



March 2001 Issue

Volume 43 Issue 3

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MEETING THIS SATURDAY!

- Food by Kay Lynch (Don't miss this!)
- Speaker: Linda Farr
- Great FUN for all!
- C-U-There!

# RUNWAY 35



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

## Front Page News

### EAA Chapter 35 Founder Passes On



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# Clear Prop!!!!

By David C. Talley

Unfortunately this month's edition of *Runway 35* brings you some very sad news indeed. Bert Wilcut, EAA #135 passed on at the age of 99. Burt was the founding member of our EAA chapter. It was his guidance and leadership that created what we have today. We have the Express-News obituary along with a moving note from Don Staats. Please find both further in this issue. Our deepest condolences go out to his family and friends. Onto other matters...



bucks each. Now the big question...who will spearhead this request? If you're up to it (and I know you are) then please contact Ed Seurer to VOLUNTEER. I've got ten bucks for two tickets...how about you!? (Ed note: We've had this item in the newsletter for a couple of months. As far as I know, no one in the chapter has stepped up to the plate. Someone please contact Ed Seurer and take on this worthy cause.

- Mike Lynch continues with his CFI series on ADM. This is part two of two. Read on, my friends.
- Jim Rice checks in with his version of the trip to Lawton, Oklahoma to pick up his Water

Cooled Special. It seems he's got a lot of nerve. You know...he was judgin' my landings! Read on to find out how good I am!

Here's some of the news that's fit for print...

- SWRFI STILL needs our help. They are raffling off one of the "Gators" that is used during the event. They have asked each chapter to sell at least one hundred tickets at five
- Steve Carlson weighs in on the web site and his vision towards the future.

## TRIVIA QUESTION

By Julius Junge

(Ed Note: Julius Junge starts a regular column this month. Get ready to put your thinking caps on...)



March Question: How much thrust does it take to fly an airplane?

(NOTE: Answer can be found somewhere in this issue of *Runway 35*.)

**Please Read This...**

Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but it not limited to this newsletter and audio/video recordings, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise. EAA HQ and EAA chapters, along with any viable aviation organization may reproduce any material within these pages if appropriate due credit is given. ©2001 by EAA Chapter 35 unless otherwise noted.

# President's Corner

By Ed Seurer

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

March 2001

Well another month flew by. Seems that every night something's going on.

I thank Arlis for the food to celebrate Louie's first flight in his Aeronca Champ. Everything was delicious and plenty.

A special thanks to Bob Day and Dave & Miriam Talley and Arlis Olson for the pictures they presented to Louie. I think he



was as surprised as we were. Having folks like these really make our chapter a great place to gather in celebration of aviation and sport aviation in particular.

February's meeting brought a full house ~55 people. I thank Lowell Robinson for his presentation on his Cozy Mark IV

construction progress. His two helpers, Brad Doppelt and Terry Winnett, gave a hands on demonstration of the proper techniques of using a hot-wire to cut our foam surfaces.

Thanks to Paul McReynolds for his Builder's Corner Program. Very interesting!!

As a heads-up...April 14 will be a work day to get ready for the Pancake Breakfast, Fly-in and Young Eagles Flights on April 21. Our flying weather should be good by then. Note that the meeting has been shifted for the month of April to accommodate the conflict with Sun-N-Fun.

See you on the 10th.

Ed

# VEEP Report...

By Bob Day

Veep Mar 2001

At last a little sunshine this morning the first Sunday of the new month. The cylinders that we removed from the Cessna 150 for repair came back from Florida (C.E. Biter Aircraft of Sebring, FL).



I came across his ad in the "Trader". The cylinders look fine considering the age and hours, almost new, in fact. I called him to discuss just what he does for the money and the approximate turnaround time. It seemed in talking to him that he was a straight shooter even if his price was almost too reasonable @ 100.00 per cylinder plus parts. It worked out to about \$130.00 each including the return shipping and he did everything.

Mr. Biter refaced the exhaust ports, installed new studs, new valve guides, refaced both the intake and exhaust valves and the seats. He also cleaned the cylinders, zyglod them for cracks and honed them to a "ring" finish. Additionally he checked the valve spring tension, refaced the rocker arms and replaced one of the rocker arm bushings. To top it off each cylinder was painted and given the "yellow" tag stating the work that had been done. All this was done in about two weeks. As you may guess I'm more than pleased. If you are in line for some "top end" work I'll put you in touch as I certainly recommend C.E. Biter.

Our program this month is one that the ladies of our chapter will not want to miss. For any one even thinking about building or restoring his or her own plane, Linda Farr is going to give us a shot of truth. The behind the scenes story, the unvarnished truth of the trials and tribulations of the wife of a first time builder of a Cozy MK IV. I know we will all benefit from her insight and of course, Jon the Hubby has insisted on "equal time" in his defense, though we may not let him have it. We will see!

For the icing on the cake, so to speak, another one of our own will do the dinner. Karolyn "I love to cook" Lynch volunteered for the chore. Karolyn is a professional chef and a member of the United States Personal Chef Association. No doubt we are all going to be eagerly waiting in line to taste her food. You can all line up...behind me. I didn't even ask Karolyn about the menu but a quick look at Mike assured me it will be plentiful and good. ☺ So, see you at the meeting and lets talk this one up among our friends. Bring a guest because we are going to have great time.

Da Veep.





# Bert Wilcut, EAA #135

## Founder EAA Chapter 35

by Don Staats



When Bert Wilcut, EAA # 135, died last month at age 99, he was almost the last surviving charter member of Chapter 35. In fact, Bert founded the chapter nearly forty years ago in his FBO at Stinson Field. Starting with a few hardy souls, and going dormant for a time, our chapter has grown to our present strength of well over 125; all thanks to Bert's vision in the early days of EAA.

On our 35<sup>th</sup> anniversary we celebrated our founding (Chapter 35 is 35) at the June picnic. Bert came out and spoke a few words and joined us for lunch. He came the following year, and barely in time for a burger. Many of our members had departed so I invited Bert and his nephew down to my hangar for a visit.

Some of what Bert said and some of the memories he stirred I would like to share with you.

I recalled that we had first met in 1968 when Chuck Schelnick and I visited him at hangar 10 to borrow a swaging tool to swage end fittings on some cables for my Champ. He wouldn't accept anything for the use of the tool and invited us to look around at what was underway in his shop.

I cannot remember whether it was that visit or some later one that I first saw the Palomino. The Palomino was a two-place tandem low wing, all metal with a tricycle gear. It was a real beauty and looked like it would get you there in a hurry. Bert wanted to certificate it and I'm not sure what happened there. For a time Jimmy Tubbs was going to do some spin testing on it and Jimmy gave the Chapter a program on spins and spin testing. At some point Bert installed a jet turbine in the front end but to my knowledge it was never flown in that configuration. Later the Palomino and all rights were sold and the buyers offered it to the public as a kit.

During our hangar flying session we talked about the Palomino and the jet engine. Bert was convinced the light plane industry would go to turbo-props eventually. He saw that as the future and salvation of light plane manufacturing.

I can picture him sitting there in my hangar, the same quiet and unassuming person I had met and come to know a little bit over the years and I thought of all the flying history that he had seen and been a part of.

at Stinson Field. In 1956, he became the first civilian in America to own a jet when he bought a DeHaviland Vampire from the Canadian government. He made the national news while flying it home. He built 12 Midget Mustang sport planes and designed the Palomino, a fast two-place plane. He restored an antique PT-3 bi-plane, flew it to the Antique Aircraft Association show and won five awards including Grand Champion and Oldest Pilot Flying an Antique, he was 65. In 1970, the Air Force chose his PT-3 as the feature airplane at the Kelly AFB Hanger 9 Dedication to Astronaut Ed White. It was then purchased by the San Diego Museum. After his 80th birthday, Bert designed a new Palomino with a turbo prop engine. He founded the San Antonio Chapter of the

At the end of WWII, Bert had the biggest flying school in this part of the country. He was training people under the GI Bill. I wonder how many of his students are still in this area.

Also, Bert may have been the first US citizen to own a jet aircraft. He went to Canada and bought a DeHaviland Vampire. He read the manual and flew it home. Bert had to stop at Military installations for fuel. He landed it at Stinson on their long runway (which was a lot shorter then).

I wish we had spent more time in the hangar with him talking and me listening. I feel that my memories are incomplete and, perhaps, inaccurate in some small detail. My sense of the man and my admiration for his achievements, however, are right on the mark.

Bert has slipped the surly bonds of earth for the last time and I wish him Bon Voyage.

Experimental Aircraft Association. He was a Mason and a Shriner. Bert was preceded in death by siblings, Archie, Warren (Buster), and Sylvia. He is survived by his sister, Mary E. Henry; nephews, Harry Geyer, Warren, Richard, Harold and Ron Wilcut; niece, Mary Ann Busch and many grand-nieces and nephews. Visitation: Thursday, February 15, 2001, 6:00 to 9:00 P.M. and Services: Friday, February 16, 2001, 9:00 A.M. at Mission Park South, the Rev. Michael Lane officiating. Memorial contributions may be made to the McKinley Avenue Methodist Church, 2926 S. Presa 78210. Mission Park South Funeral Home.

02/13/2001

### Express-News: Obituaries

## WILCUT

San Antonio Express-News

WILCUT Bert Edward Wilcut, 99, died Monday, February 12, 2001. Born November 18, 1901, in Sloan, IA to Rasmer and Iva Shannon Wilcut. Bert worked his way through Southwest Texas College playing the banjo. He was business manager of the school newspaper (LBJ was also on the staff). He graduated in 1927, taught math at Alamo Heights High School, invented the Wilcut Tow Hitch, learned to fly and trained pilots during WWII. In 1946, he started San Antonio Aviation in Hanger 10

# The Trip

by Jim Rice



Being in the military means moving. When you are an aircraft owner, this adds a new dimension. You not only have to move your family and household goods, you also have to move the important stuff, your plane. The first step in the process was finding an airport and hangar to keep my V6STOL or as Dave Talley calls it, the Hot Water Special. Soon after arriving in San Antonio, I located EAA Chapter 35 and San Geronimo airport. I attended a meeting and quickly located suitable hangar space through Dave Baker...thanks Dave.

Okay, hangar space secured, it is time to get the airplane. Fortunately, shortly before moving from Lawton, Oklahoma to San Antonio, I had completed repairs on my dad's J3 I had been keeping while he tweaked and played with my V6STOL. Unfortunately, the J3 was still in Lawton and my plane was still in Missouri. In order to bring my plane to San Antonio, I first had to get my plane from Missouri to Oklahoma in exchange for the Cub. Late in April, I was able to scoot up to Oklahoma, fly the Cub to Clarksville, AR meet my dad and brother to swap planes. This trip came off without a hitch, logging about 6.5 hours total time that day.

Okay, now the conditions are set. My plane is in Lawton and I have hangar space in San Antonio. The only problem now is how do I get to Lawton to retrieve the plane? I don't really want to buy an airline ticket and have weather go south on me. My wife is none too fond of a seven hour drive back with two little kids. Enter Dave Talley. I know Dave loves to fly Miriam's Stinson all over the country so I hit him up for an "air trip" to Lawton to get my plane.

After a few months waiting for everything to fall into place. Dave and I are finally

set to launch out of San Geronimo for Lawton on Friday, 8 September and to return on Saturday in time for the Chapter meeting. Even my wife should be happy since I won't be gone all weekend.

Friday, 8 September arrives with a light overcast in San Antonio, but clearing to the north. I show up and Dave already has the Stinson out, preflighted and ready to go so we saddle up. I throw on the headset and see Dave's mouth moving, but I can't hear anything. Seems the intercom has died. For a moment, we ponder our situation and ultimately decide that though the intercom isn't a show stopper, it sure would make life much more pleas-



ant if it works. So we climb out and start to pull the front seat out to gain access to the intercom. After just a couple of minutes with the master mechanics, the intercom begins working. It was a really simple fix, jiggle wire here, tug a connection there and like magic, it resumed operation.

While we are working on the intercom, Dave mentions the air is low in his tires, but he has no compressor or air tank immediately available. We ponder the tires and decide they should be okay and that we will air them up at the mid-point fuel stop. Soon the Franklin is purring and we are taxiing out. Another plane in the pattern clears the active and it is our turn. I look over at Dave and he is saying a

quick prayer. I assume this to be a ritual of his and hope it is not a sign of his confidence in flying the big tail beast. He firewalls the Franklin and we are soon airborne after having seen both sides of the runway several times.

Dave does the flying and keeps watch on the GPS while I do the "map in the lap" routine. We fly runway heading straight out of San Geronimo and are headed to

Lawton. This is my first General Aviation ride in the San Antonio area. The scenery is much more interesting here than in SW OK. The trees and hills were beautiful, although I wondered where one would make a forced landing in such terrain. The Franklin was humming along beautifully, so the thought soon passed and I kept my finger sliding up the

map. Little did I know what the return trip would involve.

About ninety minutes into the flight we reach Comanche County City Airport, our fuel stop. Dave plants the Stinson. The wind was blowing a bit so I assumed he just wanted to ensure we stayed down when we landed. It's a Stinson, bullet proof and his plane so I didn't say anything. As we taxi in, a lady in a pick-up truck decides to play chicken with us. Discretion being the better part of valor, we stop and wait to see what she is doing. After a few seconds, she is still sitting still so we begin to roll off the runway onto the taxiway/ramp. Wouldn't you

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know it, just as we begin to roll, she starts rolling right at us! Now, we turn away and stop, hoping she will stop too. Soon she does and eventually moves out of the way. Now Dave and I are both a little gun shy about this person, but we need to get to the gas pump so we SLOWLY begin to creep forward. This time she stays put and we make it to the pump. We are just getting out of the Stinson when a Dollar-Fifty is landing. The lady approaches and asks us if we are here to pick up the package. We assure her we just want some gas and a restroom break. The 150 taxis in, the pilot jumps out without shutting down and grabs the package from the lady and is immediately back on his way. We both thought this behavior rather odd and wondered just what this lady was peddling. She then came and told us it was a can of paint. Okay, whatever.

While Dave surveys the self-serve gas pump, I hit the restroom/pilot's briefing room. (Nope, I am not kidding). Guess this is set-up for a real quick turnaround! By now, Dave's fueling up and adding the TCP. I start looking around for someone to ask about an air tank or compressor when a truck comes driving in. It is the airport manager. She tells us the air hose is hanging out the side of the shed next to the air pump. Sure enough, it is right where she said it would be. I don't know how both Dave and I missed it, but we did. Dave had told me getting air into the Stinson's tires without removing the wheel pants is next to impossible. Unfortunately, I am from Missouri and must have taken the state motto of SHOW ME to heart. I just had to try. After a few minutes of rolling around on the asphalt and almost standing on my head, Dave handed me a screwdriver and I begrudgingly began to remove the 738 (that is what it seemed like anyway) screws that secure the wheel pants. Of course, I

manage to break the Harbor Freight's finest screwdriver. The retainer clip turned and allowed the detent ball to fall out. Luckily, Dave found it and I was soon back in business. In short order, we had the tires aired up and the wheel pants back on.

Of course, since this is mid-morning,



As we approach north Texas, the scenery is looking much more what I am used to. Continuing along at 100 mph, we near Wichita Falls and Shepard Air Force base. A quick call to Shepard Approach and we are cleared directly across the AFB. As we were crossing, a T-38 was leav-

ing the pattern. It is a unique view seeing that bullet of a plane from above. The sense of his speed was really apparent looking down on him. We quickly figure out our cruise speed would see him falling out of the sky. Truly amazing.

With Shepard behind us, Lawton can't be very far. The Red River is its typical dry self and could be easily waded. The area here is completely familiar now. I flip the map in the back seat and simply soak in the view. As dry, barren and flat as it is, it is beautiful to me. This has been home for the last 12 out of 15 years. Other than a three year stint in Baumholder, Germany, I've stayed at Ft Sill and loved it. Enroute to Lawton, we overfly my wife's parents house. I tell Dave this is where we are staying tonight. By now, Lawton-Ft Sill Regional Airport is in sight. We are instructed to contact the tower and have a good day. We acknowledge, thank the controllers for the assistance and wish them good day also. Before you know it, we are lined up with runway 17. As one would expect for Oklahoma, the winds

Once again, the Franklin fires off and set-

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are somewhat higher and gusting, but all in all not too bad. Dave lines up, flares and lands.....about six feet above the runway. Again, I figure, it ain't my business to say anything. Who the heck am I? It is his plane and he is doing me a favor. Anyway, the plane is still intact, will still fly and we will walk away. A good landing on most circles!

The FBO owner/operator is one of my best friends in the world and is expecting me. The line folks on the other hand aren't expecting me. I decided to have some fun with the lineman George. As he comes walking up to the airplane, I start complaining about him very loudly to Dave. George is trying to figure out what he did wrong when he realizes it is me. He just rolls his eyes and laughs and goes about tending to the airplane. We head into the FBO and tell the Line Supervisor, Rick, that we need the Stinson and my homebuilt topped off and that we will be leaving early the next morning. He assures us we will be taken care of in just a minute and that both planes will be hangared and not stacked behind anyone else. With that taken care of, we head over to the hangar to check out my plane. I do a quick preflight and fire it up for a quick trip around the pattern to ensure it is ready to go. While I do this, Dave is on the phone ensuring everyone knows we have arrived safely in LAW.

I get everything set up, warmed up and ready to go. Unlike Dave, I make a perfectly straight beeline down the runway and get airborne in just a few hundred feet. After a few minutes, I decide everything is okay with the plane and head in for a couple of touch and go's. Every-

thing is going well. I am lined up and have a good steady rate of descent. I flare.....just a little too late and ricochet like a bullet. I cob the throttle and try to catch it. Too late. Second time around, I hit like a rock. Finally, I get it corralled and pour on the coals again for a second trip. Next time around, I flare too early and too high, resulting in a crow hop beyond belief. At this point, I am glad Dave decided not take me up on my offer to ride along. He stayed on the ground to coordinate a meeting with his friend from TRW. I think, "Well at least I am alone for this poor performance". Finally, on the third time around, I assure myself I've gotten it all together and will make a good landing. It was okay, but nothing to call home about.

As I taxi in, Dave is waiting on me. Guess he decided to watch my so called landings. We both got a good laugh. George, the lineman, also got a good laugh and told me mine was the worst landing he had seen in awhile. I mumbled something about not having flown in a few weeks and being rusty. He just laughed as Dave and I decided it was time to locate something to eat since neither of us had eaten since early morning and it was now early afternoon. Normally, I can borrow a car or truck on any given day at LAW. Seems today, everyone was gone or their vehicle in the shop. Not a problem, I figured. We would simply take one of the restored Army jeeps. Naturally, the batteries were dead in the ones that were legal to drive. Darn. I tell Dave we will have to take our chances at the airport terminal café. I tell him not to expect much. When I used to live in Lawton, we would occasionally eat there. Of all the times I had eaten there, the food

was almost always lousy. Without any transportation though, we didn't have much choice. We were pleasantly surprised to find the food was actually pretty good now. It had recently changed management and improved drastically since my last visit. I guess someday you just get lucky.

With some food in our stomachs, we head back to the FBO to check out the planes and see if we can't scare up some transportation. Fortunately, the Operations Manager, Shawn, had returned and he let me borrow his truck. Dave and I jump in the truck and run to my in-laws house to borrow a vehicle. In less than half an hour we are back. We return Shawn's truck, ensure the planes are in the hangar and ready for tomorrow's return trip and are ready to go when Dave's friend Jack arrives. We do the introductions and talk for a few minutes before we head into town. Everyone decides the OUTBACK would be good, but unfortunately, it is about 6pm, the Outback is still relatively new and everyone else in Lawton will be there. We decide a steak at LONESTAR would be just as good. Heck, we are up from Texas so we sorta have to eat at LONESTAR, right? At any rate, we have a good visit with Jack, I run into a couple of folks I knew from the Army. Soon, it is time to call it a night and we head back to my in-laws.

We arrive at my in-laws, hit the sack and prepare for the return trip the next day.

TO BE CONTINUED.

## Tech Counselor Tips

*By Norris Warner*

1. Going to "pop" a lot of blind rivets? Harbor Freight (1-800-423-2567) is offering their air hydraulic riveter (item #00167-6BPB) at half price, \$26.49. Jack Ridgway's Moni has lots and lots of stainless "pop" rivets, and all were pulled successfully with this

neat tool. The local outlet on Fredericksburg Road may honor this price.

2. To cut 4130 steel tubing, your ordinary tubing cutter--meant for copper and aluminum tube cutting--does the job easy and fast. Try it--you'll like it!

3. Need to drill hardened tail wheel springs? Can't be done? Easy! Just

chuck an ordinary masonry drill bit in your drill press and you'll be amazed how easy it is.

4. Got your own favorite trick you'd like to share? Call one of your chapter Tech Counselors and they'll add it to this list.



# Up Close and Personal: Lowell Robinson

By Miriam Talley

I had the pleasure of meeting up with Lowell when part of the Cozy Corner gang were in Brad Doppelt's garage working hard on their Cozy cuttings. I spent an enjoyable afternoon watching the work and listening to the numerous flying stories Lowell had to tell.

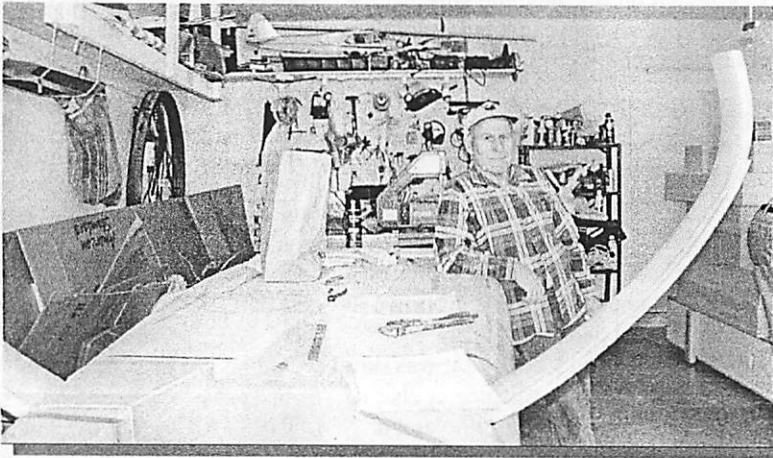
Lowell is another Yankee in the group.

Born on a farm in Hicksville northern Ohio. In 1952, at age 18 he joined the Air Force to keep from being drafted into the Korean War. He was

trained as a ground radar operator and hated the job. One day he saw an F-86 fly over the mountains and buzz the radar station at 100 feet. The windows shook and Lowell knew that that was what he wanted to do. He applied for pilot training, but was not accepted. However, he could get into a cockpit as a navigator. He entered the cadet program that took him through Lackland, Harlingen and Waco. He was then assigned to the 61<sup>st</sup> Fighter Squadron in Michigan as the "GIB" Guy In Back of the F-89D. Even though the GIB, Lowell got to know the F-89 well. He studied the checklists, went into the simulator and even got some stick time. He continued to apply for pilot training. It took several more applications, but Lowell was persistent. During this time he was put on the overseas list and found himself in Newfoundland/ Harmon AFB. He volunteered for Labrador, Goosebay to cut down on the time. All the while putting in his applica-

tions for pilot training and then having to retake tests due to outdated test scores. His persistence finally paid off, or the Air Force got tired of processing his paper work. So it was off to Hondo to start his training.

In Hondo, TX, he was in the class of 58P, where he flew T-34's and T-28's. Then



he was off to Laredo flying the T-33. Lowell was then selected for the F-86 and was sent to Williams AFB in AZ. As 1958 rolled out, the Air Force did not need any more fighter pilots and many were diverted to the Strategic Air Command (SAC). Lowell found himself in Wichita, KS for 6 months training in the B-47. His crew was then sent to Orlando,



FL, McCoy AFB. There he met his lovely bride, with whom he celebrated 40 years of marriage on 7 Jan 01. During this time the wing there also became a B-52 base. Lowell was then offered the choice of going to (SOS) Squadron Officer School or upgrading to left seat in the B-47. Heeellloo Air Force, like there is a choice. Sit in a classroom for couple months or upgrade in your aircraft. Well, of course Lowell chose to upgrade and became aircraft commander at 900 hours. He was then sent to Portsmouth, NH with the B-47. From there he had fantastic temporary duties to England, Spain and Africa.

In 1964 Lowell, because of his fighter pilot background, volunteered as a forward air controller in South Korea. While there, he was tasked to start the 4<sup>th</sup> Direct Air Support Flight. He had a U-6A

(Beaver) that they used for mail and film delivery. 8 pilots used the Beaver for currency. They named their transport service the "Teeny Weeny Air Transport Service". Lowell was also checked out in the T-33 to fly targets. He had the honor of being the only dual qualed

pilot on the base. From Korea there were several moves as an instructor pilot to Selma AL with the T-37, Shermer, TX and then Randolph. Lowell retired in August 1972 with 4,200 flying hours.

It was back to school for Lowell. He attended Southwest Texas in San Marcos

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and earned his education degree with a minor in Chemistry. This degree helps with composite work. He had planned on becoming a dentist, but when a fellow classmate learned he had been a professional pilot and responded "what the hell are you doing here", he realized how much he loved flying and missed it. So in '75, Lowell went to a charter operation in San Antonio. There he was checked out in a 601A Aerostar and a Baron. That started his next 20 year career in charter and corporate flying. Among his many log book entries are PIC (Pilot in Command) of every model of the Piper Apache to Cessna 421, King Air A,B+C, Merlin 2b,C-90King Air. If you have a couple of hours, Lowell can share many entertaining stories of flying around personalities, such as George Peppard, Roger Staubach, Slim Pickins, James Baker, John Tower and flying the McCoy's J-3 and PT-22. He ended this second career



in 1992 with 9,200 hours of flight time.

In 1965 Lowell purchased a Tri-Pacer which he flew for three years. But since 1977, he had been thinking about building something and had liked the look of the Vari-EZE. In '93, he bought the plans for the Cozy and soon found he had developed allergies to the epoxy. He did not touch the plane for 3 years and kept himself busy in real estate. And then in '97, with great precautions, went back to working on the Cozy. Lowell had known about our Chapter 35 and in '98 joined the group in hopes of meeting up with fellow Cozy builders. There he met John Farr with his Cozy project. The Cozy group has now grown to a group of five affectionately known as the "Cozy Corner Gang". They have become a model of building and working together to get their projects off the ground. Thanx Lowell for sharing your history with us and a very pleasant afternoon.

## CFI Corner

### Our Right to Fly

by Mike Lynch

We are on final approach and end our series on Aeronautical Decision Making in this month's column. As the saying goes, we'll "save the best for last."

Hazardous attitude awareness is a big part of ADM and is probably the most neglected of all of its other parts, like stress, the Accident Chain, the DECIDE model, etc. The notion of hazardous attitudes is neglected most because it requires us to be introspective, critical of our attitudes about flying, and about life in general. This is the "mind game" part of making good decisions. After all, how quick are we to tell ourselves that our own thoughts are "hazardous?" If you can identify any of the five hazardous attitudes in your style of thinking, you are well on the way to keeping yourself out of harm's way, and being part of the solution to general aviation's worst enemy, accidents and incidents.

Our right to fly in this country is under

heavy attack by people who don't understand why bad things happen to good people. (Just ask the EAA or AOPA.) Other countries are losing, or have already lost, what we value so dearly. We preserve this great freedom by being the best pilots we can be.

Last month we discussed Mr. Macho and his cousin Invulnerability, and of course sister Resignation. If you didn't read about these folks, get last month's newsletter and dig in! Isn't it interesting that Mr. Antiauthority and Mr. Impulsivity are next door neighbors living at "the end of the runway?" We're going to discuss those two hoodlums this month, and how they fit into causing accidents and incidents.

These two are a real pair. They seem to get along well, and are usually found lurking together to put Joe pilot in a bad place. They may seem like familiar fellows you may have met at a decision point somewhere in your recent past. I have certainly been tempted by their curious antics, and luckily, have caught them in their tracks while trying to convince



me to go ahead and do something I might later regret. These two fellas deserve special attention because they have a very tight relationship with their close friend, the Grim Reaper.

In the following paragraphs, you will fill in the lines with experiences you have had already, and maybe even some your friends have had.

The majority of fatalities in general aviation are connected with deliberate attempts by VFR-rated only pilots venturing into instrument meteorological conditions (IMC). The second most deadly accidents are caused during maneuvering flight.

According to the Nall Report, an AOPA-sponsored compilation of accident statistics, 46 out of 53 weather-related accidents were fatal. Most of them were involved with the aircraft striking objects or terrain at high airspeed or crashing out of control, sometimes after the pilot induced structural failure on the aircraft. This is commonly referred to as "controlled flight into terrain." Thirty-eight of the 46 fatalities were caused by VFR flight into IMC.

Maneuvering flight in single-engine airplanes continues to be one of the largest producers of fatal accidents, the report continues. It is also the most preventable. Thirty-one of 63, or 49.2 percent, of fatal maneuvering accidents were the result of "maneuvering during low, slow flight." Some of these accidents occurred during legitimate activities such as crop dusting, banner towing, etc. However, the majority, again, occurred during personal flight. Some occurred during buzzing or low-level feats of bravery. Many involved such a degree of recklessness that makes it difficult to term them as "accidents." No increase in proficiency, no amount of extra flight instruction, no harping on the value of ADM can change any of these fatality figures. Only a change in attitude on the part of living pilots can bring about

change.

Now that we're all sober, let's tie our two culprits in with the scene. Antiauthority says "don't tell me what to do!" It has no regard for the laws, rules, regulations or procedures that have been put in place by those who have "been there, and done that." People who display this attitude may be resentful of having someone (a CFI, the FAA, or even a friend) tell them what to do because they regard it as

HAZARDOUS ATTITUDE	ANTIDOTE
Antiauthority: Don't tell me.	Follow the Rules. They are usually right!
Impulsivity: Do something quickly	Not so fast. Think first!

something silly, or conjured up by politicians, and is totally UNECESSARY to their activities. Let me tell you Mr. Antiauthority, you're going to get hurt! The minute you step into your airplane without a proper annual, or a proper medical, or a proper certification, you have opened the door to disaster. However, it is always your prerogative to question authority if you feel it is in error. I still believe the laws of our land are here to protect all of us, whether we like it or not.

Impulsivity says "do something, quickly!" This is the need to do something-anything-immediately. Most of the folks who got here were probably convinced by Mr. Antiauthority to get into trouble in the first place. After he breaks the law by using unauthorized parts on his airplane, he quickly does something in error after the part breaks in mid-air (or on takeoff), and manages to destroy his airplane and hurt a few people around him in the proc-

ess. Doing the first thing that comes to mind and not selecting the best approach isn't always the best approach. (Unless you have taken the time to train with a CFI and what comes to mind first is correct.)

ADM training states that when you recognize a thought as hazardous, you should first label that thought as hazardous, then correct that thought by stating the corresponding antidote. The table to the left

provides the -antidotes to use when you catch yourself exhibiting these attitudes.

Yes. I am making the point that VFR-rated pilots should not even think about flying in less than legal VFR mini-

mums. I will even go so far as to say, unless you have got some current training on instruments you should not fly at night at all, or in the day unless you can keep MUCH BETTER than VFR minimums. I am also making the point that to do anything against the FARs or accepted procedure in the Aeronautical Information Manual (AIM) puts you and me and my family in a state of unnecessary risk, whether you like the rules or not.

When you received your pilot certificate, you signed it. That signature is your affirmation that you would conform to, uphold and defend the rules, rights and privileges afforded to you as prescribed on the certificate. Many call this their "license to learn." I call it my "license to live." Our freedom to fly in America is as great as life itself, and is just as valuable to preserve.

Fly Right! Fly safe!

Trivia Question Answer:

March Question: How much thrust does it take to fly an airplane? *The minimum is 20% of the weight of the airplane. From "Aeroplane Design For The Amateur" by Victor Loughhead, 1912.*



# Monthly Meeting Minutes

by Bob Cabe

President Ed Seurer called the meeting to order at 7:00 PM.

There were 55 attendees.

Visitors: Louis Johnson Cessna 172; new member  
 Mike Sullens new member  
 David McCarthy new member

Treasurer's report: We have a balance of \$4,147.38.

Arlis Olson prepared a wonderful Italian lasagna for the chapter.

Dave and Miriam Talley and Arlis Olson presented Louie Viggiano a beautiful print of an Aeronca to commemorate his first flight after a complete rebuild. Bob Day presented Louie a photograph of the first flight.

Young Eagles: Jack and Linda Ridgeway have contributed \$2,500 to be used for Young Eagles flights. The goal of the Chapter is for members to "match" this amount, thus providing \$5,000 for these flights. The next Young Eagles flights will be flown on April 21st during the pancake breakfast. Brad will need a lot of help.

Clean up day April 14th will be a Chapter clean up day. Members requested to arrive at 10:00. There will be no meeting that day. The meeting will coincide with the Chapter pancake breakfast on April 21st.

Dave Baker updated the Chapter on the status of Castroville airport. They're looking for a new manager and FBO. Fuel is currently \$1.80.

Dave Baker and Dan Cerna are organizing the Chapter library. Large stacks of magazines such as Flying and Private Pilot are available for the taking. The library will retain Sport Aviation.

Fred Pinnel won the 50/50 drawing. He won \$40.50

Paul McReynolds led the discussion on project reports.

Bob Day introduced Lowell Robinson who presented a program on the Cozy and composite structures.

Bob Cabe  
 Secretary



**SCENES FROM THE MEETING**

**February 2001**

## EAA Chapter Web Site News

By Steve Carlson

Our chapter website is off and flying. It's a bit like the Wright brothers though. Taylor is back in the garage developing the engine and we're out flying on a shoestring. We were down for a bit in January, but now as confidence and knowledge build in equal measure, we are out soaring the internet to the great heights that our shoestrings allow.

The easiest way to find our page is a two-step process. Step one, enter "EAA35" in your favorite search engine, (Yahoo works good). Step two, when the results of the search come back, click on the heading that looks like us. You won't get many choices, so it should be easy, and it's easy to remember. If, however, you must know the address, and I know many of us must, it's <http://www.endicor.com/eea35/>.

We have many goals for our website and I'm hoping you can suggest more. As of right now the website offers the following:

1. The Home page, which has buttons to the other pages, the meeting time and

date, as well as a very clickable address that allows visitors to send me comments, questions, and additions.

2. The Where Are We page, which is a map to guide new members to the meeting

3. The Flying Projects Page, which only has Talley's plane on it because everyone else has yet to submit photos. We will add a Projects in work page as soon as I get a photo of one.

4. The Links page, which is a mishmash of good sites to visit, but it's my personal mishmash, and would be greatly enhanced by your submissions

5. The Announcements page which may turn into the club calendar before long.

This is our basic page as it exists today. It promotes our organization, as witnessed by the eight emails and five visitors to our meetings that the page has produced. It has some links and some member value, but it needs more. We could easily add officer contact information, technical arti-

cles, meeting minutes, member profiles, and area events of interest to the membership. These are the types of information that will make our page one that is sought out by members and non (future) members alike.

And now a word for our sponsor. Randall Klint donates the server space required to run our web page. He is the "endicor" in our web address. His only reward is the satisfaction he gets from association with the chapter. He's earned our thanks. The page's design is borrowed shamelessly from Chapter 774 and their webbuilder, Gary Craze. He has been very supportive. Visit his site from our links page.

The easiest way to get me a photo or article is to click on the Webbuilder link on the home page, but I will gladly borrow your photo or article and scan it in to the website. If you have an idea, a thought, or a comment just get it to me and I'll incorporate it.

Your Webbuilder,  
Steve Carlson

## Young Eagles Corner

By David Talley

Again we THANK Jack and Linda Ridgway for their GENEROUS donation to the chapter in support of the Young Eagles program. As reported, your chapter board voted to create a "matching funds" program. This will in effect double the twenty-five hundred dollar gift creating a five-thousand dollar fund to assist our chapter in empowering the future in aviation.

Currently the following folks have stepped up to the plate with their donations:

- **Norris and Joanne Warner**
- **Dave and Miriam Talley**
- **Al Almond**
- **Ed Seurer**

- **The Lifshutz Fund, Inc. (c/o Ian Heritch)**
- **Ian Heritch (personal donation)**
- **Linda Menchaca (in Memory of Al Campbell)**

Al Almond is challenging all "older bachelors" to donate. Norris Warner has called on all board members, flight advisors and technical advisors to also step up to the plate. So...what's it gonna be? I'm asking ALL members to make a donation to this worthy cause. We're still a long way away from matching the total amount.

When donating to this program, please send your gift to Joanne Warner. Be sure to annotate your check with "Young Eagles". I thank you in advance for your generosity. Norris is carrying a pen with "For the Kids". So how about it...it's our future, too!



**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.)*

**10 Mar 01 – EAA Chapter 35 monthly meeting: Dinner & Social 5:30pm, meeting 7pm.**

**7 Mar 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.

**15-18 Mar 01 – San Antonio, TX.** Brooks AFB. First convention for Warbird Squadron 23 (Jets). Contact Bill Geipel 715/268-4980 or e-mail: czech6@win.bright.net

**8-14 April 01- Lakeland, Fl.** Sun N Fun EAA Fly-In. 941/644-2431

**14 Apr 01 – EAA Chapter 35 Clean Up Day 10am start time.**

**20-22 April 01 – Fort Worth, TX.** Mooney Safety Foundation pilot proficiency program for Mooney pilots. Lela 210/525-8008 or fax 210/525-8085.

**21 April 01 – EAA Chapter 35 Fly-In/Drive In Pancake breakfast. Rain or Shine. 7am-11am Plus: Young Eagles Fly-In 1pm-5pm.**

**21 April 01 – Conroe, TX.** Chapter 302 Spring Fly-In, Montgomery County Airport (CXO), 281/376-1630.

**21-22 April 01 – NAS Corpus Christi, TX.** Open House. 361/961-2332 or [www.navaltx.navy.mil/nascc/default.htm](http://www.navaltx.navy.mil/nascc/default.htm)

**26-28 Apr 01 – Dallas, TX.** 44<sup>th</sup> Annual International Aircraft Electronics Association Convention and Trade Show. 816/373-6565.

**28-29 April 01 - Nacogdoches, TX.** East Texas Airshow, Fly-In and Military Appreciation Day. 888/654-7351 or [info@visitnacogdoches.org](mailto:info@visitnacogdoches.org)

**28-29 April 01 – Galveston, TX.** 11<sup>th</sup> Annual Spirit of Flight Airshow and Aircraft Walkabout at the Lone Star Flight museum. 409/740-7722.

**28 Apr 01 – College Station, TX.** Texas A&M Flying Club Fly-In Breakfast at the Easterwood Airport. Call Kari 979/693-4869 or [karbear@tamu.edu](mailto:karbear@tamu.edu).

**11-12 May 01 – La Grange, TX.** Fayette County Air Festival. 979/249-4200.

**12 May 01 – Graham, TX.** EAA Chapter 945 Fly-In/Airfair. 940/549-6415. [wnicklas@brazosnet.com](mailto:wnicklas@brazosnet.com).

**12 May 01 – Mount Vernon, TX.** Fly-In and Fly-Market at the Franklin County Airport. Cecil 903/785-6839 or Ted 903/856-5992.

**19-20 May 01 – Beaumont, TX.** Southeast Regional Air Show. 409/983-5973.

**26 May 01 – Ranger TX.** Chapter 956 Annual Spring Fly-In. 254/647-1855

**2 Jun 01 – Waxahachie, TX.** Mid-Way Airport (4T6) Annual Pancake Breakfast Fly-In. 972/923-0080. [www.waxacofc.com](http://www.waxacofc.com).

**2-3 Jun 01 – Dallas Air Show 2001.** 214/350-3600 or [www.dallasairshow.org](http://www.dallasairshow.org)

**9 Jun 01- EAA Chapter 35 Picnic/Fly-In/San Geronimo 20<sup>th</sup> Anniversary Celebration.** Chairmen Lew Mason/Ed Seurer.

**23 Jun 01 - Big Spring, TX.** 2001 Air Fair and Fly-In at the Hangar 25 Air Museum. Nelda Reagon or Susan Lewis at 915/264-2362.

**15 Jul 01 - San Angelo, TX.** Aviation FunFest 915/659-6409

**24-30 Jul 01 - Oshkosh, WI.** EAA Adventure Oshkosh.

**8 Sep 01- Greenville, TX.** 50<sup>th</sup> anniversary of Majors Field. 903/457-4044 or [www.gvl.esys.com](http://www.gvl.esys.com)

**21-22 Sep 01 - Abilene, TX.** South West Regional Fly-In. [www.swrfl.org](http://www.swrfl.org). \*New dates\*

**3-8 Oct 01 Sweetwater, TX.** Women Air Service Pilots Reunion. 800/658-6757.

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

*8 Dec 01 – EAA Chapter 35 Christmas Party.*

**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](mailto: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.

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**RV-6A Empennage and Wing Kit for Sale.** Pregnant Wife forces sale of kit plane to pay for Cherokee. Empennage 15% complete, Wing 0% complete. Includes: Duel Landing Lights, Electric Elevator Trim, Preformed Counter Weights, Plans, Alumiprep, Self-Etching Primer, Primer, and Other Stuff I cannot remember...No missing parts... **Will deliver to Your Front Door.....\$4,000.00** Call Mark at 210-680-0970

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**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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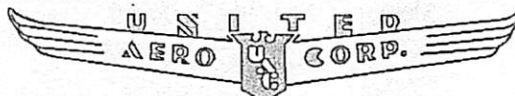
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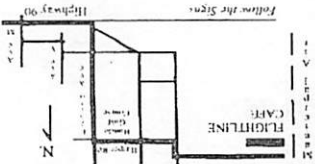
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Chapter 35, San Antonio, Texas

Norris Warner, Membership Chairperson  
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Pipe Creek, Texas 78063-5652



Name & Address here

**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

