



The Leader In Recreational Aviation

RUNWAY 35

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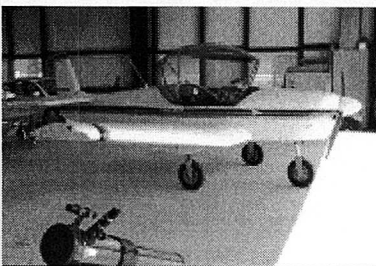
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PHOTOS CONTRIBUTED BY: S. JONES, N. WARNER, M. VERSTEEG, J. LATOUR, B. CABE, J. FEIGHNY

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ED SEURER



Jones' CH-601 hides from the noon day sun

A RATHER EXPENSIVE ROUND OF GOLF

By Bob Cabe

Joe and I have been planning this trip for about seven years. Joe is my twin brother. He lives in Akron, Ohio and he completed his RV-6 about a year ago. The plan has always been to meet somewhere and play a round of golf. The original destination was Memphis which is just about midway between Ohio and Texas. So it's been "see you in Memphis" for seven years.

Well, we finally decided that it was time to make the trip. About a month ago we got serious and set the date for the weekend of August 11th. Then we had to get serious about the destination. We waffled and at 8:00 PM the night before we were to depart, we decided to head for Destin, Florida. So much for seven years of planning. Joe would fly from Akron to North Georgia and drop Mom off to visit with her sisters. Then he would continue to Destin. I would leave San Antonio on Friday morning, get there early and get a rental car.

My trip was great. I filed a flight plan to Hammond, La. Sitting on the ground at Castroville, I used the cell phone to call flight service to activate the flight plan. This new flight service station arrangement simply is not working. After talking to a couple of people and being on

hold for more than 15 minutes, I gave up and launched. Calling approach at SAT allowed me to activate the flight plan with no problem.

At 7000 feet I was above an overcast, in serious haze, flying east into a rising sun. You guessed it, virtually no forward visibility. Soon, the clouds dissipated. It was as smooth as a baby's bottom. Houston gave me a strange routing and I was averaging about 145 knots with a slight headwind. I landed at Hammond (real nice landing) after a three hour and 17 minute flight. Then it was on to Destin.

You have to be careful flying into Destin. It has restricted areas on both the east and west sides. The only way in, if the restricted areas are "hot" is to either stay north and fly a north/south corridor directly to Destin or to bear to the south and hug the coast. I am a strong advocate of the use of "Flight Following". While still a long way out, I asked the controller to go direct to Destin, hoping the restricted areas were "cold". They were not. He gave me the two options and I headed for the coast line, which is a beautiful way to go. (I was asked several times, and got tired of saying "Destination is Destin".

(Continued on Page 7)

OSHKOSH 2007 — THE STINSON EXPERIENCE

By Jim Feighny

My plan for OSH this year included flying to SAT from Reagan AP, getting to San G, firing up the Stinson after one month post annual, getting to Dallas for a RON with my brother. I then pressed on to Watertown WI to meet with the rest of the Stinson flying-in to OSH on Sunday. I planned to camp out for as long as I could take it, and then take to Stinson to Fort Royal, VA for its east coast bed-down.

Flown as planned: Thanks to Norris Warner for picking me up at SAT and giving me a ride to San G. We caught up on local happenings and after putting a few pounds of air in the tires, I was off to Addison and to my brother's house. The next day, the fog lifted to 1200 feet by 8am and I was off to Watertown WI. Refueling stops at Duke Field (mogas 3.89) and Mexico, MO (mogas 3.75) where I saw the Zodiac plant and a stunning 108-3 that the FBO manager had restored. I made it into Watertown that afternoon.

Next day, we did some briefings and flew a practice 1000' trail formation...I got my guys around the course with no fouls and we called it a day.

Sunday, we had one more briefing...winds had swung from the south so we got to fly up the east side of Lake Winnebago, cross a little water and turn a 5 mile base/final for 18. A few of the troops had a little trouble maintaining 1500 feet until over 09/27 and making the slipping approach into 18, but the FAA guys allowed us to use runway 18 sides left and right as well as the 18 taxiway, so we all got down in one pass.

We parked together in the VAA area, tied our airplanes down and had our picture made.

The rest of the week, I volunteer at the "Airplane Factory" up in the forums area and worked 5 or 6 hours a day. We had a team recovering the ailerons from the static display DC-3 at the main gate. Was a great learning experience for me: Poly-Fiber materials, old time guys showing us how to

prep, cover, tighten, seal and rib stitch... We got lunch each day at the HQ shed and they kept us well hydrated also.

Some of the other Stinsoners did duty at the Club Type tent and as traffic managers. When the accident happened. A sea of orange immediately responded to keep the crowd behind the lines...amazing response to a real tragedy.

While I was "working," one day I noticed a guy with a familiar slouch hat...looked like he could be from Kansas, possibly a composite engineer with Beech and yes; it was our own Steve Carlson. We had 5 minutes of male bonding, caught up on 3 years of separation and he was on he way. Also spent a little time with Bruce King at the BK1.3

I stayed the week and departed on Saturday morning for the east coast. Did a 3 hour weather delay with 8 other guys and gals at C77, Popular Grove IL. If you ever want to see how a top level airport community is created...visit Popular Grove.

The rest of the trip to VA was uneventful until I noticed my GPS was not keeping up with my finger on the map as I crossed into West VA. Took a couple of minuets to conclude that satellite reception had failed, noted time from take off and checked mag and vertical compass, found a 50 mile pencil, swapped GPS antennas, no help, and considered my options: Press on or stop and re-plan the mission. A vision of the two guys from PA stumbling into the DC missile zone popped into my mind, and I gave Clarksburg Approach a call, estimating my position as 25 miles to the NNW. They gave me a squawk and radar ID 19 miles NNW...and a vector to the field. Holliday Inn had a courtesy car and I was set for the night.

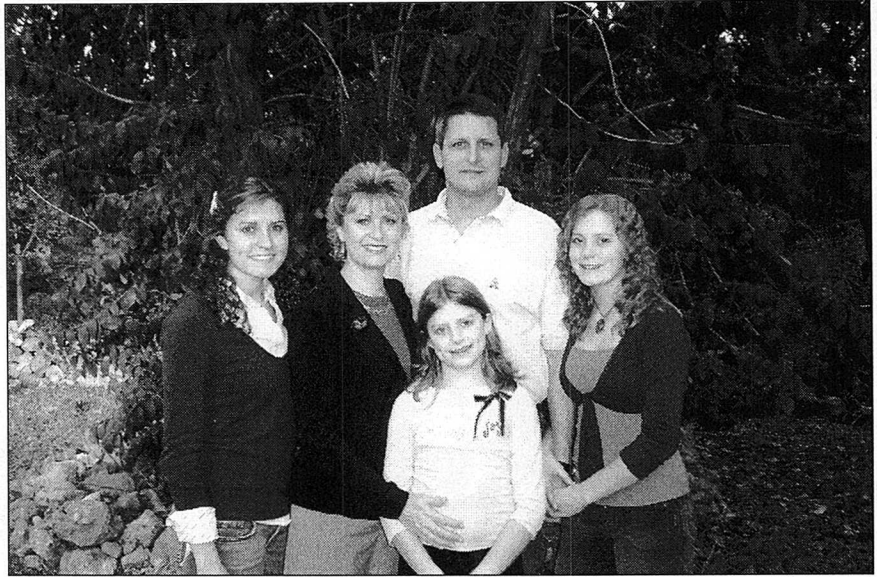
The next day I was set with an AF style low level map with headings, tick marks, times and distances...as I turned out of traffic I noted the GPS put my first turn on the nose...as planned.

Looking forward to next year at OSH.

PRESIDENT'S COCKPIT

By Roch LaRocca

As I flew through the beautiful puffy clouds today, I realized how I often take for granted the opportunity I have to fly almost every day. But today, my thoughts were also full of how fun it will be to take my wife and daughters up in my own plane someday to experience the beauty and freedom of cruising around the clouds. It was true building motivation. And I really need that these days as I continue to do the surface preparation on my composite Eracer aircraft project. I have become intimate with what composite aircraft builders call the board of pain. A 32 inch 2 X 4 with sandpaper velcro'd on one side and two big handles screwed into the other. This is board is what is used to smooth out the surface of the various wings and it takes a lot of dusty hours. However, it is slowly coming along and I am proud to report that I have completed the surface prep on one of the wings.



I'm looking forward to the September workday but for it to be really great, I need your help. Dave Baker is going to head up the



cooking squad and he will need some help but I want everyone to bring a side dish and/or a dessert to go with the burgers. It doesn't have to be fancy but it will make the meal an extraordinary one. So please come out and support the Chapter. We will start around 9:00. We will do some general clean-up and a few fix-up things around the place. The flower beds need some work also. Bring any tools you think might help. Overall, we can just make it a day of fellowship and airplane conversation. We will also have a Chapter 35 board meeting after lunch at 12:30 and anyone can attend if interested.

I heard I missed a great meeting last month and a great meal. Chuck Brame shared about his RV-6 testing experiences and Steve Jones shared his ultra-light Pterodactyl solo experience. Please read John Latour's meeting highlights for more informa-

tion since I wasn't actually at the meeting.

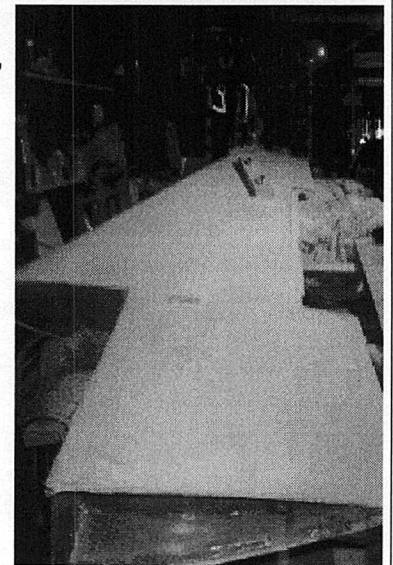
The "Wings and Wheels" fly-in will be in October. I still need to get more details but it is always a great time for people to fly in and have a great meal and we can raise some money for "Angel Flight". We will have more info about the festivities next month so stay tuned.

We will be having our annual Chili cook-off at the November meeting and we will be electing new officers for the 2008-2009 term. The nominating committee is working on the ballots. If you or any fellow members are interested in serving the chapter in an official capacity, please let me know so I can forward your name to the nominating committee.

December will bring the annual Christmas party, so mark your calendars now before other Christmas activities take over our lives and our December weekends.

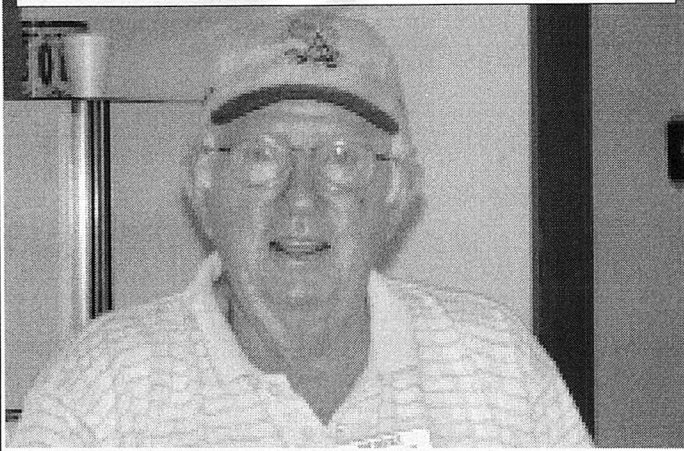
If you have any comments or questions, Please call or email me anytime.

Fly Safe



NORRIS WARNER'S JULY MEETING PHOTOS

Hubert Schwarzer treats us to exquisite lasagna



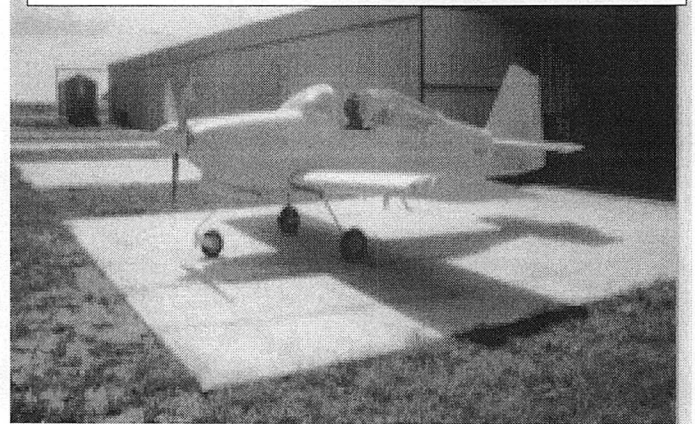
And the line for lasagna speaks volumes



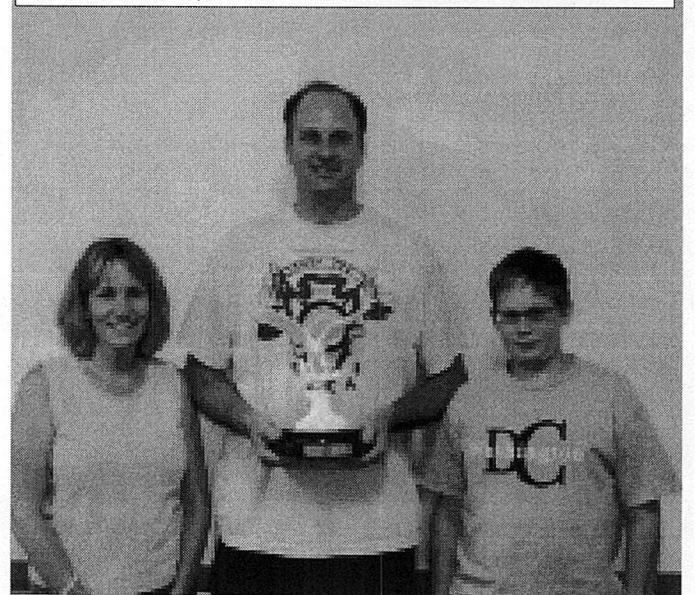
Charlie Brame walks us through the build and first flight of his new RV-6A



Charlie Brame straps in for the first flight of his new RV-6A, while Dee looks on, May 28th, 2007



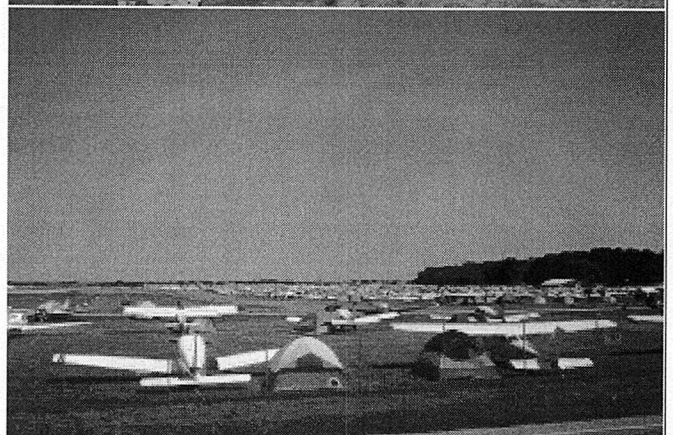
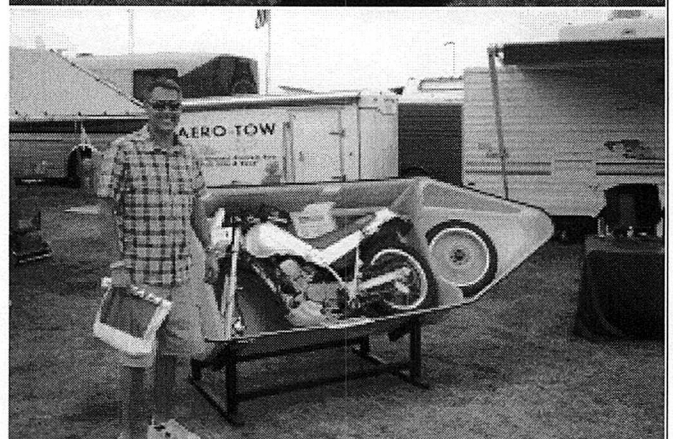
Brad Doppelt brings home a well-earned award



EAA CHAPTER 35 BOARD MEETING

- September 8th, after lunch at 12:30 PM
- On Chapter Workday
- ALL MEMBERS ARE WELCOME

ROCH LaROCCA'S AIRVENTURE 2007 PHOTOS



GIMME A PROP — MAYBE NOT!

By Norris Warner

Back in the dark ages, a part of every student pilot's training (civilian, that is) was to learn how to prop an airplane. Since almost none of the training aircraft—Cubs, Champ, Taylorcraft, Luscombe etc—had starters, hand propping was a standard procedure. All of these airplanes were taildraggers, so the propeller was at a comfortable height for propping.

Today, the landscape is much different, with nearly all new airplanes having starters, and most of them are tricycle gear. All in all, safety has improved thanks to electrical systems and starters.

I'd like to go back to the mid-sixties to relate how NOT to prop an airplane. One of my Air Force squadron mates was anxious to show his wife the wonders of flight in a light airplane. Now in those days, a newly minted USAF pilot could take the FAA written exams to earn both a commercial and instrument ticket. And so my friend had, except for one minor flaw. His license read "centerline thrust multi-engine," and so he needed a civilian instructor to "upgrade" his license to "ASEL" (Aircraft Single Engine Land).

My young friend went across town to the Port Columbus (Ohio) airport, and took the required training in a Piper Cherokee. After completing a simple check-ride, it was now time to take his bride for her first flight.

It was wintertime, so the daylight hours were somewhat shorter, and scheduling the Cherokee around his Air Force duties required a bit of coordination. Finally, on a Monday afternoon, everything fell into place and the couple arrived at the FBO office to pick up the keys to the plane. All went well until they were both strapped in and the Master Switch was turned on. Well, you could have guessed it— whoever flew the aircraft last had left the Master Switch "ON," and the battery was dead.

Not wanting to disappoint his bride, my friend decided to hand prop the airplane! This violates every rule and all common sense—if you've never been trained—DON'T DO IT!

The second no-no was having a totally inexperienced person in the cockpit, and even though the airplane was chocked, this is a really, really bad idea.

The final, and potentially fatal, error was the lack of

firm footing. You guessed it—the ramp was icy— anything but firm footing. In fact, we later learned that people had trouble even standing up on the ramp!

Well, the very predictable happened. The engine did fire (surprisingly so, given the cold temperature), and my friend lost his footing and slipped into the prop arc, head first. The propeller sliced a path through the young man's skull crosswise, and quite deeply.

As it turned out, and ambulance stationed on the airport was on the scene within a few minutes, and although the injury appeared fatal, the medical crew rushed him to the main hospital, which fortunately was nearby. More fortunate yet (and quite unbelievably so) was a convention of neurosurgeons at that hospital at that time. Working in teams for nearly 20 hours, the hope for bare survival seemed unlikely. We asked for daily updates, and after about 10 days, it appeared that he was coming out of the coma, and was trying to speak. The Air Force eventually flew him to Wilford Hall here in San Antonio, where he continued to make some progress.

Fast forward to six months after the accident, and my friend, using a cane and wearing a medical helmet, arrived at our squadron ops building. He sat down, and very slowly, gave us the whole story, while stumbling over his words. And when he took off that helmet—well you could have dropped a tennis ball into the void in the top of his skull, without exceeding his normal profile.

When we saw him again about six months later, the medics had given him a new look, using a stainless steel plate to match his normal contour. He no longer needed a cane nor the helmet, but was subject to having seizures. The Air force medically retired him shortly after that last visit with us.

I'll repeat—if you have not been trained to hand prop an airplane, DON'T DO IT!



Roch LaRocca pilots T1 home from Oshkosh

A RATHER EXPENSIVE ROUND OF GOLF (CONTINUED)

(Continued from page 1)

The second leg of the trip (one hour and 30 minutes) was a piece of cake (second real nice landing).

Joe was delayed due to weather in Ohio, so I got the car. You meet some of the most interesting people at airports. While waiting around the airport, I happened to meet a fellow Texan. He was flying a Wilga, a very rare bird in the USA. He flies it as a photo platform with some very high tech motion picture cameras on board. He is also a blimp pilot and flew the Goodyear blimp. He lives at the Aero Country air park near Dallas. I told him I'd meet him for BBQ at Llano one of these days. Next I went in search of a golf course. I found one.

Kelly Plantation is a rather plush gated community. I went into the office and asked if the course was public. I met Kim Wintner (USAF retired) who is SVP Homeowner Relations. Destin is near Eglin AFB and there are a lot of Air Force retirees there. I was wearing my USAA shirt and he immediately recognized it. He took me to the golf course, introduced me to the local pro and helped me arrange a tee time for the next day at the "guest of an employee" rate. The normal rate was \$130, our rate would be \$40. I'm feeling good!

Joe arrived and we went to a local sea food place with a reputation for good food and casual atmosphere. It was a dump. There was no dining room. Matter of fact, there was no room at all. Picnic tables on a pier were all they had. The food was prepared in a trailer and served in plastic baskets. We waited over an hour for our fish and it really was pretty good. Oh well, we were on vacation.

The golf turned out well, not the scores, but a good time was had by all. Our less expensive rate took a hit when we had to rent clubs at \$55 a set. Ouch! The course was fantastic. GPS on all the carts; free driving range; chilled apples

at #1 and #10; manicured fairways and greens; refreshment cart coming by; and a guy coming by about every fifth hole offering us an ice cold towel to wrap around our necks. We missed our apples on #1 and mentioned it to an employee at #3. She immediately took off to retrieve our apples.

The trip back to Texas was great. Leaving Destin, I followed the gulf coast and then turned a bit northwest to Hammond (real nice landing; three in a row). From there I went direct to the Navasota VOR and then direct San Geronimo. Level at 6500, I was above a scattered layer of clouds. To stay above them, I went to 8500 and then later to 10,500. Averaging about 155 knots, I was on the ground in three hours (I stunk up the airport on this landing). A great trip!

Now let's see. How much was that round of golf?

- Fuel \$251
- Golf \$201
- Car \$110
- Room Joe paid
- Food Joe paid
- Tolls Joe paid

So it was \$562 for 18 holes of golf. That's only \$31.22 per hole and worth every penny. The RV performed well. I met some neat people. It's always a treat to spend time with my brother. And all this is made possible because of a couple of airplanes a couple of guys built in their garages. We have so much to be thankful for!



THE BK EXPERIENCE

By Jim Feighny

How I built an airplane in my basement and still kept a home over my head!

It has been a year since my last Chapter meeting. As I bid you "see you around the patch" farewell this time last year, I had filled my hangar with my Cozy IV project, gardening implements, 1 car, and the Stinson; was looking forward (?) to knee replacement surgery and a move to DC.

One of the final things I did was to look forward and decide that, if it all worked out ok, I could probably build something of the basement of the lovely home a Navy Commander and his wife leased to Janet and me. And with that in mind, I talked with Bruce King and asked if he would consider allowing me to be one of his Beta builders in proofing his plans for the BK, he generously OK'd my request. So off we went to DC, and set up home in the 'blurb.

Shortly after getting settled, I order my materials from ACS, set up a shop in the basement, moved the tables, supplies, bandsaw, drill press, sanding machine into place, build a work table and set up my building jig and cutting tables....while I still had both my knees under me.

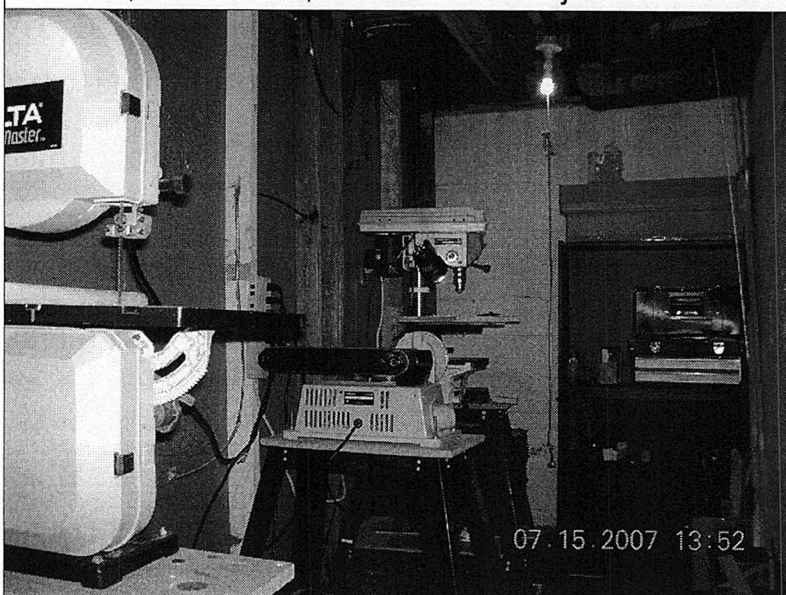
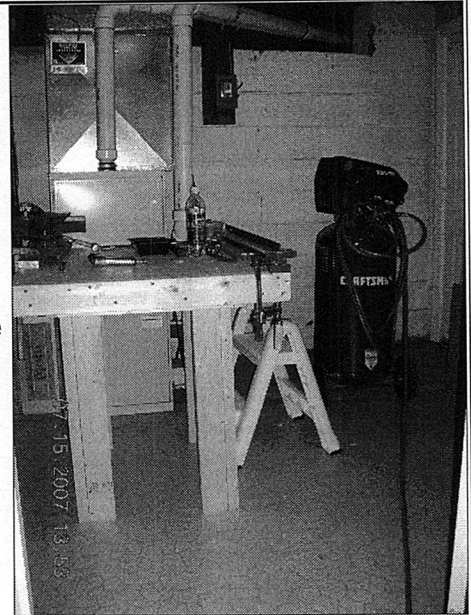
I went under the knife and saws on the 8th of November and walked out of Walter Reed, with a crutch, on the 12th, with a new knee joint and

a bag full of Percocet. During the next couple of weeks I had some second thoughts about what I had committed to, but put those aside and used the stairs (three flights) and the time recovering to start laying out my materials, studying, and reading to take my mind off the slowly diminishing pain. By the first of the year, I was able to work for 4 hours without a break.

In June, I made a trip back during SWRFI and saw a few of the gang: It was good to see Richard so well after his back surgery. Brad, always upbeat and working on yet another upgrade, Lew and John, updated me on their projects and the hangar, Charlie had his "quick build" RV in the air. It looked and sounded great

The lemonade stand was up and running and the recently retired Doug Apsey was keeping the till manned and the product flowing. I got the Stinson through another annual and in the air for a few hours. Flew over to Heritage and saw the progress Joe Romotowski had made on his RV. It will be flying very soon and I could see that retirement was agreeing with Joe. The Chapter house and hangar showed a lot of work had been done. Congratulations to you all.

As I get ready to head to OSH, I wanted to send you some pics of my BK project. I was lucky enough to find a hangar at Front Royal, VA, about 60 miles from the house, so I will be bringing the Stinson back here after OSH. It will also give me a place to store and assemble the BK as I make



THE BK EXPERIENCE (CONTINUED)

(Continued from Page 7)

progress. My plan is to assemble the components in the garage, rivet and prime and then take them to the hangar for storage and final assembly.

In closing, I have found that I really enjoy the building process. Early on I started a list of what and how I would do things next time...and after talking (or is that listening) with Bruce, I am



Layout table, Janet's rowing machine, wing storage couch, materials

sure there will be more to work on in the future. Hope to see a few of you at OSH, I will be camping with the Stinson Group in the VAA area.

Jim Feighny
Potomac MD



Wing on building jig in the assembly room

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CHAPTER 35 HANGER DEDICATION

Photos courtesy Maarten Versteeg



Harlan Tibbets leads the way to the official dedication of the Chapter 35 Hanger



Harlan Tibbets cuts the ribbon, officially opening the Chapter 35 Hanger

JOHN LATOUR'S EAA TEXAS FLY-IN PHOTOS



JOHN LATOUR'S MEETING PHOTOS



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JOHN LATOUR'S PHOTOS (CONTINUED)



The Breezy makes an appearance at the Meeting

John Kufahl celebrates the 61st birthday of his 1946 Alon Ercoupe with a two day party!

ONE FLYER'S LIFE

By Jerry DeGroot

What I tell here was given to me first hand by a good friend by the name of Robert Hoss, He was a full bird, but I never heard him speak of it once all the time I knew him. I did notice that he knew how to handle people and get them to do his bidding. Bob was a fellow woodworker and so we spent many hours together. This is what he told me:

Bob graduated with an aeronautical degree and knew not what to do with it. Someone told him that the army would teach him to fly the new flying machines if he would join, and so he did. Upon graduating from flying school, he was given the choice of fighter or freight pilot. He took a quick glance at the death rate of fighter pilots and chose freight. The army gave him a twin aircraft, crew and told him to fly all the continents of the world and pick out places that would make good landing strips. They believed this new flying machine was going to make the world a smaller place. He said, "What a life, civilian clothes, need anything, Uncle Sam picked up the check. One day in southern Africa, somewhere on the end of a grass field, I called for a new plane, this one was shot. They told me that they had no new planes available, I would have to rebuild the engines there and they flew in the new parts. I am not a mechanic and neither were any of my crew, but the radioman and I rebuilt the two engines. They ran good, but leaked a lot of oil. This was not a problem as we had lots of oil."

He was called to go to France to pick up the ambassador and his family, load as much of the personal items as possible and get them back to the United States. He suggested that they get someone else as his plane would not make the trip. They replied that there was no one else and there was this fellow by the name of Hitler that they figured was going to march into France

and they wanted the ambassador out of there.

So he did it. I forget how many days he said he went without sleep, but back in the states, so tired he did not even get out of his old clothes, just crashed on an army cot. He was awakened and told to fly to Hawaii. "I refuse," he replied, "my plane just will not make that trip and I'll be in the drink." They said you can have a new plane, the Japanese have just bombed Pearl Harbor and they are in need of food and medical supplies. He simply said that one would or could not believe their eyes coming in to Hawaii, fires and smoke everywhere.

I once made a comment to him that he had led a very exciting life. He said that all his life he had been just one-step in front of the bullet.

Bob ended up at the Pentagon, as a purchasing agent. In his final days he never quit purchasing, in bed with 5-6 catalogs surrounding him, he purchased items that he had forgotten he had already purchased some three or four times prior.

Hope this is something you can use. Please do not give up asking for their memories; they just have to listen if they understand that this history will disappear with them.

Chapter 35 Workday

- **Saturday September 8th**
- **9:00 AM—2:00 PM**
- **Burgers for lunch will be sold with proceeds going to Chapter 35**
- **Please bring a dessert and side dish to go with burgers**

SUMMARY OF EAA CHAPTER 35 AUGUST MEETING

By John Latour

We thank Directors of San Geronimo Airpark Association for sharing their land for EAA Chapter 35 August Meeting.

San Geronimo Airpark, EAA Meeting, August 11 - It was a victorious weekend for Chapter 35 as Charlie Brame and Steve Jones both presented wins. Charlie addressed challenges in Building, Testing & Flying RV-6A and Steve spoke of his First Solo of Pterodactyl Ultralight. Dee Brame & Freda Jones also participated by operating video and computer systems. "It was a fantastic job - I'm really happy," said Norris Warner. The team did a good job preparing the system after Saturday's Lasagna dinner.

The Schwarzer's Lasagna was outstanding. Over 40 members participated in a real good meal. Those of us missing the Fredricksburg Peach Cobbler miss a treat. We thank you Emma and Hubert Schwarzer for a delicious meal.

How did you like the video of Steve Jones' first solo in Kris Niswonger's Pterodactyl? It may have been elementary for some of you Private Pilots but for Steve & Freda Jones it was very special. They will never forget the memorial ultralight solo. Thank you for sharing your first Pterodactyl solo experience with us.

Charlie Brame's RV-6A presentation had everyone's attention. If you were interested in one of Vans airplanes, perhaps it would be worth your time to go and check it out. Charlie's airplane design and photos of instrument panel are exceptional. His airplane's constant speed propeller and backup systems are similar to an Air Force Weapon System. Dee and Charlie shared many hours in design of one outstanding airplane. It will be a great showcase of Vans RV fleet upon completion. Thank you so much for sharing your many challenges during construc-

tion.

Ted Eckhardt was at the EAA Chapter 35 August meeting and donated three different sets of airplane plans for use as chapter fundraisers. Norris Warner graciously accepted plans for an Ultra Piet Ultralight, Volksplane and Mini Max airplanes. If you were interested in building one of these, it would behoove you to check with Norris for sale of plans. I would anticipate that you could get one set of plans at about half-current price.

Many members are looking for hangar space. Some members are looking for a hangar to buy while others need a hangar to complete a project or to store an existing airplane. I referred them to Dan Cerna, our San Geronimo Airpark & Chapter 35 hangar monitor. Dan is San Geronimo Airpark contact for hangar sales & Chapter 35 hangar leasing.



Visitors & members also toured EAA Chapter 35 hangar. A 10'x 20' workspace with free use of hangar equipment and tooling is available for lease. For more hangar information or assistance, please call Dan Cerna (210) 688-9345, Roch LaRocca (210) 408-7964, (cp) (210) 218-9445 or John Latour (830) 612-2232.

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	STEVE FORMHALS	210.695.6610 (C)210.289.3984	sf3543@sbcglobal.net

2007 CHAPTER CALENDAR		
DAY/MONTH	PROGRAM	TIME
13 JANUARY	MEETING Pot Roast by Nelson Amen Steve Formhals Presents the RV Build	BOARD MEETING 3:30 DINNER AT 5:30 PROGRAM AT 6:45
10 FEBRUARY	MEETING Extra Special Stew by John Cook Oscar Zuniga Presents the Pietenpol Air Camper and the M 19 Flying Squirrel	DINNER AT 5:30 PROGRAM AT 6:45
10 MARCH	EARLY MEETING/FLY-IN Sloppy Joe Lunch by Ed Seurer Jim Havens Presents the RANS S-18 Singer	LUNCH AT 12:00 PROGRAM AT 1:30
17 MARCH	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	PILOTS AND VOLUNTEERS NEEDED
14 APRIL	HOT PANCAKES AND SAUSAGE BREAKFAST/FLY-IN by Dave Baker	SERVING 9:00 – 12:00
12 MAY	Shrimp Pasta Salad Dinner by John Latour Roch LaRocca Presents Review of Hondo Aviation Day	DINNER AT 5:30 PROGRAM AT 6:45
1-2 JUNE	EAA TEXAS FLY-IN (SWRFI)	ALL VOLUNTEERS ABOARD
14 JULY	Hamburgers by Dave Baker BOARD MEETING HANGER DEDICATION	BOARD MEETING 10:00 LUNCH AT 12:00 HANGER DEDICATION AT 1:30
23-29 JULY	AirVenture 2007— Oshkosh	
11 AUGUST	MEETING Meal - Hubert Schwarzer Charlie Brame Presents: Building and test-flying the RV-6A, Steve Jones Presents: Video of his Pterodactyl Solo	REFRESHMENTS AT 5:30 PROGRAM AT 6:45
8 SEPTEMBER	CHAPTER WORKDAY, PICNIC and FLY-IN Dave Baker will cook burgers but we need everyone to bring a side dish and dessert also	9:00 - 2:00 BOARD MEETING 12:30
13 OCTOBER	WING'S AND WHEELS GATHERING FOR ANGEL FLIGHT FUNDRAISER	8:00 - 3:00 GATES OPEN TO PUBLIC AT 10:00
10 NOVEMBER	CHILI COOKOFF/FLY-IN Annual Official Membership Meeting for 2007	COOKOFF AT 12:00 PROGRAM AT 1:30
8 DECEMBER	CHRISTMAS BANQUET	6:00 SOCIAL HOUR 7:00 DINNER

WANTED AND FOR SALE

HANGER DEDICATION (CONT)

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

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

FOR SALE: Fun Flying RANS S18 Stinger II Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$37000 firm, Jim Havens, (210)680-7882 home, (210)347-2455 CP

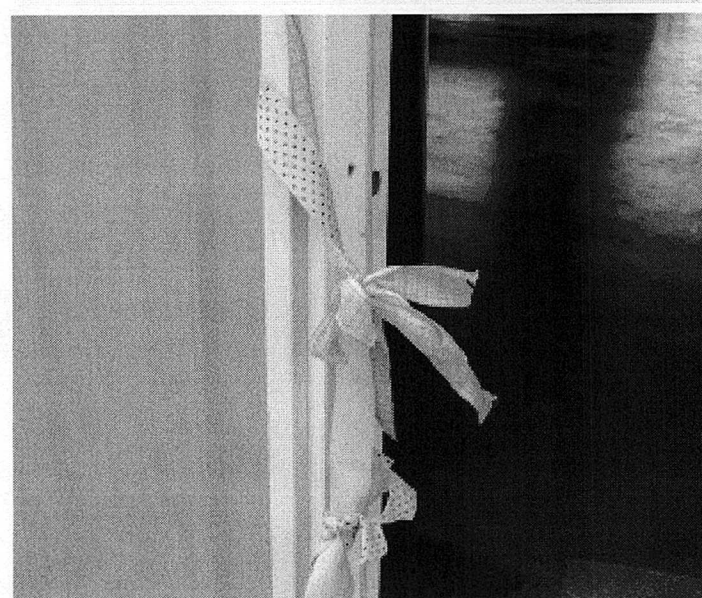


FOR SALE: 1937 Aeronca "K". Needs Restoration. Original 2 cylinder Aeronca engine. Rare aircraft has been in storage last 25 years. \$15,000. Call Chuck Schnelnick at (830) 685-3305

WANTED: Parts for a Bowers Fly-Baby. If you have any of the following, please contact Lew Mason: J-3 fuel tank, set of brakes, turnbuckles, spruce of any kind, aircraft plywood, tailwheel. (210) 688-9072 San Geronimo Airpark

WANTED: Texas Sectionals for a flight planning chart for the EAA chapter building. I have a sheet of 4 X 8 blue foam for the backing. I need Texas sectionals no more than a year old if possible. Bring them to the next meeting. Lew Mason (210) 688-9072 San Geronimo Airpark

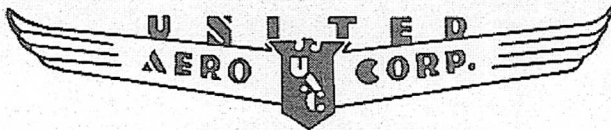
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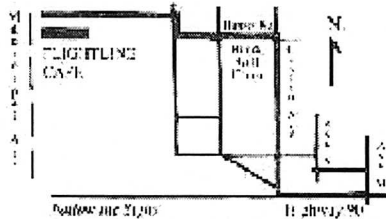
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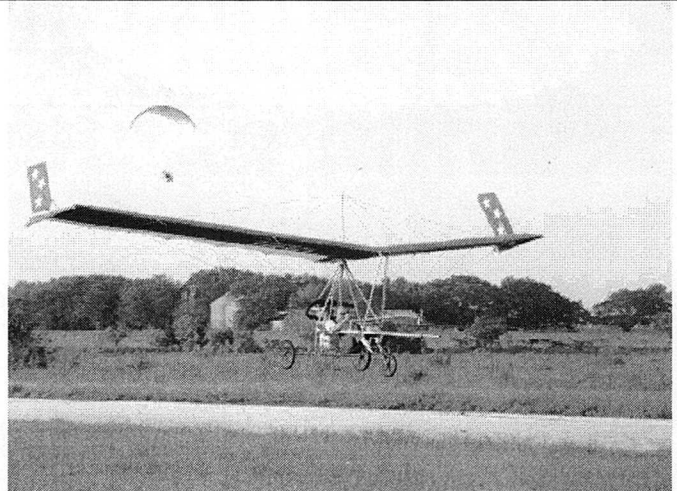
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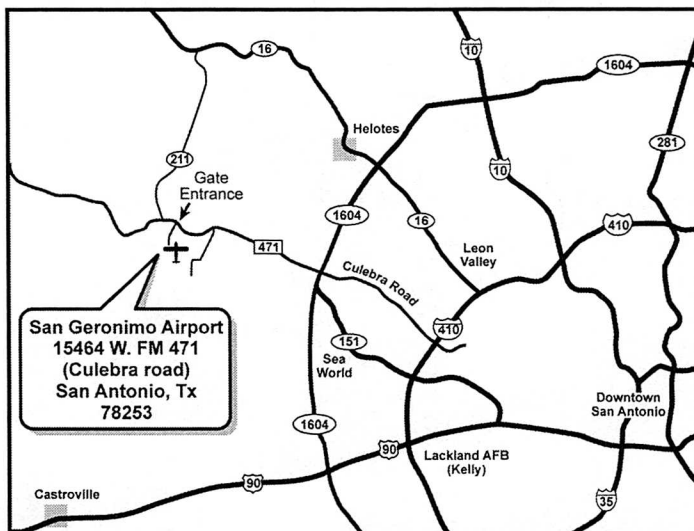
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Chapter 35, San Antonio, TX

RUNWAY 35

Volume 49 Issue 9

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When Do you Meet?

Second Saturday of the Month

Join us for

CHAPTER WORKDAY, PICNIC and FLY-IN

September 8th

WORK BEGINS 9:00 AM

PICNIC 12:00

WORK CONCLUDES 2:00 PM

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