



The Leader In Recreational Aviation

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**All about aviation in San Antonio and every part in-between!**

**Inside this Issue:**

Clear Prop!	1
YE Update	1
President's Corner	2
VEEP Report	2
Please Read This...	2
Up Close and Personal	3
OUT! OUT!	4
First Flight	5
Chapter House Fix-Up	6
Touring Texas Airways	7
Breakfast Si, WX No	7
Sun-N-Fun or Bust...	8
X-C Restores Faith in USA	10
Sun-N-Fun Less Than...	11
Events and Happenings	12
Wanted & 4 Sale	12

# RUNWAY 35

## Clear Prop!!!!

Editor's Mouth...

by David C. Talley



I have some sad news to report this month. Irene Benson has unfortunately passed on. We at the chapter send our love, condolences and prayers to Elmer and family.

Elmer has graciously donated a memorial flagpole dedicated to his wife and others who have chosen to have their ashes flown over San Geronimo. The flagpole is installed. A memorial plack, cast in bronze, is being fabricated as this is written. Additional work will be done around the pole in the near future.

NEW WB CHAPTER 21 has been started at Stinson Airfield. Contact Howard Lowry at 210.924.6634 for information. "Keep 'em Flying".

There's tons of news for this month. Please read on...

## Young Eagle Update

by Brad Doppelt



Our first Young Eagle's event of the year was to be held last month in conjunction with our annual Pancake Breakfast and fly-in. However, Mother Nature intervened with high winds and we were unable to give any flights. A few kids did show up for flights, and even though they we met with some disappointment, assured me that they would be back in June to try again.

Once again, we are planning on providing Young Eagle flights during our annual picnic, auction, and fly-in to be held on June 10<sup>th</sup>. Planes, pilots, and ground crews are needed to ensure that everyone who shows up can get a flight and that the whole operation is per-

formed safely.

Requirements for pilots include a current annual EAA membership, pilot license, medical certificate, and currency in the aircraft being flown. As for insurance, only liability is required to provide flights. For tax purposes, pilots can deduct a variety of expenses that include:

- Fuel and oil that are used for each flight, not to exceed 200 miles.
- Fuel and oil for flights to the airport hosting the event, not to exceed 50 miles.
- Transportation to the airport hosting the event, not to exceed 30 miles.
- Rental charges for a bus or van to bring participants to the airport.
- Rental expenses for an airplane used during the event.
- Postage for mailing required EAA documents.
- Extra liability insurance purchased for the duration of the event.
- Landing and tie-down fees at the airport hosting the event.
- Meals for the participants.
- Aeronautical education materials.
- Film and development of pictures for the participants.

By the way, June 10<sup>th</sup> is also International Young Eagles Day. Last year 10,000 young eagles were flown on this day. To date, more than 573,000 young eagles have been flown and EAA hopes to fly 1,000,000 young eagles by the year 2003.



Anyone between the ages of eight and seventeen is eligible for a Young Eagle flight. More Young Eagle information can be found at [www.youngeagles.org](http://www.youngeagles.org).

EAA volunteers make the program run, and an estimated 26,000 EAA members have volunteered their time for Young Eagles. For June's event to be a success, we need volunteers too. If you are interested in participating in this event please contact me at 558-8909.

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## President's Corner

by Ed Seurer



Well another month has gone by. I thank all those who participated in the Pancake Breakfast and Fly-in on April 8th. In spite of the weather it was a great turnout. We served 85 plates and had 6 aircraft fly-in.

When you come up to the clubhouse you will see a new sight. A new flagpole donated by Elmer Benson in memory of Irene who passed away last month.

Remember to bring your items for the June picnic and Auction. Lets make it a good one!! There must be a lot of good items you have laying around in your hangers.

See you on the 13th of May.

## The "VEEP" Report

by Bob Day



05-04-00

I think Mother Nature must be angry with us. Another gusty, windy day greeted our pancake breakfast while last month we had the low ceiling and ground level fog for the Piper gathering... The fly-in folks, and some did make it, really had their hands full. My thanks to those gutsey guys. The rest of us landlubbers who drove or walked to the EAA building, found the cooks hard at work mixing the batter, cooking the sausage and trying to keep

the fire going under the griddle to cook the pancakes, the wind kept blowing it out. We had a tough time trying to keep ahead of those hungry people and while we had plenty of pancakes we did underestimate the sausage consumption, we ran out! I bought almost 200 breakfast sausages and thought 2 each for 100 breakfasts should be plenty. It was my first time, and Bob Edwards as well, to do the breakfast, so we will know better next time. I think maybe somebody may have eaten more than 2. Anyhow our thanks go out to Bob, his wife Linda and son, Bobby. And the usual main stays and backbone of the chapter who always are here to lend a hand when needed, the Bakers, the Masons, the McCarleys, the Warners and all the good people who set up the tables and helped with the clean up.

We had some unexpected guests as well. A shotgun shooter from McCleary Aircraft Service in Ozona, Texas came in to the shooting match at the National Gun Club just up the road from us, he had tied down his 180 here earlier in the week and then joined us for breakfast on Saturday with two of his friends.

To help celebrate Cinco De Mayo and in keeping with fiesta spirit we will call this months meeting Fiesta Del San Geronimo and the menu will feature Mexican food which I assure you will be "Mejor Que Nada". For those of you who may not be up to speed in the Mexican culture and lingo, that means "better than nothing". Jake and Caroline White will do the cookin' and as usual Betty and I will assist them. You can't keep me away from Mexican food. I had planed on having a mariachi band as well and found a group working their way through the brush toward San Antonio. I was flying real low in the local area last week when I spotted them. As I was about to make contact who do you think showed up?... yes the I.N.S. Just as well I suppose, their guitars and violins were still dripping Rio Grande water and I doubt they would have sounded too good. ☺

(Continued on page 3)

### Please Read This...

Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but it not limited to this newsletter and audio/video recordings, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.

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(Continued from page 2)

Mike Lynch will be our guest speaker this month and his subject will be on safety.

Betty and I went to the feed put on by the Geronimo Forrest Volunteer Fire Department a couple of weeks ago and while there guess who showed up? Where there is food you can probably find the Masons, the Bakers, the Cernas, the Days, and Herman and Casey White. The Dept. had just built a really neat outdoor BBQ cooker on a concrete slab that could cook at least a hundred chicken halves at a time. We gotta have one!!! Our old BBQ set up is shot. I have the necessary brick, and Dave Baker said he would do the welding so maybe the chapter could spring for the cost of the concrete, mortar and steel. Whatcha say folks?

That's all for now from De Veep, so fly high as you want but pack a chute. On a personal note, our chapter member, Bobby Steitler, and I went partners on a neat little Cessna 150 F and we are both going to learn to fly. Figured it might be easier than the Cardinal I have. Also interested is my son David who has had some lessons earlier at Castroville and perhaps even his wife Renee... So we are going to need some plotters, circular computers, and the other gear necessary for rank beginners. Should you have anything in this line excess to your needs we would be happy to borrow, buy, beg, or even steal them from you. Also since the 150 had had an untimely meeting with a tree in a farmer's front yard, and managed to escape with only minor damage, I have gained some experience in airplane body and fender repair. It ain't a perfect job but does kind of match the rest of the hanger rash the old bird has suffered over the years. The old saying "try it, you will like it" is born out because I had great time and lots of help fixing the dent, so now I'm looking for some sheet metal tools of my own. There is a chance I may need them. My darling wife did not seem too happy with the new 150 and may want to give it a few licks and add a little rash of her own.

## Up Close and Personal

by Miriam S. Talley

Speaking softly, slowly and through a thick New York accent, **Louie Viggiano**, tells his story. He was born in "The Bronx" New York, with the Bronx Zoo only 5 blocks away. Much of his family is still there. (The Bronx, *not* the zoo!) In fact, his son is a cop in South Bronx... sounds like the making of a TV show. He loved and made airplane models since he was a kid. However, he never thought he could be a pilot or have his own real airplane.



As life continued he joined the Army in 1954 after graduating high school... Louie beat the draft by taking the Army's two-year stint vs. the four years offered by other services. To fill time after the Army, he was an apprentice sail maker for six months at City Island. Louie then landed a job as a dye maker in the machine shop of Republic Aviation on Long Island. (Known for building the Thunderbolt "Jug", the F-105 Thunderchief and the Seabee) From there Louie started A&P School at the Academy of Aeronautics and the airplane/aviation bug bit.

While at school he met his future flight instructor, fellow classmate, Phil Eppilitto. Phil was a pilot working on improving his CFI skills. Phil offered his flight instruction for free if Louie would pay for the plane... what a deal. Louie couldn't pass up a good deal and started his flight lessons out of Brookhaven and Islip airports in Long Island, earning his wings in 1972.

Phil Eppilitto also has to his credit the landing of an Aeronca on the George Washington Bridge in 1965. As the story goes, fuel contamination created an engine failure as he was over the river. Phil was preparing the plane for a river landing. His

passenger went into a panic since he didn't know how to swim. Well, the next closest landing area was the bridge. He lost his license for two years while he tried to prove to the FAA that it was a real engine failure and not a gag that made him land in the bridge...

After A&P school, Louie was hired on by Pan American at JFK Airport and worked there until Pan Am folded in 1991. During this time Louie jumped into aviation with both feet. He belonged to EAA Chapters 3 and 594 on

Long Island. In 1975 his brother-in-law offered him a partnership in a '46 Aeronca Champ 7AC and a Tailwind in exchange for Louie's A&P skills. Louie

got his tailwheel qualification and is proud to have logged well over 300 hours in the Aeronca. By 1984 the Aeronca was no longer airworthy and when his brother-in-law moved to Florida, Louie took over the little Champ.

When Pan Am closed shop. Louie packed the Champ onto a truck, headed west and didn't stop until he hit San Bernardino, CA, where he worked for Lockheed at Norton AFB. While there, Louis was a part of EAA Chapter 1 in Riverside CA. Home of Ray Stitts, of Stitts PolyFiber fame, and Ray Marquatt, of the Marquatt Charger fame. Unfortunately, Lockheed only survived for one more year after Louie's arrival.

Louie stored the Champ and headed south to work for Dee Howard here in San Antonio. Within three months Louie located a hangar at San Geronimo. Then at the first opportunity he packed up the little Champ and brought her home.

On any given day if you stand outside the EAA chapter house, look at the hangars to the south and listen closely you will hear classical music playing behind the din of an air compressor as Louie diligently

(Continued on page 4)

(Continued from page 3)  
works on his baby amidst a hangar crammed full of model airplanes, prints, aviation memorabilia and a sign overhead that says "Go Louie!" A visit to his hangar is a must to appreciate the little beauty being created from a rag'a'muffin. Louie hopes to have the Aeronca Champ flying by September... **Go Louie!!!**

## OUT! OUT! DAMNED VIBRATIONS OUT!

by Norris Warner

As advertised in the April newsletter "Balancing Act Comes to Town," Dave James—a new Chapter 35 member—brought his magnificent Chadwick-Helmuth electronic dynamic balancing rig to San Geronimo Airpark and Dave Talley, Mark Moscrip, Ed Seurer and I were all beneficiaries.



**propellers.** Out-of-balance propellers cause vibration. Vibration promotes premature failure of components and reduces service life, often at considerable expense. Experience indicates that over 80% of all propellers can be substantially improved with dynamic balance, even though they are already statically balanced. Many are out of balance enough to be prime culprits in the following types of failures: leaky oil coolers; cracked or broken exhaust manifolds; sheet metal, spinner and cowling cracks; broken or cracked engine and/or turbocharger mounts; avionics, alternator, fuel control and engine wiring harness failures.

**The benefits of a balanced propeller.** Dynamically balanced propellers increase ride quality and component service life. Both contribute greatly to safety. Pilots

small sensor (Velometer) is mounted near the propeller to measure the motion produced by an out-of-balance condition. The sensor signal is processed by the balancer in conjunction with the strobe light fired at a spot on one prop blade (in order to find the angular position of the out-of-balance). The resulting information indicates the required correction to attain a balance. The basic principle is similar to balancing the wheels on an automobile.

**Can all props be balanced?** All propellers can be dynamically balanced as long as they have provisions for distribution of balance weights. Dynamic balance has been applied to propellers ranging in size from ultralights to C-130s. It is not possible to balance propellers having internal mechanical problems or excessive out-of-track blades.

**How long will a dynamically balanced prop stay in balance?** In normal use, about every 400-600 hours. Of course, if the prop or engine is overhauled, or if significant repairs are made to the propeller, balance should be done again.



I guess I should add that Dave's fee of \$150 is not just pocket change, but have you priced a replacement spinner recently? Or how about an oil cooler? Well, I for one think balancing my engines' moving parts was simply a good investment.

By the way, Dave pointed out that four-cylinder engines likely gain the most from dynamic balancing, and most of our members fly behind these.

report that vibration-induced fatigue on long flights was significantly reduced following a prop balance. Many of the vibrations you accepted as normal will be gone. And because of this reduced vibration, the service life of components is extended.

While at San Geronimo on that Wednesday, I also got to meet Dave's flame, Cyd Birns. Cyd is seriously into horses, but that's probably not her long suit. She just happens to be a long time instructor in almost anything that flies, is an ATP, SMEL, Flight Examiner in jets, and has lots of tail-dragger time. Presently Miriam Talley's instructor, she is available for all sorts of instruction. And isn't it just amazing (maybe a bit disconcerting to us old-timers) that two of our new chapter mem-



Dave had to work a little longer and harder on my "hot water special" due to the reduction drive, but when he got done (he added weights to my rear spinner bulkhead at just the right places) my engine/re-drive/prop combo was noticeably smoother.

The Chadwick device has long been used as a virtual necessity in the rotary-wing field, and just in the last few years has its value to the fixed-wing crowd been established. Here are some facts about dynamic balancing:

**The problems caused by out-of-balance**

**My prop was balanced at overhaul. Isn't that good enough?** Nearly all propellers are statically balanced at overhaul. Static balance is performed minus the spinner, spinner bulkhead, crankshaft, and attaching hardware. For this reason, considerable stackup error can occur. A dynamic balancer analyzes and computes where the imbalance is so that it can be equalized. The result is a true running balance under operating conditions.

**Balance is done on the aircraft.** Nothing is removed from the propeller or engine. A

(Continued on page 5)

(Continued from page 4)

bers, Zyvonne Langan and Cyd Birns, have more ratings and more current experience than most of the rest of us guys put together? Is this fair? Well, I guess we'd better just take our hats off to these two young ladies and make them most welcome! Zyvonne (also known as 'Z') can be reached at (210) 692-9851 and Cyd is available at (830) 372-5762.

Dave James has multiple qualifications both as a mechanic and IA, and also as a pilot. Anyone needing a helicopter instructor—or an instructor in most anything else needs look no further. Dave can be reached at (830)372-5762 or cellular (210)317-5762. His e-mail address is heliservice@netzero.net.

## First Flight, N47TD

By Tim Lewis

*(ED Note: Tim Lewis writes about the first flight of his RV-6A that was started in San Antonio before the USAF moved him east. Congratulations Tim!)*

It all started three and a half years ago. The week the Air Force selected me for Major I ordered my RV-6A quick build kit from Van's, and started converting the garage in our San Antonio, TX house to an aircraft factory. After 2000 hours of work, one baby, one cross-country-do-it-yourself move, and with the cooperation of one VERY tolerant wife, the FAA certified N47TD.

First flight of my new RV-6A was scheduled for 10AM on 18 Dec 99. My ground support team (two fellow officers from the Pentagon, both pilots) and the Manassas volunteer Emergency Medical Services crew were on hand, as were my wife and 20-month-old son. Out of the woodwork appeared another 10 or so folks, so there was quite a crowd. I put on my Nomex gloves and hood, and strapped on my stupid looking bicycle helmet (safety first). The engine started right up... and was soon making horrible "POP" noises every few seconds. The EIS engine monitor showed number 4 CHT was barely above room temperature, while the other CHTs were rising up to 200 degrees. Number 4 EGT is 300 degrees, while all the others are well above 1000 degrees. Nuts. Shut down the engine. The ground support team confirmed loud "pop" noises coming from the engine.

We pulled the cowl and confirmed number 4

was cold, while the other cylinders were hot. We cleaned the plugs. No good. We swapped plugs. No good. The crowd starts to disburse. I sent the EMS home. We verify both the mag and the electronic ignition are producing sparks at their respective spark plugs on cylinder 4.



Frantic phone call to Chapter 186 Tech Counselor Dick Koehler (A&P, IA, A/C MX instructor, retired USN pilot, etc., etc.) gives some good ideas to start diagnostics. Compression check reveals number 4 has good

compression, so the exhaust valve isn't stuck open. We pull the valve cover and note that both the intake and the exhaust valves work just fine, and number 4's combustion cycle is right before number 1's combustion cycle, so there's not some horrible problem with the cam. In hopes that there's some valve sticking due to different coefficients of expansion on the new engine, we heat the cylinder up with a propane engine heater (Red Dragon) and try it again. The problem is still there.

Yet another call to Dick, and we start ticking off the physics basics. Dick calls this "an Easter egg hunt." Do we have spark? Yes. Do we have rotation? Yes. Do we have compression? Yes. Do we have the proper mixture? Don't know. Maybe something got in the carb and jammed up inside the intake to number 4. Maybe the hose from the carburetor to number 4's intake split or something... VOILA, I know what it is!!! It has to be something to do with the Standby Vacuum System that takes it's vacuum from number 4's intake. Run back outside. Yell to the ground team "I know, I know, it's that &^%\$ standby vacuum system."

The Precise Flight Standby Vacuum System (SVS) uses the low pressure from an intake manifold (#4 on my plane) to provide an emergency backup source of vacuum to run

the artificial horizon and directional gyro in case of vacuum pump failure during IFR flight. The SVS is installed by drilling a 3/8" hole in the hose that connects #4's intake pipe to the carburetor. On to that 3/8" hole is clamped a flat plate with a tube connector, which leads to the SVS system on the fire-wall.

On my installation I think I had used insufficient RTV between the plate and the intake hose, leading to potential leaks. In addition, the SVS system has one clamp the flat SVS plate on to the curved intake hose. This distorts the hose, leading to the potential for leakage through the distortion.



I used fluting pliers to impart a curve to the flat SVS plate, applied lots of RTV between the SVS plate and the hose, and applied RTV to the

remaining distortion areas in the intake hose.

Cross finger, start engine, watch the CHT and EGT on number 4 soar along with the other cylinders. Problem solved!

Ready for first flight! Most of my pre-flight jitters have been consumed by the effort to fix the engine. Manassas lets me do high-speed taxi tests on taxiway Alpha, then I get to sit idling for 20 minutes waiting for departure clearance from Manassas tower. CHTs are around 350 degrees. This is not what my new engine needs, but I don't have much choice if I want to fly today. I call tower and tell her that I'm STILL number one at Kilo. Ooops, she says, she'll get me off right away.

"N47TD, cleared for immediate departure, traffic turning base to final." Yahoo! Full throttle, watch the airspeed come up, nose up, and I'm flying! The stall horn is blaring away, but I ignore it because my climb attitude is right, controls feel right, and I'm accelerating and climbing. I climb out at a climb cruise speed, because Vx feels way to steep for first flight. The engine monitor light starts flashing, and my heart jumps into my throat. What is it? Oh, RPM has climbed to 2710 (limit is 2700). Pull the prop back to 2600 rpm and keep climbing with full throttle to take advan-

(Continued on page 6)

(Continued from page 5)

tage of the extra cooling from the rich mixture at full throttle (see Dick Koehler's recent Stick and Rudder article). 2000' arrives in no time, and I have to level out so I don't bust Dulles' class B airspace.

Another flashing red light. What is it now? One of the CHTs is above 430 degrees (that's my warning limit, although Lycoming calls redline

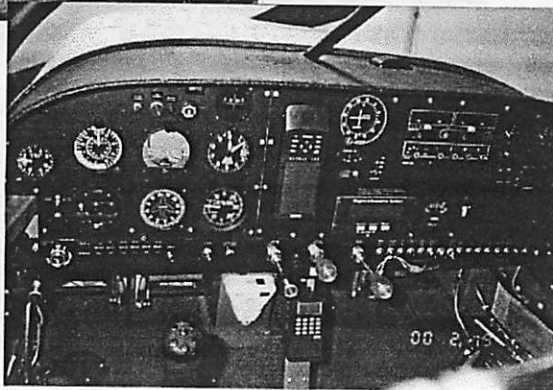


500 degrees). OK, let's think about this. The cylinders got good and toasty on the ground, and this is a brand new engine, so high CHTs aren't unusual at the beginning. I've been running high power per the Lycoming break-in instruction. OK, let's pull the power back and see if it'll cool down. Level flight departing the pattern, CHT starts to drop one degree every few seconds. At 430 degrees the flashing light goes off. Relax, time to head to Warrenton and do some stalls.

I head back to Manassas, being sure to get down under the class B, and call Manassas 10 miles out. The tower calls my traffic on base to final, tells me I'm number 2, and tells the

next guy that he's number 3 behind "the fast mover experimental." Now that's funny! My little 2-seater that's spent the last 3 1/2 years going zero mph in the garage is now a "fast mover."

Approach is at 78 kts like Van's factory in-



nator modified for external regulator (see my web page, [www.geocities.com/timrv6a](http://www.geocities.com/timrv6a) for instructions)  
 - Weight: 1162 lbs  
 - Constructed in about 2000 hrs over 3.5 years

I'd recently completed a BFR in a Cessna 172 after 3 years of not flying. Then I spent 2.8 hours with Mike Seager (RV factory instructor pilot, near Portland Oregon), who pronounced me fit to do an RV first flight.

Thanks to:

-My wife Debbie for putting up with this project for the last 3.5 years (and loaning me the \$\$\$ for the engine)

-EAA tech counselors Brian Tobias (EAA Chapter 35, San Antonio), Dick Koehler (EAA Chapter 186, Virginia) and Chuck Shedd (Chapter 186)

-Jim Cone for great canopy instructions  
 -Van and crew for a sweet flying airplane

-Mike Seager for quality flight instruction in the factory RV-6A

-Matt Dralle's RV-list, including GV, Mark Frederick, Mark LaBoyteaux, and the gang

-Lt Col Ralph Strother - riveting, bucking, test, ground support

First, however, it'd be a good idea not to fly into the restricted area that my Garmin 195 says is about 1 mile in front of me. (Let's see now, what were my priorities supposed to be? Aviate; fiddle with engine; navigate?).

Climb to 7000' enroute to Warrenton, CHTs are just fine. Slow to 90 knots. Stupid stall horn is on all the time. Pull the breaker; make a note to adjust the thing later. (Here's yet another example of the utility of standard, accessible breakers). Slowly decelerate, bring the nose up, wait for the burble. Wow, indicated airspeed is under 40 when it finally starts to shudder. My pitot/static tube has static ports on the top and bottom of the pitot tube, so it's likely my airspeed error is significant at high angles of attack -- actual stall speed is probably around 50 knots. (Later note: retrofit with static ports on the fuselage vs. pitot tube fixed the low speed ASI error.) Lower the nose, try it again. No surprises, no wing drop. The test plan says no full stalls on first flight. Try deploying flaps. They won't move. Ahh, they're on the same circuit as the stall horn. I don't want to listen to that thing, so let's just forget about flaps on this flight. Next: practice flying the pattern at 3000-4000'. No surprises there.

structor, Mike Seager, taught me for first flights (70 knots after more experience and flight tests). Over the numbers, flare, keep the nose up, keep the nose up, on the brakes while the nose is still in the air, lower the nose, and I turn off the runway at the first turn off! What a great feeling!

**In order of importance:**

1. I'm not dead!
2. It flew great!

Stats:

- Aircraft: RV-6A Serial Number #60023
- Engine: O-360 A1A with Hartzel C/S prop
- Ignition: Lightspeed Electronic Ignition plus 1 mag
- Engine Monitor: EIS 4000 (all 4 CHT and all 4 ETG simultaneously, plus RPM, MP, Oil Temp and Pressure, fuel pressure, OAT, bus voltage, and more --great system)
- IFR panel
- Navaid autopilot
- Garmin 195 panel mounted, wired to Navaid
- D.J. Lauritson interior
- Paint: Imron over Corlar, done by yours truly (first time painter)
- Electrical Power: 60 Amp automotive alter-

Tim Lewis  
 N47TD FLYING!!!!!!

Tim Lewis -- Springfield VA  
 RV-6A N47TD - First Flight 18 Dec 99  
 TimRV6A@earthlink.net  
<http://www.geocities.com/timrv6a>

**Chapter House Fix-Up**

by Miriam S. Talley

A big **THANK YOU** to **Lou Mason** for re-grouting and sealing the kitchen tiles at the chapter house. Looks really nice!! Some other improvements you may notice that have been completed—walkway and exterior lights cleaned, new hoses, hose hangar and spigot leak repaired, new kitchen faucet, kitchen sink sealed, bathrooms de-limed and cleaned w/ new bathroom accessories. Slow but sure... Sooo, we need other folks to help out, here are other identified projects.

- \*Paint bathrooms
- \*Paint kitchen and back hallway
- \*Clean and wax kitchen and bathroom floor

(Continued on page 7)

- \*Clean bugs from and wash overhead lights
- \*Clean the rug
- \*Wash windows inside and out.
- \*Paint fascia and soffit
- \*Mow around the chapter house
- \*Clean up landscape in front of chapter house
- \*Repair/update grill surround.
- \*Cut vents in the soffits

Some members have asked who owns the chapter building and is responsible for the repairs. The building belongs to EAA Chapter 35, was built with chapter funds and a lot of volunteer effort and donations. **Chapter members** are responsible for the upkeep. The land on which the chapter house sits belongs to San Geronimo, Inc., and is leased to the chapter for \$1 for 20 years along with the understanding that San Geronimo, Inc. can utilize the building. So once again, if there are any folks that can donate several hours to the above items, needed supplies will be paid for by the chapter. If you can help, call Miriam or David Talley, 210/521-2359, so we can keep track of projects accomplished... Thanx

## Touring Texas Airways

### San Geronimo Airpark

by Lew Mason

Around 1980/1981 the Alamo Soaring Society, that flew out of Castroville Airport, felt the need for their own strip. Problems with the city and vying for air space with motorized general aviation was the impetus. So after a search of the area, 86 acres of land was purchased in 1981 from Earnest Evers by 10 investors. The name San Geronimo Airpark came from the fact of being surrounded by San Geronimo names in the local area and would be a good location identifier. The trees on the south end of the runway were cut and the runway was graded flat. The original farmhouse was located by the current well site. The old root cellar is still located under the trees on lot 24, and the old barn was on the front of the Mason's lot. A new road was graded from hwy 471. The



old original road came in from Talley road to the south. The small building adjacent to the EAA building was the original soaring club clubhouse. The Alamo Soaring Society eventually moved on again and is now located at Boerne Stage Airport.

EAA Chapter 35 came to San Geronimo when Westside airpark was sold and closed. (Westside was located just north of HWY 90, just inside 1604. It is all grown over, but if you look hard as you fly over, you may see a shadow of it.) The chapter had to sell the clubhouse located on the airpark. Meetings were then held at a gun club and under the oak trees at the present clubhouse site. San Geronimo Inc leased Chapter 35 the land to build the clubhouse. The money from the sale of the old clubhouse was used to pour the foundation. The club held chili dinners, sold lemonade and held other fundraisers to complete the building. The lifetime memberships were sold at this time to raise funds. Bubba Hunt laid the cement blocks and the other club members supplied the grunt labor. The clubhouse has been constantly improved and maintained by various club members over the years. It is impossible to name all the people who have contributed to Chapter 35. They know who they are and all of the membership appreciates their efforts.

Sale of the new hangars seen to the south of the clubhouse provided the funds to pave the 3000 ft runway we now all utilize. The community of homeowners and hangar dwellers at San Geronimo are all proud to say they love airplane noise. Hangars are full of pretty airplanes and airplane projects and on any given day there is plenty of airplane noise to enjoy with folks hanging out and talkiin' airplane.

## BREAKFAST SI! WEATHER NO!

by Norris & Joanne Warner

EAA Chapter 35 held its traditional April pancake breakfast on April 8<sup>th</sup>. Nasty ol' northerly winds kept most airplanes grounded and washed out our "Young Eagles" flights for the day, but we had a good turnout and great camaraderie...



With breakfast chief coordinator Bob Edwards manning the flap jack grill, we served around 90 hungry members and guests—and the food was great, at least until we ran



out of sausage near the end of the serving time. Yours truly was treated to a lecture by our past president and chapter curmudgeon, Skip Barchfeld, when he was served sans sausage—and I don't think I want to go through that again!



Having said this, we are endeavoring to compile a list of the food needed for such an event so that first-time project chairmen can have some confidence in what and how much to buy. Simplifying guidelines are a must for all of our activities.

Thanks go to all those volunteers who got the chapter building and grounds ready. A hearty round of applause goes to our volunteer host and hostess, Bob & Linda Edwards who prepared the food along with Georgia McCarley and Bob & Betty Day, Dave Baker and Ed Seurer (to name a few), who did all the work and who cleaned up afterward. And, a special thanks to our youngest helper Bobby (son of Bob & Linda), who worked feverishly during the breakfast as "pancake and sausage runner," and stored the tables and chairs at the completion of the event. Our heartfelt thanks to all of you and others for your strong support of our chapter. We couldn't do it without our **VOLUNTEERS!!**



In spite of the stiff winds, we did have a great time! And not only that, we cleared over \$220 including around \$50 in very welcome donations.

Now mark your calendars for our early sum-

(Continued on page 8)

*(Continued from page 7)*

mer brisket feast and aircraft parts auction, June 10<sup>th</sup>! This is also the EAA's National Young Eagle Day, and this time we hope to have the weather to support this worthwhile event.

## Sun-N-Fun or Bust...

*by David C. Talley*

*Here's Dave's account of the trip. Miriam's account follows.*

*It started like this...*

We were scheduled to depart at the crack of dawn on Thursday, April 6th. Here we are the night before the big trip. It was going on one in the morning and we were still preparing for the trip. I had made the flight plan to our first destination east, Waycross, Georgia. Dad had just gotten out of the hospital after an emergency back operation. Of course there were a few fuel stops scheduled along the way.

We finally got to bed (late) and awoke slightly later than our husband and wife agreement. (Read...she's not a morning person.) I was ready in a flash and then the wait began. We finally got out of the house and headed to the airport. The weather was a mixed bag. It was calm and looked clear, however, an upward stare towards the big fireball in the sky showed a different face. It was overcast at about 600 to a thousand feet.

We arrived at the airport. Bob Cabe's airplane was sittin' there facing east. No one around. We loaded up NC9261K and double checked everything and then pulled her out. Mimi left her medicine at home and headed out for it and breakfast. She returned and we then sat down and ate. It was still overcast, but alas, the wind was picking up. Sure enough, it started clearing and fast. Bob Cabe showed up and prepared to head out. The niceties complete, he fired up and headed out. We watched him perform a beautiful take off. Now it was our turn.

Wheels off at 10...and a GPS entry to our first fuel stop, Hawthorne field in Kuntze/Silsbe, Texas. We contacted San Antonio approach and sqawked the given code. Everything was looking good. We started to settle in for a long day of flying. We were passing the airport parallel to the ac-

tive runway. We kept flying along, and about the time we were flying over Randolph AFB, I decided to give approach a wake-up call. We were instructed to IMMEDIATELY contact Randolph approach. This done we were then making 360s to the right. After going around, and around, and around, and around, were we told to take up our original heading and contact the tower. We transited their airspace and were now settling in for the long haul. Things were going great. Miriam was really keeping track of our whereabouts, fuel burn, and times. We closed in on Houston and contacted approach after ATIS. Needless to say the controller was busy. After about ten minutes of conversation we were told we were not permitted into the Class B airspace! It seems our transponder decided it was done for the



trip. Panic time! We turned north and made the loooooong trip around the class B airspace. What a hassle! The GPS kept us honest and we made it to the east side of Houston. Hawthorne at last! We called out our intentions and made a landing to the south. It seems the wind was BLOWING! Of course, it never seems to be down the runway! There was a crosswind howling about 40 degrees off the right side! The landing was one for the books! My legs still shakin', we pulled the airplane up to the pumps. Autogas was \$1.80 per gallon. We topped off, cleaned the windshield and headed inside. No one to pay! It seems they have the "honor system". We left the cash in an envelope out in the fuel shed. There were three men hanging around. They are all insurance agents, one of them holds his PPL. So they hang out at the airport some days as a meeting place. The PPL agent said, "I'm surprised you landed here in this wind. Usually no one from around here flies when the wind is blowing this hard." I replied, "My father just got out of the hospital and I'm headin' home for a visit." We loaded up and took off for our next stop,

Wiggins, Mississippi. We made it there. This particular leg was probably our longest ever in 9261K. We had the annoying crosswind from the south. However, one good thing is was slightly behind us, so we were getting' a slight push. We found the airport and called out our intentions. We landed to the south with a slight crosswind. We taxied UP to the ramp. Yep, UPHILL! A BIG sign was leaning on the pumps to greet us. NO GAS! Man-o-man! Every source of info I had showed there was gas there. And here we are on fumes! We hit the bathroom (at least something was working) and spoke with the chartered helicopter guys. They were from Washington and Oregon. Nice as could be. They told us to head up to Hattiesburg. There was restricted airspace ahead, however keep the highway on the right and we'd be OK. I explained our fuel situation, but all they had was Jet-A. One of the guys had his hand-held GPS out and said that Chain airport was only 20 miles north and there was a BIG southerly wind! We loaded up and hit the starter. Dead battery. Hum...

Here come the heli guys. They didn't have jumper cables, but a Cessna 172 R just landed. The guy was just taxiing up to his hangar. He had cables. The guys jumpered us and shook hands. Refused money. They said the only thing they wanted from us was for us to have a safe trip. I almost cried right there, but the airplane was running, burning that precious fuel. We started on the empty(er) tank. We taxied to the end of the runway and did our run-up on this tank. We switched to the fuller tank, said a prayer and headed down the runway to the south. We lifted off, shook the wings and dragged a tight left hand turn while pulling back the power. There were towers everywhere. It sure is great having that extra set of eyes. We climbed to about 1400 feet MSL and pulled the power back to 2400 RPM. Our ground speed was still over 100 MPH! Thank God for tailwinds! We keep that highway on our right and found the airport off our nose in just a few minutes. We landed (with a crosswind) and taxied up to the ramp. We couldn't have found a better place in the world. Nice folks, a beautiful FBO, and a place to bed the Stinson down for the night. All-in-all, we took on only 32 gallons. We hold 40 so it wasn't as

*(Continued on page 9)*



(Continued from page 8)

critical as I thought. The FBO folks called and got us a rental car. It was delivered in only a few minutes. We signed the contract and headed to town for the night. Hattiesburg is home of the University of Southern Mississippi. That's where Bret Farve, now of the Green bay Packers' fame, learned the intricacies of football.

The next morning had us back at the airport. The Governor was in town in his King Air. The pilots were laid out on the couches. We brought in a dozen donuts. The gang was complaining they were on diets. Those words were spoken with donut dust flying out of their lips. We said our niceties and loaded up the old bird. We departed and waved and headed south. Remember, there was a restricted zone (now on our left) that we had to fly around. We did and then headed east. Next stop, Bainbridge, GA. We arrived at Decatur County Regional airport. We landed on runway one-four and taxied up to the fuel pumps. The local folks came out and looked over the bird. Our official fuel girl, Miriam, topped off the tanks. The Franklin does not scavenge the lead very well, so we're using Alcor's TCP. She makes me draw the proper amount in to the syringe and then hand it up to her. They have a newly opened restaurant and of course we had to eat... we met great people and had a great time sharing our adventure with them.

It was time to head out for our final leg of the day. We departed Decatur and set our sights on Waycross, GA. An hour and a half later we were entering the pattern. Waycross is normally a very laid back, slow airport. Today, there were dozens of aircraft calling out "AYS". It seems that the FBO advertises this is the last fuel stop before flying over the Okefenokee Swamp. They have one of the lowest fuel prices in the country. Also, the county sets up a free BBQ for all pilots. Not bad at all! The place was HUMPING! There were all kinds of airplanes coming through. The plane to land behind us was a Stinson from Michigan! We headed over to sample the free food. About that time my parents show up. We parked the plane in the open hanger they have a slot in. (Their Cessna is over by the coast.) We spent the night and headed back to the airport in the early

AM. A cold front was on its way. It was get out or hang out. We loaded up and waved goodbye. The run-up at the end of the runway put a damper on the trip. We had one magneto that was not co-operating. I leaned her out and tried again. Same results. We taxied back and shut her down. Since dad had just gotten out of the hospital with the back operation, he couldn't help out. A few minutes later and here comes a mechanic to watch the airplanes. I told him what was up and he jumped right in. He has plenty of experience working on Franklins. We determined it was probable a lower right side spark plug. He pulled them and found the center cylinder's plug to be lead fouled. He drove to his hangar and cleaned and gapped them. Reinstalled and tested, we were ready to go. I offered him some cash and he politely turned me down. I finally shoved



some money in his hand and we loaded up once again. We headed south over the swamp. Man, is it nasty down there! There is no place to make an emergency landing. I mean no place!

It was beyond calm. The plane flew along like it was on rails. Smooth, smooth, smooth. Miriam announced that right up ahead was the Florida/Georgia border. About that time there was a light bump. Then another. And yet another. Yep, here's warm Florida. We bounced along for quite a while. We could make it to Lakeland, however, we would be low on fuel. The NOTOMs and common sense said to show up with plenty of fuel. We planned on a fuel stop at Ocala. They have a great airport with a restaurant. As we got closer there was a Lear that was about to depart. The radio came alive. The FBO was asking the Lear if their passenger had the keys to his rental car. They can't find them anywhere. The Lear pilot announced they were taxiing down the runway. We

were about to enter the pattern. We did and the next thing on the radio is the Lear pilot asking of we could extent our downwind. We made a 360 to the right and then came around. The wind was doing about 25-35 at about 210 degrees. The runway was 180. We made a good landing and taxied to the ramp. The place was packed. The gusts were so bad I locked the controls with a seat belt. We had lunch and headed out. On the way out the door, I looked at the computer monitor that was displaying the winds. They were now 240 at 35-40. I decided that we should launch off of 270. If anything, it would give us practice for the landing at Lakeland. We took off and turned to the south. It was bumpy all the way. Our ground speed was in the low 80s. Miriam kept reviewing the procedures for SUN-N-FUN arrivals. We complied and turned on our lights and listened to ATIS. The ATIS recording was lengthy. We would be landing on runway 270, however the winds were CALM! That was "BRAVO". We contacted the smoke tower. Yes the smoke tower. The FAA has a temporary approach set-up there. The controller asked where we were based. "San Antonio" was our reply. He relied, "San Antonio! I'M FROM SAN ANTONIO! I went to high school there..."

We felt pretty calm. Here's a nice controller. He knew what a Stinson was and he was from our hometown. We got in line following the published procedures. We kept looking for the two water towers. One is a wedding cake the other an orange. About the time we were gonna hit a couple of antennas, we turned south. We had slowed to 100 MPH and were maintaining 1200 MSL. We were right on track. The next thing we know, we're being overtaken by a low wing retract. They flew right past us. Approach was chastising them. Then the tower took a shot at them with their erratic flying. They then tried to land on the wrong runway. What a mess! We kept pluggin' along doing what we were told. The Bellanca finally got down in the right place. We followed directions to "keep it up, keep it up". The next thing we know the controller is telling us to "land, land, land"! I got the plane slowed down and then started to line up. We were tilted over to the left quite a bit! A CROSSWIND,

(Continued on page 10)

(Continued from page 9)  
big time! So much for that BRAVO ATIS, "wind calm". We were high and hot, but overall things went smoothly. We landed safely, albeit on the left of center. On the rollout we were instructed to pick it up. I applied power and then removed it. The next thing we knew, the left wing was picking up! I got on the ailerons and brakes. Winds calm, yea right! We taxied to the end and were directed to our parking spot, about two miles away! Well we made it! We were tying down and watching one heck of an aviation event unfold. The place was wall-to-wall airplanes! There's so much to report, however the editor is telling me to stop already.

Next month: The event and the trip home.

## Cross Country Restores Faith in Americans

by Miriam Talley

Our trip to Sun N Fun was successful not just in the actual flight to and from Lakeland, FL in our beloved Stinson, but in that it restored our faith in the people of America. People who's kindness, sincerity, good conversation and generosity to strangers, at times, overwhelmed me. I just want to share some of our experiences here with you.

Into our first day of flight, because of a delayed start, we did not get close to our end destination. We did however stay on track, stopping at preplanned airports to ensure safe fuel levels. One such fuel stop and planned layover was Griffin Airport, MS. Despite recent NOTAM checks and the recent AOPA guide book. We landed to a sign that said "No Gas" and no way to get to town. Despite being a deserted appearing airport, we met a 3 man rescue helicopter crew on standby for fire alerts in the local forests. They informed us there had been no gas there for over a year...what luck. However, they told us, due north was Chain Airport with plenty of fuel and a great FBO. So after a quick pit stop and admiring looks at their Bell Long Ranger helicopter we hopped in the Stinson and were met with a battery that had given up the ghost. (a certain stu-

dent pilot had left the master on a week before, and even recharging never quite restored it to full capacity). The word "oh no" were barely out of our mouths when the crewmen with their support truck had sped over to us, were jumping out with jumper cables in hand. Before you could count to ten, the cowling was undone, one man was holding the cowling steady, the other holding the cables and we were jump started, cowling was secured and we were given the thumbs up with wide grins and heads nodding. These crew men certainly came to our rescue.

With one tank on fumes the other with just enough gas to get to Chain Airport, we took off. 20 minutes later we landed at Chain. Pristinely manicured grass and flowers, conveniently located trashcans and a cozy FBO with a good cup of coffee and conversation were just a start. Ronnie Gibson, a retired Army helicopter pilot, along with his two sons manages Southeast

plane heading west to San Antonio. Ronnie felt worse about not having a vehicle for us than we did. However, before we had unpacked the plane, he had two young men with a rental car waiting for us. With explicit directions on how to get to town, and a list of great places to eat and stay we were sent on our way. Even the next morning, we were self delayed in taking off...we were having too much good conversation and camaraderie to just take off.

As a side note, the desk clerk at the Inn we stayed in was also very personable and had taken a great interest in our flying adventure. The next morning at checkout, we found out she had taken off quite a percentage off of our room tab...an unrequested act of kindness. So if you are traveling in Mississippi, Hattiesburg is a must stop!!

Our next fuel stop was at Decatur Airport, Bainbridge, GA. *This is another must stop.* FBO Decatur Aviation Inc is managed by Mittie Weston. Although new to aviation and the FBO business, with a big smile and gusto she is well on her way to making it a great airport. Next door is a newly opened "The Airport Café". With hand carved tables and benches, and aviation prints and old pictures, there is no doubt that this is an aviation café. Along with a great sandwich, we had great company and conversation with manager Martha King, her husband Steve and children Jeb and Sallie. They were all new to aviation, but the excitement was there. It was with great reluctance that we headed on our way.

Meeting and making new friends at a fly-in like Sun N Fun is a given. I had always

envied folks that had flown their own planes in and sat under the wings to watch the air shows.... Well, we had our fold out chairs, a new hand held radio, and yes we sat underneath our wings. It was awesome. We had more people than we can count stop, look at the Stinson with glazed over eyes and a half smile saying "My grandpa had one...", "My daddy took me up in one...", "My first airplane ride was in a Stinson..." and proceeded to plop down beside and talk away down memory lane. What a way to spend an afternoon.

(Continued on page 11)



car, it had ironically been promised to a

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We also had some delays heading west due to the weather. Unlike Bob Cabe, we did luck out with some fair weather pockets that allowed us to hop back incrementally. We, along with a number of small aircraft, were forced down at Gulfport, MS with lighting off our wing tips. We could not have been forced down in a better place. The folks at US Aviation were awesome. With hail on the horizon, the "ramp rats" (line people) started squeezing numerous aircraft into their large hangar.... our jaws dropped when we saw how many planes they squeezed in, quickly, professionally and not one ding in the bunch. All the while they were jovial, smiling having a good time while being beyond helpful. The ladies at the reception desk were arranging rooms for stranded pilots, a courtesy van could be signed out to go and grab a bite. While driving to go get a late lunch and wondering if we were going to be stranded we drove by the Mississippi Air National Guard area. Lots of activity and construction. David had a bright idea... lets see if they had rooms. We have a military ID card. Bingo. Unlike the active duty side of the house, the guard has a big budget. They had numerous, just renovated rooms. The Lodging office personnel were more than willing to accommodate us. We drove back, got our bags, the line boy drove us back to the guard unit (half a mile away). We had a great room, second floor, with the balcony overlooking the airport ramp and runway across the street. We had a perfect view of all the guard aircraft and could watch some of their maneuvering in the evening... for people who like airplane noise, we were in nirvana. All for \$18. The next morning, Pat from the lodging office called us to see if he could drive us to breakfast somewhere...life doesn't get any better. We passed on the breakfast, but did get a lift back to the airport. For those with ID cards, active duty or retiree, this is the best kept secret on the gulf. The lodging people want us to spread the news, they want the business. The number to the Mississippi Guard Lodging office is 228/214-6165.

I could go on and on about all the great people we met, and the camaraderie we shared. So, the moral of the story, if you lose faith in who we are as Americans or are feeling bummed out, *go cross country!*

## Sun-n-Fun (A slightly less than perfect trip)

by Bob Cabe

With the RV-6 flying well, it was time for the flight to Sun-n-Fun. It was to be a bit of a family reunion as my Dad, brother and nephew (all pilots) would rendezvous at Lakeland. The plan was simple. I would fly to Georgia, pick up Dad, and we would fly the RV to Florida. My brother and his son would fly the "friendly skies" and meet us there.

Departure from San Geronimo was delayed for several hours due to low clouds and poor visibility, but a take off into clearing skies finally got the trip started. For the first 30 minutes, it was a very rough ride below the clouds at about 2000 feet. An easy climb to 4500 feet resulted in smooth air, unlimited visibility and a widely scattered undercast. Things were looking up, at least for a while.

Just northeast of the Houston mode-c veil, my trusty GPS/Com packed it in. It would be intermittent for the remainder of the trip. That means it was unreliable. Dead reckoning and the interstate highway system proved their worth and the trip to NE Georgia was uneventful.

The trip from Georgia to Florida was great. We had borrowed a hand held GPS, so navigation was not a problem. The weather guesser said we should expect strong northerly winds (20 to 30 knots) and moderate turbulence below 12,000 feet. I knew that the runway at Lakeland was 9/27, so we launched with a bit of trepidation. Ground speed averaged 210 MPH and when we landed, the wind was 360 degrees at 5 knots. Piece of cake.

Getting into the Lakeland pattern is simple, but congested. I had the opportunity to do it three times during the fly-in, and for the most part, people know what to do. There are exceptions. Some of the attendees do not know the arrival procedures and fly a "normal" pattern. This does not comply

with the appropriate arrival pattern. You must just get behind another airplane, space yourself as well as you can and follow the leader. On one arrival, I had the misfortune of falling in line behind a J-3 Cub. Fortunately, the RV flies nicely, with flaps down, at 55 MPH. Not a problem.

Some of the attendees are simply not ready for the traffic. We heard one fellow say, with a very distinct accent "I can't land on that runway. There is an airplane on it." Fact is, there is always more than one airplane on that runway during the fly-in.



The trip back to Georgia was also very nice although a bit slow. My plan was to fly back to Texas the following day. That was not to be. Weather between Georgia and Texas was lousy for the next three days, so I had to fly back commercially. Two weeks and another expensive airline ticket later, I returned to get the RV. Hangar rent for those two weeks was \$0, thanks to the southern hospitality of the local FBO. The first leg of the flight home was to Vicksburg, Miss. Nice airport, really nice people and gas at \$2.64 per gallon (ouch). Then more weather problems in the form of a line of strong thunderstorms to the West.

The next morning was one of those you hope for. After the Mississippi fog dissipated, it was severe clear and severe smooth. Beautiful flight. The kind that just makes you grateful for God's gift of flight.

The fly-in was great! I like Sun-n-Fun. It's big enough to include virtually any kind of airplane you could want to see. It's also small enough to allow you to see it all. The RV-6 flew nicely. I put 20.5 hours on it and enjoyed every one of them. In spite of the problems and the added expense of two commercial airline tickets, it was a really good trip (slightly less than perfect).



Chapter 35 member Cyd Birns has all of the FAA licenses and gauls thru ATP. She is also a tail wheel pilot. Contact her at 830.372.5762  
 FOR SALE: Corbin Baby Ace "D". Contact Woody Haslon for details. 830.379.0719

**Remember...Caveat Emptor...buyers beware!**  
 Instructors Available: Chapter 35 member Zyonne Langan has the following certifications: CFII, SE, ME, Ground Instructor, Advanced Instrument. She is available for instruction in your plane. Contact her at 210.692.9851

Chapter members in search of or have items for sale, or need to post a service, may place a free add in this column. Call Editors Miriam or David Talley @ 210.521.2359 or talley@flash.net

**WANTED & FOR SALE**

19-20 May - Paris, TX. Millennium Fly-In/Drive-In at Cox Field (PRX). Warbirds, antique cars, seminars. Call Bill Strathern 903/737-0834.

27-28 May - U.S. Air Force Thunderbirds at Randolph AFB, TX

27-28 May - Granbury, TX. Granbury Municipal Airport (F55) Gyro Gathering. Call Kerry Carter, 972/617-3901.

2-3 June - Bartlesville, OK. 14<sup>th</sup> Annual National Biplane Convention & Exposition. For info call 918/622-8400.

3 June - Waxahachie, TX. Mid-Way Airport (4T6) Victorian Home Tour and Fly-In Pancake Breakfast. Call Juan Martinez 972/923-0080.

3-4 June - Nacogdoches, TX. New Century Airshow 2000, EAA Fly-In and Military Appreciation Days. 888-564-7351 or info@vistnacogdoches.org

10 June - Chapter 35 Annual Picnic/Auction/Fly-In, San Geronimo Air Park 1100-1500.

26 July-1 Aug - Oshkosh, WI. EAA Air Venture Oshkosh 2000. 920/426-4800.

20 May - Greenville, TX. Annual Majors Field Fly-In. For info 903/454-7957.

**EVENTS AND HAPPENINGS**

13 May - Grandbury, TX. EAA Chapter 983 Spring Fly-In. For info call 817/579-0941 or go to www2.texas.net/eaa983/

13 May - Graham, TX. EAA Chapter 945 Fly-In/Airfair. Graham Municipal Airport (E15). For info call Steve Pierce 940/549-6415.

13 May - Levelland, TX. EAA Chapter 19 Fly-In Breakfast. Call 806/798-3501.

13 May - Mt Vernon, TX. Fly-In and Fly Market. Sponsored by EAA Chapter 834. For info call 903/537-2127 or 903/856-5992.

13-14 May - US Navy Blue Angels at NAS/JRB Fort Worth Texas. (GO, NAVY, GO!)

20 May - Giddings, TX. Giddings-Lee County Airport (62H) Fly-In Breakfast and Young Eagles Rally. Call Carla Dextra 409/542-6237 or bat78@bats.org

The Official Newsletter of EAA  
 Chapter 35 San Antonio, Texas

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 PIPE CREEK, TX 78063

**When Do you Meet?**  
 Second Saturday of the Month  
 Dinner 5:30 PM  
 Social Hour 6-7PM  
 Meeting @ 7PM  
**Where do you meet?**  
 (See Map)  
 Call Any member listed  
 On Page 2 for help

