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# RUNWAY 35

The Official Newsletter of EAA Chapter 35, San Antonio TX



## A Tri-Service Story

### Honoring a Veteran

November 2014

Volume 56 Issue 11

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## Next Event

8 November 2014

Chili Cook-off!

General Membership Meeting and Fly-Mart

10:30

Chapter 35 Clubhouse

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#### Doc Hecker

Clarence Heidemann, age 94, USMC (Retired) witnessed the “date which will live in infamy” on December 7th, 1941.

Clarence, a Marine, arrived on Pearl Harbor on December 1, 1941. On December 6th, he and two friends were given leave for a night on the town. Clarence was awoken the next morning from a park bench in town he had been sleeping on by the sound of the attack.



He and his friends raced back to the base where they were given machine guns, assigned to a golf course, and told to guard the area. The men, having little experience with firearms, were suddenly tasked with .50 caliber anti-aircraft machine guns. Clarence said “there were so many things to shoot at” and began firing.

Clarence was fortunate to survive uninjured. He saw the devastation after Pearl Harbor and it affected him deeply. He stayed in Pearl Harbor until Christmas of

1941 where he was then sent to other multiple locations including Midway Island and New Zealand. After WWII, he also served tours in China, Korea and Okinawa, retiring in 1961.

More than seven decades later, Clarence still attends the yearly reunion of Pearl Harbor survivors and a

seaside remembrance ceremony on the battle’s anniversary.

During his time as a Marine, Clarence was stationed on ships and boats and spent his free time studying the skies. He became adept at identifying aircraft and hoped to fly in one, wishing in particular that it be in an open cockpit biplane.

*(Continued on page 6)*



**Next Event**  
**Chili Cook -Off**  
**And Annual Membership Meeting**

## PRESIDENTS COCKPIT

[For Swedish Click Here](#)

To all members of EAA Chapter 35 in San Antonio,

I have recently returned from a visit to Mexico City, where I participated in the International Congress of Aviation and Space Medicine, sponsored by the International Academy of Aviation and Space Medicine. I have been heavily involved in the Academy's activities for many years, including two years as its President and it is nice to see that the Academy is prosperous even without my involvement (or maybe that is the reason). Among many new issues related to aerospace medicine presented in the congress, we also got a review of the newest advances in general aviation technology and in medical technology related to aerospace medicine. It was amazing how much the technology has developed only during the last years and how it currently is exploding in new both computer related technologies and new procedures both in general medicine and aviation medicine. Space medicine is still an area where new information and procedures are expanded, in spite of diminishing money for this activity, such as robotic surgery during space flights and all the known and unknown risks involved in very long space flights for years. However, I don't know of very many of our members in EAA35 yet, who currently are building an experimental space ship. Maybe that can happen in the future with this rapid developing of new technology.

The organizers of the congress even succeeded to include a panel related to the recent very media oriented Ebola infections, which hopefully will not for the moment be an issue for our members, who mostly are engaged in local flights. Several participating international experts gave their information, such as the Chief Medical Officer at the UN International Civil Aviation Organization (ICAO) in Canada, the US Deputy Federal Air Surgeon and a Medical General and Professor from Congo, who had a lot of experience from earlier Ebola outbreaks. They all agreed that the press and TV media severely hurt the professional handling of the infections by creating panic and misinformation to the public.

The Deputy Federal Air Surgeon in Washington D.C. and the Director of FAA Aviation Medical Institute in Oklahoma City did not appear to be very much in favor of the AOPA's and EAA's activities to try to stop the requirements for Medical Certificate 3 for private pilots with up to 5 passengers, when I spoke to them. But I suppose, this issue has enough support among sufficient number of politicians who will be willing to accept the suggested change.

The recent fatal accident in an EAA Chapter in Buffalo during a Young Eagle Rally, where both the pilot and a 14 year old boy died in a midair collision with another aircraft in the Rally. This is the 2nd fatal accident in EAA's Young Eagles flights for many years with millions of passengers. It is an accident that everyone agrees, is very sad and with all efforts must be avoided with all means and every possible step should be taken to try to minimize the risks for that to happen. At our recent EAA 35 Board of Directors meeting this accident was discussed and our procedures were scrutinized in an effort to, if possible, improve our current procedures. Philip Vaneau, who is chairman of our Young Eagles activity, and others involved in the discussion, suggested several procedures that could be improved both in the air and in the ground operations.

According to FAA many of the accidents with experimental aircraft

## NEW MEMBERS

## Ron O'Dea

Chapter 35 continues to grow! Please welcome

**William L. Richardson:** Richard is an engineer residing in San Antonio. He owns and flies a Rutan Long EZ and is going to build a Cozy IV. You may contact William at [wrichardson18@satx.rr.com](mailto:wrichardson18@satx.rr.com).

Welcome back, returning member, **Bruce King.** Bruce is the designer, builder of the BK1.0 kit plane! Bruce resides in San Antonio and may be contacted at: [dbk4939@yahoo.com](mailto:dbk4939@yahoo.com).

occur during the first 8 hours of test flight. Therefore, FAA has just approved the Additional Pilot Program, which allows homebuilders of certain kit aircraft to use an additional, qualified test pilot to fly during the critical first flights of the aircraft. This may possibly decrease the risk of accidents during this time, and if the accident rate is improved by more than 100% with now 2 pilots, it will show up in a smaller risk for bodily injury or fatality. It will mean that the pilot flying the airplane can concentrate on that and the additional pilot can be engaged in the necessary recordings of airplane and engine data recordings during the test flights.

During our latest monthly meeting, our own member Kay Morgan, gave a very interesting presentation with the title "Lighter than Air", about balloon flying. She has a vast experience with both a commercial and balloon pilot license. It was amazing to hear how complicated balloon flying could be with different air layers creating different wind speeds and how landings often could be crash-like without really crashing, and how dangerous power lines and high winds could be during landings.

The next EAA35 event in November 8, will be an EAA Chapter 35 Fly-mart at 10-11.30 am and a Membership Meeting at 11.30 am followed by an Annual Chili Cook-off with a Lunch and Chili Judging.

Everyone is very welcome,

*Ulf Balldin*

## YOUNG EAGLES NOVEMBER 22

## Phil Vaneau

**We'll be having a Young Eagles Rally on Saturday, 22 November at 1000.**

**Looking for pilots and ground crew volunteers. Please send me an email at [pvanneau@gmail.com](mailto:pvanneau@gmail.com) if you can help out.**

**I'm also looking for individuals or youth organizations (boy/girl scout troops, Jr ROTC, etc.) that have youngsters between the ages of 8-17 that I can invite to the Rally. We are going to require pre-registration to control the numbers thus ensuring we have enough airplanes and just in case we need to contact them in case of inclement weather. Thanks you your support!**



## CHAPTER BULLETIN BOARD

San Geronimo Air Park

Oct 28, 2014

Personal Message from Dave Baker To ALL EAA Ch. 35 Members,

I want to say a huge THANK YOU to everyone of you for being a chapter member. This chapter has been a big part of my life for the past 39 years. One of the reasons I have enjoyed this experience is due to the many various members I have been able to "rub shoulders" with over all of these years, the thousands of chapter events we've had, the fly-ins we have supported and visited, the Young Eagle-Builder's Academy-Boy Scouts and many other organizations that we have mentored with.

I know after all of these years why it has been so rewarding to me---it was because I GOT INVOLVED with the Chapter. Serving in the many different areas available gave me a invaluable depth of knowledge of how a chapter can be successful. We have 4 officer positions, 15 "Chairman" positions, 3 "at large" BOD positions and several Flight Advisor and Technical Counselor positions that YOU can participate in. In fact YOU can participate in any and all of them! Some of our chapter members have received a few National EAA Awards over the years and it is because of the caliber of MEMBERS we have. The members who say "I can do that, I will take that on, I will serve in that office, I will be an integral part of this chapter" and the list goes on and on. Please become one of the "I's" who make it happen for our chapter.

As most of you know, Shirley and I have sold our home here at 8T8 and are moving to Weatherford, TX (that's 30 miles west of Ft Worth on I-20). We have a house spotted adjacent to the taxiway at Parker County Airport (KWEA). Our Grandson lives there with his mother (our daughter) and his dad!! So you understand the move, huh? We also have another lot here at 8T8 and my plan is to eventually build a hangar w/ apartment on that lot and commute several time per year back and forth. After all, I am a LIFE Member of Chapter 35 and plan to still attend the pancake breakfasts, annual picnic and Christmas part for sure.

Thank all of you for your support over these past 39 years.

Dave

### Chili Cook-Off!

Any Chili is Welcome

Please bring enough for a bunch of folks to sample!

Have Chili in place by 11:00—sampling will start about 11:30

If you are not bringing chili—side dishes and accoutrements are always welcome and very much appreciated!

### EAA 35 Holiday Luncheon



The 13 December Holiday Luncheon will be CATERED by GRADY's BBQ—and should be AWESOME! Plan on Beef and turkey 3 sides for only \$15 per person!

Seats are limited—Don't wait till the last minute! Please sign up at the November meeting, or if you cannot be there, contact Dee Brame (see number in back) to arrange payment.

We will, of course, have holiday festivities as well—\$10 gift exchange. Details next month. Hard to believe, but that time of year is already here!!

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# OCTOBER 2014 MEETING





## OCTOBER 2014 FLY-OUTS



Last issue we featured the Uvalde (Garner Field) Aviation museum and 3rd Saturday Fly-In. This month chapter members conducted a "fly-out" to the museum. What we found was good food and great hospitality. Lots of very rare aircraft from flying to bare-bones projects to see. Inside the museum is a treasure trove of memorabilia. It's an easy flight with fuel discounts to boot!



*Nelson Amen at the Ranger Annual Fly-In and Airshow.* This was a new airport and new event for me, as well as my first grass runway in the Sundowner. Landing was a non-issue with the field in good shape and the fly-in host (Jared - a most excellent person) guiding me into parking about noon. About five planes in



the parking area and my tent only had one neighbor .... but those counts would quickly increase before sunset. By night fall, we had approximately 35 planes and 25 tents occupied. The aerobatics show Friday evening was worth the trip, as were the hamburgers and late night campfire. Sweet. I went for the "Ed Clampit" look at my campsite (!) and we got down into the low 50's in the morning. The hot coffee 7:00 am Saturday was appreciated.

This event is a clear example of how just one person (Jared) can make a difference in aviation. The event and for that matter, the Ranger airport itself, is around for us to enjoy because of his herculean efforts. We had a great field to use, excellent food Friday night and Saturday morning, and Jared's enthusiasm even allowed us campers hot showers and sinks. Very nice. And while there was a donation jar, all of this was provided to us just for flying in. Put this on your contribution list! Ready to join a Chapter 35 group outing next year,

## HONORING A VETERAN (CONTINUED)

(Continued from page 1)

Brookdale's Horizon Bay of San Marcos, where Clarence now lives, teamed up with *Wish of a Lifetime* to fulfill Clarence's long held wish by agreeing to find a biplane for him to ride in. These organizations contacted EAA Chapter 35 Member Doc Hecker, a US Army retiree, who arranged for Clarence to fulfill a lifelong wish by sending him up in Doc Hecker and Paul Celio's 1942 Boeing (Stearman) Model A75-N1, USAAC 42-25606, (US Army 1942-1946). The aircraft, currently owned and based at Bulverde Airpark (1T8) by Cibolo Creek Aviation, LLC, received a "ground up" restoration in 2011 and was liveried in its original US Army Air Corps colors. The big bi-wing aircraft was flown by Doc Hecker from 1T8 (Bulverde Airpark) to the CAF Centex Wing Hangar at KHYI (San Marcos) on July 19, 2014 where Clarence and his extended family were introduced to Doc, the Centex Staff, and LTC Gale Haskins, USAF (Ret), age 80, of Cypress,



TX, who agreed to be the "senior" pilot flying Clarence up and over his family's homestead in nearby Umland, TX. At the end of Clarence's spectacular flight over his family homestead, Doc Hecker provided Clarence with a student log-book signed by Gale Haskins,

CFI, attesting to his 1st hour familiarization flight as a student pilot in the Stearman. The major participants in this wish-come-

true" demonstrated "tri-service" cooperation of the finest kind! And, what better way for all three to do it in the iconic piece of Americana known colloquially to all pilots as the "Stearman"?



## HANGAR AND WEB

### Hangar Talk

Lew Mason is taking over as our Hangar Manager as Dave & Shirley are moving to Weatherford, TX. Lew's phone #'s are: Hm-210-688-9072, C-210-262-6723. Ron O'Dea is remaining the back-up person. Also, if you have the oil filter cutter please bring it back. It is missing from the tool box and NOT signed out. Please be courteous in the use of the tools from the Chapter. If you borrow something, check it out in the 3 ring binder that sits on the pearling just above the tool box. If you have checked out a tool and are through with it--return it and check it back in. Also--We still have "space available for rent" in the hangar. Contact Lew or Ron for details.

**Web Talk:** Even though I am moving to Weatherford, TX, I intend on continuing being your Webmaster, although if anyone has interest in taking this over I will certainly be willing to let you! Darren Medlin is my back-up but with his full time job, EAA Secretary, the commutes to California and back to build his airplane, it would be a big burden on him right now.



## FLY-MART!

Here's an opportunity to get rid of those aviation related items you have that you no longer need and pass them on to someone who just might be looking for what you have.

Date/Time: 8 November 10:00 to 11:30 AM Location: EAA Chapter 35 Clubhouse Patio

Rules of Engagement:

Bring any items you care to sell that are related to aviation in any way - airframe parts, engines, avionics, instruments, pilot gear, aviation books or movies, etc. We'll even park your whole airplane out front if you are selling it.

Please bring your own table if you have one since the club has a very limited number available.

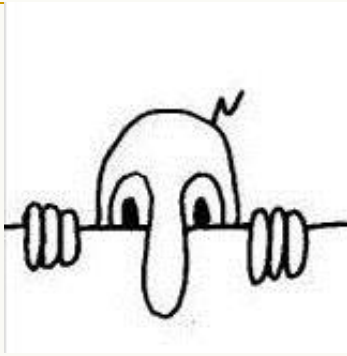
You will need to man your own table or leave your items in the hands of a trusted friend.

There is no cost to participate in this event and the profit you make is yours to keep although any donation to the chapter will be greatly appreciated.

Finally, any items that do not sell must be removed by the owner at the end of the Flymart. Questions? Please contact Steve Jones at 210-570-9435 or eaa35vp@gmail.com





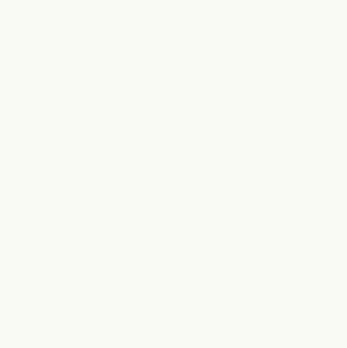


***In this Issue—For Veteran’s Day—Here are a few of our own EAA 35 Texas Veterans. See if you can match the past and present photos.***

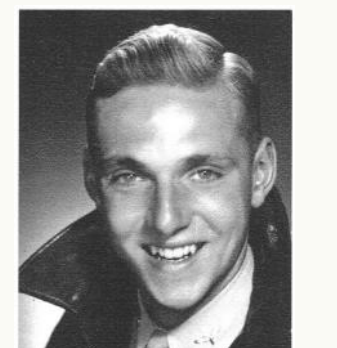
*The photos are sized to cut em out and past them onto the description. We’ll have the answers at the meeting.*



Here is a picture of me in 1952 while I was a corpsman with the Marines in Korea (May 52 to June 53). We had about 50% casualties. I was fortunate to get home and go to school. I was a dentist in Castroville for 33 years - retired in 1996. We have 4 kids, 12 grand and 6 great. We are blessed!



I was a rotary wing command pilot and instructor. I served on active duty in the USA from 1943—1972 and went on to earn several degrees including my BS from West Point in 1979, the US Navy post graduate school and the Air Forces Air War College. I served in Guam, Japan, Korea and had a delightful tour in Hawaii. I am a returned colonel and went on to found or lead several companies where I taught, did public speaking and consultancy for government agencies and large corporations. I’m 89. Will turn 90 next year on June 4th



I retired as a colonel in 2010 from the AF Reserve as a Public Health Officer. My last station was as IMA to the Medical Director, US Air Force Reserve at the Pentagon.



I was in the army, the Brown Shoe Army, that is, barely in the time of color photography. I was a tank commander in the service of my Country for six years in the reserves and five years on active duty defending my county from the evils of worldwide socialism.

I didn’t submit a picture from back then. My mind overloads thinking about sitting on the floor holding up a thousand tiny slides to the light, viewing perhaps hundreds of people whose names I don’t remember in places I barely remember being, to find an appropriate picture of who used to be me. But, I’m pretty happy being who I am.



### EAA 35 Veterans



...preparing to go on shark patrol in an HH43 Pedro helicopter at Cam Rahn Bay Air Base, Vietnam, in 1967. Even though I was an Intelligence officer, I did get to help with other duties occasionally. The HH43s normally carried a fire suppression pallet as emergency assistance for aircraft in trouble when landing. When there were no combat aircraft recovering, the Pedros would fly along the South China Sea beach where our people were swimming to spot sharks in the water. The M16 was used to pepper any sharks that were observed too close to the beach front.



USAF Retired. 23.5 years active duty, most of it as a fighter pilot - flew F-4, A-7 and A-10. Vietnam vet - 243 hours combat time. Also flew the T-33, T-37, and T-38. Total military flying time - 5,769 hours. Carrier qualified as a USAF/USN Exchange pilot with nine month cruise aboard USS Enterprise flying A-7E - 171 traps, 55 at night. Navy deployment included participation in the Evacuation of Saigon. This photo was taken at Korat RTAFB, Thailand, in 1970 during combat tour.



I'm the one on the left. We enlisted in the Navy to avoid being drafted into the army! We signed up on the "buddy" program but after boot camp we were separated, (first time in our lives) Don was sent to the USS Hancock CVA 19 in San Francisco and me to the USS Bennington CVS 20 in Long Beach, Ca. After a year my brother put in for a transfer to my ship and it was approved. We served together for the remainder of our tour (3yrs, 10 months and 18 days!). We went on three Westpac cruises and spent three tours on Yankee Station in North Vietnam waters. We were both Shipfitters in the "R" ( Repair) Division, Don in the Metal shop and me in the Pipe shop



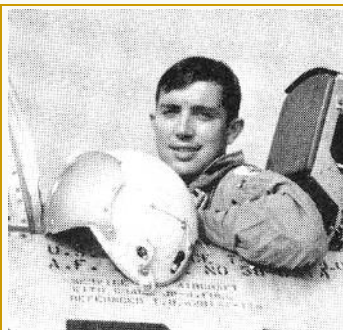
I entered the Air Force after high school. First Assignment Keesler AFB, MS as an airborne early warning radar maintenance technician. I repaired the radar systems on the EC-121 Constellation at McClellan AFB, CA and Homestead AFB, FL, until I completed my initial enlistment. I then left the Air Force and used my GI Bill to go to college. While attending college, I served in the Michigan Air National Guard as a medical technician. After graduating from college, I re-entered the Air Force and served until 2007, retiring as a full colonel. My Air Force career ended right where it all started 34 years earlier - Lackland AFB, TX.



Here I am in the Pusan K9 Air Field Club around 1951. I was a US Army Radioman and repaired teletype equipment



# EAA 35 Veterans



USAF UPT Class 67C, Oct 65 - Oct 66 Craig AFB (Selma) AL was a strange place and time for a kid from the University of Wyoming; my housing neighbor was the only black kid I had ever known, he was from Detroit and kept his room at about 100 degrees during the endless Wyoming winter. When we moved to Selma, the march from Montgomery was 7 months old. We were given "guidance" on where to rent, shop, hangout, etc.. We moved into a pilot training ghetto outside of the base and I rode my motorcycle to work every day. My wife was terrified to go into town, mostly as a result of the briefings we had been given.

Here I am in the left seat of a P-3 while on a deployment to Cubi Point, Philippines in 1978. I served 24 years as a Naval Aviator, 1975 - 1999. The P-3 was my primary aircraft. I left the Navy with approximately 5500 total hours, with about 1000 hours as a T-28 primary flight instructor. I served primarily with the Pacific Fleet in various patrol squadrons flying P-3s as a Patrol Plane Commander, Mission Commander, and instructor pilot. After retiring from the Navy I flew for 9 years with ABX Air flying freight in the DC-9. I'm fully retired now and building a RV-7 in my garage and volunteering as an instructor pilot with the Civil Air Patrol out of Stinson Field.

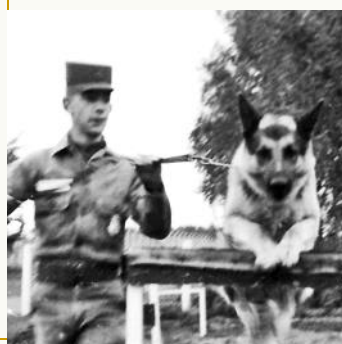


Here I am in USAF Undergraduate Pilot Training 1973. 22 years in the Air Force. I flew C-130s world wide, instructed in the T-38 and the C-130, and spent the latter part of my career at higher headquarters managing acquisition and aircraft modification programs.

After retirement from USAF I held positions with Link (flight simulation) and ARINC (engineering management). Hung out a shingle in 2007 and now work full time at the airport where there is always a project to work on or an airplane to fix

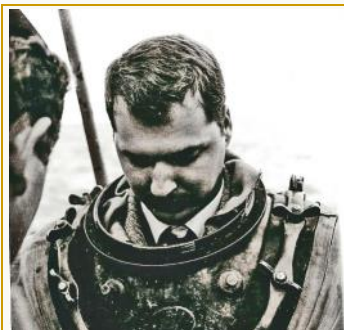
Here I am training one of my fellow service members in 1963 while stationed in England. As an Air Force Security Forces member I and my K9 partners served in Vietnam and other much prettier places. Surprisingly I did not pursue a career in law enforcement.

Fully retired now, I stay busy flying and working on EAA chapter activities!



I am the less gorgeous one in this photo. I served 20 years in the Air Force and retired as a Lieutenant Colonel in the Security Police career field. I did two tours in Viet Nam, one year in Taiwan, and three years in England. At the USAF Officers Training School was selected as the "Instructor of the Year" and later Squadron Commander and Chief of Standardization/Evaluation (Stan/Eval). While Chief, Security Police at Chanute AFB I met the love of my life and she is still by my side..

## EAA 35 Veterans



Here is a picture of me in the mid 70's, when I was a Royal Swedish Naval Diving Medical Officer serving onboard HMS Belos. In the picture I was being prepared for a dive from that vessel in hard helmet dive equipment. Notice, that I wore a white shirt with a black tie, dressed and ready to salute an admiral, if I happened to meet him under water. I was a conscript enlisted a year in training to be an Army Medical Officer in the Swedish Army and after that a Senior Research Flight Surgeon in the Swedish Air Force. In US I have been a Liaison Scientist between USA and Sweden. So, I have served in two Air Forces, an

Enlisted E-5 Medic service 1971-1977, Chief Warrant Officer PA 1977-1982, Commissioned as MSC 1982 leading to MC 1986-1997 with retirement. Private practice since late 1996. 6 years overseas service (Okinawa/Germany). Teaching staff at BAMC 1990-1997.



Here I am in "my" F-16. My call sign was *Tron*. Undergraduate Pilot Training at Williams AFB, Fighter Lead-In Training at Holloman AFB and F-16 at MacDill AFB. Operational assignment at Hahn AB, West Germany, instructor pilot at Holloman in the AT-38B specializing in Air-To-Air Combat. I separated from the active duty USAF and became a "Gunfighter" in the 182nd Fighter Squadron of the Texas Air National Guard at Kelly AFB. After 8 years as an combat mission-ready F-16 pilot the unit restructured and I was able to take an early (15 year) retirement in the rank of Major.

I was lucky enough in 1985 to be commissioned a 2nd Lt, USAF, from the Texas Tech University ROTC. I trained as a Signals Intelligence Officer at Denver, CO and San Angelo, TX and was stationed in Germany, Hawaii, the National Security Agency, the Pentagon, Alabama, Virginia, Texas, California, Florida, Iraq, Afghanistan, and Colorado. I met and married my wife, (LTC (USA Retired)), Susan, while in Germany and our 2 boys were born in military hospitals in Hawaii and Washington DC. As a 'joint service' family we fell in love with San Antonio during a previous tour and made it our retirement home.



It was a heavy driver in the USAF. I flew C-130s, got shanghaied back into Air Training Command to instruct in the T-37B and T-1A. I flew C-12s around Africa as US Air Attaché to West Africa in the DIA. Finally, I was Chief Pilot in a little commando unit at Hurlburt Field where I was a tactical instructor, flight examiner, and A-team leader. While there I flew C-47s, AN2s, CASA 212s, and--believe it or not--Cessna 172s. I even managed to get a bit of stick time in our UH-1. This is a photo of me opening the cargo door of the C-47.



# EAA 35 Veterans



I started my 21 year military nursing career in 1966 at Little Rock AFB as a 2nd lieutenant and retired as a Lt Colonel at Chanute AFB, IL. I had eleven stateside and two overseas ( Clark AB, Philippines and Bitburg AB, Germany) assignments as Operating Room Director and two years as Aeromedical Evacuation Flight Nurse. I was also certified in Compression Therapy, diving with patients with decompression sickness.

I have had a bit of a non-traditional career in the Air Force. I have been a fighter pilot with combat time, test pilot, doctor and flight surgeon, and I have spent decades integrating what we know about the human to help design better, more capable aircraft and human controlled systems. I've retired from the Air Force but remain active in engineering design and am applying a little of that to my own aircraft under construction.



Commissioned U of Texas AFROTC 1966; Pilot Training in Class 68-A at Laredo AFB. Total flying time about 3500 hours, including about 2400 hours instructing and 600 combat hours as a Forward Air Controller.

Flew 4 North American aircraft- F-100D, F-100F (Supersabres), OV-10A Bronco, and T-39 Sabreliner. Instructor Pilot in 4 aircraft: T-37, T-38, T-39, and OV-10A. Stationed at 4 bases in Texas - Laredo AFB, Laughlin AFB (Del Rio), Kelly AFB and Randolph AFB.

Still flying and still married after 48+ years!

I was commissioned through UTSA ROTC program...pilot training at Sheppard AFB...C-21 Instructor at Randolph AFB and then Keesler AFB...F-15C training at Tyndall AFB....F-15Cs at Eglin AFB...Osan AB Korea as a combat planner (Cessna 172 IP at the aero club)...T-38 IP at Laughlin AFB...F-15C at RAF Lakenheath...T-6 Instructor at Randolph AFB...MC-12W Mission Commander at Kandahar AB, Afghanistan. This is a picture of me as a cadet.



Enlisted in USMCR 1951-1955 (2 years active - 2 years Reserve). Served as a Machine Gun Squad Leader. Enlisted in the USAR 1955 - 1957. Commissioned in 1957. Severed as an Infantry/Airborne/Ranger & Operations Officer till 1985. Spent over 16 years in the following countries -- Berlin & Frankfurt Germany (4 years), Vietnam (3 years), Iran (2 years), Saudi Arabia (1 Year), Japan (3 years) and Panama (3 years). Attended the U.S. Army War College

# EAA 35 Veterans



I started out in 1961 as a jet engine mechanic in the Air Force. Spent 4 years at Carswell AFB, TX. working on B52's and KC135's. After my active duty, I joined the Air Force Reserves, at Ellington AFB, TX. I worked as a Flight Scanner, crew chief and later as a flight engineer on C130A. Transferred to Kelley AFB, TX. Worked as a Flight Engineer, Instructor Flight engineer and Flight Examiner, I spent 13 years as a Flight Engineer Simulator Instructor. The Picture I'm giving the crew their takeoff clearance. The last 4 Years in the Air Force I ended up as a Instructor Flight Engineer on C5A at Kelly AFB, TX.



My military photo is when I was in Navy flight School in 1979. I was in the US Coast Guard and flew fixed wing airplanes: C-131 (Convair-240) and HU-25A (Falcon020).  
Now I fly a Cherokee 140 that I keep in the green hanger, next to Joe Killough.



I was a fighter squadron doc (this is me with "My" F-111—I was the Weapon Systems Officer), got to serve with multiple fighter, airlift and DV units. I commanded a squadron, a school and a hospital and I spent time in the air and on the ground in or near all the recent Mideast and Afghan conflicts. Very lucky to have been stationed in Spain and England, a half dozen other stateside locations and to have travelled all over the world. I'm retired from the Air Force now but loved every second—well almost—of my time in uniform.



Here I am as a combat engineer in 1964. Yes that is a US uniform! I spent five years in the Army and seventeen in the Air Force mostly as a crew chief on fighter aircraft and had the opportunity to serve Air Force One along with Dan Martinez in the early seventies



I was 17 years old in 1954 and looking for something more adventurous, so I joined the USAF. Did basic training at Sampson AFB, NY, Radio School at Scott then Security Svc Cryptologic at Kelly. Next Tokyo where I maintained crypto equipment at the Embassy and other installations, then Wheeler HI. I met my bride at the Pentagon. On to Izmir, Turkey (NATO), Langley AFB, Crypto school instructor at Lackland, Clark AFB, Philippines (TDY assignments to Vietnam and Thailand) then back to Lackland. I retired from the USAF in 1974 and I'd do the same thing all over again.

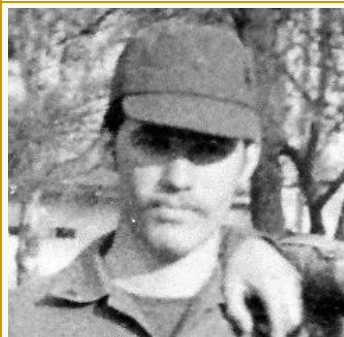


# EAA 35 Veterans



Served as a Government Acquisition and Contracting Officer from 1970 to 1990. (Purchased everything from toilet paper to satellites.) Served as Aide to Lt General Henry, Commander of the USAF Space Command Acquisition Division, Los Angeles Air Force Station - 1980-1981. Served as a B-1B System Project Manager at the Tulsa, OK, DCAS-PRO (Defense Contract Administration Services Plant Representative's Office) - 1982 - 1986. This is me as a captain around 1976

US Air Force 1951-1955. Civil Service 32 years (1955-1982). Worked on B29, T28, T34, T38, T141. Still rebuilding engines after all these years!



I served two years in the Army, 1971-73. My MOS was Engineer Equipment Maintenance and Repair. U.S. Army Corps of Engineers School, Ft. Belvoir, VA. Attached to Third Armored Division near Frankfurt, Germany 1972-73. This is taken near Vilseck, Germany, early 1972 (20 years old)

I began my military career as a civilian flight instructor, teaching new pilots up at Camp Gary in San Marcos. I was in the Army twice—first during the Korean war at Fort Ord, then during Vietnam as a Warrant Officer and Forward Air Controller in Vietnam. Those 700+ combat hours were at the same time dangerous, awful and beautiful. Indescribable. They were the high point of my career. I was proud of my service, proud to be a pilot and left my mark for posterity on San Geronimo. I am with you in spirit.



I was in a bit of a non-traditional role in the Air Force, but retired as a Master Sergeant after seeing much of the world from a side most folks don't look at. I've traipsed around the better parts of Iraq, peeking under carpets and rocks for weapons of mass destruction, wandered about the Czech countryside as they joined NATO, briefed the Chief of Staff and SECDEF and recognizing who the real boss is managed to call the missus from the mountains overlooking Pristina, Kosovo. (They said it couldn't be done...)

# EAA 35 Veterans



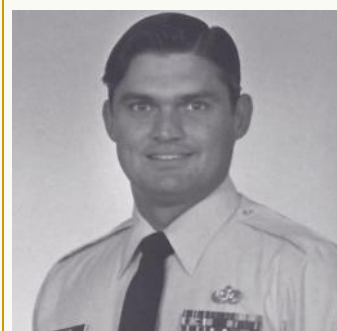
I served in the USAF 1961 -1985 ROTC Cal Berkeley. 2nd Lt, UPT@Moody AFB,T-33IP, T-28IP, Caribou with the Army, T-37IP, T-33s and Gliders at USAF while on faculty, Cmd & Staff, C-130s, Civil Engineering, LtCol

26 years in USAF and ANG. Assignments - Laughlin AFB, MacDill AFB, Spangdahlem AB, Luke AFB, Cannon AFB, and Texas Air National Guard at Kelly Field. Flew T-38 and F-16. Loved to teach and fly, hated staff work.



I enlisted in the Army straight out of college into an armor division. At the beginning of WWII attended OCS and became an infantry platoon leader in the cannon company. I was at the battle of the bulge and earned the Silver Star at Leipzig. I found myself commanding a signals battalion next, but having watched V-2's longed to put my aeronautical science degree to work. I transferred to Army missile command and worked on some of the very first US rockets and missiles. I retired as a Brig General My real claim to fame though is that I think I imported the very first privately owned VW in 1947. I'm still driving them today

I was a member of the Texas Air National Guard from 1970 to 2008. I was an armament and a munitions specialist and eventually a munitions supervisor. I was not a pilot but worked on and around F102, F84F, F100, F4C and F-16's and got to ride in several of them. I think I was born with tools in my hands, and still love them old airplanes!



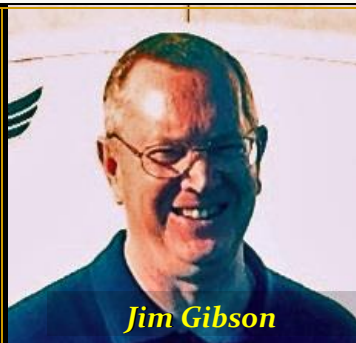
# Honoring All Who Served



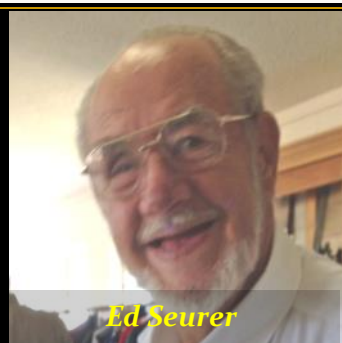
FAA 35 Veterans—Today



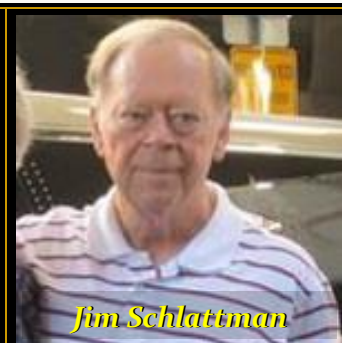
Charlie Brame



Jim Gibson



Ed Seurer



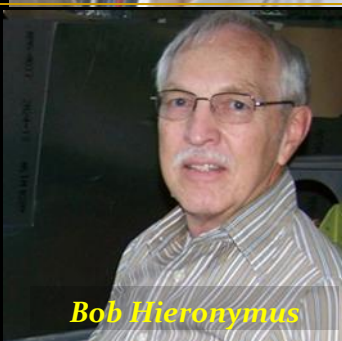
Jim Schlattman



Chris Watson



Doug Jenkins



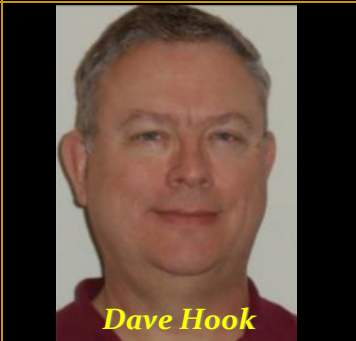
Bob Hieronymus



Lex Brown



Ron Damrill



Dave Hook



Doc Hecker



Ron Paduh



Severo Garza



Jim Feighny



Chuck Fisher



Mike Lovelace



Darin Medlin



Lew Mason



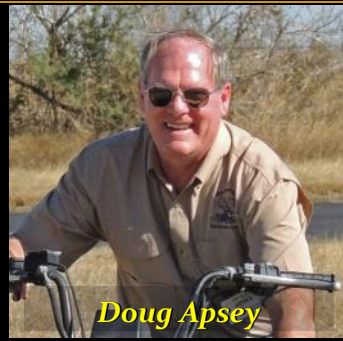
Ulf Balldin



Steve Jones



# FAA 35 Veterans—Today



**Doug Apsey**



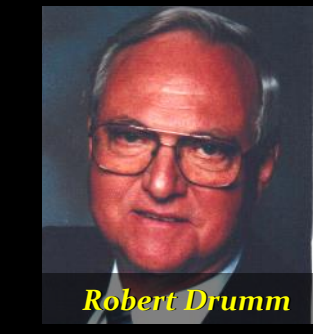
**Mark Julicher**



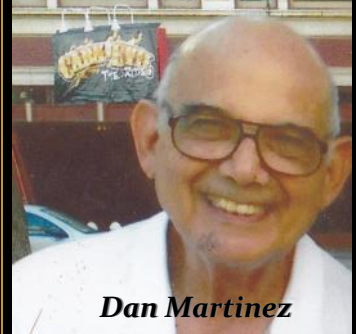
**Cliff Elrod**



**Ron O'Dea**



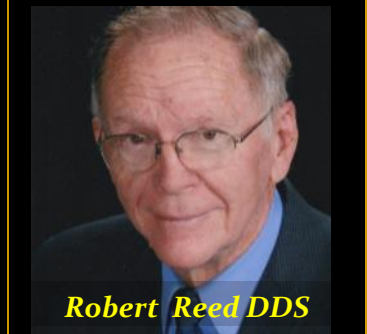
**Robert Drumm**



**Dan Martinez**



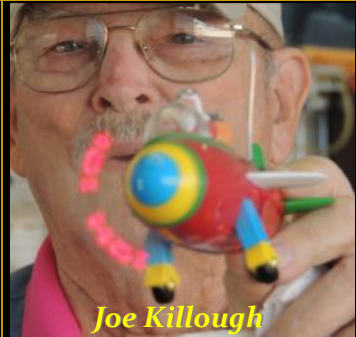
**Walter Burghardt**



**Robert Reed DDS**



**Mason "Bubba" Hunt**



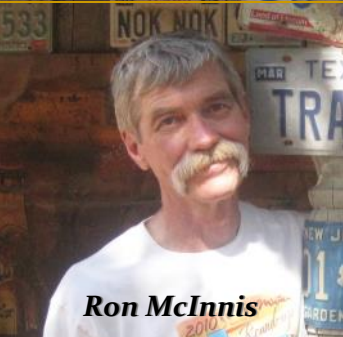
**Joe Killough**



**Mary Ann Schlattman**



**Dee Brame**



**Ron McInnis**



**Jon King**



**Phil Vaneau**



**Dave Baker**



**Jake White**

*This nation will only remain the Home of the Free  
As long as it remains the Home of the Brave*

*Elmer Davis*



**Julius Braun**



## Air Academy Nominations Open

Maartin Versteeg

The chapter is again offering a complete paid trip and stay at the **2015 EAA Air Academy in Oshkosh** and is looking for motivated candidates. The chapter wants to send a suitable **16-18 year old high-school students** to this one time experience for aviation enthusiasts. There are no requirements for a specific career path but the candidate must show interest in aviation.

This is a week long summer camp July 14-22, 2015 at Air Academy Lodge in Oshkosh, Wisconsin. It is a combination of fun and discovery young people can find nowhere else and the last two days of the camp coincide with the AirVenture at Oshkosh so it is also an opportunity to see about 10000 small airplanes getting together at the Oshkosh airport.

Campers are engaged through a variety of hands-on activities while staying at the Lodge in Oshkosh. Experienced aviation instructors help them delve into flight through studies, hands-on demonstrations, flight simulation, and other exciting activities.

The EAA Advanced Air Academy provides an atmosphere for students to become totally immersed in the world of flight. Ground instruction and introductory recreation flight experiences highlight this action-packed camp. It combines "in-the-air" and "on-the-ground" hands-on activities.

The EAA Advanced Air Academy also includes full participation (access to forums, flightline and all associated activities) in EAA AirVenture Oshkosh, the world's premier aviation event!

There is a Flight Training Ground School with subjects like: Fundamentals of flight science, Aircraft systems, Aircraft pre-flight, Flight controls and systems, Weather, Aerial navigation and Flight training requirements. Both the camp also covers hands on experience with: Aircraft Construction, Restoration and Maintenance Skills covering: Welding, Sheet metal work, Fabric covering, Composite fabrication and Aeromodeling and woodworking. Then there are opportunities to learn about the history of flight, touring the EAA AirVenture Museum, Fly EAA's flight simulators, Visit Pioneer Airport and possibly experience the thrill of flight in both an airplane and helicopter.

Interested candidates will need a sponsoring EAA chapter 35 member and should submit a one page application describing why he or she would be a good candidate for this sponsorship. ([Click here for the form](#)). Then in February 2015 the EAA Chapter 35 board will decide if a good candidate is available for the scholarship.

For further information look at the EAA website: [www.eaa.org](http://www.eaa.org) or contact Maarten Versteeg (210)-256-8972 or (210)-859-1803



## Safety Officer's Notes

Ron O'Dea

Last month I wrote about someone wanting to do aerobatics with a Bonanza and Chuck put in a picture of one actually doing aerobatics. So, here is "the rest of the story"

Excerpt from: *Those Incomparable Bonanzas* by Larry Ball

"During March of 1968 Beech announced that an aerobatic version of the E33 and E33A would be available in August of that year. They would be known as the E33B (225 hp) and E33C (285 hp). Both would be licensed in the FAA Aerobatic Category at 2800 lbs. gross weight. Approved maneuvers would be; slow roll, barrel roll, aileron roll, inside loop, Immelmann, Cuban Eight, split S, single snap roll, vertical reverse, spins, and momentary inverted flight.

Operation in the Aerobatic Category is limited to the pilot and one passenger.



No E33B's were built. 25 E33C's were built, CJ-1 thru CJ-25.

Changes made to the basic airframe for aerobatic flight include:

Aft Fuselage - Four additional intercostal stringers and an additional bulkhead  
Ailerons - utilized Queen Air Model 65 ribs  
Horizontal Stabilizer - had Travel Air Model 95 type front and rear spars

Vertical Stabilizer - contained heavier leading edge skin and beefed-up spar stubs

Rudder - decreased rivet spacing

Rudder Cables - larger size

In 1970 only five Aerobatic F33C's were built, CJ-26 thru CJ-30."

**So—these are not your typical Bo—and YOURS is probably not set up for acro!**

**Please, keep your head in the game and be safe!**



## OCTOBER MYSTERY PLANE REVEALED

### Doug Apsey

Congratulations to Chapter 35 member Doug Dukes Jr. for correctly identifying our October mystery plane as the Crusader AG-4 and providing some of the details for our mystery plane reveal. The Crusader was manufactured by the American Gyro Company of Denver, CO. The designer, Thomas Shelton, came up with the initial design in 1933 and the original prototype



first flew in 1935. The airplane was also often referred to as the Shelton Flying

Wing. Below is a link to a great video of an early test flight of the Crusader that Doug Dukes provided.



[http://www.youtube.com/watch?v=JnZWD6H\\_rfc](http://www.youtube.com/watch?v=JnZWD6H_rfc)

The Crusader was a four seat, all aluminum aircraft powered by two Menasco C4-S inline four cylinder engines producing 125 hp each. Top speed was reported to be 233 mph. The fuselage was 21 ½ feet long and it had a wingspan of 36 feet. Empty weight was 2000 lbs. and maximum gross weight was 3000 lbs. Originally the landing gear was fixed and covered with streamlined fairings but the Crusader was later modified with retractable gear.

Only one AG-4 was ever built (X14429) before the parent company of the American Gyro Company, the Crusader Aircraft Company, went out of business in 1938 following a securities fraud investigation. The airplane was dismantled in 1941 and stored in a hangar in Van Nuys, CA, where it was eventually destroyed by a hangar fire.

Sources for this article include Doug Dukes Jr, Wikipedia, The Davis-Monahan Aviation Field Register\*, and the Aug, 1935 issue of Popular Aviation. \*\*

\* <http://www.dmairfield.com/airplanes/NX14429/index.html>

\*\*<http://books.google.com/books?id=eofUZKbk4iwC&pg=PA>

85&lpg=PA85&dq=american+gyro+crusader&source=bl&ots=z5pwrzEpuW&sig=aRJsF3L1vbnMgS4SzDad7LhA2s4&hl=en&sa=X&ei=didEVIv\_BuWj8AGFz4HgDQ&ved=oCFQQ6AEwCTgK#v=onepage&q=american%20gyro%20crusader&f=false



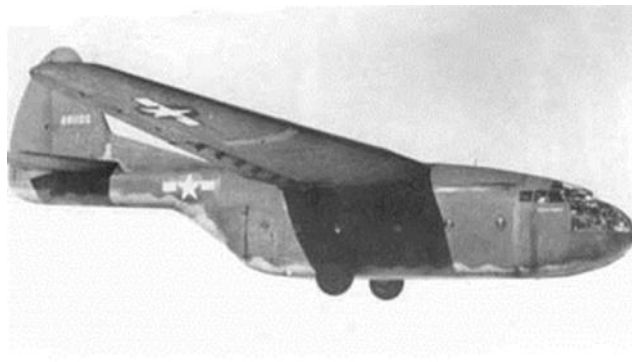
American Gyro Test pilot John Cordner (left) and designer Thomas Shelton (right)



## NAME THE PLANE

### Doug Apsey

This month's mystery plane is courtesy of Chapter 35 member Ed Seurer. Ed has a hangar wall covered with some great airplane pictures including some really rare one such as this. If you happen to have a unique airplane that you think would make a nice addition to Ed's collection, he has a spot for it on his hangar wall! He's found us some challenging mystery planes in the past and I think he's done it again.



So, who will be the first to tell us:

What company built it?

What is its designation? i.e. C-172, PA-24, etc. (Civilian and/or Military)

What role was it built to fulfill?

Within 5 years, what year did it first fly?





# Country Store

Brian and June Goode

## SHIRT NEWS

For everybody that has placed an order for one of our EAA Chapter 35 logo emblazoned fishing shirts, there is finally some good news to be broadcast. We have placed the order and they should be here by the November meeting. As soon as they arrive, I will notify each one of you so you can make arrangements to pay for and pick up your new shirt.

In the meantime, if you flat out forgot to place an order for a new shirt, we have ordered a few extra shirts for inventory, so stop by the Country Store at the November meeting so you can have a new shirt on which to spill your chili.

## NEW ITEM

One of our Chapter members recently donated a Cessna Flight Training Sport / Private Pilot Course to the Chapter to be used as a fund raiser, the proceeds of which to go to our

**CESSNA FLIGHT TRAINING**

**Sport / Private Pilot Course**

*"To most people, the sky is the limit. To those who love aviation, the sky is home." -- AOPA*

Have you dreamt of becoming a pilot? Make it a reality! Cessna proudly announces an all new scenario-based flight training course, developed exclusively for Cessna by the experts at King Schools. This web-based course provides everything you need to obtain your Sport or Private Pilot Certificate. It's been designed to provide you with the knowledge, skills and confidence to embrace your future in aviation.

This course is for the pilot who is training in either a technically advanced full-glass cockpit airplane or an airplane with analog gauges. The training includes videos and full-motion diagrams of the course material, plus a complete FAA knowledge exam review program—and it's available anywhere you have internet access. Your personal logs will maintain a record of which sessions you have completed and will allow you to continue where you left off if you are interrupted. And the course never expires, so you'll have access to all of the in-depth knowledge sessions and flight previews and can review important topics well after you have completed your training.

**\$379.00**

Young Eagles program. As an explanation of what's in the bag, we have included the information from the Cessna Training web site. The original price for this course was \$379.00. The Country Store has possession of the kit and will gladly place it into the hands of the first person who offers a reasonable donation. Please contact Brian at 210-688-0420, or email N9785B@gmail.com with your most generous offer.

## LOG BOOK TOTE BAGS

Don't forget to purchase one of our new Log Book Tote Bags. They are not only good for storing your aircraft log books, but for general toting around of your laptop computer, iPad or personal "stuff" when traveling.



These Tote Bags are adorned with the Colorized Chapter 35 logo on the front flap. They are made of 600D Polyester material and are 17" wide X 13" high x 4.5" deep. They have an expansion zipper which lets the bag open up to about 6.5 inches deep. They also have a convenient adjustable shoulder strap. They could also be used for a computer bag or just a regular tote bag. Only \$29.00. Some on line Pilot Shops sell a similar bag for \$69.00. Support your Chapter.

"Fishing Shirts" (From Inventory) 2 left	Short sleeve	\$39.00
1 left	Long sleeve	\$43.00
"Fishing Shirts" (New Orders)	Short Sleeve	\$43.00
	Long Sleeve	\$47.00
Young Eagles Tee Shirts	Various Sizes	\$5.00
Cloth Baseball Caps	EAA or Chapter 35	\$11.00
Mesh Top Logo Baseball Caps	<b>Close out item</b>	<b>5.00-\$4.00</b>
Chapter 35 Sew-On Logo Patches		\$3.00
Chapter 35 Bumper Stickers		<del>2.00</del> -\$1.00
Wheel Chocks - Aluminum	Two pairs = a set	\$45.00
"Wash Wax All" Cleaner or Degreaser	Pint -16 OZ	\$11.00
	Quart -32 Oz	\$16.00
	Mop Head with Pads	Washable
	Scrubbing Pad with Handle	Reusable
		\$65.00
		\$11.00

All prices include 8.25% sales tax

For merchandise please call Brian or June @ 210-688-0420

**Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS**

[www.35.eeachapter.org](http://www.35.eeachapter.org)

# 2014 EAA Chapter 35 Leadership



## Officers

<b>President:</b> 210-663-7391	Ulf Balldin <a href="mailto:uballdin@gmail.com">uballdin@gmail.com</a>	<b>Vice President:</b> (210) 570-9435	Steve Jones <a href="mailto:ea35vp@gmail.com">ea35vp@gmail.com</a>
<b>Secretary:</b> 210-875-9971	Darren Medlin <a href="mailto:dmedlin@aol.com">dmedlin@aol.com</a>	<b>Treasurer:</b> 210-493-5512	Dee Brame <a href="mailto:DeeB@satx.rr.com">DeeB@satx.rr.com</a>

## Board of Directors

Past Presidents	At Large
Nelson Amen 210-834-1991 <a href="mailto:nelson.p.amen@gmail.com">nelson.p.amen@gmail.com</a>	Brian Goode 727-709-1159 <a href="mailto:ladybgoode@msn.com">ladybgoode@msn.com</a>
Lew Mason 210-688-9072 <a href="mailto:lewnan@sbcglobal.net">lewnan@sbcglobal.net</a>	Ron O'Dea 210-488-5088 <a href="mailto:r2av8r@gmail.com">r2av8r@gmail.com</a>
Dave Baker 210-410-9235 <a href="mailto:iflyaerosport@sbcglobal.net">iflyaerosport@sbcglobal.net</a>	Chuck Fisher 210-878-5561 <a href="mailto:cfisher555@aol.com">cfisher555@aol.com</a>

## Chairpersons

Facilities: 210-688-3210	Gail Scheidt <a href="mailto:gailps@att.net">gailps@att.net</a>	Newsletter Editor: 210-878-5561	Chuck Fisher <a href="mailto:ea35news@gmail.com">ea35news@gmail.com</a>
Air Academy: 210-256-8972	Maarten Versteeg <a href="mailto:Maarten.Versteeg@sbcglobal.net">Maarten.Versteeg@sbcglobal.net</a>	Garden & Grounds: 210-688-9072	Nancy Mason <a href="mailto:lewnan@sbcglobal.net">lewnan@sbcglobal.net</a>
Board Advisor: 830-438-9799	John Killian <a href="mailto:jmkillian1@gmail.com">jmkillian1@gmail.com</a>	Builders Academy: 210-688-9072	Lew Mason <a href="mailto:lewnan@sbcglobal.net">lewnan@sbcglobal.net</a>
Young Eagles: (210) 887-3135	Philip Vaneau <a href="mailto:pvaneau@gmail.com">pvaneau@gmail.com</a>	Aircraft Builders: 210-372-1217	Craig Geron <a href="mailto:rv8@satx.rr.com">rv8@satx.rr.com</a>
Tool Crib: 210-410-9235	Dave Baker <a href="mailto:iflyaerosport@sbcglobal.net">iflyaerosport@sbcglobal.net</a>	EAA Hangar: 210-410-9235	Dave Baker <a href="mailto:iflyaerosport@sbcglobal.net">iflyaerosport@sbcglobal.net</a>
Website: 210-410-9235	Dave Baker <a href="mailto:iflyaerosport@sbcglobal.net">iflyaerosport@sbcglobal.net</a>	Membership: 210-488-5088	Ron O'Dea <a href="mailto:r2av8r@gmail.com">r2av8r@gmail.com</a>
Public Relations: 830-612-2232	John Latour <a href="mailto:latourjohn@att.net">latourjohn@att.net</a>	Country Store: 727-709-1159	Brian Goode <a href="mailto:ladybgoode@msn.com">ladybgoode@msn.com</a>
Flying Start:	Vacant	727-439-1159	June Goode <a href="mailto:junegoode@msn.com">junegoode@msn.com</a>

## Flight Advisors

RB 'Doc' Hecker 210-391-1072 <a href="mailto:tcflvingdoc@yahoo.com">tcflvingdoc@yahoo.com</a>	Mark Julicher 210-382-0840 <a href="mailto:mjulicher@earthlink.net">mjulicher@earthlink.net</a>
Ron O'Dea 210-488-5088 <a href="mailto:r2av8r@gmail.com">r2av8r@gmail.com</a>	


## Technical Counselors

RB 'Doc' Hecker 210-391-1072 <a href="mailto:tcflvingdoc@yahoo.com">tcflvingdoc@yahoo.com</a>	Mark Julicher 210-382-0840 <a href="mailto:mjulicher@earthlink.net">mjulicher@earthlink.net</a>
	Lew Mason 210-688-9072 <a href="mailto:lewnan@sbcglobal.net">lewnan@sbcglobal.net</a>
<b>Safety Officer</b>	Ron O'Dea 210-488-5088 <a href="mailto:r2av8r@gmail.com">r2av8r@gmail.com</a>

**The FINE PRINT:** 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.



**CHAPTER CALENDAR**

<p><b>NOVEMBER</b></p>	<p><b>8</b></p>	<p><b>ANNUAL CHILI COOKOFF</b>                  EAA Chapter 35 Fly-mart                  Annual Membership Meeting                  Lunch and Chili Judging</p>	<p>EAA Chapter 35 Clubhouse                  10:00 – 11:30 am                  11:30 am                  Immediately following the meeting</p>
<p><b>DECEMBER</b></p>	<p><b>13</b></p>	<p><b>CHRISTMAS PARTY</b>  </p>	<p>EAA Chapter 35 Clubhouse                  Social Hour 12:00 pm                  Lunch 12:30 pm                  Gift Exchange 1:30 to 3:00 pm</p>

*Upcoming Events (200 mi of 8T8)*

Aviation Calendar of Events websites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-ins <http://www.flyins.com>
- Fun Places <http://funplacestofly.com>

15 November *Garner Field Fly-IN*  
*Uvalde Flight Center (KUVA)*  
*Dan.Fisher@uvaldeflightcenter.com*

1 November *Elm Creek Airpark 18th Annual Fly-In*  
*Elm Creek (0TX6) 10 AM—3 PM*

8 November *Anderson Aviation Fly-In BBQ*  
*Bulverde Airpark*  
*www.andersonaviationtx.com/*

8 November *Georgetown AirFest*  
*Georgetown Municipal Airport*  
*https://airfest.georgetown.org/*



Come out to the Georgetown Airport for the fifth annual Georgetown Airfest on November 8, 2014 from noon to 5 p.m.

See the EAA Ford Tri-Motor. Get up close to WW II-era warbirds like the P-51 Mustang “Pecos Bill” fighter plane, the Douglas R4D Skytrain, and the C-47 Southern Cross, an Army version of a DC-3. Also featured is Georgetown’s own warbird, the 1945 Devil Dog B-25 bomber. Climb inside and tour the R4D, C-47, or B-25 for a small fee

<https://airfest.georgetown.org/>

**Hangar for rent**, 32 x 40 with water and electricity. Green hangar on north side. \$300/mo. Contact Gary at (220) 722-2977 or gary@zwheelz.com *(expires Oct 2014)*

**For Sale 1985 MOONEY 201.** 3950TTAF, NDH, complete logs, hangared. 7/2013 Annual, 7/2013 IFR cert, 7/2013 CorrosionX. New Windshield 2012, New 406MHz ELT. New interior ~2000, Originally a 201 L/M upgraded to 201 and beyond. PM800 4-place stereo icom, CD/MP3 CD Player. KCS-55A with KI-525A HSI, KG-258 ADI, KAP-100 Autopilot. KT-76C Transponder, Dual KX-155, IFR approach certified KLN-89B w/ update jack. engine monitor, preheater. Garmin 396 and yoke mount. Hangared at 5C1. \$94,000 Chris Watson chrisf16@mac.com or 210-497-5863. *(expires Oct 2014)*



Contact: Jeanette Hunt—210-688-9264 --e-mail: JaNet3679@aol.com or Dave Whitney, 210-912-0000—e-mail: dljwhit@hotmail.com *(expires DEC 2014)*

**Reduced for quick sale!! Garmin 796**, Brand New. COMPLETE with all accessories, \$1800.00 **Icom A24** Handheld Radio, complete with power adapter and headset adapter. Brand New. \$ 350.00 Two **Strong 26' canopy Seat Pack Parachutes**--Never Used! Re-packed April 2010. \$ 800.00 ea. **Teeter Hang-Ups Exercise equipment** ---Like New. \$ 350.00 Contact Jeanette Hunt at 210-688-9264 or e-mail at JaNet3679@aol.com. *(expires DEC 2014)*

**For Sale: Zenith 601 XL Project:** I have a 601 XL kit for sale. The wings tail feathers are done. The fuselage is a quickbuild kit. To many items to list. The spar mod needs to be done. I am asking \$17.5 K for the project. I have lots of pictures of the work and the aircraft. Al Lewallen hanger47@juno.com 619-884-9285. *(expires Dec 2014)*

**For Sale Aerosport Quail- -N56JT- -** A very rare homebuilt. Only 3 flying that I can find. Built 1977---TTAC-466.0 hrs.--



Cruise 110 mph, fuel burn 3.5 gph. All Metal, Cantilever Wings---VW 1600 cc Engine--59.5---SMOH--- Prop 11.8 TT; VFR Instruments and GPS---Hand Held Radio w/ Headset; BRS

900 installed\* (re-pack due) or remove and have 20lb baggage. Sale Price ----\$ 10,000.00 OBO Contact: Dave Baker-Ph-210-410-9235, e-mail: iflyaerosport@sbcglobal.net

**HANGAR SPACE FOR RENT (8T8):** T-hangar (30A) available for rent. Contact. Doc Hecker. 210-391-1072. *(expires DEC 2014)*

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- You must be an EAA Chapter 35 member.
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Ron O'Dea, Membership Chairman  
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The Official Newsletter of EAA  
Chapter 35, San Antonio, TX

*Chapter 35 meets  
Each Second Saturday of the Month*

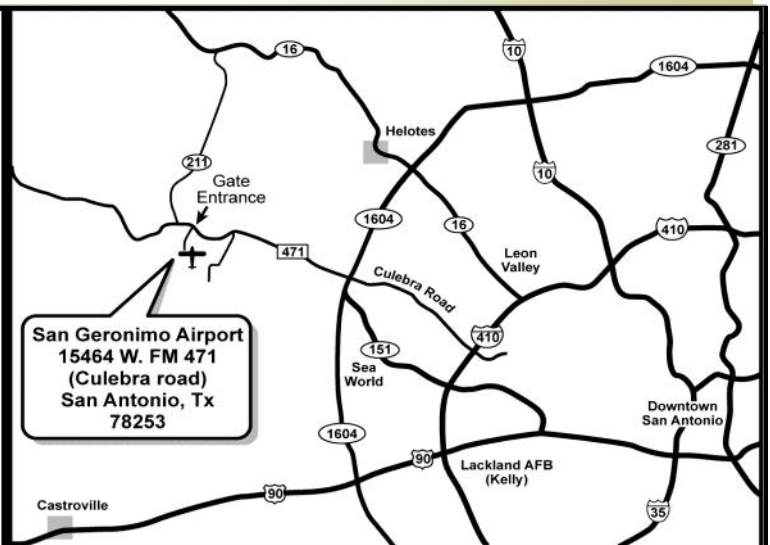
**8 November 2014**

**Fly-Mart (10:30)**

**General Membership Mtg 11:30**

**Chili Cook-Off to follow!**

**Chapter 35 Clubhouse**



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For over 50 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

[Click Here for Link to 8T8 on AirNav.com](#)

**Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS**

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## PRESIDENTER COCKPIT

[For English Click Here](#)

Till alla medlemmar i EAA Kapitel 35 i San Antonio,

Jag har nyligen återvänt från en trevlig besök i Sverige för att segla i svenska och danska vatten i Östersjön med en 39 fot segelbåt och på västkusten i Sverige nära Norge i vatten som är anslutna till Atlanten i en annan mindre 28 fot segelbåt. Svenskarna hade en "värmebölja" och klagade över att de höga temperaturer på upp till 85 F var outhärdligt och TV-nyheterna innehöll information om hur man överlever sådana extrema temperaturer, som inte hört talas om i många år. Men vi hade också några tuffare väder med kraftigt regn, med mer än 35 mph vindar och mer än 6 fot vågor, som vanligtvis är inga problem för båtar av dessa storlekar. Men ja, självklart hade vi en del problem. En fastnat genua segla i det övre läget i det vädret, kombinationen av höga vind och stora vågor som orsakar rodret vara otillräcklig (båten gick styrbord när jag sökte fullt port roder) och en plötslig hög vind orsakade förskjutning av storseglet från hamn till styrbordssidan som orsakar en bruten storsegel plåt anslutning som bortskämda dagens segling. Sedan fick vi gå till en hamn med "järn genua segel", vilket innebar att vi var tvungna att förlita sig på dieselmotorn. När vi kom in i hamnen, skulle jag hoppa till piren för att knyta båten. Men den hårda vinden orsakade stora segelbåten att backa ut precis när jag hoppade och avståndet mellan båten och bryggan var plötsligt för långt, så jag hamnade i vattnet. Detta var första gången i mitt liv (och jag har varit en dykning läkaren i svenska marinen) att jag hörde skrik "Man över bord" från en undervattensposition. Men vi överlevde och jag är glad att inte behöva flyga i sådana väderförhållanden med en liten experimentell flygplan, var, å andra sidan, är rodret vanligen tillräcklig, använder vi inte segel och vi behöver inte bekämpa tunga vågor. Men både när man seglar på vattnet och när de flyger i luften, är det en mycket bra rekommendation att ha en väldigt full respekt för ogynnsamma väderförhållanden.

Mitt tack går till Steve Jones, Dave Baker och alla andra som var inblandade för att ta över arbetsuppgifter på EAA 35 under min över haven besök.

Den senaste lunchmöte i september ingår en presentation av Tom Miller med titeln "Pioneer Flight Museum: Vad händer på Kingsbury". Det var en trevlig presentation av flygmuse-

um i Kingsbury med många mestadels gamla flygplan från första världskriget med några i förvånansvärt gott skick. Det gav intressant information om deras verksamhet och deras inventering av olika gamla flygplan och deras kamp för att bygga en ny hangar.

Från Air Venture Oshkosh 2014 rapporterades det i EAA Sport Aviation att FAA hade avslutat en föreslagen regelarbete paket som skulle ge väsentligt ändra om flygmedicinskt intyg för fritids piloter. Det har varit 16000 stödjande kommentarer från allmänheten för EAA och AOPA medicinska petition i denna fråga. FAA säger att den har en mycket hög prioritet. FAA:s mål är att ha det omdömet och lämnas in för yttranden från hösten.

En annan fråga redovisas i EAA Sport Aviation är att FAA arbetar med stöd för tilläggs Pilot Program, som "kan tillåta homebuilders av vissa kit flygplan att använda en kvalificerad testpilot för att flyga med dem under de kritiska första flygningarna av flygplan".

Slutligen släpper FAA ett utkast hangar användning politik "användningen av aktiviteter som är tillåtna i hangarer som kritiserar för användande inom luftfarten" på flygplatser i hangarer som får federala bidrag. Till exempel kommer den slutliga monteringen av ett flygplan definieras som användande inom luftfarten. EAA kommer att fortsätta att verka för en politik som gör det möjligt för fritidsflyget samfundet att utöva rätten att flyga, bygga, och umgås på flygplatser med ett minimum av tillsyn. Men denna politik sannolikt inte har någon effekt för San Geronimo Airpark hangarer, eftersom det är en privat flygplats.

Nästa EAA35 händelsen i oktober 11 kommer att vara en lunch på 11:30 och ett möte klockan 12:30 följt av en presentation och förhoppningsvis en utanför demonstration (vinden har att samarbeta) i en ballong av vår kapitelmedlem och erfaren pilot på både flygplan och ballonger Kay Morgan. Presentationen och demo har rubriken "Lättare än luft Demo".

Jag hoppas få se er alla då,  
Ulf Balldin