov/SPANS/event\\_details.aspx?eid=31606](http://www.faa.gov/SPANS/event_details.aspx?eid=31606)

**AVIATION PRINT APRONS**

**By Dave Baker**

You may still have time to order one of Irene Shurson's homemade, sturdy aprons, with three pockets along the bottom in Aviation Prints.

Each apron is \$19.95. If you are interested, contact Dave Baker, President, 210-410-9235, as he already has 8 names and we get a discount to \$17.95 ea for ten or more. Dave would like to place the order soon so we can have these by the Pancake Breakfast in April.



**CHAPTER MEALS**

**By Gail Scheidt**

Needed early risers to assist Chairperson John Killian, on April 10th, for the **PANCAKE BREAKFAST**. Serving time is 8 am until items disappear. Please note this is also a fly - in. **If you can help, contact John.**

May 8 dinner volunteer is Roxanne Beavers. Details to follow.

June 5 work day and lunch at 12, noon, by Gail Scheidt. If you can help contact Gail.

June 12 EAA picnic FUN AND FRIENDS. Details to follow.

Volunteer's needed for the following months---- JULY 17, AUGUST 14, SEPTEMBER 11, OCTOBER 9.

If you can, contact Gailps@att.net Thanks Gail

**COMING NEXT MONTH**

Join us for the conclusion of RB 'Doc' Hecker's 'Flight of Fancy', a story of a love affair with flying, the joy of piloting a restored 1946 Taylorcraft, and the simple pleasure of visiting friends as he hops from place to place on the Texas breeze. *Please also join us in welcoming Doc Hecker as our newest Technical Counselor and Flight Advisor!*



## FLIGHT OF FANCY — PART THREE

**By RB 'Doc' Hecker**

The Chisholm Trail BBQ restaurant is old-style Texas with open pits smoking various types of meats. It is "no frills"...just line up, tell the gals what you want, and they cut meat until you ask them to stop. Home made sides are arranged for your pleasure. The pickles are typical South Texas German/Polish style...large, garlicky, and with a vinegar bite you usually do not forget. The onions are full flavored, and guaranteed to stay with you for the day. Large bread selections are usually available...biscuits that weight a ton, and corn bread hot from the oven. I mention to the cashier that I am pretty sure the corn bread is not as good as to what my mother used to make, and she assures me that is probably correct...and although it is good, I am right on this. The fare is true to what defines Texas BBQ, but I am again struck by the fact that the sauce at each BBQ place seems to define their style. The place is full of locals...Ed, Ivan and I seem to be out of place, even though we talk the lingo and tell the usual colloquial style jokes. We are asked where we came from.

Ted Jones asks me to ride back to the airport with him as he wants to talk about the Taylorcraft. He asks if he can come by 1T8 at Bulverde to see the shops. I am very gratified by this request. I tell him I need to get back as I am much slower than my friends, and we want to get together at Bulverde. I say good-bye to my new friends, and walk back to the red bird. Another pre-flight and then Ed says he will swing the prop for me. First blade gets it going, and I taxi out to the runway where she is pointed south for the take-off run. Another easy, short run puts her back into the air and I set 2,500' as

my final altitude. I hear Ed and Ivan call out a take-off of a flight of 2, and I wait their catching up with me. A few minutes later, they tell me they are going to pass on either side of me and I am surprised as to how close they zip past my wings, do one-half rolls, and then reform as a pair rocketing out of sight ahead of me. They are doing 180 knots compared to my 85 knots. I can imagine what my father felt like when he was flying that Boeing B-17 at 160 knots over Germany while the Luftwaffe pilots were attacking him at 300 knots...it is both amazing and unnerving.

I cross Canyon Lake and head for my ranch property to look over the out-buildings. Everything looks peaceful, and I then fly over my friend Mark's house where I see him waving in the yard. I circle down and see my mare in his corral...all is good. I reset the course for southwest and get ready to over fly the Bulverde Airpark...there are always helicopters flying there due to the school using that field. As before, there are fewer ships out today that I expected. The pattern entry is easy and I do a long curving approach from downwind to final...putting the left main down first and touching the right afterwards...I hold the tail up until the empennage cannot sustain lift and the tail gently drops to the tarmac. The taxi to the hangar is slow and easy. I shut down the engine and sit for a few minutes...just savoring the time alone with this little machine. I push the ship into the hangar and hand refill the nose tank with 5.5 gallons of 100LL AVGAS one quart at a time. The GPS had recorded a total flight time of 1.3 hours and I later calculated my fuel burn to be 4.23 gph. This engine now has 27 hours on it and it is performing according to book values. I am very pleased.



## FLIGHT OF FANCY (CONTINUED)

### (Continued from Page 5)

*The Taylorcraft factory built over 4,000 airplanes in 1946 and was out of business by 1947. The post-war years were hard for the aircraft builders as the pilots trained during the war were mainly interested in getting back to school, getting married, and reaching for normalcy in their lives. Although the Taylorcraft was a superior airplane compared to the Piper Cub and the Aeronca Champion, its side-by-side seating was not as popular as the tandem seating in the other ships. There are more "Cubs" and "Air knockers" flying today than T-Crafts, and they are worth more money on resale. The T-Crafters are a small group, but adamant in their love for these beautiful machines. We are trying to save them one airplane at a time.*



I walk into Hangar #1 where the 1946 Aeronca Champion project is still up on saw horses. The wings and empennage structures have been recovered and are in the doping process. The wiring harness and the electrical junction control box are installed in the fuselage. I completed the engine controls and flight controls last week. The air driven generator and the battery box are finished, and the intercom system is almost completed. The fuselage is almost ready for cover. I can finally see that this pile of parts will fly this summer as NC2241E. Like the T-Craft, this Air knocker has been a South Texas airplane for most of her life and began her career with the Randolph AFB Flying Club. I found her in a hangar in Edna, TX where she sat for many years waiting to fly again. Her owner had "gone West"...his bride didn't want to part with his aircraft, but good judgment overruled emotional ties when she realized that this bird would fly again. I decided that a masculine brown based interior would do, with Tucson Cream and Insignia Blue as the outer colors.

Her sister ship is in the hangar behind me. Ivan restored his "Champ" 15 years ago...the serial numbers are close to one another. Although I had intended to sell this airplane after I restored her, I am beginning to think she will stay here for a long time as this airplane reminds me of my childhood...



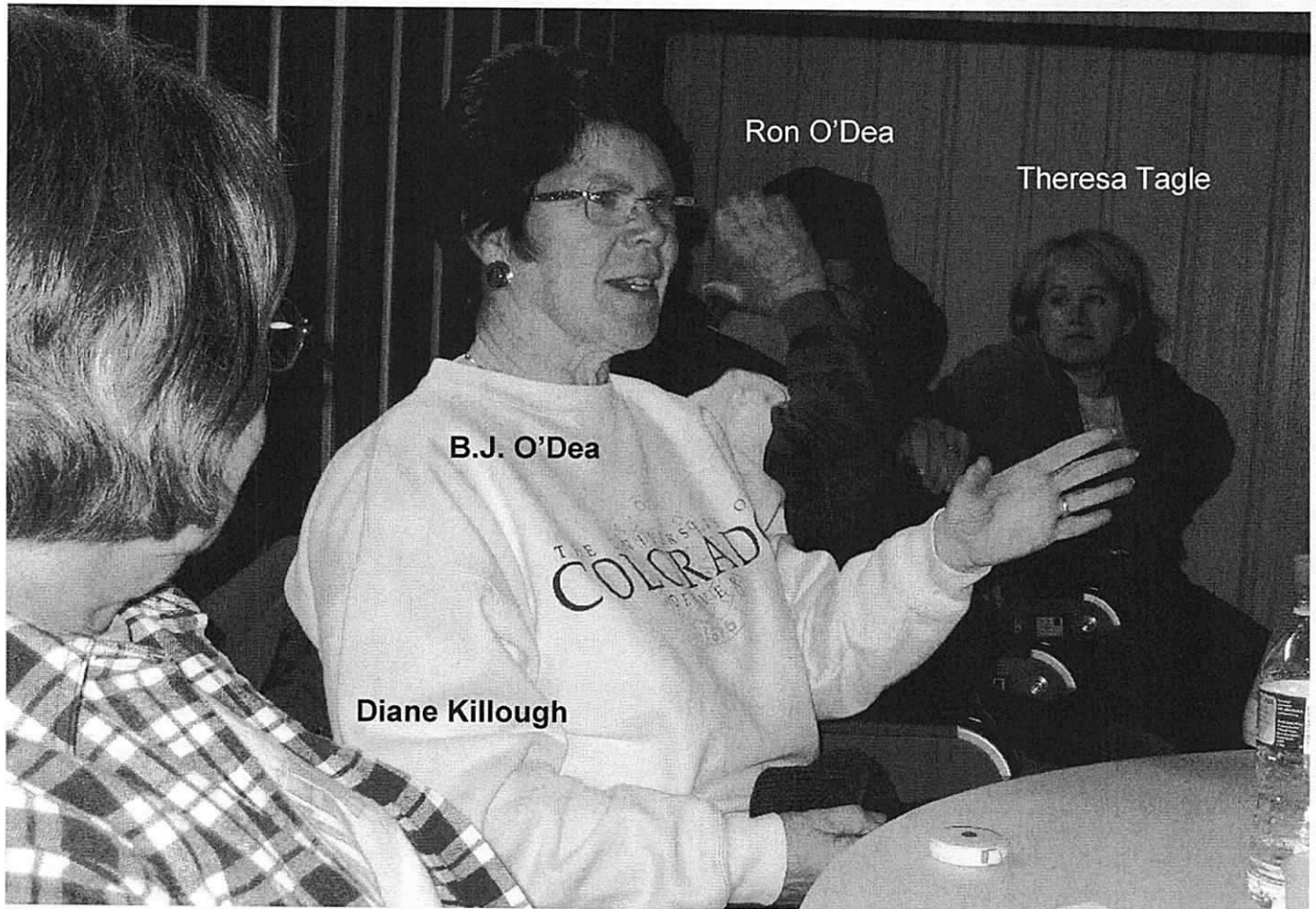
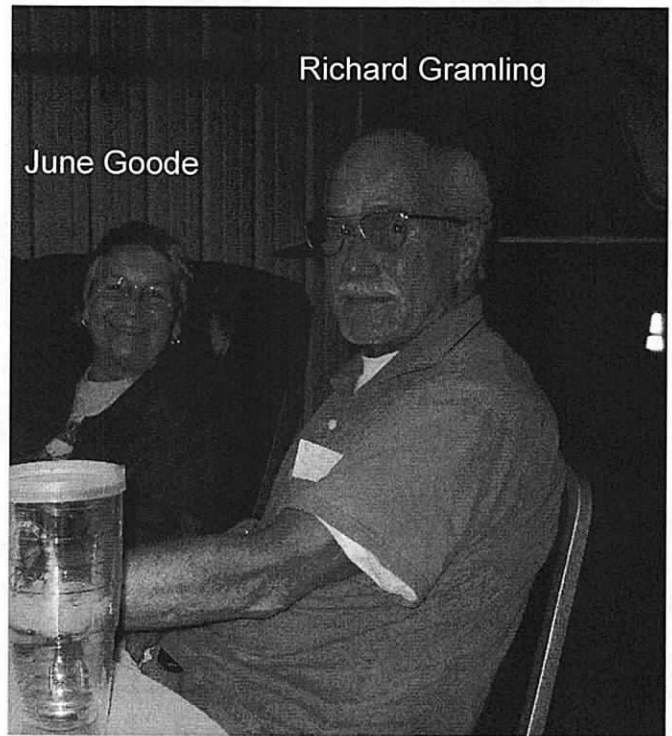
This is part three of a four-part series. Join us next month to see where this wonderfully restored Aeronca Champ winds up.

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

### BABY IT'S COLD OUTSIDE!

Photos by Joe Killough

So, it seems there's still a nip in the air and the kind folks at San Geronimo want to make sure Joe and Diane's hospitality doesn't go for naught. (Mostly the ladies, I notice)



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	RB 'DOC' HECKER	830.438.7320	



### CHAPTER CALENDAR

January 9	Program-David Larson-Alaska Flying	BOD Mtg Meal Business Mtg	3:00pm. 5:30pm. 6:30pm
February 13	Program - Nelson Amen Building the Starlite	Meal Business Mtg	5:30pm. 6:30pm
March 13	Program - Mike Lovelace "Applying Risk Management to Aviation Projects"	Meal Business Mtg	5:30pm. 6:30pm
<b>April 10</b>	<b>Pancake Breakfast Fly-in</b>	<b>8:00 to 11:00am</b>	
April 24	Young Eagles Rally - Brad Doppelt	San Geronimo	9:00am
May 8	Hangar work party Program -Tour 8T8 builders projects	Work Party Meal Business Mtg	3:00pm 5:30pm 6:30pm
May 15	Captain Bill Bartlett Aero Event	Times	TBD
June 5	Chapter workday	Work Party Lunch BOD Mtg	10:00am Noon 1:00pm
June 12	Annual Picnic / Fly-in Hamburgers / Hotdogs	San Geronimo	11:00am to 2:00pm

### EVENTS CALENDAR

Dates	Event Name	Location	Distance
Apr 17, 2010	Annual Bluebonnet Picnic and Fly-In <a href="http://www.eaa.org/calendar/eventdetail.aspx?id=6148">http://www.eaa.org/calendar/eventdetail.aspx?id=6148</a>	San Antonio, TX	28 miles
May 1, 2010	Stinson Fly In	San Antonio, TX	
May 8, 2010	Uvalde Spring Fly In	Uvalde, TX	63 miles
May 15, 2010	Third Annual Big Whoop Fly-In Port	Lavaca, TX	145 miles
May 15, 2010	War bird Fly-in	Hondo, TX	25 miles
May 28, 2010	RANGER FLY-IN & AIRSHOW	Ranger, TX	203 miles

Aviation Calendar of Events web sites

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

**WANTED AND FOR SALE**

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

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

**FOR SALE: RV-9A Empennage** completely finished / primed. \$700 or best offer. This set comes with the electric trim pkg. Original value over \$1700.00 (in kit form). Project donated to the Chapter by member Bob Guthrie. Please contact Dave Baker (210-410-9235) if interested and / or want to see finished product.

**FOR SALE: Fun Flying RANS S18 Stinger II**



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

**FOR RENT: EAA Chapter 35 Hangar Space.** Rent a 10' x 20' space & get free use of hangar Equipment & tooling. Please call John Kuhfahl (210) 365-0120

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

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



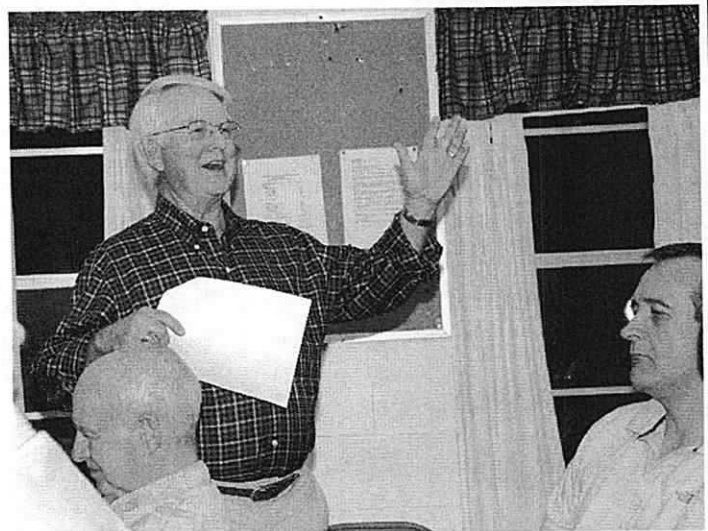
**FOR SALE: 1976 Beechcraft Sundowner C-23** 180 TTA&E-2203 Compression all in the 70's. Oil analysis shows no significant wear. KTM MX 170 Digital Nav/Coms, King ADF, King KT78



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

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

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



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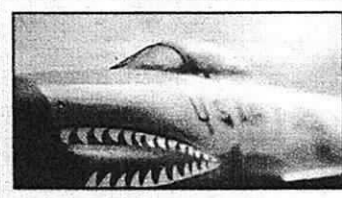
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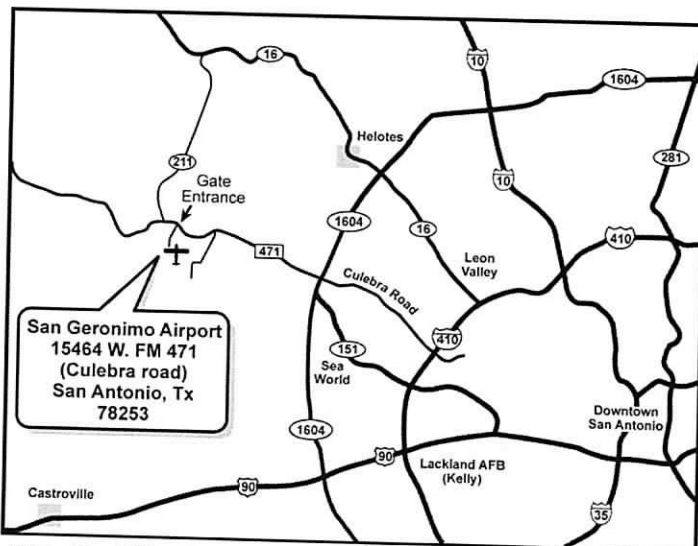
The Official Newsletter of EAA  
Chapter 35, San Antonio, TX

RUNWAY 35

Volume 52 Issue 4

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



### When Do You Meet?

Second Saturday of the Month

April 10th

### Pancake Breakfast and Fly-In

• 8:00 - 11:00 AM

*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.