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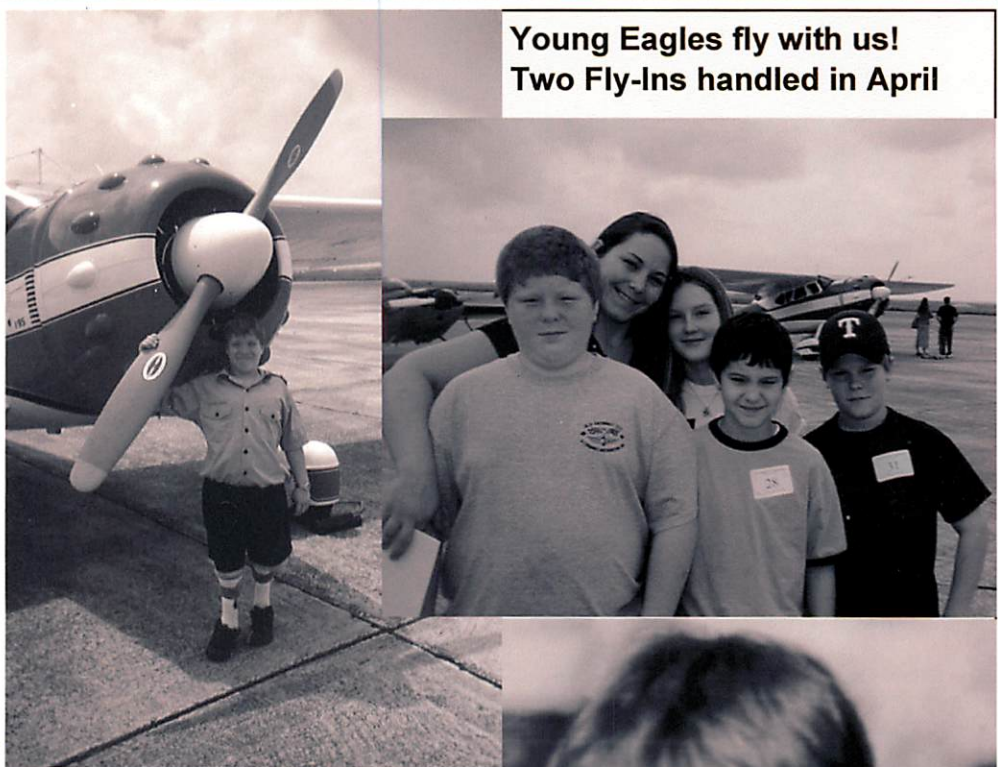
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RUNWAY 35



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

The faces that are hard to say "No" to



**Young Eagles fly with us!
Two Fly-Ins handled in April**

*Hey Mister,
Can I have a ride
in your airplane?*



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The SWRFI Mission Statement

To bring together present and future EAA members to experience the "Love of Aviation" that we share and to learn more about aircraft building, restoring, flying, and safety issues.

To inspire the next generation of aviation. To encourage the fellowship that is unique to our organization. Let us promote the basics and build on the foundation that Paul Poberezny and Tony Bingelis created.

Editor's note: Many of our Chapter 35's members have been clamoring for a "back to basics" approach, with emphasis on homebuilding and restoring. Now we see that these ideas are fully promoted by the SWRFI management. Well done!

See more at <http://www.swrfi.org/default.htm>

SWRFI Is Now!

Our huge regional fly-in will be held on Friday and Saturday, May 14th and 15th, but the preparation work starts this Saturday, May 8th.

If you can lend a hand, be at the new terminal building on the New Braunfels Airport at 8:30 AM. We will be doing a variety of tasks, with something for everyone.

The following Wednesday and Thursday, May 12th and 13th, are also prep days, and we ask for your help again on those days (same time, same station).

As you have heard, the layout has been completely changed so that attendees, vendors, forums and food service will all be better off.

Please plan on helping your fly-in be the best, low cost event anywhere. If you have questions, contact Don Staats, Norris Warner, John Latour, Steve Carlson, Deck Yoes or Brad Doppelt.

Tool Crib Donations

Your Board of Directors has determined that none of the \$1000 gift from Weston Walker will be spent on chapter-owned tools until that money has been matched.

The kinds of tools which will be purchased are those which most of us need on a one-time basis and are too expensive to personally own.

Because our chapter now has the IRS non-profit status, your donation will be a write-off on your return. Please, **PLEASE** open your checkbook today and send a check made out to EAA Chapter 35 and mail it to Joanne Warner, Treasurer, EAA Chapter 35, 719 Oak Hills Road, Pipe Creek, TX 78063. Thanks!

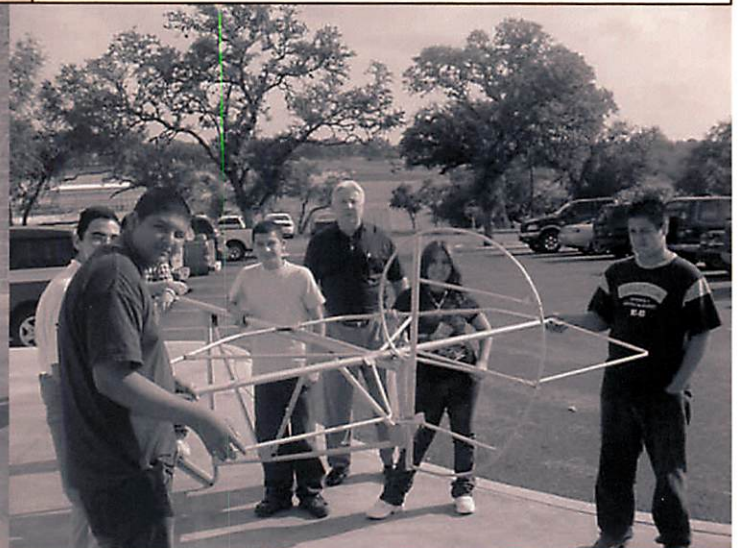
Community in Action - Mentoring at Warren High School -



Don Copeland (center) instructs two young high school students in the art of aluminum construction. At right is one of Don's fellow teachers at Warren High School.



Don Copeland and John Latour showing off the horizontal stabilizer of Al Almond's ultra-light.



Don Copeland and Warren High School students show progress on Al Almond's Dream Catcher. Yes, girls build planes too. Next comes mounting the landing gear. Then we can all sit in it and make airplane noises. Several students want to learn to fly so they can serve as "test pilots". They still can't believe an aircraft this small and light would actually fly.



Other Photos
Hondo
Fly-in on
Page 5



I.R.S grants EAA-35 tax-exempt status

By Norris Warner

A great deal of hard work by Pat Wegner and Joanne and I has finally—after three go-arounds—led to our being awarded the IRS designation as a 501(c)(3) organization. We have successfully proved the point that we are organized for, and in fact conduct educational programs for both youth and adults that lead to greater aviation understanding, safety, and progress.

Our continuing work with Young Eagles, our sponsorship in building the aircraft at Warren High School, and our scholarship program to the Air Academy all show the work of this chapter in the education of youth. Our ground school, tire kicking sessions, monthly program presentations, and workshops are key to our involvement in the adult community.

I should mention that we are in a sort of three-year trial period, where we must continue to demonstrate our educational, scientific, and charitable endeavors so that upon further examination by the IRS, our tax-exempt status will not be lost. Your chapter board of directors, and especially treasurer Joanne, will be keeping careful records so that we do not stumble!

Now, of course, here is the really good news: persons who donate to the chapter—whether it be in cash or materials—are eligible to use this donation as a tax return offset. In fact, President Steve Carlson has already signed four such letters attesting to contributions, with the most notable one being Weston Walker's \$1000 donation towards our tool collection.

As I write this, Joanne, Pat and I are preparing a package for the Texas Comptroller which should result in our being exempted from sales tax. Many steps taken—and successfully.

We would be remiss if we did not acknowledge the support and guidance of attorney and chapter member, John Killian, and his friend (and Chapter 35's too!) CPA, Paul Tillman. Thanks, gents!

Louis Vigiano gives model demo for Warren High School Students

By Don Copeland

Talk about a great ambassador for the chapter and EAA in general!!! Louis Vigiano poses with one of Don Copeland's Technical Systems classes at Warren HS. Louis had just completed a flying demonstration on one of the practice fields that had students applauding. For some reason, Lou is the Pied Piper when it comes to working with high school students. Perhaps we should all rediscover the fun of flying models as well as 'real' airplanes. Thanks, Lou, for making the day so much fun and educational.



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Young Eagles Fly-In Hondo Apr 10 by Skip Barchfeld

Saturday, April 10, was as rewarding as it could be.

We arrived at the Hondo Airport at 9:00AM. The weather was just a shade above 0-0. By 10:30 AM the fog had lifted and we had 1200 scattered and 9 miles. That's when a few airplanes flew in. Steve and Brad had to file to get from Boerne Stage to Hondo. About noon the hamburgers, hot dogs, cole slaw, potato salad and drinks were ready and every one went after it.. The bar-b-quer, Ed O'Conner, is to be complemented on making the meats taste so good. Martha Barchfeld spent all day Friday making the desserts (and it showed). The ladies (Jessie Killian, Joanne Warner, Evelyn Herman and Martha Barchfeld) did the serving. Brad and his crew took over and gave about 50 Young Eagle rides. And then there were Senior Eagles rides given also. Then at about 2:00 PM, Norris said that he had just had a phone conversation with someone at Fredericksburg and was told that the wind were at about 20 to 30 knots there. As one looked north, the sky began getting increasingly dark. So those that flew in, departed post haste.

It was then decided to push the other planes into the hanger. The planes were all placed in the hanger and the doors were pulled shut and chained down. It seemed like someone was watching the chains go in place, for just as the last one was in place, every thing broke loose outside. The winds picked up greatly and it made for an interesting drive home. Some one "up there" must have been watching over us to give

us that 4 to 5 hour window in which to operate.

The Chapter wishes to thank John and Jessie Killian for hosting this affair. Also thanks goes to all of the other people who gave of their time to make this Young Eagle program a great success. The City of Hondo has invited us back when ever we wish to come again. The picture shows a small portion of the crowd that attended.



Lori McIrvine and Skip Barchfeld



More Photos of the Hondo Fly-In by Dave Baker

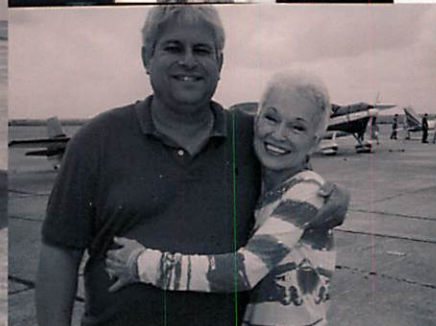


"Stealing gas again?-Not really, it's Ray LeBlanc draining gas from the wing tank to put in the header tank before he does some aerobatic stuff for the crowd"



VEEP COMMENTS

Our two Fly-Ins were held in Hondo and at San Geronimo. The weather was not ideal, but was good enough to bring folks together and enjoy the friendly atmosphere that spawns good memories and results.



A New Pilot by Matt Oetken

Back in 2003 I took my Young Eagles flight. My pilot for the flight was Jim McIrvine. A few weeks later, Jim called me back and asked if I was serious about learning to fly. This was a "duh" question to me, "Yes!"

We started our training out at Stinson in a Cessna 172, the classic trainer. The first few times out I couldn't even taxi the stupid thing! Use your feet to steer? It was quite foreign to me. But after a few flights I started to slowly get the hang of it.

The first few lessons went very choppy. It was like learning to walk all over again, baby steps, baby steps. My biggest enemy was the "monkey". Jim told me to keep the monkey in its cage, i.e. keep the ball centered. I found this

new task almost impossible! Instead of caging the monkey I wanted to kill the stupid thing! It wasn't this hard flying in Microsoft Flight Simulator!

After a few flights at Stinson, Jim and I moved on into the Aeronca Champ. Going from the 172 to the Champ was very interesting to say the least. First of all, there is no DG in the Champ; compass navigation is a must. Second, the Champ has no electrical system, which did simplify things quite a bit. I also had to learn how to use the Champ's heel brakes. This was not an easy task; I will never take nice hydraulic toe brakes for granted again in my life! Finally, learning how to taxi, take-off, and land in a tail dragger was a challenge.

My first solo came on January 11, 2003. We left Kestrel in the Champ and headed out to New Braunfels. Jim told me he had some parts to drop off to someone on the ground, so we landed at the airport. However to my surprise he told me not to shut off the engine and he started to exit the plane! What was going on! He then told me to do three take-offs and (hopefully) three landings and then come on down. I was very excited and a little nervous at the same time. I was going to solo! Everything went smoothly and after I landed I felt as if I could walk on water! Jim and I continued to train in the Champ for the next year.

After coming home from Oshkosh I continued my flight training with Jim. We would fly sporadically up until Christmas break. Then we really hit it hard. We flew on ten flights in fifteen days. This extra training caught me up tremendously and polished all the rust off my flying skills.

Then on January 11, 2004 (exactly a year after my first solo) Jim and I moved into the 172 to finish up my night flying and instrument work. Making the transition from a 65 hp aircraft into a 150 hp one was certainly interesting. My first flight back in the Cessna was like my first flight back at Stinson a year and a half ago. I had a hard time simply keeping the ball centered and doing a constant rate climb. Top this off with all the communication, sights, and sounds at an international airport and I was about overloaded. I realized this was a whole new ballgame.

Yet after the first and second flights I began to get accustomed to the airplane and its handling characteristics. For the next two months Jim and I worked on satisfying the last few requirements I needed before I could take my check ride.

Finally, the day I had been waiting for had arrived! Today I would take my check ride! I headed for San Antonio International around 8 a.m. and waited for the airplane to arrive.

Continued on Page 8



Lemonade Stand Volunteers Needed at SWRFI

Call Bob Kindred at 210-653-5625

This is a significant revenue source for EAA-35

A New Pilot - Continued from Page 7 by Matt Oetken

After the plane got back to the airport, I got the keys and clipboard from the previous pilot then set out to do my pre-flight. My dad came out with me on the ramp and took countless pictures (more on that later). After all the checks were completed, I climbed into the cockpit, strapped in, started the engine, etc and taxied to 30R for takeoff. After receiving clearance, I throttled up and off I went for a 45-minute trip to Uvalde to pick up Mr. Williamson for my check ride.

My check ride lasted about three hours total. It went very smoothly; I had to recite VFR weather rules, talk about airspace classification, and emergency procedures. The practical test was pretty easy too. Steep turns, stall recovery, short/soft field take-offs and landings were some maneuvers I had to demonstrate for the instructor. Thanks to Jim's rigorous pre-check ride flights, the actual thing was a piece of cake.

Once we landed at Uvalde I felt great! It was such a relief to know that I had done it: I was now a private pilot! The rest of my time at Uvalde was awesome, however I was anxious to get back to San Antonio to tell everyone the good news.

After saying so long to Mr. Williamson I started the walk out to the airplane. It was kind of a strange feeling; for the first time ever I was really cut loose and on my own. Boy it felt great! After doing all the routine stuff and taxiing around, I departed Uvalde for home.

The San Antonio ATIS was reporting wind 030@14 gusting 19 landing/departing RWY 3. No sweat, I've done the drill enough to get familiar with approaching KSAT. I contacted approach and started to follow their heading vectors. After a few minutes I started to wonder why they weren't giving me a more favorable heading to runway 3. Just as I was about to think they forgot about me approach came on the radio, "Uh hey 73H, can you accept 12L? Wind 030@14". Without giving it much thought I foolishly and confidently came back, "Sure 73H can accept 12L". Oh I was in for a ride. I realized I was flying into a direct crosswind once my final approach started to get screwed up. I was getting blown all over the place! However I made it down ok (landing wasn't pretty, but hey it did the job!) and taxied to park.

Waiting for me at the airport were my family and friends. Some of my dad's first words were, "We might be in some deep trouble." Oh no I haven't even had my license for one day and I was going to get it taken away! "The cops wrote me a ticket for being out on the ramp taking pictures without a badge", my dad continued. After I had taxied out of the ramp at San Antonio my dad stayed behind and continued to shoot pictures. He hadn't been standing there for more than a few minutes when the airport security guys came over and wrote him a citation. They told my dad the fine could be as much as 10,000 dollars, but hopefully it won't be that high!

I have thoroughly enjoyed my entire experience with aviation over these past two years. It has been challenging at times, however, and required me to put in some blood, sweat, and tears. But like everything in life, nothing comes easy. I wanted to fly badly enough that nothing was going to stop me from achieving my goal. The one thing I will always remember is a phrase Jim would constantly say. I would always ask a question about rules, airspace, or airplane speeds etc. and he would always come back with, "You tell me." I hated that saying: it drove me crazy! I wanted an answer darn it and I wanted it now! But Jim's reluctance to simply answer questions I could look up myself helped me tremendously in the long run. I learned to start relying on myself to figure something out. He wanted to teach me that once I get in the air, there would be no one there to rely on. You must rely on your ability to find the correct answer. I will always be grateful for Jim's wisdom in not answering my questions on the spot! It helped me to become not only a better pilot but a better student as well.

From the President's Desk

By Steve Carlson

Two Young Eagles Fly-Ins for EAA-35 in April



Saturday, April 24th, was one of the more unusual Young Eagle events in chapter history. First was the weather. After getting beat up by storms all night long, the day turned into clear blue skies for a time and then, as the day went on the sky turned increasingly cloudy with storms approaching as close as Uvalde. But the weather spared us until well after we had flown the last kid. While there were not record numbers of kids for this time, I think it was a record for most kids flown with fewest airplanes. We had three planes to fly 90 kids, and one of the planes hauled kids up one at a time. Special thanks to the dedicated pilots and airplane owners willing to provide their services. The pilots were Brad Doppelt, Oscar Olszewski, and Bob Cabe, flying planes owned by chapter members Steve Antonelli and Dave Baker. Of course none of this would be possible without the dedicated behind the scenes work of Lori McIrvn and Jodi Doppelt on the administration

front, Richard Grambling on traffic control, Jim Munro on communications duties, George Tovar at Eagle control and processing, Dave Baker as the voice of San Geronimo, and all of it beautifully orchestrated by our Young Eagle Coordinator Brad Doppelt. At the end of flying the Young Eagles, we could not pry Brad out of the cockpit. He went on to fly some folks that just happened by and expressed an interest. He also gave new member George Tovar his first ride in a small plane. In spite of or because of the incredible ratio of kids to pilots, this event went very smoothly. Team 35 can be proud of the program they put on.

SWRFI Banquet

The SWRFI Banquet last year was very well attended and all of us thoroughly enjoyed it. This year's event will be held in air-conditioned comfort in New Braunfels, complete with a cash bar opening at 6:15 PM.

The date is May 15, 2004, Saturday evening, and winds up the SWRFI celebrations with Dick Van Grunsven as the honored guest and keynote speaker.

Tickets are \$20 up to May 7th, or \$25 at the door. Please send your checks to: Gene Kent, 19531 Stamford Drive, Tomball, TX 77375. < ——— **Corrected Zip Code**

Young Eagles Report by Brad Doppelt

April has been a very busy month for our Young Eagles program. We had two events this month, the first at Hondo on April 10th, and the second at San Geronimo on April 24th. Between these two events our chapter flew 125 new Young Eagles!

The first event held at Hondo was accompanied by great food provided by Skip Barchfeld. We managed to fly thirty-five Young Eagles and get all of the pilots safely home before the afternoon storms came.

Our second event for the month was held at San Geronimo in the morning after four inches of rain fell on the airport the night before. We managed to keep all of the planes on dry ground except for having to cross the small stream that had formed between the ramp and the runway. Even with the storms the night before, seven school busses arrived. By the end of the day we had flown ninety Young Eagles with only three planes. Thanks to all those who helped with our two events in April – we could not have done it without you.

The Southwest Regional Fly-In (SWRFI) is being held at New Braunfels on May 14th and 15th. We will not be flying Young Eagles at SWRFI, and instead will be handing out schedules for Young Eagles events in the surrounding area. We flew Young Eagles at SWRFI last year but the amount of air traffic resulted in twenty-minute taxis just to get to a runway. It took all day just to fly about thirty Young Eagles.

Our next Young Eagles event is scheduled for June 12th from 9:00 am – 1:00 pm and is combined with our annual pancake breakfast. As always, we need lots of volunteers to keep the Young Eagles program operating safely and efficiently.

Safety Article
"In Flight Emergency"

by: Bob Cabe

Rule #1 – Never assume that "It'll never happen to me".

In-flight emergencies really do happen. They happen to good, mediocre and bad pilots. Chances are good that you'll have one if you fly much. Some are serious and some are minor, but there is a key to dealing with them. That key is simply to deal with them. Don't ignore them. Don't panic. Evaluate the situation and do something about it.

Here's a true story. My brother is a flight instructor. He was flying with a student on downwind to the runway. At this particular airport, there is a large lake about ½ mile away. Joe asked the student what he would do if the engine suddenly stopped running. The student thought for just a moment and then said "Ditch it in the lake????". (True story)

We had a good example to examine recently. George Mekita (RV-8), Steve Formhals (RV-6) and I (RV-6) were on our way to Llano for lunch. George had left from Twin Oaks and was a few miles behind Steve and me. Steve and I were on downwind at Llano when George announced that he thought he had "lost a cylinder". We went back to look for him. George did a lot of things very, very right. Let's look at them.

1. He stayed cool. Even his first radio call to us was calm and under control. His airplane had begun to vibrate badly and he knew he had a problem. He continued to fly the airplane.
2. He evaluated the problem. I thought it was interesting that he told us that he thought he had lost a cylinder. He could have simply said that the engine was vibrating. He had used the data available to him. He had EGT and cylinder head temperature gauges that indicated the cylinder was sick.
3. He let someone know about his problem as soon as he could. It's always good to announce your situation as well as your intentions. He did both. We were on the CTAF frequency for Llano, so other aircraft in the pattern knew what was happening and they cleared the pattern.
4. He did everything he could to mitigate the problem. He reduced power to reduce the vibration, maintained altitude as long as he could and formulated a plan. Since he was only about 10 miles from the airport, he continued instead of "ditching it in the lake". He also landed downwind. His touchdown speed was a bit higher, but he did not risk the time and altitude it would have taken to fly the standard pattern.
5. He made one of the best landings of his aviation career. (Note – That's what usually happens when you're really paying attention, and George was really paying attention.)

The engine had indeed lost a cylinder. Four of the cylinder hold-down lugs on # 4 cylinder had broken. George had to disassemble the entire engine. This story has a happy, although expensive ending. George and his beautiful airplane will fly again because he dealt properly with his in-flight emergency.



Young Eagles at San Geronimo by Justin Moore

After the thunderstorms that ripped through San Antonio last night, hopes appeared dashed that the Young Eagles fly-in at San Geronimo Airpark would actually happen. Waking up this morning, there was a rich blue sky with wispy cirrus clouds and a few high layers of stratus. Perhaps the weather was going to behave after all.

It did...and the Young Eagles came in full force.

The previous evening's weather resulted in a very low turn out of pilots. Facing literal bus loads of enthusiastic Young Eagles were three pilots and their trusty aircraft – a Cessna Skyhawk...a Piper Tomahawk...and a Beech Sundowner.

My hats off to these men who tirelessly dedicated their time today to take as many Young Eagles up as possible and the volunteers that supported them. It's always a pleasure to see the big smiles as the Eagles boarded their airplanes... I know the children who got to fly certainly appreciated your efforts...

As usual, I was ready to go with my camera equipment – dashing huge mud piles and small lakes of water to capture shots...

Here's the link:

<http://www.noticetoairmen.com/photos/showgallery.php/cat/3006/password/>



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www.NoticeToAirmen.com

Prints can be ordered and \$2.00 is donated back to EAA Chapter 35 for each order.



Old Georgetown By Hal Stanford



I remember the excitement growing around the Chapter 35 meetings as final plans were being made for the Southwest Regional Fly-In at Georgetown. Volunteers were stepping forward everywhere and responsibilities being doled out all around.

My family and I loaded up into our 63 Rambler and headed up I-35 through Austin. Then we started looking for signs directing us to the small Georgetown Municipal Airport. We started seeing other cars with EAA window stickers and people standing out by country road intersections wearing their chapter shirts and caps.

Driving down dusty roads, small black specks began appearing overhead. Looking like wayward migrating birds, the specks seemed to be landing somewhere behind the numerous trees. Sure enough we turned a corner and saw a lot of commotion as EAA members and county sheriffs directed cars to their parking spaces. In the background light planes were landing, taxiing and propellers were coming to jerky stops. An occasional rare bird would appear. Ray Hagy seemed to be all over in his tiny red biplane. A massive warbird would roar by and all heads would turn and follow its path until it settled down on the runway. These gleaming warbirds almost seemed like Hollywood celebrities making an appearance at a block buster premier.

I couldn't wait to get out of our car and wander down the taxi strip to examine all the flying machines. Big old hangars stood open showing off planes parked wingtip to wingtip inside. Every small plane I had ever seen was there! A tall man with a straw hat and sunglasses strode by with a stream of people following behind looking to him for direction. In a calm way he seemed to be accepting the responsibility and pointed people in different directions all coming together for an attempt to organize all the visitors streaming in the gates and parking all the incoming planes. The man in the straw hat turned out to be Tony Bingelis, president of the Austin Chapter EAA. He took control over the PA system and brought every ones attention to the north end of the field, There in the distance we could see a gaggle of plane tightening up a formation then swoop down over the field for a lightening quick fly-by. Banking to the East they reformed and came in for another quick pass over the crowd. This went on for quite awhile. Tony would call out the names of the pilots and type of plane. I'll always remember the super fast and sleek Whitman Tail Wind, instantly becoming a crowd favorite for its sheer speed. Then there was Cliff Hagy's brand new Turner T-40. The long nose cow! barely covered the huge engine. I found out from the mumbling of the pilots crowded around his plane that the engine he installed was much larger than recommended. A couple of Pitts Specials, a few Tiger Moths and a slow crooked winged Jodel all were big attention getters. Of course when Bob Hoover roared overhead in his white P-51, all heads turned in his direction. The gyro copters and WW I Desaults reminded everyone of the essential elements of flight. My favorite morning was after the Awards Banquet when all the pilots would place their trophies around their planes and stand by as crowds gathered and questions were asked. In the crowds little wide eyed boys like me stumbled by in a daze of Airplane Romance! I think that it was the following year that Cliff Hagy appeared again in his racy T-40. He made his fly by and banked to the East and disappeared! Soon his absence was noticed from the reoccurring flyby formations. Ray Hagy landed and told everyone that there was a loud pop and Cliff spun wildly into the ground. A hush and gloom descended over the crowd and a distant column of black smoke appeared to the East. Sirens could be heard and we all waited to hear any news about Cliff. A long time seemed to pass before we learned the bad news. The engine was just too powerful for the airframe. The entire tail section came apart spinning the plane out of control and snapping off a wing!

I was really sorry to see Cliff go. He was a large robust man, who always answered my questions and never made me feel silly for asking. Another of my favorites was Ray Hagy, all 89 pounds of him. What a bundle of energy this tiny white haired man seemed to be! He would climb into the tiny cockpit of "El Chuparosa" and buckle up, seeming to strap this red biplane onto his back. He usually received the award for longest distance traveled. Marfa, Texas seemed a world away to me.

The Gruman Bear Cat pilot pulled the navy blue beast straight up into the air then cranked the nose over and dived at an incredible speed pulling out at the last instant and making aloud triumphant pass over the applauding crowd. Exhilaration swept through my entire body. God, I love airplanes!!!

I heard the next week after the SWRFI Fly In, the Bear Cat pilot had not pulled out of a dive soon enough and drove the Cat into the ground, dying on impact. What a shame!! And where the War Birds shot through the air, the little old Tiger Moths seemed to float like autumn leaves. The last SWRFI Fly In I attended was in Kerrville and it didn't appeal to me as much as my memories of Old Georgetown.

Part of my yearning for earlier times probably has something to do with the passing of two Georgetown regulars, my parents.

I'd love to go back in time and do it all over again. Only this time I'd try and talk Cliff into using a smaller engine. Shake hands with Bear Cat pilot, listen more to Ray Hagy. I would also help more with my mother's packing and I'd follow my Dad the entire weekend. I also wish that I had introduced myself to Tony Bingelis' young daughter, as she was the object of my Georgetown crush.

Around and About...Hangar Hotel A Must by Miriam Talley

Many of you have probably read about the Hangar Hotel, at the Fredericksburg airport, in some of the aviation journals. Well, I'm here to report that this is a trip definitely worth taking. My loving spousal unit took me there as a birthday present for three days over the Thanksgiving Holiday. For the aviation buff, just the fact that it looks like an old Quonset hut and sits on an airport ramp is joy in itself. As you enter the building the grand foyer is fabulous. Decorated in a glamorous 1940's Officer's Club styling of leather chairs, antiques and beautiful wood finishes, it takes you back to another era. The same attention to old style decorating extended into the hallways and rooms. The rooms were comfortable and luxurious and the sounds of airplane engines coming through the windows made it that much nicer. There is also an observation deck overlooking the ramp and runway if you just want to sit and enjoy the view. We received coupons toward breakfast at an adjoining old style diner. Once again, the attention to detail here was fabulous. Every seat had a great view of the ramp and runway. A hangar attached to the diner is decorated in the old style and set up as a superb conference/event area. David brought up Ed Seurer's Tripacer on the second day and we used Fredericksburg as a base to hop around some of the other airports in the area. We flew to Llano where the local FBO folks were friendly and invited us to "set a while". They had an airport car available to go to some great BBQ joint in town. We then flew to Burnett where we bumped into a fellow Stinson driver. In the future, the hotel plans on having a courtesy vintage car and driver available to run folks into town as needed. In the mean time they have numerous golf carts that can be borrowed to be-bop around the airport. Prices were no more than other BB's in town and seasonal. Sooo, if you would like a romantic get-a-way combined with your love of aviation, this is the place. Fly-in or drive-in, you gotta try it out. For more info www.hangarhotel.com.



A Special Thanks to all those who support EAA-35



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LOCAL EVENTS AND HAPPENINGS

(If you know of any local aviation events or happenings we can share with the chapter, call Oscar @ 210-382-4675 or send it via email to: Big-O@satx.r.com.

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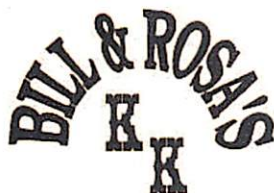
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Chapter members in search of or have items for sale, or need to post a service, may place a free (non-commercial) add in this column. Call the Editor Oscar Olszewski @ 210-382-4675 or send it via email to: Big-O@satx.rr.com

For Sale: Dynafocal mounts for Lycomings available. Manufactured by Barry, part #94011-40. Look like Lord mounts and interchangeable with them. Full set \$80.00. Retail is around \$300.00. Norris Warner 830.510.4334(Metro).

For Sale: Evans VP-1 Volksplane rebuilt and flying with 40 hours at Zuehl. Contact Danny McCormick for details: 210-872.3959 or 210-690-6048.

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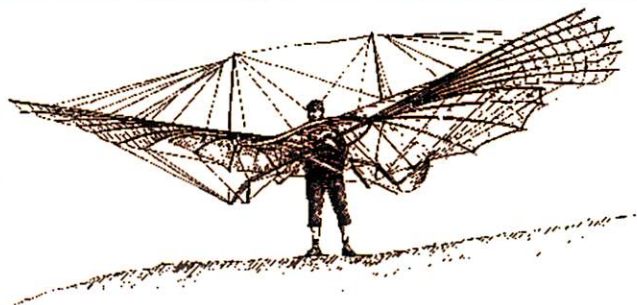
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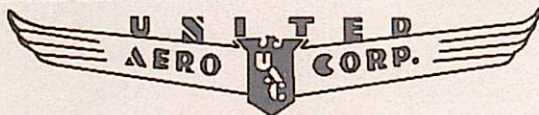
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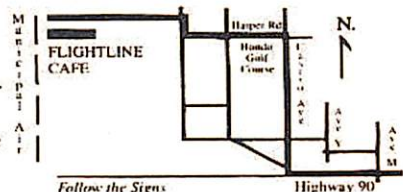
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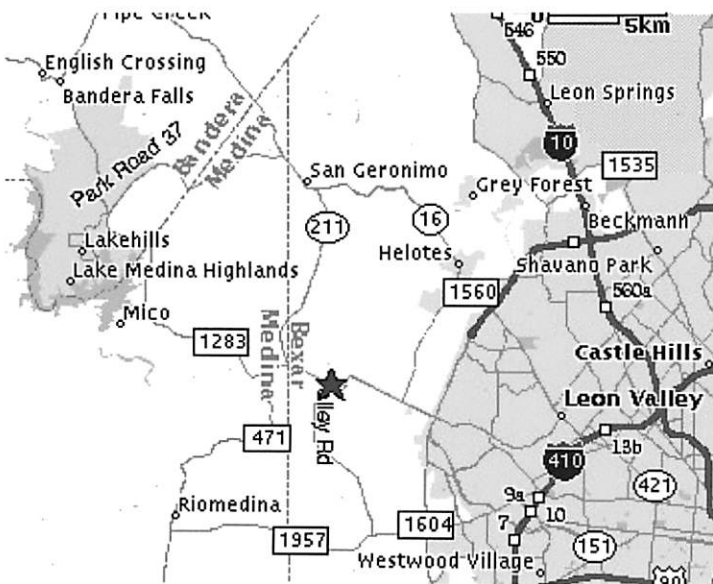
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RUNWAY 35

Volume 46 Issue 5

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When Do you Meet?

Second Saturday of the Month

MAY 8th
5:30 PM
SAN GERONIMO

Young Eagle Fly In Dates

Date: 12 June 2004
Location: San Geronimo
Time: 9:00 am—1:00 pm

Date: 25 Sept 2004
Location: San Geronimo
Time: 9:00 am - 1:00 pm