



September 2001

Volume 43 Issue 9

RUNWAY 35

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

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Meeting this Saturday!

- Food by Don & Norma Staats
- Presentation by Steve Davis
- C-U-There!

EAA 35 Board Meeting!

- 3 PM EAA Chapter Shack

Front Page News

Newly Elected Vice President

Norris Warner has VOLUNTEERED to step up to be the Vice President of EAA Chapter 35. He was duly elected by the Chapter Board to take the interim position left open by the untimely passing of Bob Day.

Colonel (USAF, Retired) Warner, who is very active in the Bandera County political arena, will be taking time out of his very busy schedule to help the chapter in this time of need.

Norris has promised to do the best he can in trying to fill the shoes of Bob Day. Bob is a tough act to follow, so please give Norris any assistance he requests from you. Remember, Norris is our Membership Chairperson, so he's adding the duties and responsibilities of VP to his already full plate.

One good thing is he is assisted by his lovely and gracious wife, Joanne, our chapter Treasurer. Who says the EAA can't be a FAMILY affair? Norris, Joanne, thank you for shouldering the responsibilities of chapter board members! We're looking forward to serving with you...



The Best "Non-Award winning" newsletter of ANY EAA Chapter!

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Clear Prop!!!!

By David C. Talley

- We have a new Flight Advisor! Jim McIrvin has stepped up to the plate and has volunteered (there's *THAT* word again!) to assist anyone who has a need. Take a look at the column to the left. Is *YOUR* name there? Maybe, there's somewhere there where your name would fit in. Give it a thought, and then put it to action! Remember, it's *YOUR* EAA Chapter!



- There is a Chapter Board meeting scheduled for 3 PM this Saturday. Location...EAA 35 Chapter Shack on San Geronimo (8T8). All chapter board members are needed to attend.
- Our speaker at this month's meeting is coming all the way from Memphis! Steve Davis, aka "Panel Pilot" will be showing us some of his wares. He builds custom

panel overlays. They are computer generated, laser cut custom units. Please attend to show Steve our respect.

- Jim Munro is still looking for that antennae. If you have it please contact no matter what your intentions are. He can be reached at 210.680.3629.

- Has anyone ordered the Texas Airport Directory? Our check was cashed and hey, we have it! Man, is it nice! Get one for each of your airplanes!

• Gator tickets...well what can I say? We still

have quite a few remaining. How many do you have? They're only five bucks each and they go to a great cause, Texas's version of a real fly-in. I'll have them available at the meeting. Remember, there are only 3000 tickets being sold. Your chances are much better than the lottery! Note: This week will be your last chance to get tickets at the chapter meeting. We will be forwarding all remaining tickets and cash to the SWRFI gang.

TRIVIA FACTOID

By Julius Junge

On December 16, 1804 a balloon flew from Paris, France past Rome, Italy in 20 hours. A distance of 800 miles with one passenger, the Frenchman, Garnerin.



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 is 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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President's Corner

By Ed Seurer

From the desk or maybe from the computer of the PREZ (or even his daughter)...

First I thank Chas for putting on his program concerning interesting people that he has meet in the aviation field on a moments notice when our other speaker could not make it. Thanks again, Chas, we all really enjoyed it.

On another note Norris Warner is going to fill in for Bob Day as Vice President until the end of the year. Thanks for stepping up Norris!

I didn't say anything about my trip to Oshkosh with Ron Paduh so here goes. It took us three days to get there. We spent an extra day in Ottumwa, Iowa because of weather. It's not much of a city but they have a good F.B.O. They gave us a car to use so we went to the Antique Museum at Bartlesville about 20 miles away. We met this 18 year old man who is the grandson of the founder. This young fellow was



very knowledgeable about everything they had; he knew dates, who flew the air-planes, who owned them, about all the engines in them and where they came from. If you get a chance don't miss this place. For more info ask Don Statts; he's a member of their organization.

Now about Oshkosh, there were about 750,000 people this year. There were definitely lots of airplanes to look at (over 10,000). It did not seem like they had as many planes up in the air at the same time as the year before – probably because of the crash of the F4U Corsairs two years ago. Previously when they did a military

plane demonstration they would have 150 planes up at a time. The aerobatics by Shawn D. Tucker & Patty Wagstaff and others were amazing. Ron said I walked our legs off the first two days trying to see everything. After that we only walked half a day. The other half we spent in seminars and looking at vender's booths.

Now I would like to tell you of the best kept secret of Oshkosh, It's the airport at Waupaca, Wisconsin. It's only about 40 miles west. This is where I parked my plane. Of course, you will need to rent a car or fly into Oshkosh everyday. A group from Canada did that everyday in a Lockheed 10. Remember if you want to stay in Oshkosh you need to make lodging reservations a year in advance. The people at the F.B.O. in Waupaca are Great! If you need more info on this, ask me.

All those interested in Ground School be at the Chapter House at 4:30 pm on the 8th of September – or call me or Mike Lynch.

See you at the meeting!

VP Report

-- Huge Shoes...

By Norris Warner

My name may show up in this column now, but THE VEEP will always be Bob Day, the guy who shouldered all the loads that came his way—and then some more. No Vice President has been more willing, and none more able. Period. And we miss you greatly, dear friend. A great many of Bob's family members, friends and acquaintances have honored Bob's memory with monetary gifts to the chapter and to the Young Eagle's fund. Betty Day has forwarded several memorial donations on to our treasurer, although most were sent directly to treasurer Joanne. Our Young Eagles flight day, October 13th will honor Bob's memory, and your board of directors is planning a new, greatly improved outdoor grill and griddle to help us

cook for our many events—feeding the masses just as Bob used to do. And wouldn't it be fitting to hang a sign on this soon-to-be facility, declaring it "Bob's Grill"? What do you think? Please let your board members know.

Let me change gears—I've had the pleasure of seeing chapter member Jim Rice improving his overall condition now that he is undergoing physical rehab at HealthSouth, RIOSA, 9119 Cinnamon Hill, just a mile or so north of the Medical Center. As you may recall, Jim was nearly killed in a parachute jump from a C-47 over Normandy, France last spring. This jump, part of an event to commemorate D-Day of 1944, found Jim's main chute a streamer, and a reserve chute that would not inflate properly. The broken bones are almost beyond count, but with no internal injuries and an absolute faith in our Creator, Jim Rice has battled back from the edge. Jim's loyal and lovely wife Stephanie, along with their two daughters, visit as often as school teaching and attendance permits, but visitors are greatly appreciated. I've found that show-

ing up around 11:45 with strawberry milk shake fits in nicely, but I've also urged him on in the "gym," while he is being manipulated and lifting weights from 10:30 AM till lunch. This is a wonderful facility, and our U.S. Army knows the money is well spent there to bring this career officer back to full health and a return to active duty. Please take time to visit with this courageous young man. Swapping airplane stories will bring out the best in Jim—and you too.



News from Around the Patch...

To All Chapter 35 Members

By Joanne Warner

The following text is from a hand-penned note, which was received from Betty Day and family, regarding the Memorial Service at the Chapter house in memory of husband, father and Chapter 35's Vice President Bob Day.

"We would like to thank Chapter 35 and friends for all they have done for us. Don't know what we would have done without you. It was wonderful how you all fixed food for so many people. Thank you. Thank you also for the beautiful flowers. It was so nice to see all his friends at the memorial service. Thank you again for every thing you did.

Signed Betty, Marsha, Nancy & David"

BOARD MEETING SCHEDULED

President Ed Seurer has called a board of directors meeting for 3:00 PM on Saturday, September 8th. We'll meet at the EAA Shack! All board members are required to attend. If you can't attend please inform Ed or Norris immediately. Thank you.

CHAPTER TO BUILD BAR-B-QUE GRILL

By Norris Warner

Your Board of Directors is committed to building an upscale bar-b-que grill and pancake griddle facility. Lot of ideas have been passed around, but no firm design has been chosen.

If any chapter member has experience in this field, please get in touch with Ed Seurer or any board member ASAP. Most of the board members think that the grill would be fueled by mesquite, while the griddle would be a propane setup.

We sure could use some good ideas and expert help!

Sport Shirts & Caps

Just a note to let you know the order of Sport Shirts and caps are here. The shirts are REALLY NICE!!! They're a light grey (ash) with collar and 2 buttons and are of 50/50 so should not shrink when washed. The writing and logo are in blue printed on the pocket. The size Medium is a perfect fit for Lew and me. There were only 6 Mediums ordered... rest are Large, XL and XXL. I believe the cost will be \$20 each. The caps are in Red, White, Blue and Grey with black lettering and they will be \$5.00 each.

Pick up your shirts and hats at the next meeting. Also new orders can be taken at that time. The first order was for 42 shirts...The same type shirt from the EAA catalog would be \$35.

Thanks, Nancy

CHRISTMAS PARTY TIME SOON!

Our annual Christmas banquet and gift exchange is less than three months away so now is the time to mark your EAA Calendar (you do have one, don't you?) for our December 8th event.

We will be choosing the caterer and menu at our September meeting, so be there and give us your choices. Last year we had an absolutely full house, so get your tickets early. They will be available starting Saturday, October 13th, at our Young Eagles event. Contact Norris Warner for other information: (830) 510-4334 or njwarner@indian-creek.net.

As always, you will need to bring a wrapped gift to place under the tree. Try to limit the value to around \$10, and if it has an aeronautical flavor so much the better. Remember; bring one wrapped gift for each dinner ticket you hold.

GROUND SCHOOL MEETING

Member Mike Lynch, CFI, will be holding an organizational meeting for all Chapter 35 members and family wishing to attend a private pilot ground school just before our September meeting. To get all the information on this special, high quality course, plan on meeting with Mike at the chapter clubhouse at 4:30 PM on Saturday, September 8th.

...News from Around the Patch

2002 CALENDARS – GOING—GOING—GOING!

We will be placing our one-and-only order for the fabulous EAA calendars just after this September's meeting, according to our treasurer Joanne Warner. These calendars make great Christmas gifts and are only \$8.00 each—several dollars less than EAA charges individual buyers.

The one stipulation is that each calendar must be paid for in advance, so see Joanne at the September meeting and pay for our order and get this—she reports that hubby Norris has already ordered six!

If you can't make the meeting, mail your order no later than September 10th to:

Joanne Warner
 Treasurer, EAA Chapter 35
 719 Oak Hills Road
 Pipe Creek, TX 78063

Election of Officers

By Don Staats

The Nomination Committee will propose the following slate of officers for 2002-2003 for consideration by the membership at the September meeting:

President	Norris Warner
Vice President	Don Staats
Secretary	Miriam Talley
Treasurer	Joanne Warner

Nominations from the floor are encouraged. You must, however, have the consent of the person you are nominating. Nominations from the floor will be accepted at the September and November meetings. (There will be no formal meeting in October since we are flying Young Eagles.) The election will be held at the meeting in November with the new officers in place in January.

Holding office in or chapter represents a very specific commitment in terms of time and work. Those who serve in these highly visible positions are to be commended. They are not, by any means, the most important members in the Chapter. Those most important to the health of a Chapter are the members at large. It is only with the dedication and willingness of the membership itself to step in and provide their efforts and skills to every project undertaken by the Chapter and serve on boards and committees when needed, that we will continue to be successful.

Be sure to come out and vote at our November meeting, and in the future join in and help support the efforts of those you elect.

Military ID Card Holders

OK folks...for those of you that currently hold a Military ID card, be it active or reserve, even retired, listen up. I called up to Dyess AFB to find out about room reservations during the SWRFI. You know, how booked up are they, room availability, etc. I was eventually sent over to the "Group Reservation" clerk. The Sergeant said we could book a block of rooms. In fact they prefer it that way.

So those of you attending the SWRFI in Abilene and desire a room, please let me know ASAP! That's like RIGHT NOW! You can get my contact info on page two. I'll gather the total number with names, rank, and SS# (sorry they require it) and will pass the info on. Remember, this is the military, if you are going to attend no matter what, than let me know. If you are wishy-washy, don't waste anyone's time...

Owning One of Al's Best

By Norris Warner



When I was a well-established airport bum in the late '40's—about 13 years old—a beautiful, tiny airplane came to stay at our small grass field in Western Nebraska. Other occupants were Cubs and T-Crafts and even a Piper "Family Cruiser" PA-14, along with a Cessna 195 (one gorgeous airplane then and now).

The new arrival, a single-seater, had absolutely stunning lines, low-wing, windshield with bubble canopy, retracting gear, and a sort of oddly shaped vertical fin that was swept forward. What was this jewel? One of the very first Mooney Mites!

There was never more than five or six guys at our little airport, but when the Mooney Mite was rolled out (pulled by the prop) anyone present stopped what they were doing and came over to look at it—and drool. The lines were really those of the expensive airplanes—tapered wings and tail surfaces, retracting gear, flaps, and a honest-to-goodness canopy that the lucky pilot could leave open, fighter-style!

Mooney had advertised that you could fly his new creation to your business destinations "cheaper than shoe leather," and he was about right. It was nearly 40 mph faster than a Cub (way up around 120 mph true) on the same 65-horse engine. Luggage was very limited behind the pilot's seat, cause that was where the fuel tank was. And it had the simplest of all fuel gauges, a clear tube connected to top and bottom ports—just like we see in many simple airplanes today. The problem was that it was nearly behind your head and actually part of the headrest, so unless you could swivel your head quite well, you'd better bring a mirror!

A feature that was new and novel to me at the time was the fact that this was an

all-wood airplane. I wasn't aware then that many very good all-wood airplanes had been built, especially in the early thirties. Lots of spruce and a whole lot of plywood, properly engineered and styled, made for one very pretty, tiny airplane.

One event at that Mitchell, Nebraska airport involving that Mite has stayed with me. One of the well-to-do families in town had a son by the name of Springer Jones. Now Springer always had enough money to get flying time in anything around, and as a high school junior, he had enough experience to be known as a good pilot. He talked the Mite's owner into flying that airplane, and was soon strapping in. Now the prop shaft line on that airplane is so low to the ground that you couldn't really hand prop it normally. Instead, those local folks always had somebody push the aft fuselage down, so the nose gear—and the prop—would come up into normal hand-propping height.

Everything running right, Springer taxied out and took off. Everything seemed fine as he retracted the gear and flew around the area, always within our sight. After about 20 minutes of this he entered the pattern and slowed the little beauty on downwind. I imagine that he rolled the flaps down as the airplane decelerated.

But something went wrong. Springer had never flown anything with retracting gear—and he didn't lower the gear on downwind. When he turned base with no gear down, the owner took off running to the runway—about 100 yards away. And by now Springer was on short final, still with no gear, and the owner was jumping up and down wildly.

Just in the nick of time, Springer slowly brought up the power and executed a smooth—and obviously planned—go around. After the next circuit and a nor-

mal landing, he taxied in and shut down, laughing all the while. It took some time for the owner to get over his apoplexy, but he finally had to admit that the kid had gotten one over on him.

Well—fast-forward about twenty-five years—guess what? I became the owner of a 1950 Continental 65-powered Mite. I took it in as partial trade on a BD-4, right here in Texas. I remember allowing the guy \$2500 for it, and I knew I couldn't get hurt at that price (1975 is the year we're talking about). This particular Mite had the Beech Roby, in-flight adjustable prop—a mechanical setup with a 1940 Ford sedan window crank on the instrument panel. These props really worked although it was nearly impossible to put a spinner on one. It also sported an auxiliary tank under the seat. Now most of the Mites that had the aux tank used a manual wobble pump to move that fuel up to the main tank, while this one had an electrical pump. The required gel-cell battery took some of the luggage space, but on one recharging, I could pump a full aux tank up to the main tank, although the whiskey compass swung 90° while the pump was on. I could also (using another on-off switch) power a DC electric turn-and-slip instrument. And yes, there came a time when I was darned glad I had "needle-speedle-and-air-ball!"

One of the first things I did for the Mite was to build gear retraction jacks for it. Since the wings were nearly fully plywood skinned, I simply contoured the top of a sawhorse to match the bottom airfoil of the wing (one horse for each side). Lift a wing tip up, have someone move the

(Continued on page 7)

(Continued from page 6)

padding saw horse into position, and repeat at the other wingtip. And having made these, a gear retraction test was performed. What I didn't like was the slop in every pivot point in the entire gear system! I guess I spent a month of spare time pressing out and pressing in bushings, and installing all new bolts, of course. One time when I was under the wing on a creeper, by mistake I pulled a key bolt on this spring-loaded gear. A main tire tried to fly to the retract position, and was only momentarily slowed due to my head being in the way. I think that was the hardest punch I've ever absorbed.

Talking about the gear (and the early four-place Mooneys used the same system), the pilot had one easy shot from "down" to "up" with the hand lever—but if you didn't get the gear into the "up and locked" position the first time, you would end up with the gear dangling, and then it required a lot more effort to get the gear locked in either direction.

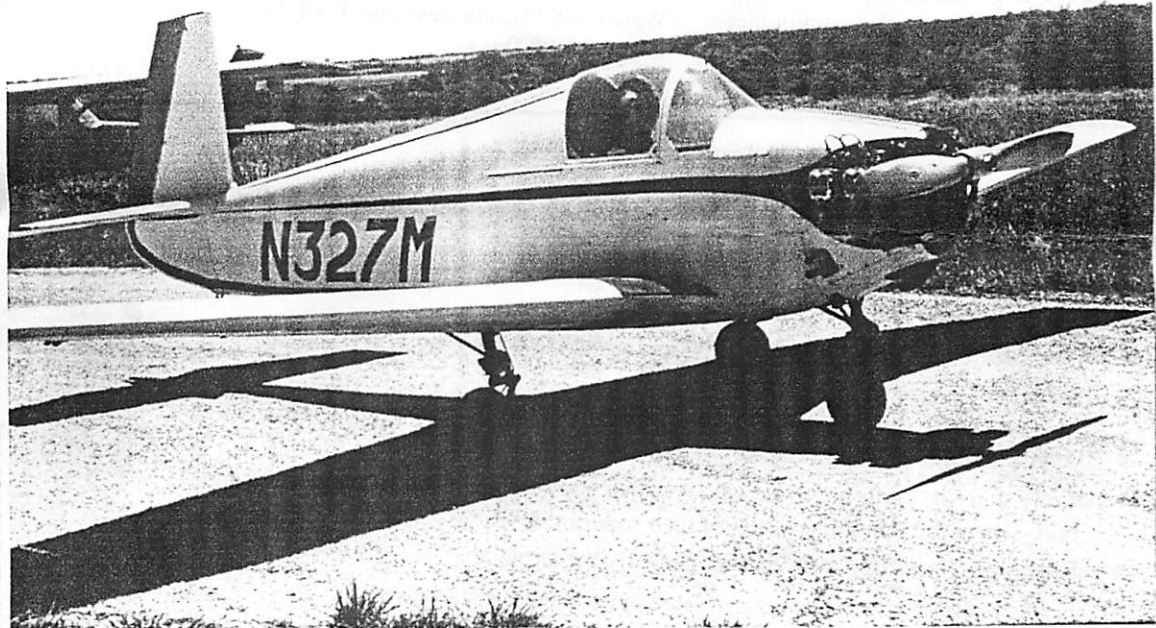
Because these airplanes had no electrical system, there were no "gear lights" available. And although it was possible to see the nose gear alignment stripes when it was "down and locked," what to do for a safety system? Well, the Al Mooney guys knew exactly what to do! They took a vacuum-operated windshield wiper motor (probably from a pre-war car), plumbed it to the intake manifold, and mounted it behind the instrument panel. On the shaft coming through the panel, a wire about six inches long was attached, standing straight up. On the end of the

wire was a one-inch diameter red metal disc. And when you pulled the power back—and if your gear was not "down and locked"—this contraption waved back and forth at you very briskly—saying "no-no," "no-no," "no-no!" What a patently effective anti-gear-up savior!

Now about the flying qualities—want to be a fighter pilot? I'm afraid you'd be terribly disappointed. Mooney deliberately made this airplane totally suited for

two-ship formation? Well, he couldn't, and years later down here in Bandera County, he couldn't do it when we had two of his biplanes up for formation pictures either! I guess I'll have to wait until I see him on the other side to chew him out!

While serving as the head of the AFROTC unit there in Kansas, I oversaw the "flight screening program" for our senior cadets who were headed for Air



the low-time pilot. The rate of roll was anemic, as was the elevator authority. After going on a few trips in it (200 to 500 miles or so) I began looking for other things to do.

I encouraged a friend from the Grapevine area to fly his Mite up to Kansas where I was living, and I thought some good air-to-air photos of a pair of Mites would look kind of good. I recruited one of my star Air Force ROTC Cadets and his Air Explorer Scout Troop PA-28 to accompany us. Now how could an Air Force-trained pilot not fly a decent lead in a

Force pilot training. As each one got their private ticket, I gave them a good "cockpit check," and sent them on their way in the Mooney Mite. Remember that these were very bright young men who had been flying most every day—but what made it very safe were the qualities that Al Mooney built into the "Mite."

About the same time, my daughter Sherryl finished up her flight training with the same FBO. I couldn't very well deny her the same privilege that the guys she'd been dating got!

The Student Pilot Perspective

By Mark Moscrip



Back in The Saddle Again. It had only been a year and six months since my last training flight in my personal quest to achieve my Pilots License. As I sat at the end of the runway giving the engine full throttle, I was expecting a flight filled with unfamiliarity, and many near death experiences. To my delight, neither was the case. Maybe all that taxiing I did in my downtime paid off...

As I sat behind the controls, following all the instructions given to me by my instructor, everything seemed quite natural. Takeoffs, landings, turns, stalls, navigation, and even the dreaded communications were accomplished without trauma. It felt as if the last time I had been flying

was just the week before. Old familiar feelings of joy and exuberance returned as I soared over the bleak sun scorched Texas landscape. A grin crossed my lips as I peered down through the brown haze at everyone stuck in the 410 traffic of San Antonio, and thanking all of Goodness that I wasn't down there with them.

To the student, flight brings the excitement of the unknown, shakes up our perspective of the world from the horizontal to the vertical, and turns a skyward longing into a chariot ride across the sky.

Watch out, because next time I will be **Clear for 90 Days**

Aviation Clichés

By Miriam S. Talley



Aviation Clichés –(Oldies but Goodies)

- Aviate, Navigate, Communicate.
- Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills.
- Rule one: No matter what else happens, fly the airplane.
- Flying is hours of boredom, punctuated by moments of stark terror.
- Fly it until the last piece stops moving.
- It's better to be down here wishing you were up there, than up there wishing you were down here.
- An airplane will probably fly a little bit overgross, but it sure won't fly without fuel.
- Believe your instruments.
- Think ahead of your airplane.
- I'd rather be lucky than good.
- The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out into a sweat.
- If we are what we eat, then some pilots should eat more chicken.

Removed from *Slipping the Surly Bonds* by Dave English

Airplane of the Month

by Mark Moscrip

PA-28-140 Cherokee N4170J.

Built by Piper in 1966 it was one of the last models of that year to roll off the assembly line. It features a 58 rather than a 60 propeller, which allows the Lycoming engine to generate an additional 10 hp. As an optional extra, rear seats were factory installed by the original owner.

I came across this airplane in the usual way most of us find our aircraft: at work while on the clock, and over the Internet using someone else's logon and password to access Trade-A-Plane online. I knew what I was looking for because the insurance company had already told me what aircraft they would insure me in. They of course crushed my dreams of a Mooney or a Jet Fighter right off the bat. With my search narrowed to fixed low wing, fixed pitch propeller, under 200hp, good training aircraft, and economical to operate and insure, my choices were immediately narrowed down to the Cherokee 140 or 180. A quick browse on Trade-A-Plane showed that the 180 cost \$10,000 more than the 140, and is more costly to operate. So the Cherokee 140 it is!

Decision made, a quick search produced a list of all the 140's for sale. Click the print button. Start dialing the phone.

Within days I was already on my way to Michigan to take a test flight.

Meeting with the owner I was told of the 50-gallon fuel tanks, and the STC to auto gas. Nice. The test flight was smooth and quiet. I knew I had to have it. To seal the deal, the owner reached down and turned on the autopilot. Pitch and heading tracking, most impressive!

Knowing his outward love of aviation, I approached San Antonio's own Self-Proclaimed Foremost Stinson Aficionado, Dave Talley, Editor-in-Chief of the "Best EAA Non-Award Winning Newsletter in Print Today", about ferrying my aircraft down from Michigan (eh, actually he volunteered). Dave's flight back was successful, at least from the standpoint of the aircraft arriving at San Geronimo in one piece.

Today the aircraft can be seen either mowing the tie-down area in front of the clubhouse or, on occasions, it may actually be seen where it belongs, circling San Geronimo doing touch and goes.



Above: Cordi, Mark's lovely bride, poses with her man and their plane.



Left: What else could be said? Here the 4170 Juliet sits at Stinson Airfield (SSF). Stinson, hum, I seem to know something about Stinsons...

Places Worth Going....

by Mark Moscrip

On a recent trip to Buffalo, New York and Toronto, Canada, my wife and I did what all-good couple's on vacation do... found the closest airplane museum.

As it turned out, the closest museum was The Niagara Aerospace Museum in Niagara Falls, New York. The museum is home to all of the history and airplanes of the Curtis, Bell, and Consolidated companies. Hours of operation are Week-days: 11:00am – 9:00pm, Sunday: 11:00am – 5:00pm. We arrived at 4:00pm on a clear and sunny Friday afternoon, whereupon we were greeted by locked doors and a sign that read "Volunteers Needed". From what I saw through the closed doors, the exhibits looked very nice. But that's all I know.

After this failure I was bound to not only visit a museum, but to also get inside of one! I opened up our Rand-M^cNalley road map, scanned all the major towns along our route, and lo-and-behold... The Canadian Warplane Heritage Museum in Hamilton, Canada. We were off.

The place has it all, in a compact and well-designed floor plan. The sidewalks are painted to resemble runways. A plane-on-a-stick is erected out front. Interactive displays test your aviator skills. You can climb into the cockpits of a Texan, a Fleet Fort, or a CF-100 and play with all of the controls and buttons. You can sit in a C-119 Flying Boxcar simulator and get your picture taken by your wife, since the simulator is broken. Enjoy a vintage aviation movie in the Rolls-Royce Theater. Watch the restoration of vintage aircraft inside the museum. Donate your gasoline coupons to the museum to buy tools for the restoration folks. Or for a mere \$200.00 Canadian you can take in some of the Canadian countryside with a 45 minute flight on a Stearman or a Harvard Trainer. The café food was acceptable, and the Canadian hospitality was far-and-above what



you can get locally from the Confederate Air Force (I'm assuming they haven't changed their name yet).

What were the most impressive airplanes on display? In the fighter category would be Fairey Firefly Mk.5 and the superbly dioramaed Supermarine Spitfire Mk.XVI (however it looked as if it had a hollow fiberglass propeller...to save restoration \$\$\$ I guess...). In the bomber category a Avro Lancaster modified to carry up to a 22,000 pound payload of bombs wins hands-down. All aircraft were beautifully restored. This is a place definitely worth going to, if you are going to be in the area.

Also, as long as you are up there, you can try your luck at landing in Toronto. The runway is built out IN Lake Ontario. Only way to and from it is by ferry. No need to worry about clearing obstacles at the end of the runway though. Your only worry is not getting airborne before you reach the end. But in case you don't, you have a modest 25 feet or so before you start wondering weather or not your plane can float.



Bailets Head West

(Ed Note: Roy and Violeta Bailets checked in from some place out west. Roy gave a great presentation a while back on composites. He's also contributed to the newsletter. Hopefully we'll get an address soon so we can stay in touch. Here's what they wrote recently in an email.)

Like the Louis and Clark expedition, we eeked our way across some pretty awesome country. Sleeping out under the stars was the best part of the trip as the night air was refreshing and there were no mosquitoes. We encountered a brief deluge as we climbed up into the Rocky Mountains, West of Denver, Colorado. Once the sun came out we decided to take a nap and a very brief dip in the river. I forget which river. Violeta says it was the Colorado River, yet it seemed too small.

Now that we have a place to live, my immediate goal is to work for a Portland composites company and develop my product line in the evening and on week-ends. If I do not find adequate work, I intend to go on the road as a composite contractor. I've done it before. The biggest challenge is to find a company or individual with an available project worth working on. If you hear on any high visibility projects, let me know.

Sorry about any ruffled feathers caused by our hasty departure. I felt that time wise, we needed to skedaddle so I left the filing cabinets to EAA Chapter 35. Anyone that needs or wants a filing cabinet is welcome. Once things settle down a bit I will finish My EAA article on first time project startup.

Best wishes,

Roy and Violeta

Up Close and Personal

Mr. RV-Paul M'Reynolds

by Miriam S. Talley

With a soft southern gentleman's voice, Paul humbly starts off his story. He was born in Malvern, Arkansas. When he was six, his father built him a stick and paper model of a J-3 Cub. He remembers playing with it constantly until it fell apart. At that same time, Paul saw his first airplane when a barnstormer landed in a local field and sold rides. Those were poor times, so an airplane ride was not to be had. At age ten, after his dad died, the family moved to Memphis to be closer to his mom's family.

During the big War, WWII, Paul was a teenager. He thought the war would last forever so he joined the Civil Air Patrol (CAP) and dreamed of being a P-51 pilot killing off all the Germans. The CAP also happened to have a Link Trainer. Paul quickly mastered the trainer, being able to do precision stalls and approaches. While a member of the CAP, Paul was able to get a real airplane ride. His first flight was in a North American AT-6! We should all be so lucky as to have a first airplane ride in an AT-6. The AT-6 belonged to the 155th Air National Guard Fighter Squadron. But the war came to an end. Paul continued to mature in age. Later, while in college, Paul joined this same unit as an Air Policeman. While active duty with this unit he applied for and was accepted to both OCS and the Cadet program. He turned them both down—really irritating his commander—so that he could finish college at Mem-

phis State. Paul's big concern was if he didn't finish college now, he never would.

After school, he was moved to Houston with his company for management training. While there he needed a way to get back and forth to Memphis. He met a



pilot with a 1946 Cessna 140. The pilot was Paul's girlfriend's sister's husband. Whew... The pilot let Paul take the controls and needless to say, Paul was a natural. Now, where to get the money for the pilot's license? Paul was heavy into sports cars and spent a lot of money on rubber... aka skins... Weeell... it was good bye rubber and hello rudders. Fast cars to airplanes. So in 1956, Paul chose Atlas Aviation, a Piper Dealer/school at



Houston International which later became Hobby Airport. Paul chose this school since all the instruction planes were brand new Pipers that cost \$11 wet and with an instructor. Also, the airport had a tower and you had to learn to use the radio from the get-go. The controllers in the tower were good to the students. When a student announced themselves to the tower from Atlas Aviation the controller immediately gave directions such as—Go forward past the red cone on your left... keep going straight until you see the blue sign and take a right...follow the road

around until you see the big runway on your left and stop at the red mark...you will wait there for the DC-3 to take off, so stay out of the prop wash... Talk about being hand carried by the controllers, they should be so kind today. Paul remembers soloing after 7 hours and 20 minutes. The school policy was to solo 3 times because it was a busy airport and they wanted to ensure students could han-

(Continued on page 12)

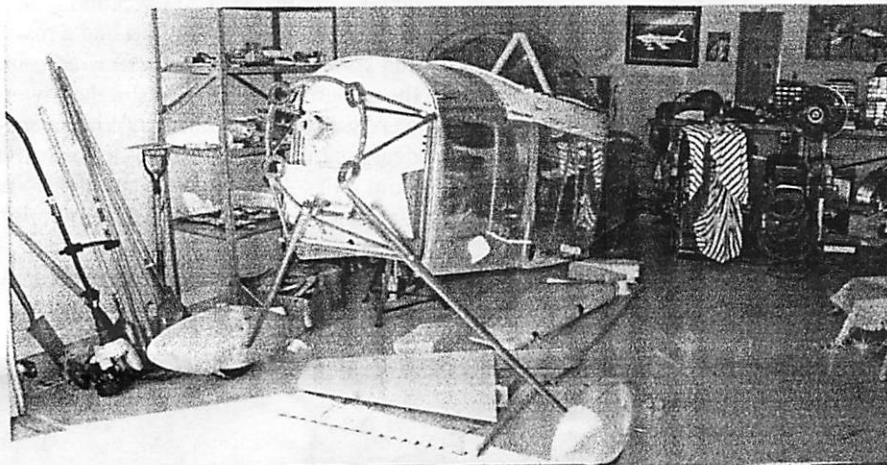
(Continued from page 11)

dle the traffic and communicating with the tower.

With 14 hours of flight time under his belt, Paul joined the Junior Chamber of Commerce Flying Club. The club owned a Luscombe 8E and a J-3 Cub with bad skins (cotton fabric). After Paul became the president of the club, his priority was to reskin the Cub. Unfortunately, he could not find anyone to do it in under a year. The Cub was sold for \$250 and the club purchased a pristine (reskinned) Aeronca Champ for \$1,250. Paul finished his ticket in this Aeronca with 48

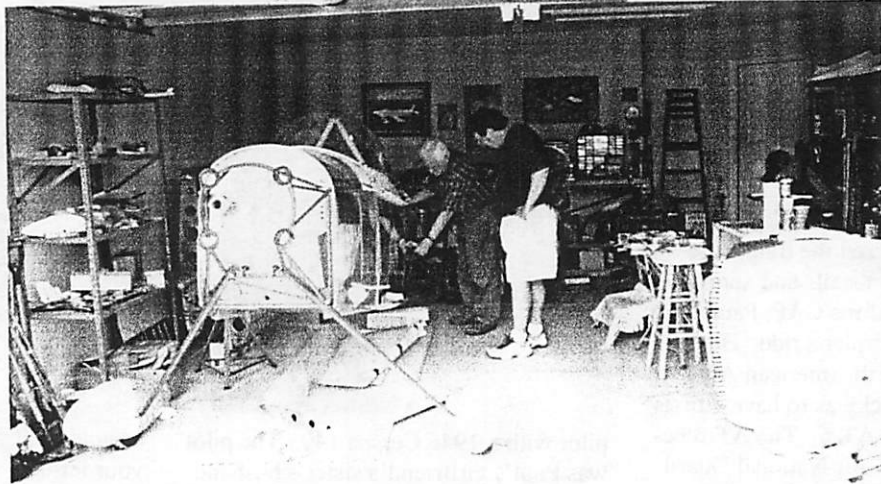
started biting. Paul had a neighbor with a hobby shop, who was also a national champion in RC aerobatics. While visiting his shop one day, the man received a phone call. He sold the RC plane with the radios for a cost \$1,200. At the same time, Paul heard about a homebuilt with a VW engine, Jodel D-9, that cost \$1,200 to build. So, build an RC that could disappear with a bad flip of the toggle or build an airplane you can fly in. Paul bought the Jodel plans for \$50 and started talking to people. Unfortunately, making a living took up a lot of time and the plans were laid aside.

secrets to his success?? He lined up some good speakers and he enlisted one of the chapter members who was not a pilot, but a good writer, to put together a good newsletter. He made the meetings fun by showing free movies (today we call 'em videos) he obtained from the EAA, on not only educational but also fun topics. They had hands on training sessions on all aspects of airplane building and restoring. They also had time for kicking tires and swapping lies sessions. One membership recruiting tool was to rent the city auditorium at the library (read almost free), advertise in the local paper and show free aviation movies to the public. After the movies (video) they would tell everyone about the chapter. Of course, they had a table set up for this purpose. The first time they showed a video, they filled the auditorium to capacity and gained a fair number of new members.



About this time, Paul then started considering himself a hypocrite. Here he was pushing the EAA and home building and he wasn't even building anything. You remember his love for race cars? Well, Paul chose for himself a race plane. A Cassutt Racer. (Tom Cassutt was a member of our own EAA Chapter 35 for many years.) It took several years, but he got the little racer flying. During this time, Paul joined the Professional Race Pilots Association (PRPA) so that he could race the Cassutt. He would end up only doing a demonstration race. The high speeds, low altitudes and close proximity to other racers in the air was

total hours. The prop started looking bad and the club members insisted on replacing it. The original prop from this Champ is now lovingly kept in Paul's garage. Paul notes that the prop is still airworthy! It was just starting to look bad.



a little unsettling to Paul. He felt he wanted to extend his life a bit longer. He played with the Cassutt for a while. It was a great flyer but noisy, uncomfortable and a single seat. He traded the Cassutt for a Cessna 150 so that his daughter could take some flight lessons.

While at another Houston area airport, Andrau Airpark, Paul got a look at his first home built... a Nesmith Cougar... flown by Nesmith himself. Paul had the wonderful opportunity to spend time at Nesmith's shop, indulging in his projects and pouring over his drawings. About this time, 1960, Paul first joined the EAA as a national member. There was no local chapter that he was aware of at the time. But the homebuilding bug

Eventually Paul moved back to Memphis and joined EAA Chapter 182. The chapter had 10 members and was ready to fall apart. He was talked into becoming Vice President and then became president shortly thereafter by default. Paul is proud to say that after taking over, within a year the chapter had over one hundred members and was a very active club. The

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While president of EAA Chapter 182, Paul attended a chapter president's meeting. There he met Stan Dzik, founder of the EAA airplane awards program (judging). Stan took Paul under his wing and got him involved in the awards committees for seven years. On top of his normal judging duties, Paul volunteered to be responsible for judging the Pitts Special and Whitman Tail Wind. Doing this afforded him the opportunity to get to know both Curtis Pitts and Steve Whitman very well. Unfortunately, while judging, he missed all the fun of the Oshkosh airshow and events. After seven years, Paul quit judging. However, he has to his credit attendance at all 31 Oshkosh Fly-Ins.

As a side note, while in Memphis, the chapter sponsored an airshow. Paul learned about and hired a husband and wife aerobatic team that flew matching Pitts Specials—Dick and Nell Rice. The parents of our own chapter member Jim Rice! Paul recalls Jim was still in diapers. Paul remained good friends with the Rices over the years. Jim's father, a crop duster, antique airplane restorer and aerobatic pilot, restored a J-3 Cub on floats for Paul. On one of Paul's many visits to the Rice's, Paul was taken up in Dick's Stinson Tri-Motor. Paul got 20 minutes of "yoke" time in the Tri-Motor when Dick had to go check on something in the back of the plane. He swung the single Yoke over to Paul who was sitting on a crate in the area a co-pilot would sit. He recalls the controls being very heavy and the plane a nightmare to fly on top of being very noisy.

During all this, Paul also joined the CAP as a senior member. He was able to get some stick time in a T-34. He quickly fell in love with the low wing and turtle deck. He sat down and started to design a low wing, 2 place tandem aircraft. Paul pulled out his designs from that time and his designs were very much like the RV-4 (which was not yet developed). Paul had met Van (of RV fame) in 1968, so he called him to discuss his thoughts about this design. Van told him at that time that the RV-4 was soon to come out, so Paul's

design book was put up on the shelf as he waited for the RV-4 plans and kit. As Paul waited and waited for the RV-4 he started on a Wag Aero Cubby. Midway through the Cubby the RV-4 came out. Paul quickly sold the Cubby project and started on the RV-4. Paul started the RV in Memphis but finished and test flew it in 1986 after moving to San Antonio. Paul's RV-4 won the 1987 Oshkosh Grand Champion Homebuilt and won him the cover shot of the October 1987 issue of Sport Aviation. He also won the Wright Award at the Dayton Airshow and Grand Champ at the SWRFI at Kerrville, and the Northeast Regional Fly-In.

From all this notoriety Paul started getting calls from all over the world for advice on the RV. After a move to Chicago, Paul joined an RV builders group. He was so busy being utilized as a consultant he started an RV consulting service. He got builders started, taught sheet metal work, help builders out of problems etc. Paul had his hands on over 100 RV projects and built 12 complete airframes. Also, while in Chicago, Paul met and worked for the premier antique airplane restorer Gar Williams at his Naperville Aero Airport shop for 3 years. Gar owned the oldest Cessna, an A-7 and knew Clyde Cessna very well.

Paul did live up in Rochester, NY for several years in the early 60's. Here he joined his first EAA Chapter, Chapter 44. It was a very busy Chapter. He got the opportunity to do lots of flying on skis and obtain his seaplane rating from a nearby sea plane base. After several years it got a little too cold for Paul, so he moved back down to Memphis.

After living around the country, Paul and his wife Emily resettled in the San Antonio area two years ago. Paul met the very lovely Emily 25 years ago in Memphis and boasts he has the best airplane building partner. Emily bucked every rivet in the award winning RV, and can drill a hole, debur and build any part of an airplane better than a lot of men Paul has seen. Eat you hearts out boys...she's Paul's. To date, Paul has flown 75 differ-

ent airplanes. Included in this list are 15 different types of homebuilts. Currently, in his garage/workshop, Paul is working on his own RV-4. He chose the 4 because it has the highest performance. All of the major components are completed; the work is perfection, another grand champ in the making. Paul started this project in 1996 and the going is slow since he has his hands on three other RV



projects in the area. Since joining our own EAA Chapter 35, Paul has been an invaluable resource to many of our builders/restorers, has been a guest speaker and hosts the Homebuilders Corner part of the meeting—keeping tabs on what the chapter members are building as well as sharing tips and secrets of success.

David and I spent several fascinating hours talking with Paul about his aviation experiences—it was hard breaking away, we could have sat and listened for many more. Paul, thank you for sharing your life with us, for being such a great supporter of aviation and resource/mentor for the chapter...fair winds!!

SWRFI News

Welcome!

We are based in Abilene, Texas, at Abilene Regional Airport (ABI) where we host the EAA Southwest Regional Fly-in (SWRFI). The SWRFI is a unique opportunity for members of the Experimental Aircraft Association, airplane enthusiasts and the general public to spend one weekend a year examining new and experimental aviation technologies, watching aerobatic performers and attending lectures on related topics.

Future Dates:

We've moved to the fourth weekend in September

- 2001-September 21, 22
- 2002-September 27, 28
- 2003-September 26, 27
- 2004-September 24, 25
- 2005-September 23, 24

Fly-In:

This year's Southwest Regional will held September 21 - 23, 2001 at the Abilene Regional Airport (Arrival Procedures)

Arrivals will be on Sept. 20th

Departures will be on Sept. 23rd

SWRFI is please to celebrate its 37th Fly-In by offering two days of forums, lectures, displays and an Air Rally. Air Show on Saturday after Air Rally on Friday.

Admission Fees:

- EAA Members - \$10 per person
- EAA Members - \$20 per family
- Non-Members - \$12 per person
- Non-Members - \$24 per family

If you are flight enthusiast, a plane owner or just someone who is interested in aviation, we welcome you to join us. We are sure that you will find something on the Schedule that will be of interest.

If you are planning to stay overnight during the Fly-In, please consult the Lodging list.

If you have any questions please don't hesitate to send one of our Officers an e-mail.

Schedule:

Note: Fly Bys are not authorized upon arrival

Thursday, Sept. 20th

- Arrival procedures begin at 2pm
- Aircraft registration
- Camp Grounds Open
- Arrival procedures end sundown

Friday, Sept. 21st

- Arrival procedures (begin at 8am)
- Aircraft registration
- Air Rally Briefing (8am)
- Air Rally (9am)

Opening Ceremonies (10am)

Aircraft judging (8am-5pm)

Forums (9am-4pm) TSTC Building

Fly-bys (12noon - 1pm) - open to all pilots after a briefing

Vendor Showcase (1-2pm)

Invitational Fly-bys (2-3pm)

Arrival procedures end sundown

Saturday, Sept. 22nd

Arrival procedures (begin at 8am)

Aircraft registration

Aircraft judging (8am-5pm)

Forums (9am-4pm) TSTC Building

Fly-bys (12 noon-1pm)

Airshow (1-3pm), Field Closed

Mass departure (3-4pm)

Arrival procedures end sundown

Banquet and Awards Presentation (7:00pm)

Big Country Hall -- west of the round building it was in before

Sunday, Sept. 23rd

Flightline Religious Service (9am) TSTC Building

Champion Aircraft photo session (10am) Flightline

Departures

Air Rally:

The Southwest Regional Fly-In will host its Annual Air Rally during the annual Fly-In held at Abilene Regional Airport. The Air Rally will be a fun event where pilot proficiency and skills are emphasized, rather than aircraft speed.

The event will be held Friday, September 21st, at 4:00 p.m. Rally briefings will be on Friday at 3:00 p.m. Registration will be at the briefing. Briefing will consist of rally rules, specific course, and collection of rally fee (\$15). Pilot credentials must be available. These include: pilot certificate, medical, and proof of insurance. FAA may choose to inspect aircraft and documentation.

The air rally course will proceed to two outlying airport turn points and return to Abilene Regional. Course length is less than 100 miles. Contestants will be judged on how close they can navigate and estimate flight time and fuel burn. Several ground observation questions will be used as tiebreakers. A trophy will be awarded at the Saturday evening banquet.

Email Felix Thomas for more info or call 915-672-3623.

Performers:

- Debby Rihn-Harvey - Cap 232
- Ron Cain - Super Chipmunk
- Charlie Jirik - Fina Pitts
- Ray LeBlanc - Decathlon
- Bob Ford - T6
- Dan Clark - Super-Pitts
- Lynn Heffley - Stearman
- Zack Heffley - Sukoy

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SWRFI News

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Randy Henderson - T-Craft
 Jan Collmer - Extra-300L
 John McGuire - 180hp Super Cub
 Mike Gallaway - Pitts
 Jody Pearson - Announcer

Forums:

All Forums will be held in the Abilene Regional Airport Forums Hangar at the NW end of the ramp.
 Continuous Aviation Interest Films in the Forums Hangar!!
 There will be a corrected forums schedule posted each morning at the hangar entrance

Preliminary

Friday, 21 Sept 2001

Fri. 9:00 am

- 1) Mike Jordan, FAA - How to Get Your Experimental Certified
- 2) FTW AFSS - Fort Worth FSS safety topic

Fri. 10:00 am

- 1) John Boatright, FAA - Stall Spin Awareness: Just The Facts
- 2) Paul Royko, Aeroshell - Aviation Oil: What You Need to Know
- 3) FTW AFSS - Fort Worth FSS safety topic

Fri. 11:00 am

- 1) So, You Want to Build an Airplane - Mel Asberry
- 2) Aircraft Interiors - Becki Orndorff, GBI, Inc
- 3) Fort Worth FSS safety topic - FTW AFSS

Fri. 1:00 pm

- 1) Basic Metal Work - George Orndorff, GBI, Inc.
- 2) GPS in General Aviation - Bill Gunn, TxDOT
- 3) Fort Worth FSS safety topic - FTW AFSS

Fri. 2:00 pm

- 1) I'm From the FAA, Here To Help - John Boatright, FAA
- 2) Fort Worth FSS safety topic - FTW AFSS
- 3) Basic Composite Construction - Seth Hancock, Texas Engines

Fri. 3:00 pm

- 1) Engine Exhaust and Carburetors - Larry Vetterman
- 2) Fort Worth FSS safety topic - FTW AFSS
- 3) Alternate fuels for Aviation - George Orndorff, GBI Inc.

Saturday, 22 Sept 2001

Sat. 9:00 am

- 1) How to Get Your Experimental Certified - Mike Jordan, FAA
- 2) Fort Worth FSS safety topic - FTW AFSS
- 3) Aviation Oil: What you Need to Know - Paul Royko, Aeroshell

Sat. 10:00 am

- 1) Stall Spin Awareness: Just The Facts - John Boatright, FAA

- 2) So, You Want to Build an Airplane - Mel Asbury
- 3) An RV Update - Scott Risan, Vans Aircraft
- 4) Fort Worth FSS Safety Topic - FTW AFSS

Sat. 11:00 am

- 1) So, You Want to Build an Airplane - Mel Asberry
- 2) Engine Exhaust and Carburetors - Larry Vetterman
- 3) Aircraft Interiors - Becki Orndorff, GBI Inc.
- 4) Fort Worth AFSS Safety Topic - FTW AFSS

Sat. 12:00 noon

- 1) GPS in General Aviation - Bill Gunn, TxDOT
- 2) Basic Metal Work - George Orndorff, GBI, Inc
- 3) I'm From the FAA, Here To Help - John Boatright, FAA
- 4) Basic Composite Construction - Seth Hancock, Texas Engines

Sat. 1:00 pm - AIRSHOW

Sat. 2:00 pm - AIRSHOW

Sat. 3:00 pm - AIRSHOW

Arrival Procedures:

Check NOTAMS.

Note field closure times. If you have special landing requirements, call Abilene Approach at 915-675-8202 with estimated arrival time.

Aircraft Arrivals

Southwest Regional Fly-In 2001

The Abilene airport and its class C airspace are altered during the Fly-In (see the airport diagram). The fly-in area is the west half of the airport, including runways 17R/35L and 04/22 and the associated taxiways; normal operation of the airport including air carrier will continue on the east half. Aircraft attending the fly-in are exempted from the class C transponder requirement.

It is important that pilots be aware of these runway changes to avoid unsafe landings:

Only the south half (4200') of runway 17R/35L is available for landings; aircraft will be taxiing on the north end. Runway 04/22 is closed and will be used by taxiing aircraft, ground vehicles and pedestrians.

Arrival Procedures by Category:

Effective Thur Sep 20 1400 CDT through Sat Sep 23, daylight hours only

Check NOTAMS. Entire airport closed for airshow Sat 1300-1500.

STANDARD - Aircraft that can safely fly 75-100mph, land on a 4000' runway, and are equipped with a functioning aviation communications radio. No transponder is required.

The initial approach point is the town of Baird, 15 miles east of the airport, just south of the intersection of highways I-20 and US283. There is a lake SE of Baird.

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SWRFI News

(Continued from page 15)

Listen to ATIS on 118.25 MHz for fly-in info. Before arriving at Baird. Do not call approach control.

Approach Baird at 220 to 340 deg. heading, 3500' msl altitude, 75-100mph, transponder code 0001 (if equipped), landing light on. Monitor tower on 120.1.

Crossing Baird, transmit on tower freq. position, color, type (not no.), depart following I-20 west.

If holding is directed by tower, orbit left at 3500' at town of Clyde (six miles west of Baird).

After passing Clyde fly course 260 deg., descend to 2800', aim to cross airport over the large mid-field ramp south of the terminal building and tower so as to be visible to tower. Do not descend below 2800' until cleared because UL (ultralight) aircraft will be operating below at 2300'.

Tower will sequence each aircraft into a downwind leg on the west side of the airport for one of the four available runways: 17L or R, 35L or R (see airport diagram). Primary will be 17R/35L.

If you are directed to turn north to make right traffic for 17R, your runway threshold will be about midfield, marked by flashing strobe lights and orange cones at the threshold. Do not descend below 2800' until turning base leg because your downwind is above the UL pattern at 2300'. Also, aircraft will be taxiing on the north end of 17R so do not descend below a normal glideslope for the marked threshold. Aim for the strobe lights!

ULTRALIGHT / LIGHTPLANE and NORDO - Aircraft that fly less than 75 mph, or that cannot communicate with Air Traffic Control by radio for any reason. Land at Elmdale airport (6F4). Use the FBO telephone to call the tower and arrange arrival to ABI. Approach Elmdale outside Class-C airspace and north of Interstate Highway I-20 to avoid STANDARD arrivals. Elmdale has parallel runways; 17/35 is paved, 18/36 is turf. Traffic pattern for both is 2300' msl on east side (right traffic for 35 or 36).

NONE of the ABOVE - Aircraft that do not fit any of these categories cannot use the special fly-in arrival procedures, but can use a normal non-fly-in arrival. Follow normal published arrival procedures. Tell Approach Control that you are attending the fly-in. They may direct you to fly-in arrival runway 17R, so study the special conditions of that runway in the STANDARD arrival above. For special requirements call ATC at 915-675-8202.

AFTER LANDING

Follow signs, maintain contact with ABI Ground on 121.7 MHz until advised to change to EAA Ground frequency.

PARKING

Aircraft will be parked in grass areas by category, each marked by a two-letter code. Pilots wishing to park in one of the areas with the following codes should bring a card marked with that code that can be read at 50 feet:

VA Vintage (mfg. before 1966)
 HB Homebuilt
 WB Warbird (will be parked on hard surface)
 CP Camping with aircraft

After showing the card, follow ground handlers' hand signals or radio instructions on EAA Ground freq. to the designated parking area. All aircraft will be required to be tied down.

FLY-BYS

No fly-bys are allowed on arrival. All fly-bys, vendor demonstration flights, air-show performances etc. will require a special briefing and issuance of a briefing card prior to conducting those operations.

DEPARTURES

A written departure procedure will be available at the aircraft registration tent upon arrival.

Lodging ~ Transportation ~ Camping 2001

Mention you are with EAA SW Regional Fly-In for the block rate. Make your reservation directly with the hotel prior to September 4.

Hotel Name/Reservations/#Rooms/Rate/Comp Breakfast

Courtyard by Marriott
 4350 Ridgemont
 800-321-2211
 915-695-9600
 #Rooms: 20
 Rate: \$74
 Comp Breakfast: No
 Buffet \$8

Embassy Suites
 4250 Ridgemont
 800-362-2779
 915-698-1234
 #Rooms: 20
 Rate: \$82-\$89
 Comp Breakfast: Cooked to order

Fairfield Inn by Marriott
 3902 Turner Plaza
 800-228-2800
 915-695-2448
 #Rooms: 20
 Rate: \$57
 Comp Breakfast: Continental

Garden Inn
 1625 Hwy 351 at I-20
 800-588-0072
 915-673-5271
 #Rooms: 100
 Rate: \$52

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SWRFI News

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Comp Breakfast: Continental

Hampton Inn

3917 Ridgemont

800-426-7866

915-695-0044

#Rooms: 20

Rate: \$58

Comp Breakfast: Continental

LaQuinta Inn

3501 West Lake

800-531-5900

915-676-1676

#Rooms: 75

Rate: \$59-\$66

Comp Breakfast: Continental

Motel 6

4951 W. Stamford

800-466-8356

915-672-8462

#Rooms: 25

Rate: \$32-\$38?

Comp Breakfast: Coffee 6-10

Quality Inn

505 Pine

800-588-0222

915-676-0222

#Rooms: 50

Rate: \$52

Comp Breakfast: Cooked for 2

Ramada Inn

3450 S. Clack

800-676-7262

915-695-7700

#Rooms: 125

Rate: \$59

Comp Breakfast: Continental

Royal Inn

5695 S. 1st

800-588-4386

915-692-3022

#Rooms: 80

Rate: \$28-\$42

Comp Breakfast: No

Restaurant on site

Super 8

I-20 & Hwy 351

800-800-8000

915-673-5251

#Rooms: 50

Rate: \$40-\$45

Comp Breakfast: Continental

Travelodge

840 E. Business 20

800-880-7666

915-677-8100

#Rooms: 75

Rate: \$54

Comp Breakfast: Cooked for 2

Transportation, Rental Cars

Company/Car Class/Daily Rate/Weekend Rate per Day/Remarks

National

Sub-Compact - \$40 - \$24 - Weekend, Thur-Fri-Sat

Compact - \$42 - \$25 - Weekend, Thur-Fri-Sat

Mid-size - \$45 - \$26 - Weekend, Thur-Fri-Sat

Enterprise

Compact - \$30.99

Intermediate - \$32.99

All prices are plus taxes and fees

For reservations with National, 800-227-7368 and refer to Ident. Number 6800439

For reservations with Enterprise, 915-690-9338 and refer to the Big Country Fly-in

A shuttle service will be available between the Fly-in and the hotels at a fee yet to be determined. Arrangements can be made when registering at the fly-in.

Camping Information:

1. RV full hookup Expo Center (across freeway from airport)

\$12 per night - Call: 915-677-4376

2. RV no services Fly-In area - \$5.00 per night**

3. Tent Camp - \$5.00 per night**

4. Aircraft Camp - \$5.00 per night**

**Note: 2, 3 & 4 - Have access to porta-potties, hand washing sinks, showers

Other commercial campgrounds available ---- call 800-727-7704

Corporate Contact Information:

Southwest Regional Fly-In is based in Abilene, TX at Abilene Regional Airport (ABI).

If you are interested in SWRFI or are looking for general information about the EAA Fly-In please send us an e-mail.

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SWRFI News

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 SWRFI's Corporate address is:
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 ACU Box 29425
 Abilene, TX 79699

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 817-534-5396 (H)

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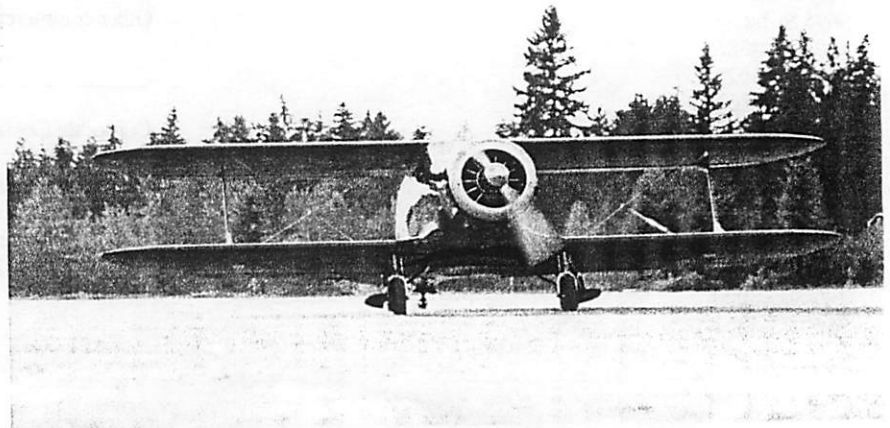
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2001 NWAAA Fly-in...



Above: The "Evergreen Flying Service" hangar as seen through the struts of a Stinson L-5. Notice the Cessna T-50 Bobcat.

Right: One of the best looking airplanes ever to go into production. A Beechcraft Staggerwing taxis by on the way to take off. Several low passes were observed. Look in next months newsletter for full coverage...



It maybe the final North West Antique Airplane Association's fly-in. Miriam and I had a chance to visit it for a day a couple of weekends ago. They'll be a full report in next month's newsletter. In the interim, here's a couple of photos from Miriam's camera.

Moments in Aviation History...

Something you're not likely to hear about nowadays; back in 1935, a very busy plant-manager was enticed into learning to fly. But, soon he found he couldn't afford the time to commute back and forth to the airport. So, the accommodating instructor offered to teach him during lunch-hour from a hayfield just next to the factory! Hard times such as those, even in 1935, could spur one to all sorts of genius!

Taken from "T-Hangar Tales" by Joseph P Juptner

EVENTS AND HAPPENINGS

(If you know of any local aviation events or happenings we can share with the chapter, call Miriam or David at 210 521-2359.)

8 Sep 01- Greenville, TX. 50th anniversary of Majors Field. 903/457-4044 or www.gvl.esys.com

14-16 Sep 01-Watertown, WI, 17th Annual Byron Smith Memorial Midwest Sinson Reunion. 630/904-6964.

15 Sep 01-Sulphur Springs, TX, 7th Annual Sulphur Springs Municipal Airport Fall Fly-In/Drive-In. 903/885-8363, www.trissell.net/slr1094

21-22 Sep 01 - Abilene, TX. South West Regional Fly-In. www.swrfi.org. *New dates*

29 Sep 01 - Arlington, TX. EAA Chapter 34/Arlington Municipal Airport (GKY) Open House. David Jackson 817/465-7253

3 Oct 01-PAISA/GAPA meeting. Gathering of safety minded pilots, instructors and students. Meets first Wednesday of every month, 7pm, at the Hallmark Institute on Wetmore adjacent to San Antonio International. Info: Steve Carlson 545-2376.

3-8 Oct 01 Sweetwater, TX. Women Air Service

Pilots Reunion. 800/658-6757.

5 Oct 01 - Midland, TX. Grand Opening Aviation Art Gallery at American Airpower heritage Museum. Tami O'Banion 915/563-1000

6-7 Oct 01 - Midland, TX. CAF Airsho 2001. 915/563-1000 or www.confederateairforce.org

13 Oct 01 - EAA Chapter 35 Young eagles Fly-In.

13-14 Oct 01 - El Paso, TX. Amigo Airsho. 915/545-2864 or www.amigoairsho.org

15 Oct 01 -Townsend, GA (IGA0) Eagles Neck Airport- RV Fly-in. Contact John Talley 912/269-3033

20-21 Oct 01 - Houston, TX. 17th Annual Wings Over Houston Airshow Festival. Ellington Field 713/644-1018 or www.wingsoverhouston.org

20-21 Oct 01 - Ft Worth, TX. Ft Worth/Alliance Int'l Air Show. 817/890-1000 or www.allianceairport.com

8 Dec 01 - EAA Chapter 35 Christmas Party.

7-13 Apr 2002 - Lakeland, FL. Sun N Fun EAA Fly-In. 863/644-2431

27-28 Sep 2002 - Abilene, TX. EAA South West Regional Fly-In. 334/578-1707 or www.swrfi.org

WANTED & FOR SALE

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 EAA35@starband.net

"Remember...Caveat Emptor...buyers beware!"

Instructor Available. Chapter member Bob Brown CFI SE ME INST Rotorcraft. Will provide free flight review for chapter 35 members. 830/612-2371.



FOR SALE: '43 T-craft L2A, DCO-65. Cont. C-85-F. TTAF: 1094, SMOH 127. Contact: Jim Havens 210.680.7882.



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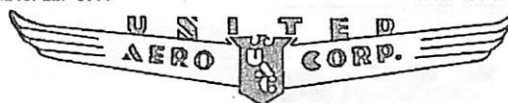
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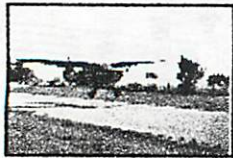
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RUNWAY 35

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

Norris Warner, Membership Chairperson
 719 Oak Hills Road
 Pipe Creek, Texas 78063-5652



Norris & Joanne Warner
 719 Oak Hills Road
 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

