



RUNWAY 35



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August 2005

Volume 47 Issue 8

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Travel logs from members

Inside this Issue:

TRAVEL LOGS	1
WINGS AND WHEELS	2
PRESIDENTS DESK	3
FROM THE VEEP	4
CHAPTER NEWS	5
TEXAS AIR MUSEUM UPDATE	8
THE DREAMER	9
CONTACT LIST	10
CALENDAR	11
WANTED & FOR SALE	10
DIRECTIONS TO SAN GERONIMO	12

PHOTOS CONTRIBUTED BY: J FEIGHNY, J LATOUR, D MEDLIN, J MCIRVIN, SHAUNNA BITTLE (E-N STAFF) EN ARTICLE BY Zeke McCormack

MEETING NOTES

DINNER @ 5:30

MEETING @ 7

PRESENTER: ED BENSON

Scouting Aviation Exploring in Boy Scouts, Post 816

If you have read the books **Blue Highways: A Journey into America**, **River Horse :The Logbook of a Boat Across America** by William Least Heat-Moon, you enjoyed stories of high adventure, insight into parts of American History and most importantly, were touched by the lives of ordinary people he met during these two journeys across America.

We have had a few members share their summer travels with me, and I will pass on a few pages through the next several newsletters.

I will start with my own story of some folks my grandson Liam, and I met at Oshkosh.

We were camped with the Stinson on Row 70 in the Vintage Aircraft Parking area, just south of the tent campers under the trees. A prime location; close to the showers, head, and café. Liam saw some other boys and went to join them...for the week it turned

out. I joined the dads that evening and we talked about how great it was for the boys...5 of them to meet, enjoy the trip and company. We were sharing how we all came to be at OSH. One of the guys we had joined was there as a request of the owner of a restored Beech 18. The owner had always wanted to bring the aircraft and his family to Oshkosh, but business, and life got in the way. As a successful silicon valley type...he new it would be next year for sure. The pilot of the-18 is a FEDEX pilot who also runs an aircraft management company. The other guys were the exec's son and a couple of grandsons, and nephews. I asked where the owner was, expecting to meet him sometime during the week, the pilot explained that he had contracted ALS (Lou Gehrig's Disease) and was wheel-chair bound. We breathed a sigh....and thought...we are so lucky to have made it again, this year.

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If you can take a young family member on a trip Oshkosh; living in a tent, enjoying the airplanes, people, and shows will forever change the way they look at the sky. jf

Wings and Wheels

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SAN ANTONIO EXPRESS-NEWS

SUNDAY, JULY 10, 2005

3B

Altruism with altitude

Wings & Wheels fly-in and car show raises money for Angel Flight.

BY ZEKE MACCORMACK
 EXPRESS-NEWS STAFF WRITER

Whether they came to ogle rows of gleaming sports cars or gravitated to the handcrafted airplanes, Saturday's crowd at San Geronimo Air Park was unified behind Angel Flight.

Wings & Wheels, sponsored by local Corvette lovers and experimental aircraft buffs, was expected to raise up to \$3,000 for the national group that flies those with medical emergencies and other pressing needs to requested destinations for free.

"We felt that, since we're all pilots too, we'd like to support it," said Dave Baker, a resident of the air park off FM 471 that's home to Experimental Aircraft Association Chapter 35.

"We're hoping it turns out great and we can make it an annual thing," said Baker, 59, a past chapter president.

That sounds good to Matt Reedy of Angel Flight's South Central chapter, which has flown more than 12,000 humanitarian missions since forming in 1991.

"Sometimes people think there is no free lunch, but it really is for free," said Reedy, a software engineer and private pilot who has taken the controls a dozen times for Angel Flight.

Besides raising money, event organizers wanted to attract pilots and make people who need Angel Flight services aware of them.

Details are available at



SHAUNA BITTLE/STAFF

Steve High and his 3-year-old son, Michael, watch as a member of the San Antonio Prop Busters flies a model airplane at the Wings & Wheels fly-in and car show at San Geronimo Air Park on Saturday.

www.angelflightsc.org.

As guests ate barbecue under huge oaks, homemade planes appeared on the horizon, set down softly and sputtered down the small airstrip to park.

Between arrivals, model planes whined off into the glaring sun to do spins and loops.

The tiny planes piloted by the San Antonio Prop Busters took top billing with Justin Debored, 7, who noted, "They go fast."

He was among about 250 people who turned out for the show that featured about 30 Corvettes, 25 experimental aircraft and a dozen model planes.

Skip Barchfeld, 81, flew in from D'Hanis in his Long Eze, a fiberglass rear-engine two-seater he began building in 1993.

"You're never finished," he said. "My home and my airplane are never finished."

Some balk at taking flight in such aircraft, but Barchfeld said he fields many ride requests from purported would-be builders of that type of plane who "want to experience its flight characteristics."

The way Dominic Locastro sees it, high-speed travel is best done on four wheels, closer to earth.

"When we break down, we're just on the side of the road," said Locastro, president of the Alamo Area Corvette Club.

The low-key fundraiser in western Bexar County marks the second time club members have revved up in recent

months to support Angel Flight, an all-volunteer group led by pilots.

The pilots donate planes and time to rush people in crisis to emergencies, including surgeries, cancer treatments and funerals. They also bring organs to transplant recipients.

A lack of passenger airports near many Angel Flight patrons is just one reason the pilots make the special deliveries rather than booking commercial flights.

"We enjoy flying and we enjoy helping people," said Reedy, 47. "Nobody frisks you; you can leave when you want and go where you want."

zeke@express-news.net

From the President's Desk

By Steve Carlson

August Meeting: This month's meeting will be a memorable one with member Ed Benson presenting our Air Academy attendee and a program entitled "Scouting Aviation Exploring in Boy Scouts, Post 816". This sounds like an excellent opportunity to learn about ways our chapter can develop educational programs with our area scouts.

July Meeting: As usual, Mark Brown filled the house and delivered an educational program on aircraft development. I was particularly impressed with his discussion on airfoil design. A rare opportunity presented itself a week later when Mark asked me if I had a crew to help move his new plug from one hangar to another at Twin Oaks to facilitate the final shaping process. I was happy to oblige with the crew I have been assisting with the Chapter 35 builder's academy. My crew learned a bit about composite construction and had a chance to see some other planes in the hangars at the field. After this experience, we stopped in at Sino Swearingen for a quick tour. The crew is getting broad based exposure to aviation and they seem to be enjoying it.

Board Meeting Results: The board met last month and we have made a commitment to use a local caterer for the Christmas Party. The party will be at the chapter house and limited to 80 tickets. Watch these pages for more details.

Cozy Group: The Cozy group did not meet this month due to the fact that many of our stalwarts have gone to Oshkosh. I am sure that there will be many tales to tell by these travelers.

Articles: In this issue you will find some great contributions from members just like you. And if they can do it, you can, too. Just write a short letter to the editor telling about the trip you took, the part you built, the great tool you found, or anything else you like. Of course, a picture would be great, but it's not required. In this electronic age, it is easier than ever to tap out an article and get it to our humble scribe, Jim Feighny.

EAA35 Builder's Academy: We had seven of our planned nine builders out in July for the building ses-

sion. Lew Mason had everything pre-planned and pre-thought for the morning and we were able to make significant progress on the spars and the

fuselage. The crew is amazing to watch as they dig in and help each other figure out different techniques for measuring, marking, drilling, and cutting. There is still room for some more builders, so if you know of anyone that would like to join us, bring them out. If you just can't find an available builder, come out anyway. We love an audience if you like to sit and watch and we can always use an instructor if you want to help grow an aviator.

Give it a try. These kids are everywhere and they want to learn about airplanes and to use tools. Find one and bring them out.

TONY UTSET UPDATE: For those of you that I got to meet a few months ago, Hello Again. Progress on my VariEZe is going well and I hope to be in the air sometime in early 2006.

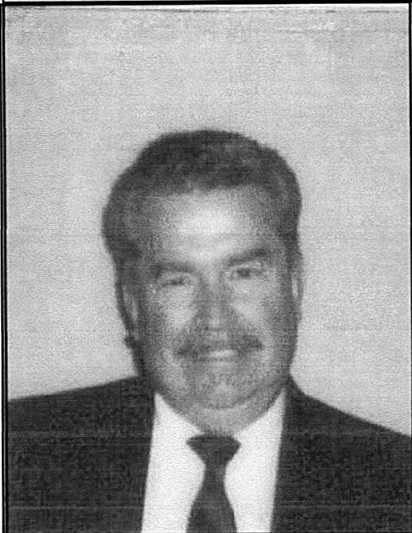
My goal is to fly to San Geronimo in late 2006. My hanger (50 Wide X 60 Deep) is finished, Lot # 52 on the South side of the Runway. Because I am still living in Miami, I am going to renting out the hanger space until I move to San Antonio permanently. I hope to rent hanger space to primarily builders, but all are welcome especially Canard's and my favorite, Ultralights. If any one is interested or if anyone knows anyone that is interested, please let me know. Additionally you can track my progress on my web page. Just Search "VariEZe N297TV" and the web page should appear. Good luck with your projects and safe flying.

Tony Utset VariEZe N297TV Miami, Fl.



CHAPTER NEWS

Bill Bartlett, Vice President



The August Program will feature **Ed Benson** presenting our Scholarship student **Robert Belz**. Ed will be assisted by **Robert's father Michael** and several Aviation Explorers. This Program is called "Scouting Aviation Exploring in Boy Scouts, Post 816."

Again, and again, please let me know

what you think of an all-day event including a "poker run"; "spot-landing"; BBQ; and perhaps "strategic flour bombs". Anyone interested in an "Aero-Rama"?

As many of you are aware SWRFI (Southwest Regional Fly-In) has "volunteered" me to serve two positions; Treasurer and Computer Information Services. Because of this increased effort I will not be running for any office in Chapter 35. I've explained this to Steve and he understands.

SWRFI looks to be growing bigger and better than ever largely due to the City of Hondo and their excellent airport facilities. I look forward to my involvement with this outstanding Fly-In.

Building my Zenith Zodiac 601 XL –

Jim Munro has contacted me and will provide the much needed expertise to fix my audio problems.

This month I attached all the extremities to my fuselage and sanded all the primed areas. Painting will wait until I receive my airworthiness certificate. It's a good thing I waited to apply the top coat due to all the scrapes and scratches caused by attaching the parts.


I expect to receive the Fire Wall Forward (FWF) kit from Jabiru USA soon. It was ordered over two months ago. Then the fun begins.

I'll tweak all the "blasted" parts that need it and hopefully add the Jabiru 3300A engine.

I've decided to include my documentation and certification process (AC 20-27F) in the Newsletter. Below is a report line by line:

- 08/18/04 – Reserved registration number N140BB.
- 09/16/04 – Received "Bill of Sale" from Zenith Aircraft.
- 05/20/05 - Contacted Arlan Euler, FAA, MIDO, in San Antonio. He informed that all I needed to do was first complete the "Affidavit of Ownership for Amateur-Built Aircraft" (AC Form 8050-88) and send \$5.00 to FAA in Oklahoma City. I did.
- 06/14/05 – Received a letter from FAA that I needed to also complete "Aircraft Registration Application" (AC Form 8050-1). So much for FAA advice from Arlan. I immediately completed and mailed this Form. FAA should now send me a "hard copy" registration. I have not received it as of 6/27/05.
- 07/13/05 – Received my "Certificate of Aircraft Registration", AC Form 8050-3 (Hard Copy).

Web site of the year: <http://orizzle.com/htm/video.htm>



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CHAPTER NEWS

“How to organize for the Chapter Picnic”

DANY AND ROXANNE BEAVERS

Organizing a successful event is all about the people. Danny and I were in the right place and the right time when Steve Carlson asked us to chair this year’s annual picnic. Thank you Steve! But where do we start? Although we have been members for over year, we knew very few people and had never attended the picnic. Phone calls to a couple of EAA members like Shirley Baker and Joanne Warner helped get the ball rolling.

Joanne of course was a wealth of information and had great advice on how to get things started. She answered all my questions and relieved some of the initial anxiety. Another phone call was made to Nancy Mason who took time to meet me at the clubhouse and we did a quick inventory of what was on hand and what needed to be purchased. That really made the shopping easier – thanks, Nancy!

The next step was to recruit volunteers using every form of communication possible. Shirley was a good resource for this. It also helps when you have a couple of nieces you can put to work!

The kitchen and serving crew of Betty Day, Georgia McCawley, Jim Munro and my two nieces were a great team! They were on top of everything! The serving line flowed smoothly and food was plentiful. Speaking of food, the hardest job at an event like this, is the cook’s job. I’m sure many of you can relate to that.

It takes more than one person, requires good communication with the kitchen and of course good *bar-b-queuing* skills. Thank you to all those helping at the grill.

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One thing to also remember is make sure that your marketing/publicity gets out in a timely manner. This can make a difference in your expected attendance.

As stated in my opening comment, “*organizing a successful event is all about the people*”. There were so many people that helped bring it all together! Thank you one and all.

See you at the picnic next year! Danny and Roxanne Beavers

Shopping a couple of days before the event, dropping off everything at the clubhouse and cutting up veggies the night before were time saving steps. The next morning we arrived a couple of hours early and to my surprise, Jim Munro had started some initial preparation. Later several members joined in and helped set-up the eating area and serving line.

CHAPTER NEWS

2nd of July -- Party! At Boerne Stage Airfield. Tow pilot learns a new skill

By Deck Yoes

Chapter 35's Wayne Nelso produces BBQ brisket and ranch-style beans. There's also salad, with a special dressing produced by the Glider CFI Jean-Pierre Ducos (very good, too) and pickles, sliced white bakery bread, lemonade... the works. Mary and I attended in search of a good meal we did not have to fix, and were not disappointed.

Midway through the spread, Dave White approached me. "Are you imbibing?" He asked. I said I wasn't. I'm no teetotaler, but I prefer alcohol at home where I know what I'm drinking.

"We've found our pilot!" Dave exclaimed. It turned out all the other qualified pilots had already sampled a brew-ski or two, and were excused from duty. Dave White and a pal of his named Jim were looking to do a little sport-parachute jumping. Dave had even called up the San Antonio International Tower and given them 24 hours notice; just to be sure everything was legal. After all, parachute jumping is not normally practiced at 5C1.

The airplane of choice was old 6087 Juliet, the Aero-Bat itself. After a thorough briefing of his buddy Jim and me, Dave went out and removed the right-hand door of the AeroBat. This is not at all difficult; its doors are held on by safety-wire through the hinges.

contact San Antonio Approach on 125.4, but could hear them only faintly. We climbed up to above 4,000 MSL, and then began a slow trip around but above the pattern, continuing to climb to around 5,500.

Then we leveled, and Dave gave me a course by pointing to the southeast with one hand. (I may not have mentioned it, but there's only one set of phone plugs in the tow-plane, so if two people are in it, they must communicate by hand-signals.)



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Level at 5,500 and slow to 100 mph. Dave has already un-buckled his seat belt, carefully stowed it behind him so it won't flop out in the slipstream to batter itself on the side of the airplane, and turned to face out of the cockpit so I can look at his parachute pack and make certain that none of it has snagged on any part of the plane. Now he gives me the Lock and Level sign, which means: Hold Your Foot on the Right Brake, 'Cause I'm Gonna Climb Out and Stand On the Right Wheel. Which he does, while holding on to the right strut with one hand and the door panel with the other. He's roaring with glee, as the slipstream plasters his clothes to his body. He emulates Chill Wills in "Doctor Strangelove" with a series of cowboy whoops loud enough to hear above the engine and wind noise, then salutes as he drops off into space.

CONTINUED NEXT PAGE



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Then we started up and took off. Dave was the first jumper. While we climbed, I tried several times to

CHAPTER NEWS

Tow pilot learns a new skill

I am expecting a real struggle with AeroBat stability after instant release of a 200-pound object beneath the right wing, but recovery is nothing much at all. My part is done. Dave is going to drop at least 1,000 feet before he pulls that little guide-chute out of his pack, and it will in turn release the pin holding the main chute in check. Throttle back some more, raise the nose and lower full flaps, then make like an emergency descent while looking out the open door to try to spot Dave. I keep looking, but don't see him until I have maneuvered into the right down-wind.

The sky is completely clear, with no clouds within 200 miles, and a temperature of about 99 degrees. It's see and avoid. Commercial aircraft be warned: parachute operations at 5C1.

Same drill as the first flight: Jim gets his belt off, checks his chute pack with both hands, swings his feet out the door, directs me to steer southeast and signals Lock and Level. He climbs out to stand on the wheel and the step, hanging on to the strut for a moment before letting the wind blow him away like a leaf. No cowboy yells from Jim. On my way down I only spot Jim after his chute collapses as he touches down in the grass at the airfield terminal. Land and taxi to the terminal -- here comes Dave White, repacked and raring to go up for another jump.

"Dave! I haven't had my dessert!" Well, okay, then. Go feed your face. The crowd has eaten three pies, and there is one slice of watermelon left. Delicious!

The old-time circular parachutes, Dave advises, were a challenge to repack. One had to have a special long table to lay out everything, make sure it was clean and not snagged or tangled, and do a precise sequence of folds. Sport parachutes are smaller, made of square panels, with fewer risers and a much smaller pack. It's the work of ten minutes to get one ready to go again. You can repack it on the grass.

Third flight. Dave is just like a kid, full of excitement and enthusiasm. We do the third drop just like the first and second, and this time Dave lands precisely on the old towel he had pegged to the turf.

Conclusion: flying parachute crazies is much easier than towing gliders. Even, perhaps, not quite as much fun... for the airplane driver. Loads of fun for the chutists.

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His bright yellow parachute is cruising over the two-story terminal building as he tries to hit a landing target on the grass between taxiway and runway. He's down, and I can land in regular fashion, without worrying about where to drop the tow-rope. It feels a little strange, landing the tow plane in a simply normal way.

Dave's pal Jim is ready to go. He's a really skinny old guy -- my age, perhaps -- and the two of us fit in the AeroBat without as much difficulty as Dave and I did. We take off. I try again to raise San Antonio Approach, and this time the radio works.

Approach asks for my altitude, gives me a squawk code, directs me exactly when and where to turn... gee whiz, lady, we're not going more than two miles from Boerne Stage...

Update on the Texas Air Museum at Stinson Field By Danny Daniels

The Stinson Chapter of the Texas Air Museum was opened in October 1999 and became the second chapter of the museum. The main museum was at Rio Hondo down in the Rio Grand Valley and the South Plains 'Chapter (opened in 1990) was located at Slaton, just South of Lubbock.

Bringing up four aircraft from the main museum started the Stinson Chapter. These included a WWII German Focke-Wulf 190 (one of only 10 radial engine Focke-Wulf's left in the world), a 1927 WACO 10 (which some of you may remember belonged to Max Kroger), a replica of a Bleriot type aircraft built by Katherine Stinson and her brother Eddie (although the aircraft is a replica, it does have Katherine's original engine (a 1910 Detroit), and a replica of a 1914 Curtiss Pusher.

In addition to the aircraft, the museum was started with numerous artifacts, both from the Rio Hondo collection and from items donated to the museum. These items consisted of early aviation in San Antonio History Boards, uniform items from WWI, WWII, Korea, and Vietnam. Also an Astronaut Rotational Simulator built and used at Brooks AFB for Astronaut training.

Since the opening, the museum has added mainly more artifacts and several additional aircraft. Aircraft include: a USAF F-101 Voodoo, a 1942 J-3 Cub, a 1946 Funk, a 1940 Buecker-Jungmeister (on loan from Lowell Haack), a 1940 Aeronca Defender (needs restoration), a 3/4 scale mock-up of an Army Air Corps P-26, an H-34 helicopter, an F-4 Phantom jet, and an USAF F-105 (not currently at the museum).

In addition to the aircraft there are numerous engines, both jet and reciprocating. There is an R-670 (used on Stearman aircraft), an R-3350 (used on B-29's), and an R-4360 (used on B-36's, XC-99, and C-124's). Jet engines include a J-57 Turbo Jet, a 1-35 Turbo Jet, and a T-56 Turbo Prop (used on C-130 aircraft).


For the six years the Stinson Chapter has been open we have averaged approximately 2800 visitors per year. There are quite a few schools, Boy Scouts and Cub Scouts that come out on field trips. Many of the visitors to the museum are from foreign countries.

Over the years the Chapter has continued to grow but unfortunately, the main museum at Rio Hondo was closed on February 28th. All the aircraft and artifacts at Rio Hondo are currently being re-located to the chapters at Stinson Field and Slaton. This is quite an undertaking, especially trying to move some of the aircraft.

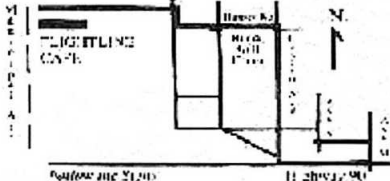
During the week of July 11th a 1932 Pietenpol with a Lambert 5-Cylinder radial engine was brought up, and there are still replicas of an AVRO Tri-plane, and a Christofferson to come. These can be done fairly easy, but there is an Air Force F-89 and a TF-102 that will be more difficult.

The museum is now trying to locate truck/trailer equipment that can handle those two aircraft. If anyone in Chapter 35 can help or provide information on equipment for this project, it will be greatly appreciated.

The museum would like to invite all Chapter 35 members to come visit the museum, and offers a 25% discount on admission to Chapter members and their families.



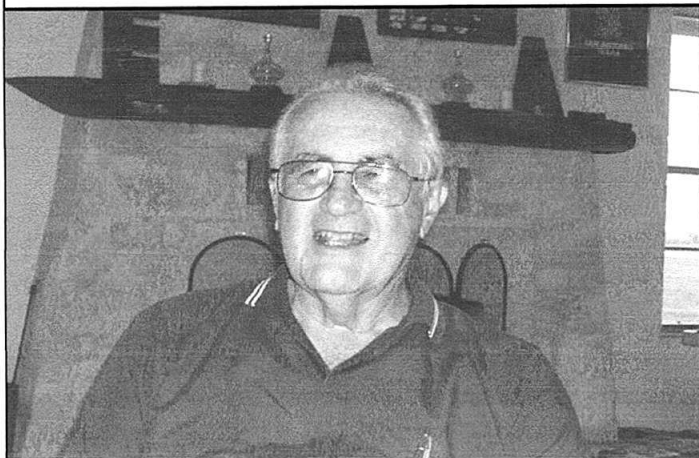
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THE DREAMER

AN ARTICLE BY ALICE JACOBSON



It is said that the difference between a man and a boy is the price of their toys. But what is never said is the vision and hard work it took the boy to become a giant of a man. Dan Cerna, co-founder (with nine other members) and President of the Geronimo Airpark is such a man.

From the age of eight when he first built model airplanes and used a control stick to gauge his dreams of flying, he set the goals for a life of dedication, hard work and honesty. By the time he was seventeen, a private pilot's license was already in his back pocket. Good thing too, because he would need it to sweep his life-long love, Rosalie, to cloud nine on their first date in an Aeronca C-3. Dan and Rosalie will celebrate their fifty-eighth (58th) wedding anniversary in September, 2005.

Dan's path to success took him to Spartan School of Aviation in Oklahoma where he decided to go beyond the abbreviated courses offered. He transferred to St. Mary's University for two years. Then on he went to the University of Texas where he earned an Aeronautical Engineering Degree. His first son was born before graduation. With a growing family and a lack of jobs available in his field due to the post war halt in the building of planes, Dan went to work for a structural engineering company. After four years he became a licensed structural engineer.

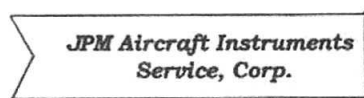
In the early 50's his dream of starting his own architectural engineering firm became a reality. But his efforts didn't stop there: in 1957 he became an architect by written examination.

Some of the projects Dan Cerna and his firm designed are: Hilton Palacio Del Rio Hotel, the U.S. Border Station at Laredo, the first expansion of the Henry B. Gonzales Convention Center in San Antonio, as well as many churches and schools.

Now, as he sits back and recalls his childhood days when he would take ropes and candles down into low-ceiling, spider-infested caves in the Alamo Heights area, he chuckles recalling the fears he faced. "Those caves were scarier than flying," Dan recalls. "My first airplane ride was at Chuck's Flying Service directly across from San Jose Mission. That old Standard Biplane ride cost fifty cents (\$.50)."

Yes, he was a risk taker. For example, he once flew his favorite plane, a WACO UPF-7, without instructions. In 1968 he and a partner, Joe DeBaun, build a Starduster Too. The Starduster first flew in 1972 at Westside Airpark. "We worked out of a covered carport and hung one piece at a time."

The dreamer became a builder of his own dreams and those of others. His wife, his eight children, twenty-one grandchildren and those that have been privileged to know him have all been blessed to one extend or another. He is a giant of a man. If his toys seem extraordinary, it's because he is an extraordinary man.



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AT LARGE (B)	BOB CABE	210.493.7223	bob_cabe@hotmail.com
PP (B)	SKIP BARCHFELD	830.363.7649	jmr3@awsomenet.net
PP (B)	DAN CERNA	210.6889345	dacerba@aol.com
PP (B)	LEW MASON	210.688.9072	lewnan@sbcglobal.net

CHAIRPERSON	NAME	PHONE	EMAIL
AIR ACADEMY	CLARENCE SMITH	210.771.4111	
YOUNG EAGLES	BRAD DOPPELT	(C)210.380.2025	brad_doppelt@yahoo.com
FACILITIES	JOHN KUHF AHL	210.688.9473 (C)210.365.0120	johnkuhfahl@yahoo.com
GROUPS			
COMM GEAR	JAMES MUNRO	210.680.3629	mr.munro@juno.com
MEMBERSHIP	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@ev1.net
NEWSLETTER	JIM FEIGHNY	210.822.7229 (C)210.601.8607	jfeighny@satx.rr.com
HANGAR	DAN CERNA	210.688.9345	dcerna@aol.com
TOOL CRIB	BOB CABE	210.493.7223	bob_cabe@hotmail.com
PUBLIC AFFAIRS	JUSTIN MOORE	210.884.5723	jus@outdoorphoto.com
FLIGHT ADVISORS	SKIP BARCHFELD	830.383.7648	jmr3@awsomenet.net
	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@ev1.net
	JIM MCIRVIN	210.481.3308 (C)210.275.7780	tw.cfi@sbcglobal.net
TECHNICAL COUN- SILORS	SKIP BARCHFELD	830.383.7648	jmr3@awsomenet.net
	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@ev1.net
	PAUL MCREYNOLDS	210.697.1434 (C)210.363.1434	
	STAN SHANNON	830.997.8802 (C)830.456.2182	shannons@beecreek.net

Wanted and For Sale (continued next page)

Instructor Available. Chapter member Bob Cabe has recertified his CFI & CFII. Available to EAAers for BFR's. 210-493-7223. **Instructor Available.** Chapter member Bob Browne CFII SE ME INST Rotorcraft. Will provide free flight review for Chapter 35 members. 830-612-2371

CHAPTER CALENDAR

DAY/MONTH	PROGRAM	TIME & CHEF(S)
13 AUGUST	MEETING ED BENSON: Scouting Aviation Exploring in Boy Scouts, Post 816	DINNER AT 5:309 PROGRAM AT 7:00 (N. WARNER II)
10 SEPTEMBER	MEETING CAPTAIN VANDEWALLE 433AW OPERATIONS	DINNER AT 5:30 PROGRAM AT 7:00 (B. KINDRED)
24 September	YOUNG EAGLE RALLY AT SAN GERONIMO 10:00—2:00	
8 OCTOBER	MEETING	DINNER AT 5:30 PROGRAM AT 7:00 (J. FEIGHNY)
13 NOVEMBER	MEETING Oops list by Skip Barchfeld	DINNER AT 5:30 PROGRAM AT 7:00 (CHILI COMPETITION)
10 DECEMBER	GIFT EXCHANGE	CHRISTMAS PARTY

Wanted and For Sale

For Sale: Bought several to get a good price:

3 each M-20 Oil Separator \$200

4 each True Tach-optical tach checker \$75 Various Oregon Aero items for David Clark Headsets Lightspeed Headsets for sale Factory refurbished 15K---\$175 25XL--\$235

Stan Shannon FAX--830-990-0532 Voice--830-997-8802 shannons@ktc.com w.kitplaneparts.com

WANTED:: Need older non-digital video VCR. Working on transferring 8mm aircraft films to video. **Call Skip @ 830-363-76491947 CESSNA 120**, 1520 TT, 108 SMOH & WING RECOVER superior cylinders, oil filter. shoulder harness, wing tip & tail strobes, leading edge landing & taxi lights. King radio, silver finish. \$20,000. Edhergot@juno.com. 210 432 5965 **For Sale:** San Geronimo Airpark Hangar Condo Units. San Geronimo Airpark is building one last "Condo Hangar Unit", just like the new grey unit. This building will have 10 hangars, 5 will be sold and 5 will be available for rent. This building is the one currently under construction just South of the parking lot. Hangars are 40' wide by 32' deep with concrete

floors, corrugated divider walls, bi-fold doors w/smaller entry door. Electricity to the end of the building and water to each, Price for these hangars is \$35,000 and a minimum of 25% down to hold. If you want one of these units, Call Dan Cerna 688-9345 or Dave Baker 210-410-9235 (O) 210-543-6830 (H) 210-688-3358. **For Rent:** Open T-Hangar \$75.00 Enclosed T-Hangar \$125. New Condo Hangars \$200 Call Dave Baker same #as as above. **FOR SALE: Piper PA 22/20 Pacer.** Lycoming O-320, 150 hp with less than 310 hours SMOH with chrome cylinders. New needle and seat in carb, sealed lift struts, Bogert cables and battery box mod, auto gas STC, new throttle cable. Narco 810 radio with flip-flop, Narco AT 150 transponder and Apollo 610 Loran. One owner since 1975. Asking \$25,500. Please, experienced tail-dragger pilots only as it has brakes on left side only. Don Staats. Call cell 830-832-3031 from 8:00 am to 5:00 pm or 830-606-3441 anytime.

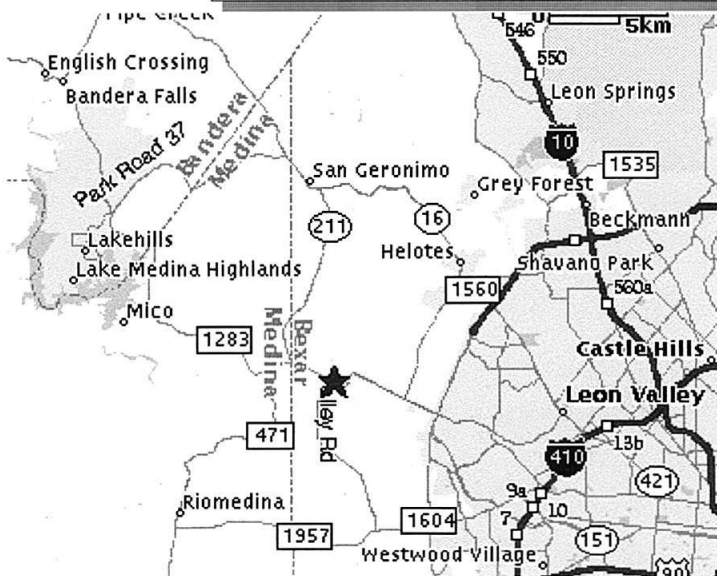
For sale: Atlas Lathe, 12 by 36 , 4jaw chuck, with post grinder \$800 Jon Farr 210-602-3351

Paste Address Label Here

Steve Carlson, President
16411 Hornet Creek
San Antonio, Texas 78247-4429

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

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



When Do you Meet?
Second Saturday of the Month