



The Leader In Recreational Aviation

RUNWAY 35



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On the Web:

WWW.EAA35.ORG

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LETTER TO THE EDITOR FROM PAUL POBEREZNY

By Paul Poberezny

TO: STEVE JONES, EAA Chapter 35

Dear Steve,

I enjoyed reading EAA Chapter 35's newsletter "Runway 35." In particular, the article by Don Staats "Thoughts on Sport Pilot" - he certainly shares my feelings and opinions relative to what EAA should be doing. Unfortunately, it seems that EAA has drifted away from the hands-on work, designing and building one's own airplane and in favor, it appears, supporting the kit industry and the \$100,000 airplanes. It seems we've lost the initiative to design and build, and work toward making aviation more affordable, especially in the field of having a reasonable-priced light plane. Maybe your organization should consider a design contest. But in reading Chapter newsletters and I've read thousands of them, I note that there are less and less of hands-on work like we used to have - building airplanes out of wood, tubing and even sheet metal, doing all your own forming (true it takes longer but it's an educational process). It is a wonderful feeling of self education to create something that one did himself maybe with the help of some friends who also enjoy working on airplanes, but for education and

recreation. That is what the 51% rule is all about that we worked so hard for so many years with CAA and FAA to obtain. Don is right when he says maybe a few more letters from the members to HQ might help motivate those many newcomers (employees) to look into our past and what our future could still be.

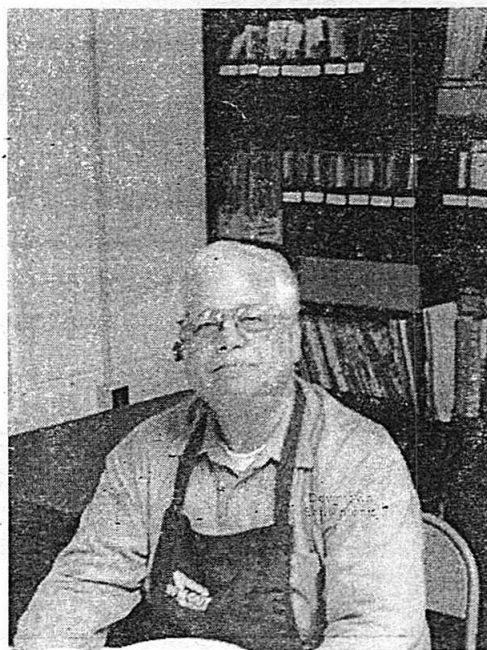
Our best to you.

Sincerely,

Paul H. Poberezny

EAA Founder and Chairman of the Board

(Editor's reply follows on Page 9)



Vice President and Spaghetti Chef
Bruce Harrison

2008 CHAPTER 35 GOALS

By John Latour

COMMUNICATION - The easiest way to let our voices be heard is through our EAA Chapter 35 Newsletter. It offers information on current Chapter issues and electronic access to every Chapter member (with internet). Media representatives from the chapter communication department provide relevant information. This is another example of your voice in Experimental Aircraft Association and the Southwest Region. I encourage you to participate in open communication through our EAA Chapter 35 Newsletter.

FINANCIAL BUDGET - We presented a Financial Budget to the Board of Directors (BoD) in January. Chapter 35 has projected a balanced budget. This is one of our major goals. The Board of Director's plan is for a five-member Financial Budget Committee with the 2007 Past President as chairperson. Chapter 35's 2008 Financial Budget target release date is April 12th, during the BoD Meeting.

FINANCIAL REPORT - The annual treasury audit and/or budget review is to emphasize the continuing financial health and stability of our Chapter. Our continued financial health depends on us operating within our means without dipping into invested reserves. The 2007 end-of-year treasury / financial audit is scheduled for release in February 2008.

HANGAR BUDGET - As of now, the EAA Chapter 35 Hangar budget has a deficit. Our target for hangar leasing is \$400 per month; current participation is \$100 per month. I am hopeful that the downward trend will turn around soon. Better participation in leasing hangar space is one way of improving our revenue. Our hangar has the capacity of accepting six more members with airplane projects. Lease of a 10'x 20' space with access to metal cutting and shaping equipment is an excellent value at \$50 per month, and would help us meet our obligations of \$350 per month mortgage plus insurance and utilities. To lease a hangar space, please call Dan Cerna at 210.688-9345.

MONTHLY MEALS - Another way of offsetting hangar obligations is to continue our monthly food service program. Improving participation could double

our revenue. Currently we serve 40 to 50 meals at \$5 donation, which results in monthly contributions of about \$200. Suppose we serve 70 to 80 members & friends to result in approximately \$400. Donations from meals could offset EAA hangar operating and/or mortgage expenses. The generous donation of Chapter members has offset food preparation expenses.

UNPLEASANT FACTS - Let us consider the EAA Chapter 35 Hangar a major program. Our chapter had an opportunity to choose between clubhouse improvements and a chapter hanger. We chose to support the EAA Chapter 35 hanger and provide an affordable building environment for our members. Now we're faced with a hard reality. We need additional revenue to balance the hanger budget. We need chapter members to step up and use this resource as it was intended. As President, I'm most concerned with keeping this program stable. I ask you, our members, to bring your projects. The hanger is an excellent asset, and it needs you, perhaps as much as you need it. The board of directors will consider new opportunities to increase the hanger's value to our members. We'll consider programs to support new experimental kit and design airplane initiatives as well as repair and improvements to flying airplanes. EAA Chapter 35 has the capacity of supporting both. I am confident the hangar program can prove that we are on track, and many of our members are hoping that I am right.

FUND RAISERS & DONATION PROGRAM

I plan to present the 2008 goals to the Board of Directors in the February newsletter. One goal is continued communication through the EAA Chapter 35 Newsletter. Another is addition of Historian Chairman.

HISTORIAN - Chairperson solicited.

GRAY EAGLES PROGRAM - Chairperson solicited

Electronic Edition

This newsletter is also available online and in color. Visit: http://eaa35.org/ENL/Feb_08/Feb_08.pdf

PRESIDENT'S COCKPIT

By John Latour

Thank all of you for supporting our first 2008 EAA Chapter 35 Board of Directors (BoD) Meeting and General Meeting, January 12, 2008.

The first board meeting was successful. Participation was good and discussions lively. Seven board members attended. We had a quorum. Time is of essence. My goal was to cover twelve items in fifty minutes. We were fortunate to address all items in sixty-two minutes. Items requiring additional time and/or information to resolve before reaching a decision were scheduled for side meetings.

The Principal Officers of the Chapter are President, Vice-President, Secretary and Treasurer. The members at our annual membership meeting last November elected the Principal Officers. It is my prerogative to select three past presidents and three members at large as directors. I selected Dan Cerna, Lew Mason and Dave Baker as Directors appointed from the ranks of Past-President. I selected Bob Cabe, Ron O'Dea and Roch LaRocca as Directors appointed from the membership at large. The reason for my selection is as follows:

Dan Cerna is a 1974 to 75 Past President. Dan is a resident member of Chapter 35 and San Geronimo Airpark. He has past knowledge of our chapter and airpark and pulse on current activities

Lew Mason is a 1984 Past President. He has a history of building wooden and fiberglass airplanes from kit and plans. Lew is currently building a Bowers wooden experimental airplane and pulse on current airplane building activities.

Dave Baker is a 1979 to 81 & 1985 Past President. Dave is the Wings & Wheels Chairperson and food service chef of Chapter 35 Fly-In(s). He monitors clubhouse rental & donations.

Bob Cabe is our resident CFI and safety officer. He is an incumbent Director and has everything.

Ron O'Dea is Membership Chairperson and appointed Director at Large for 2008. Ron has his finger-on-the-pulse of member and constant changes of membership activities.

Roch LaRocca is our 2006 to 2007 Past President and appointed Director at Large for 2008. Roch has two years of knowledge as President and experience to offer us as Director at Large. I am proud to have had the opportunity of supporting him through 2007 Memorable Moments:

Directors discussed EAA Chapter 35, Inc By-Laws. Each

director received a copy. Chapter 35 lists eight key purposes. We actively support a few and partially others.

(a) To promote aviation education, research, development, and safety. Example: Chapter 35's 501C3 is in direct support of education. FAA / EAA concentrate on safety. We build airplanes from plans or kits in support of research and development. We actively support this purpose.

(b) To assist the community in the development of educational and scientific projects related to aviation. We may want to look at our support of this purpose.

(c) To introduce area youth into the aviation area through cost-free aircraft orientation flights and ground school education. Example: Chapter 35 Fly-In(s) and Hondo Aviation Day (Boy Scout Aviation Merit Badge/Young Eagles Fly-In) and SWRFI/TX Fly-In. Therefore, we actively support this purpose.

(d) To establish aviation oriented library with emphasis on aeronautical engineering and practices. We may want to look at our support of this purpose or improve our library.

(e) To provide Scholarship funds to permit highly motivated youth to attend aviation summer camps. Example: Chapter 35 awards an annual Air Academy Scholarship.

(f) To promote and encourage grass roots efforts relating to aviation research and development. This is redundant with (a). We may want to review this purpose.

(g) To foster close fellowship among its members through the exchange of ideas of mutual interest. Example: Chapter 35 monthly meetings & Fly-In activity supports this purpose.

(h) To operate as a local Chapter of the Experimental Aircraft Association, purposes of... Example: EAA Chapter 35, Inc. at San Geronimo Airpark supports this purpose.

I recommend a committee to review Chapter 35 purposes at our next Board of Directors meeting.

In addition, we proposed 2008 Ch. 35 Goals. They offer areas for your discussion and priority.

2008 Chapter Calendar is in development stage. We requested your input.

We are a proud and outstanding group of aviation-minded members, in a small way, making 2008 history at San Geronimo Airpark. See you at our February 2 Fly-In & February 9 meeting.

Fred Pennell is not well. Please remember him in your prayers.

NEWSCLIPS

PAT WEGNER

By Gail Latour

Pat Wegner, EAA #85671, is a member of EAA Chapter 35. She is currently the curator/secretary/treasurer of the Shooting Star Museum, which is dedicated to aviation, automobiles, early farming equipment, and old gasoline engines. So, how did this Wisconsin resident with a Business degree from Indiana University and with a long career as a Benefits expert with corporate America, land in South Texas? Back in 1974, Pat discovered that with marriage came airplanes 'It hit me right in the face' that my new hobby was to be aviation. Pat and her husband successfully restored a 1947 Stinson Voyager-150 over eight summers.

In 1993, after her husband passed away, Pat decided that she needed to learn how to fly herself instead of relying on friends. In six months, Pat had her license. She continues to fly her Stinson as well as an Aeronca Chief-11AC that she owns in partnership

In 1998, Pat decided to give up that rat race of corporate America and bought the property where the museum is located. The next year she made Texas her permanent residence. The museum, which is in Devine, (better access though Castroville or just fly in onto her grass airstrip) is a non-profit enterprise and opened in 2001. The museum puts on three or four exhibitions a year. On July 4, there was a military uniform exhibit, in the spring it is a Bluebonnet show, and at Christmas, there is always lots of tinsel, toys and sugar-plums.

Because of Pat's experience with corporations and setting up a non-profit museum, she assisted EAA Chapter 35 on becoming a non-profit entity. Busy Pat still occasionally teaches classes on Benefits and Insurance. She is also a world traveler, especially enjoying recent trips to China and other points in Asia. The museum's gift shop reflects the international interest with pearl jewelry and silk items for sale. **(Continued Above)**

PAT WEGNER (CONTINUED)

Pat is a member of EAA, Vintage Aircraft Association, Antique Airplane Association, Midwest Airplane Club, and the National Aeronca Association. Pat's current goal in life is to make the Shooting Star Museum successful and fly her Stinson. The museum accepts all kinds of donations, interesting old items and even money. By the way, the old washing machine really works, as do all the old cars. Pat says to come by any time, or should she say, fly in any time. Open only on Sunday or by appointment. Call Pat at 830-931-3837

NEW MEMBERS!

By Ron O'Dea

Please join me in welcoming our newest members:

Joe and Diana Killough from Helotes. Joe has a neat little Cessna 150 he flies regularly at 8T8. He keeps it in the Green Hangars closest to the EAA Building at the East End. Joe can be found there on some week days and on the weekends where he maintains a hospitality suite.

David and Sylvia Zuniga. David, the brother of Oscar Zuniga, and his wife Sylvia recently moved to Boerne. He flies a DTA Voyager 582-Trike and enjoys Trike Trekking in the Texas Hill Country.

Michael and Beth Landis. Michael and Beth have family spread over many places. They would like to learn to fly and build a Zenith 601XL so they can visit their family members.

Richard and Carol Wilson from San Antonio. Richard is a past member who is re-joining. He flies a pretty Aeronca 7DC and can be seen at 8T8 on many weekends.

Ron Paduh returns to Chapter 35. Ron is a long time resident of 8T8. He is retired from the Air Force and the FAA. As an A&P and I.A. he can usually be found under or on somebody's airplane providing help and advice. When he is not doing that he is flying his 1943 Taylorcraft L2A

NEWSCLIPS (CONTINUED)

CONRAD JOHN NETTING IV

By John Latour

Guest Speaker of January's General Meeting, Conrad John Netting IV, program speaker, shared a story of Delayed Legacy with us during the January general monthly meeting. Approximately fifty Chapter 35 members listened to his every word of life without his father, 2Lt. Conrad John Netting III. He recreated a story of his dad's fatal P-51 crash in Normandy, France. The crash occurred four days after D-Day and six weeks before he was born. A few of our members are retired military pilots. They all shared stressful moments. I know of two retired military pilots at the meeting. Irvis H. (Al) Almond flew a cargo airplane. Al was accidentally thrown out of his airplane during a training mission. The other, Ken Gilmore (Program Speaker for March), a fighter pilot, went down in Viet Nam. Both parachuted to safety. They relived 2Lt. Conrad J. Netting's final flight of going down in an airplane.

We invited Conrad and his lovely wife to join us at future 2008 EAA Chapter 35 meetings. We promise an experience of a lifetime in the Voice of EAA Chapter 35 Loyalty.

EAA is fortunate to have him as a guest speaker. Chapter 35 is fortunate to have him as our January Program Speaker.



CHAPTER 35 AIRCRAFT RETRIEVAL TRAILER

By Norris Warner

Chapter 35 owns a custom-built 8' X 16' three-axle aircraft trailer. It was designed specifically for this task, and therefore has no side rails, but does have lots of tie-down points. We were very fortunate to buy this unique trailer from chapter member Stan Shannon for about one-fourth of its market value, and it has served many of our members quite well.

This trailer is available to all chapter members for a fee of \$10 per day, and the only rule is that it be returned in good condition. These rates were approved by your board of directors at the time of purchase, and if you have borrowed it and not paid the rental fee, please do so now. The chapter treasurer allocates these funds to the general fund account.

The trailer is presently parked next to Ed Seurer's hangar, so to obtain it or reserve it call Ed at 210.885.1160. We would prefer to store it under cover, so if you have room at San Geronimo, please see Ed.

AIR ACADEMY SCHOLARSHIP

By John Latour

EAA Chapter 35 Air Academy Chairperson, Maarten Versteeg, is receiving applications for 2008 Air Academy Scholarship. Your Son/Daughter/Friend/Relative may be a candidate. Ask Maarten Versteeg for an application by E-mail at maarten.versteeg@sbcglobal.net or by calling him at (210) 256-8972.

2007 MEMORABLE MOMENTS

By John Latour

Roch LaRocca, 2007 President of EAA Chapter 35, lead us through an exceptional year. Roch is on the 2008 Board of Directors as a Director at Large. Here are just a few of the many events that we experienced.

2007 MEMORABLE MOMENTS

EAA HANGAR, 50'x 42' – San Geronimo Airpark Inc. (SGAI)

Purchase Price - \$50,000 - SGAI, Loan - \$42,000, Donations - +\$8,000 – By Chapter 35 Members & Friends

Opening Day, Ribbon Cutting Harlan Tibbitts (3rd President of Chapter 35 – 1960-61)

Non-Profit-Organization: Maintain Educational 501C3 status through the aggressive efforts of Norris Warner, Pat Wegner, Joanne Warner

Hondo Aviation Day, Hondo Memorial Airport, March 18

Texas Fly-In (SWTRFI), Hondo Memorial Airport, June 1–3

Donations

Cutting and Turning Equipment, Tools, Tables, Hand-Held Radios, Drawings, Books & Periodicals

Merlin GT Experimental Airplane Kit

Silent Partners – Generous Contributions

Chapter 35 Work Day

Wings & Wheels Car Show & Fly-In - Support of Angel Flight

Christmas Party – Approximately Seventy Totals in Attendance

Air Academy Scholarship – Support of Aviation, Education and Recreation

Builders Academy – Support of Aviation, Education and Recreation

Chapter 35 Newsletters – Method of Shared Communication

Web Site Activation – www.eaa35.org Chapter 35's of Sharing Communication

Real Estate Inventory – Club House and Hangar

Awards - Brad Doppelt's YE, Joanne Warner, Norris Warner, and Ed Seurer-Special Award

Experimental Airplanes Completed, Flown, Certified, Modified

Oscar Zuniga/Pietennpol Air Camper, Jim Havens/RANS S-18 Stinger, Charles Brame/RV-6A, Randy Stout /Zenith Zodiac, Dave Baker/Aero Sports, Norris Warner/Breezy, Kris Niswonger/Quicksilver MXL Certification, Steve Jones/Pterodactyl Solo

Club House Repairs and Maintenance

Garden, Air Condition, Refrigerator, Plumbing, Electrical, Carpentry

Picnics & Fly-In(s)

Monthly Meals

January - Nelson Amen: Delicious Pot Roast and Trimmings

February – John Cook: Extra Special Stew

March – Ed Seurer: Sloppy Joe Lunch with Electronic Touch

April – Dave Baker: Famous Hot Pancakes and Sausage Breakfast

May – John Latour: Shrimp Pasta Salad

July – Dave Baker: Famous San Geronimo Hamburgers

August – Hubert Schwarzer: Extra Special Lasagna

September – Dave Baker: Famous San Geronimo Hamburgers

November – Randy Stout, Norris Warner, Hubert Schwarzer and Gail Latour: Chili Cook-Off

December – Gail Scheidt: Plan for Longhorn Café's Grilled 10 oz. Rib Eye Steaks

Club House/Christmas Service Preparations - Nancy Mason & Gail Scheidt

DOUG APSEY — CHAPTER SECRETARY

By Doug Apsey

Let me start by saying what an honor it is to have the opportunity to give back something to an organization that has given so much to me. I have been a member of Chapter 35 since the mid-1990's but military duties and moves have kept me from being as active in the organization as I wanted to be. Now that I am retired from active duty, the threat of military moves/deployments and the long hours associated with being a commander are gone so I can devote a little more time to the things I enjoy the most – flying and hanging around with people who love airplanes.

To give you some background about me, I am married to a very understanding lady who has allowed me to pursue my love of aviation even though she does not necessarily share that love. Robin and I have two wonderful children, Chris who will graduate from the Air Force Academy in May and Erin who is a sophomore at the University of Northern Colorado. I am originally from Michigan and grew up in an aviation family. After graduating from high school I joined the Air Force and served a tour as an Airborne Early Warning Radar Technician repairing the radar systems on the EC-121 Warning Star (Lockheed Constellation). After completing my tour in the Air Force, I attended college in Michigan and graduated from Optometry School in 1984. I rejoined the Air Force in the fall of 1984 and was commissioned as a Captain. In addition to providing eyecare to the active duty and retired Air Force members and their families, I was given the opportunity to do vision research, serve twice as a squadron commander, and once as a deputy group commander. Although I never intended to make the Air Force a career, I was having too much fun doing things I never could have done in private practice so ended up staying for a total of 26 years. I retired from active duty as a full Colonel in February of 2007 and

was hired back by the Air Force as the Deputy Chief of the Clinical Research Division at Wilford Hall Medical Center in April of 2007.

Now, a little bit about my aviation history. I obtained my private pilot license in 1984. As I mentioned, I grew up in a flying family and don't even remember my first airplane ride but it occurred early in my childhood in dad's Taylorcraft. After the Taylorcraft came the J-3 Cub which, at the age of 10, I co-owned with my father and older brother. You see, my brother and I had a paper route and we loaned dad \$350.00 to help buy the Cub. As I recall, he paid \$750.00 in 1965 for that wonderful little bird. Dad would strap my brother and me in the back of the Cub so he could fly it from the front seat. Our job, in addition to being ballast, was to step on the brake pedals while dad hand propped the C-65 to life. I have many fond memories of flying low and slow over Michigan in back of the Cub. To this day, nothing brings out the nostalgia in me more than seeing an old Cub in the air doing what Cubs do best, flying low and slow. Following the J-3 came a 1957 Cessna 172. Dad and I went together to buy this classic in 1986 and it is still in the family today. When the Air Force assigned me to San Antonio back in 1991, I sold my portion of the 172 to my brother. He and his son, who is now an Air Force F-16 pilot, used it to get their private pilot's license. I purchased a 1959 Cessna 172 here in Texas and flew it for a couple of years before moving up to my current set of wings, a 1967 Mooney M20F which we fondly call "Mooneypit". Unfortunately, as my wife constantly reminds me, it lives up to its nickname all too often. She really wishes I would take up some other activity such as golf.

By now you may have noticed that I have no experience with homebuilt aircraft. Building an airplane has always been a dream of mine but I

(Continued on Page 8)

EAA CHAPTER 35 LIFE MEMBERSHIP

By John Latour

Norris Warner is our new EAA Chapter 35 Life Member. Dave Baker nominated Norris Warner for his twenty-three years of Chapter 35 service. Motion was seconded and the Board of Directors elected Norris for Life Membership, January 12, 2008. Norris joins only 10 other EAA Chapter 35 members with Life Membership honors. Congratulations Norris.

Norris Warner's Biography

2001-2003 – San Antonio Chapter 35 is in operation at San Geronimo Airpark. Norris Warner, EAA #9701, elected twenty-ninth Presidents in November 2001.

Norris was born in Holdrege, Nebraska in 1934, and learned to fly in 1952. His first flight was in an L-4J (Military Piper Cub). Norris joined the US Air Force in 1959. He flew front line cargo & transport, bomber & tanker. All are Air Force airplane weapon systems. In the Viet Nam war during a period of 8 years (1966-1973), he flew 312 combat sorties totaling over 1000 hours. He retired from the Air Force as a Colonel in 1984. He joined EAA in 1961 & Chapter 35 in 1985. Chapter 35 members elected Norris as president in November 2001. He served as president for two years. He supports Monthly Meetings, Fly-Ins, Young Eagles, Hondo Aviation Day, Pancake & Sausage Breakfast / Fly-Ins, Texas Fly-In (SWRFI), EAA Chapter 35 Hangar Dedication, Chapter Workday / Picnic / Fly-In, Wing's & Wheels - An Angel Flight Fundraiser, Chili Cook-off & Fly-In and Christmas Banquet. His Most Outstanding Chapter 35 Contribution & Achievement: He developed purchase of EAA Chapter Hangar (42'x 50') while serving as senior advisor to the Board of Directors. He also led the team responsible for the Chapter's 501(c) 3 IRS designation. He designed, built, test flew and marketed the Fiesta Ultralight from 1982 to 1984. Norris built

and restored six airplanes from plans & kits. He built a V-6 STOL aircraft. His latest airplane completed is the 90 hp Continental powered high-wing Breezy. Both, V-6 STOL & Breezy are at Medina River Airpark where he is president of the association. He designed and built the clubhouse picnic tables and the benches in the Memorial Area. He also designed and built the "Bob Day Memorial BBQ Pit." Norris is and has been the V-O-I-C-E of EAA Chapter 35 for nearly 10 years.

His Most Outstanding EAA Contribution & Achievement: Norris was Elected President of Southwest Regional Fly-In over the Five State Area of Texas, Arkansas, Oklahoma, and Louisiana & New Mexico.

(Continued from Page 7)

Meet Doug Apsey — Chapter Secretary

knew better than to even try to tackle a home-built project while on active duty. I'm still not sure if I'm up to the challenge now that I am retired from active duty but I must admit Legend Cub's new J-3 replica kit sure has my interest peaked. One thing I am sure of is that if I ever do decide to build, the chapter will be there to support me in my endeavor. The talent and expertise we have in our chapter is just phenomenal. Whether you fly a homebuilt or factory made airplane, the willingness of our members to share their talent and knowledge with each other is always there. Membership in this great organization has really made aircraft ownership more affordable and flying more enjoyable for me. I look forward to my term as your secretary and hope to see you all at the next meeting. I'm usually out at San Geronimo on most Saturdays tinkering on "Mooneypit" so feel free to stop by the hangar for a visit. I'm always up for a little hangar flying.

Fred Pennell 1931-2008

It comes as a shock to announce a tragic passing.

EAA Chapter 35 mourns the loss of one of the most dedicated and loyal members. Fred Pennell passed away on Friday, January 25th at the age of 76.

For those of us that knew him, this will be a saddened and great loss. For those that didn't know him, it too, will be a great loss.

Fred and his lovely bride, Donanell, have been stalwarts around the chapter house for many, many years. Recently he's been the one of the most dedicated teachers at the builder's academy, helping out with the building of the chapter's Dream Catcher aero plane.

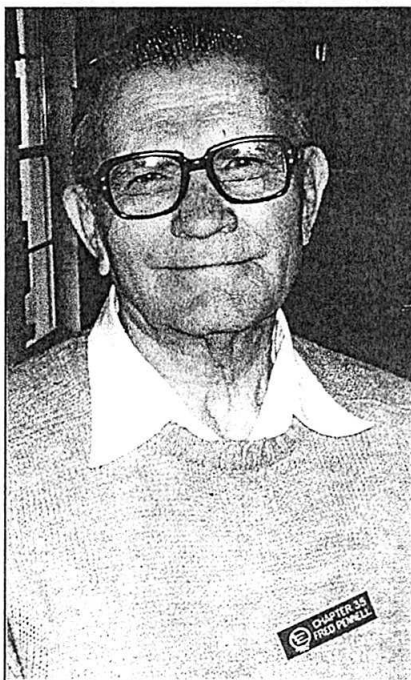
Fred and Donanell could be known as the quiet type. Always there, always smiling. Fred was always willing to talk airplanes, offer advice, and offer help.

Donanell and family are doing OK. Please keep them in your prayers. I'm sure if they need help, our chapter can lend a hand, as Fred did for so many years to us.

Godspeed, Fred. May you always have wind beneath your wings, winds upon your tail.



Fred, as usual, smiling. Here he's just received a Certificate of Appreciation for his help with the Young Eagles Program.



Fred Pennell. Still grinning. Take care and God Bless, friend.

Pennell, Frederick, T.



Major Frederick T. Pennell, USAF (Retired), passed away on Friday, January 25, 2008 at the age of 76. He was born in Richland Center, WI on February 27, 1931. He spent his early years on the family farm. Life for Fred on the farm was both hard work and play. Simple beginnings of milking cows by hand and plowing fields with a horse drawn plow. During the early years, his love for flying was born. When playing in the barn, his imagination took him to the sky as a pilot. In his teenage years, he made the dream of flying a reality. He took on odd jobs to earn the money to learn to fly. He was able to get his pilots license before graduating from high school. A few years after high school; Fred found himself in the Air Force as a Basic Airman during the Korean War. He then came back from his enlistment to attend Officer Candidate School and Pilot training. During his training he learned to fly the T-6 Texan, B-25 and B-29. It was also during this time he met his wife to be, Donanell Cummings. They were married on June 9, 1958 in San Antonio. During his Air Force career he flew Helicopters during the Vietnam War for the Green Hornet Squadron, which he lovingly called The Huey. After retiring, which brought him and his family back to San Antonio, Fred then went back to school to learn to work on airplanes. With his A&P license, he went to work at the Dee Howard Co. for 20 years. With his second retirement, he didn't slow down. He enjoyed time with his wife, vacationing, working around the house, and being an active member of the EAA. He also built his own airplane. He was the type of man that would do anything for anyone at anytime, with only one question...what can I do to help? Fred leaves behind a wide circle of family and friends that will miss him dearly: Donanell Pennell, his loving wife of 49 years; 2 sons, Fred and William Pennell; 2 daughters-in-law, Karen Pennell and Olga Pennell; 3 grandchildren, Shawn Pennell, Kaitlin Pennell, Jonathan Pennell; 2 great-grandchildren, Cooper and Kynlee; 2 sisters, Madonna and Joan; 10 nieces and nephews, Kirsten, Kent, Kimberly, Catherine, Kevin, Kent, Jay, William, Marty and Danny. SERVICES Visitation will be held on Tuesday-January 29, 2008 from 6:00 PM until 9:00 PM at Mission Park Funeral Chapels North. Graveside Services will be on Wednesday-January 30, 2008 at 1:00 PM at Ft. Sam Houston National Cemetery with full Air Force Honors. In lieu of flowers, memorial contributions may be made to the Veterans of Foreign Wars. You may sign the on-line guestbook at www.missionparks.com under the obituary section. Mission Park Funeral Chapels North.

EDITOR'S REPLY TO PAUL POBEREZNY

By Steve Jones

(Paul Poberezny's letter appears on page 1)

Paul, thanks for taking time from your day to address Don's concerns. I will pass your message along to Don and to our new Chapter president, John Latour.

I regret to say I very nearly wasn't here to receive your illuminating message (and I mean that, sincerely). If it weren't for my commitment to my chapter, I would have simply elected to turn my back on EAA. I suppose the lack of support for SWRFI sent me to the brink of the abyss. I even contacted Norris Warner, and offered that we should go it alone, just as Fun 'n Sun has. Alas, the board has already decided, and for us, SWRFI is history; the heart of EAA, as we knew it, will become a distant memory.

I'm a member, and I'll remain a member. I understand my protest lacks punch, and denying EAA \$40.00 represents only one dollar in the six you seek to meet your budget, on a member-by-member basis. I actually feel powerless in that regard. But the reason I'm staying on is my loyalty to Chapter 35. John Latour has fire in the belly to revive the chapter and introduce new programs. We'll be struggling to keep up with him. The chapter members are awesome. I owe so many such a debt of gratitude for their support. I can't turn my back on them.

When someone asks me where to go to learn about flight safety, I send them to the AOPA site.

When I want to learn who is standing by me, lobbying effectively to represent my desires before congress and FAA, I go to AOPA. When I want to learn the latest news about AirVenture 200X, 24/7, all year, I go to eaa.com. Mind you, it used to clutter my e-mail box. It took me months to convince Brenda I had heard QUITE enough about Oshkosh. Don't we do anything else? I'm sure there's so much more to EAA than this.

We need to work with our fellow aviators to build and experiment. But we also need to meet the needs of our older pilots, and our aspiring sport pilots. Protests from GAMA aside, I can see no reason why Cessna 150/152s shouldn't be fine craft for our sport pilots to fly. If you would like to see the cost of E-LSA and S-LSA aircraft come down to Earth, lobby FAA to permit the 150/152s to be piloted by sport pilots.

Our chapter is outstanding. I've been watching our own Lew Mason scratch-build a Bower's Fly Baby, and I'm in awe. Our chapter was once the regional center of excellence for Rutan-inspired canards. I've seen some impressive plans-built 601s going together, and I marvel at all the work Randy Stout has put into his own HD through the years -- he's on his third power plant -- each an adventure and a learning experience. Randy represents the E in EAA. Bruce King (bkfliers.com) is just a powerhouse. I hope you've had a chance to talk to him about the BK 1.5. Mark Brown, of Starlite and Pulsar fame, is designing a new plane. I like to think our chapter is special, and yet, at the same time, I hope it's not.

Paul, I regret that I don't have a happier outlook. I hope you'll take this in the spirit of kindness and friendship. I bring these issues to your attention in the hope you'll consider them within the context of all that is happening in EAA, and act on them as you can.

Again, thank you for taking time to write.

Editor's Notes:

I quickly dashed off my reply and made some significant gaffes. First, I thought I was responding to the President of EAA. I've since learned Tom Poberezny doesn't make a habit of sending letters to the editor. Next, I understand EAA has a site at <http://www.eaa.org>. John Latour is trying to revitalize our chapter. We're certainly NOT on life support! Finally, It's *Sun 'N Fun*.

YOUNG EAGLE VOLUNTEERS

JANUARY MEETING PHOTOS

By Brad Doppelt

Young Eagle Volunteers Needed March 15, 2008 at Hondo, Texas

EAA Chapter 35 is sponsoring a comprehensive Boy Scout Aviation Merit Badge Program and a Young Eagles experience for approximately 600 youngsters on March 15, 2008. Because similar events held during the past three years have averaged well over 500 Young Eagle flights, we expect to reach our goal.

While the Boy Scouts will experience a three-day encampment at the Hondo, Texas, airport (HDO), we will be conducting Young Eagles flights only on Saturday, March 15, starting at 9:00 a.m., weather permitting.

The extensive classroom and flight-line sessions will qualify these young men for the coveted Aviation Merit Badge, but the grand finale is truly the Young Eagles Flight.

We are seeking volunteers as pilots, ground crew or as an administrative worker. As a minimum, we would like to have 25 airplanes on the ramp, 25 ground crew workers, and two administrative teams along with their own computers and printers in order to safely and swiftly conduct this event.

If you would like to be a part of this event, please contact Brad Doppelt, EAA Chapter 35 Young Eagle Coordinator as soon as possible. Brad can be e-mailed at brad_doppelt@yahoo.com or reached by cell phone 210.380.2025, home 210.538.5046.

Pilots flying scouts need to meet the Young Eagle pilot requirements, <http://www.youneagles.org/volunteers/resources/content/YE%20Resource%20-%20EAA%20Young%20Eagle%20Pilot%20Guidelines.pdf> with the following additional requirements:

Pilots must have at least 250 total flight hours

Pilots must have at least a private pilot license (sport pilots are not permitted)

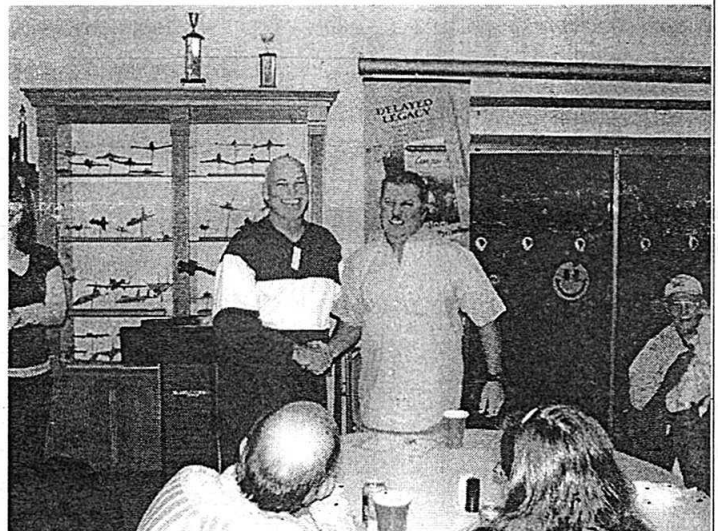
All aircraft must have a FAA Standard Certificate of Airworthiness (experimental aircraft are not permitted)

Boy Scout pilot form;

<http://www.scouting.org/pubs/gss/forms/bsaflyingpermit.pdf>, Page 2 only (basic orientation flight) must be filled out and sent to Brad Doppelt on or before February 29, 2008.

As an aside, Brad was awarded the coveted Phillips 66 Leadership Award for his work organizing this event in 2007, so you can be assured of professional leadership.

By Norris Warner



OLD AVIATORS AND OLD AIRPLANES

By Unknown Author

This is a good little story about a vivid memory of a P-51 and its pilot by a fellow who was 12 years old in Canada in 1967. You may know a few others who would appreciate it.

It was noon on a Sunday as I recall, the day a Mustang P-51 was to take to the air. They said it had flown in during the night from some U.S. airport, the pilot had been tired. I marveled at the size of the plane dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the flight lounge. He was an older man; his wavy hair was gray and tossed. Looked like it might have been combed, say, around the turn of the century.

His flight jacket was checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo-67, Air Show) then walked across the tarmac.

After taking several minutes to perform his walk-around check the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up. Just to be safe."

Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use -- "If you see a fire, point, then pull this lever!" I later became a firefighter, but that's another story.

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar, blue flames knifed from her manifolds. I looked at the others' faces, there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did.

Several minutes later we could hear the pilot doing his pre-flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds; we raced from the lounge to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not.

There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before, like a furious hell spawn set loose---something mighty this way was coming. "Listen to that thing!" said the controller. In seconds the Mustang burst into our line of sight.

Its tail was already off and it was moving faster than anything I'd ever seen by that point on 19. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic; we clasped our ears as the Mustang climbed hellish fast into the circuit to be eaten up by the dog-day haze.

We stood for a few moments in stunned silence trying to digest what we'd just seen. The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment.

The radio crackled, "Go ahead Kingston." "Roger Mustang. Kingston tower would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu air show!

The controller looked at us. "What?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!"

The radio crackled once again, "Kingston, do I have permission for a low level pass, east to west, across the field?" "Roger Mustang, the circuit is clear for an east to west pass." "Roger, Kingston, I'm coming out of 3000 feet, stand by."

We rushed back onto the second-story deck, eyes fixed toward the eastern haze. The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive Gs and gravity, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field shredding and tearing the air.

At about 400 mph and 150 yards from where we stood she passed with the old American pilot saluting. Imagine. A salute! I felt like laughing; I felt like crying, she glistened, she screamed, the building shook, my heart pounded.

Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory.

I've never wanted to be an American more than on that day. It was a time when many nations in the world looked to America as their big brother, a steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the pilot who'd just flown into my memory.

He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best. That America will return one day, I know it will.

Until that time, I'll just send off this story; call it a reciprocal salute, to the old American pilot who gave me a memory for a young Canadian that's lasted a lifetime.

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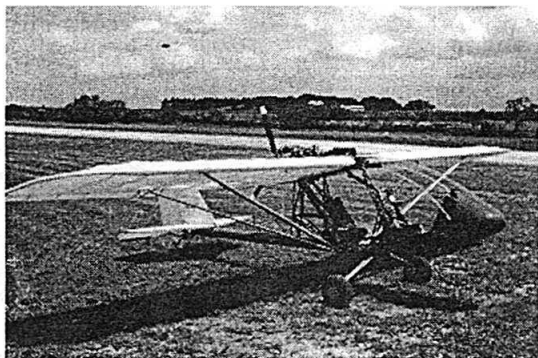
2008 CHAPTER CALENDAR		
DAY/MONTH	PROGRAM	TIME
12 JANUARY	MEETING/BOARD MEETING Spaghetti & Hot Garlic Bread by Bruce Harrison Conrad Netting Presents Delayed Legacy Program	BOARD MEETING 4:00 DINNER AT 5:30 PROGRAM AT 6:45
9 FEBRUARY	GENERAL MEETING Famous Sloppy Joe Lunch by Ed Seurer James Schattlman Presents Kappa Airplane	SOCIAL AT 5:00 DINNER AT 5:30 PROGRAM AT 6:45
8 MARCH 15 MARCH	EARLY LUNCH MEETING/FLY-IN - Pot Luck Lunch - Ken Gilmore Presents: Life of Fighter Pilot HONDO AVIATION DAY - YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM - PILOTS AND VOLUNTEERS NEEDED	FLY-IN 9:00 TO 1:30, LUNCH AT 12:00, PROGRAM AT 1:30 10:00 TO 2:00
12 APRIL	HOT PANCAKES AND SAUSAGE BREAKFAST/& YOUNG EAGLES RALLY - Debbie Cherry, John Killian & Brad Doppelt Presents: Review of Hondo Aviation Day Activities & Fly-In	BOARD MEETING 10:00 SERVING 9:00 - 12:00 PROGRAM AT 1:30
10 MAY	GENERAL MEETING Dinner by Johnny Becker	DINNER AT 5:30
14 JUNE	ANNUAL MEMBERS MEETING, PICNIC & FLY-IN & YOUNG EAGLES RALLY	10:00 TO 2:00 DINNER AT 5:30
12 JULY	CHAPTER WORK DAY	WORK DAY 8:00 TO 3:00 BOARD MEETING 10:00
9 AUGUST	GENERAL MEETING	DINNER AT 5:30
13 SEPTEMBER	CHAPTER WORKDAY, PICNIC and FLY-IN BOARD MEETING	8:00 - 3:00, GATES OPEN TO PUBLIC AT 10:00 BOARD MEETING 12:30
11 OCTOBER	KERRVILLE EAA OLD TIME GATHERING FLY-IN	
8 NOVEMBER	CHILI COOK-OFF & FLY-IN	BOARD MEETING 4:00
13 DECEMBER	CHRISTMAS BANQUET/PARTY	

WANTED AND FOR SALE

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



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

FOR RENT: EAA Chapter 35 Hangar Space. Rent a 10' x 20' space & get free use of hangar equipment & tooling. Please call Roch LaRocca (210) 408-7964 (C) 210 218-9445 or John Latour (210) 287-1701

FOR SALE: Scot Chester, 37HP 1/2 VW Engine Zero time, still in shipping container. Paid \$3,275 (Shipping container not included) Price negotiable. Please contact Jim Munro at (210) 685-9306.

FOR SALE: Skyboy 2 seat side-by-side S-LSA Beautiful Red and Yellow factory paint job Picked up new on the east coast, flown to San Geronimo and ground looped. Nose wheel and right gear are bent. A rough ending to an otherwise great journey. Specifications (approx): 30 ft wingspan, 4 gals/hr, 520 useful load, Rotax 512, only 30 hours TT Available for viewing in Nelson Amen's hangar - 283-2773 (ofc), 340-0992 (home) - at San Geronimo. Fully equipped including optional baggage pod and BRS Asking \$65,000. New cost was over \$85,000 in July.

FOR RENT: 1/2 of Bartlett's 30x30 Hangar at Boerne Stage Airfield. \$120.00 per month. Contact Bill Bartlett: bartlettsat@gmail.com.

FOR SALE: Thatcher CX4 Plans (#169), material and partially built airplane. Asking \$1,000.00 for \$3,000.00 worth of material. I have completed the center and wing spars with the left wing approx. 80% complete. Material consists of 4' x 12' sheets of aluminum (I have all the sheets listed in Dave's material list), angles, rods, etc. Trailer needed to haul the sheet aluminum. Contact Bill Bartlett: bartlettsat@gmail.com

FOR SALE: Merlin GT Kit for a Small Donation to EAA Chapter 35. Engine not included. Please call John Latour at (830) 612-2232 for more information.

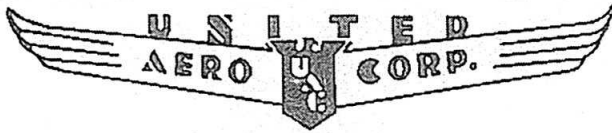
Christmas Tree Donation

Jim and Mary Ann Schlattman have donated a 9 ft artificial Christmas Tree to Chapter 35. Thank you Jim and Mary Ann.

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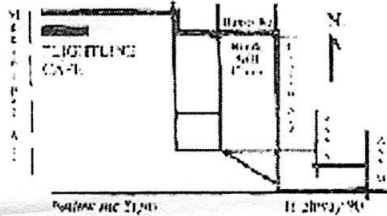
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
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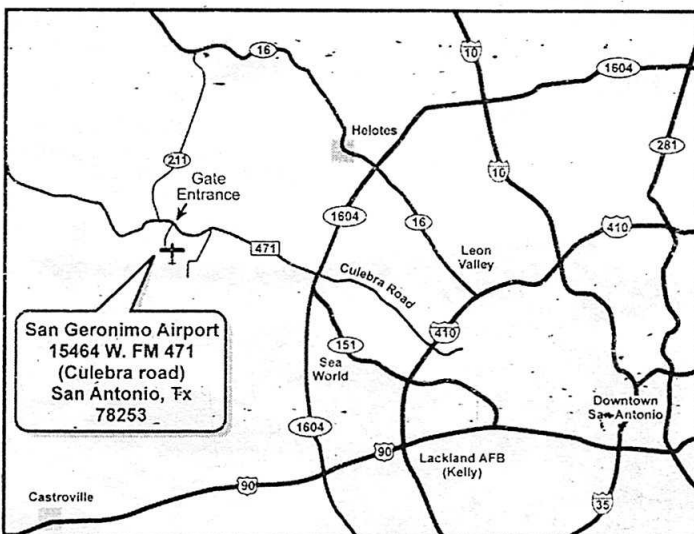
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

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



When Do you Meet?

Second Saturday of the Month

JOIN US FOR OUR MONTHLY MEETING

FEBRUARY 9TH

SOCIAL 5:00

DINNER AT 5:30

PROGRAM AT 6:45

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