



# RUNWAY 35

August 2010

Volume 52 Issue 8

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## Next Event

**August 14th**

- Program: Mike Jordan FAASTEAM Program Manager
- Dinner @ 5:30
- Meeting @ 6:30



PHOTOS CONTRIBUTED BY:  
D.BAKER, O. ZUNIGA, N. WARNER

**RUNWAY 35 PUBLISHED BY  
ED SEURER, EDITOR-IN-CHIEF**

## ARE YOUR STUDENTS DOING A PROPER PREFLIGHT?

**By Mark Julicher**

Are you teaching your students enough about preflight inspection?

This author recently performed an aircraft annual inspection that produced 20 discrepancies, each severe enough to ground the aircraft. This particular plane was ready to experience an in flight fire caused by hot exhaust blowing onto an oil leak. It was probably only a matter of a few more hours of flying time. In my opinion, a pilot should have seen this problem and at least 12 of the other problems long before they became unsafe.

Unfortunately, this is not an isolated case. At least once a year I perform an annual inspection on a regularly flown plane and discover major maintenance issues which could have been seen during a good preflight inspection. No doubt some mechanics need to do a better job; however, pilots look at the plane more often than mechanics, and they are the ones in the left seat when something goes wrong. Therefore, it is necessary to train pilots to find small problems before they become dangerous.

While we can't expect every pilot to be a mechanic, if we teach students a few basics about what to look for it will improve safety and save a lot of expense.

### Preflight Basics:

Hoses chafe. Oil and fuel lines can and will rub and wear in the vibration environment of an engine compart-

ment. Loss of fuel and oil pressure is the result, or perhaps a fire. Be sure hoses are not close to exhaust headers. Hoses should not be touching engine mounts or wire bundles where they chafe under vibration. Frayed hose covering or gouged places mean time for a replacement.

Wires short. Wires should not be allowed to wiggle or rub, but be supported by cushion clamps or held by nylon zip ties and kept away from heat sources. Old wires often show evidence of insulation breakdown. Cracked or discolored insulation usually mean a wire is about to break or short,

Rubber ages. Engine mounts, fuel lines, hydraulic hoses and the like are life limited. Look for cracking and loss of flexibility. When rubber gets old it crumbles which can contaminate fluids, or in the case of an engine mount, allow the engine to sag and shake.

Moving things wear out. Throttle cables, valves, doors and brakes don't last forever. A pilot may not know when the last time an item was changed, but having some idea of what good or bad is on any given part is extremely useful. Binding in any control warrants further investigation. If a control requires Herculean effort to operate it there is a problem.

Question discoloration. Fuel, oil, exhaust, and hydraulic fluid all leave characteristic color evidence. Color where it shouldn't be usually points to trouble. **(Continued on Page 3)**

## WE WERE PILOTS ONCE...AND YOUNG

**By Oscar Zuniga**

The title of Lt. Col. Hal Moore's book (and the movie adaptation of it, "We Were Soldiers") drew a smile from me the other day

when I changed one word in it. Moved my thoughts a polar opposite from Moore's Indochina war experiences to my aviation beginnings.

It was the beginning of my second year in engineering school at UT-Austin, fall of 1971. All I could do was think about aircraft, flying, and someday owning an airplane. I was married, had a young son, and very limited funds. We clipped coupons and shopped when Safeway had sales on groceries and supplies. We bought generic, made do, and lived very simply in a 10x55 mobile home in married student housing on Lake Austin Boulevard. I rode the shuttle bus to campus every day so I could leave our used car for my young wife to use. My main focus was to study and work towards getting my engineering degree so I could support my family and lead them out of the Vietnam era into something less tumultuous and more stable.

Working in the summer and after school for an air conditioning company to earn extra money, I had the incredible good fortune to find that one of my co-workers, Jack Cooper, was a flight instructor who was down on his luck and working at the same company to make ends meet. Jack was trying to build hours so he could move up in aviation and he offered to give me instruction if I'd rent the airplane and pay for fuel. The stars and planets aligned. "The airplane" was a J-3 Cub, and we flew it out of Tims Airpark north of Austin for \$12/hr., wet. Those weeks and months flying a 40HP, no electrics, no radio, no intercom, tube-and-fabric airplane in the cold Austin mornings before work forged my aviation life into what it would be and is today, nearly 40 years later. I can remember that first solo like it was yesterday.

Fast forward almost 40 years. After pulling through a half-dozen blades and making the mags hot, I prop the A75 on my Air Camper and after it comes to life I



climb into the cockpit and lift off for Bulverde Air Park. Climbing to 2500', I level off and settle in for the half-hour flight to go watch Doc and Mark mount the wings on Doc's Champ restoration project. It's a gorgeous day; typical July cumulus puffies, a brisk and blustery southeast wind, and the flying is classic central Texas. I've been moderately successful as an engineer and manager, so I've been able to fly some pretty nice airplanes over the years. I've passed up deals on comfortable, modern, fully-equipped enclosed-cabin airplanes and have instead chosen to fly an open-cockpit wood-and-fabric airplane that was designed 75 years ago, pulled along by an engine that was already ten years old when I was born. Why?

I can't sit in the airplane for more than about two hours at a time, and yet I anticipate every flight as if it will be my first (or maybe my last!)- and despite the inconveniences and discomforts of operating an older airplane, I find that its simplicity and honesty are worth more than nice electronics or a comfortable cockpit. Which leads me back to my subject.

I guess I used to think I was a dashing and sophisticated pilot when I could fly the gauges in fully-equipped airplanes and could work the radios in congested airspace just like the pros. I've landed at big airports after making well-planned cross-country flights with passengers aboard, made all the correct stops and turns on the taxiways and intersections, fueled the airplane with King Airs and Bonanzas all around me. Nowadays though, I'd rather my flying be less like procedure and more like impulse; less like work and more like play. I enjoy tinkering with my own airplane and then just going out and flying. Am I any less a pilot than the fellow or gal who gets their satisfaction from flying an IFR cross-country "in the stuff" in a certified aircraft with a glass cockpit, precisely tracking a coupled GPS with uplinked, overlaid, constantly updated weather and TCAS? I hope not, but it really doesn't matter. I'll keep flying my way for as long as I can, and when I can't do that anymore the memories will probably be enough. When my grandsons ask me about it, maybe I'll gaze off into the sky with a smile and begin, "We were pilots once... and young..."

**PRESIDENT'S COCKPIT**

**By Dave Baker**

By the time you are reading this, Ron O'Dea and I will be back from Air Venture 2010. We will assemble some photos and info on our trip and present it to the chapter at our next meeting. A big event for me will be the acceptance of the Newsletter Award for Ed Seurer (and Steve Jones) at the ceremonies on Saturday morning, July 31st.

The sale of the Piper Tomahawk for Jim Thomas and monies received as a donation is just about completed. The person who bought the fuselage lives in Mexico and was planning on coming the weekend of July 16th-17th & 18th to disassemble and load on to the trailer but the storms flooded all of the roads between the border towns and Monterey so he has delayed coming until after he gets back from Oshkosh. I plan on meeting he and his wife & daughter at Oshkosh. It appears that the chapter will benefit to the amount of approximately \$6200.00 from this great contribution from Jim. A BIG Thank You to Jim from all of us at Chapter 35.

The aero event on July 17th, hosted by "Capt" Bill Bartlett was a great fun event for all who participated. See Bill's report in this issue.

Jim Feighny still needs programs for the September, October and November meetings. I know a lot of you have areas of interest that you could present to the chapter. Please call Jim (number on contact page) and schedule a time slot.

I know of two of our members who have flown their "homebuilt" aircraft this year, Bob Severance and Lew Mason. Do you know of someone who has made their first flight this year? If so, please contact me with their names and type of aircraft.

**Need an aircraft assembly table?** Contact Dave Baker to see how your tax-deductible donation could make this table show up in your hanger.



**PREFLIGHT (CONTINUED)**

**(Continued from Page 1)**

Beyond the basics, here are a few examples to ponder. Ask yourself if you would have spotted these.

Scenario 1: A pilot could easily see that an intake tube is covered with gray exhaust residue. In this particular case, heat was beginning to destroy other engine parts. The right hand exhaust header has already been removed and the cylinder is about to be replaced. Exhaust leaks at the cylinders are all too common. They start showing as just a little residue near the cylinder exhaust port. Over time the exhaust gasket deforms, and the leak grows, Eventually the exhaust port itself is eroded and the cylinder must be overhauled or trashed. The time from an initial leak to a destroyed cylinder is only tens of hours.

Scenario 2: Disk brake linings have wear indicators. On a new set of pads, the wear indicator notch is clearly visible on the inside brake pad. Once the notch is worn away it won't be long before the rivets are dragging on the brake disk. If the notches in the brake pads are visible then the brake is still OK. It does not take many hard or short field landings to wear out a set of brakes. On a schoolhouse plane you need to look at the linings frequently.

Scenario 3: The cracked rubber in the old engine mount can't be absorbing vibration like it once did. It takes a little extra effort to look at the engine mounts. Hard landings and abrupt maneuvers put severe strain on engine mounts. One engine mount manufacturer warrants new mounts for 500 hours whereas these tired mounts have 6000 hours on them.

Scenario 4: The spark plug, now rusty, was new one year ago. The other seven plugs on this engine still looked clean and gray. A leaking exhaust gasket was blowing hot gasses on this plug, the wiring harness and the nearby alternator. The cost to repair the cylinder, alternator, and harness was over \$1000. More importantly, this situation would have soon caused a fire.

**Mark Julicher is an A&P, IA, TC and FA**

**This article may appear again in a later edition, with photos for scenario 1 through 4 — Editor**

**NEWSCLIPS**

**MERLIN GT IN-PROGRESS PHOTOS**

By David 'Artist' Baker



**NEW TAXI PROCEDURES**

By Bruce Landsberg

Hear something new on the frequency? AOPA safety guru Bruce Landsberg explains changes in how air traffic control will give you taxi instructions. Bottom line, ATC must now give you a clearance to cross every intersecting runway on your taxi route. If you haven't heard a specific clearance to cross, stop before entering or crossing any runway.

**FRUIT LOOPS**

By Steve Jones

So last week, our PDA cigarette-lighter-power/USB cable and miniature GPS receiver arrived in the mail. Evidently, you CAN collect enough 'Fruit Loops' box tops to earn a prize. This is crucial because, otherwise how else would you explain a satchel full of faintly fruity smelling scraps of paper? But I digress. Now, the built-for-2003 PDA enjoys new life as a turn-by-turn GPS annoyance. "Left turn in quarter of a mile". "Left turn ahead". "Recalculating, you twit."

But, you ponder, why not go to Wal-Mart and buy a real GPS receiver?

They're convenient, they do away with the Gordian Knot of wires, and certainly don't run Windows Mobile...right? RIGHT!?! (They do, but they hide it well)

Because with the infusion of new code, the PDA can become an airborne GPS. (To be honest, with the proper application of a trebuchet, ANY GPS can become airborne) And so, about 11PM last night, I took it for its first flight. Not that I would climb into a plane or anything and fly into the darkness, but the GPS receiver doesn't know any better. What it DOES know is if you decide to scream along the back-roads of Texas, three feet off the ground, EVERYTHING is a menace. I also learned it wants to live. "TERRAIN!, pull up!" "Obstacle!" I was driving the Eclipse. The GPS wasn't amused.

Epilogue: I took it flying again this afternoon. It's much happier 1,000 feet off the ground.

## MORTALITY IN ARMY AVIATION - 1914

In this multi-part series, Ron Paduh presents a unique view into the then-new endeavor of heavier-than-air flight. From the earliest days comes a sobering analysis of flight accidents, their causes, and their unfortunate results. This historical perspective reveals that while much more is known today about weather, materials, aerodynamics, and human factors, we continue to make the same mistakes.

This is article 3 of 12, to be published each month covering the first 11 fatal aircraft accidents in the Army 1908 – 1914. Each month will be a different accident and the last month will be a general discussion of all 11 accidents. This information comes from a copy of an original letter from the Signal Corps to the Chief of Staff.

### Accident No. 3:

Extract from Proceedings of Board of Officers held at College Park, Md., June 12, 1912:

That the machine arose from the ground, made a circle of the field, and then flew south a distance of nearly ½ mile, made a turn over towards the trees and flew north at a height of about 150 feet. The machine was then pointed down at an angle of about 45 degrees, with the power on, and glided down in this position to a height of about 30 or 35 feet from the ground. Mr. Welsh was then seen to work at his levers and the machine came up to the horizontal position when it seemed to quiver, and the wings appeared as if they were raised up, the ends being from 2 to 3 feet higher than the center section. It seemed to pause for a moment and then dove head-first into the ground. The engine was heard to run until the machine struck; then it was enveloped in a cloud of dust. This accident occurred about 6:13 P.M.

\* \* \* \* \*

From all testimony of eye-witnesses and a careful examination of the machine the Board is of the opinion that the accident was due to the fact the operator endeavored to bring the machine upward too suddenly, thus throwing a greater strain upon the front spars than they were able to withstand. The spars broke and the wings collapsed, bending outward and backward. The machine being relieved of the support of these outer planes, was precipitated to the ground.

Probable Cause of Accident: Error in judgment on part of pilot in gliding with power on and pulling machine up too suddenly.

Damage to the right wheel, tail, and wings of Arthur Welsh's Wright Model CM-1 Flyer after crash on June 11, 1912.



## TEXAS HOLD'EM POKER RUN RESULTS

**By Bill Bartlett**

Capt'n Bill's 2nd Annual Texas Hold'em Poker Run - July 17, 2010



What is a poker run?

A Poker Run is not a race. It's a game of chance and an assembly of some of the neatest and most exotic aircraft. Even before the event begins, you can sense the burning fever of anticipation. Like all true flyers, Poker Runners are itching to head up to the open sky. And, like a proud eagle ready to soar, Poker Runners are rarin' to unleash full horsepower and get on the move. That is Capt'n Bill's Texas Hold'em Poker Run.

Here's the action:

Capt'n Bill held a pilot/player's briefing and then started the play. First, 3 cards were exposed face up; this is called the "Flop". Second, cards were dealt face down and placed in envelopes, and then taken to Boerne Stage Airfield and Hondo Airport. That means that each player must first fly to Capt'n Bill's hangar at Boerne Stage Airfield and pick up their first card to be used with the flop cards, then continue on to the Hondo airport for their second card then return to San Geronimo to continue the play. This now makes up a five card hand for each player. If Players believe they have a good hand and chances are good, they may donate \$5.00 to see the "Turn & River" cards or fold. Capt'n Bill then deals the "Turn" card which now gives the players six cards to determine their best 5-card hand. Then the River card is dealt and the player with the best five card hand out of seven cards (Player's 2 cards + 3 card Flop + 1 Turn card + 1 River card = 7) is the winner.

If this seems too confusing to you, then join us at the next event and we will be more than happy to explain these actions as slowly as you need.

Well, what happened?

The "Flop, Turn & River" cards were dealt as follows:

Flop = 6, 7, 8 - Turn = 9 - River = 10

This gives all player's a straight without using their two cards received at Boerne and Hondo. However, one player, Gerard Amzallag, held a "Jack" which gave him a higher Straight (7-8-9-10-J) than the other players.

12 players and 7 aircraft participated in this Event. This Event and two in 2009 gives us a total participation of 40 players and 23 aircraft in the past 3 Capt'n Bill's AeroEvents. This Event brought in donations of \$145.00 giving us a total of \$478.50 after expenses to Chapter 35's treasury. Not bad for three days of safe, fun flying.

When you sign on for a Poker Run it means being part of a well organized, activity-oriented, fun filled safe event. Naturally, it helps to have great weather, but equally important are the card stops and special hosts that cater to poker runners. Mr. Tim Fousse, Hondo Airport Manager was very helpful. He is a strong advocate of Capt'n Bill's AeroEvent activities and personally greeted each Poker Runner with liquid refreshments and donated 30 gallons of 100LL. Thanks, Tim.

Now, the winners:

First Place goes to Gerard Amzallag

Second to Mark Julicher

In addition to placing, Gerard will receive 20 gallons of 100LL and Mark 10 gallons. Compliments of Tim at Hondo.

Now, all is well, so watch for Capt'n Bill's announcement of another AeroEvent soon.

"No the game never ends when your whole world depends, On the turn of a friendly card"  
— Alan Parsons Project

# DAVID 'ARTIST' BAKER POKER RUN PHOTOS



**CONTACTS LIST**

<b>POSITION</b>	<b>NAME</b>	<b>PHONE</b>	<b>EMAIL</b>
PRESIDENT	DAVE BAKER	210.688.3358	iflyaerosport@sbcglobal.net
VICE PRESIDENT	JAMES FEIGHNY	210.601.8607	jfeighny@satx.rr.com
SECRETARY	DENNIS SCHEIDT	210.688.3210	dczsr7s@att.net
TREASURER	DEE BRAME	210.493.5512	deeb@satx.rr.com
AT LARGE (B)	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
AT LARGE (B)	RON O'DEA	210.488.5088	r2av8r@yahoo.com
AT LARGE (B)	RON PADUH	210.380.3836	rpaduh@att.net
PAST PRESIDENT (B)	DAN CERNA	210.688.9345	dcerna@att.net
PAST PRESIDENT (B)	LEW MASON	210.688.9072	lewnan@sbcglobal.net
PAST PRESIDENT (B)	JOHN LATOUR	830.612.2232	latourjohn@att.net
BOARD ADVISOR	JOHN KILLIAN	830.438.9799	jkillian1@gmail.com
<b>CHAIRPERSON</b>	<b>NAME</b>	<b>PHONE</b>	<b>EMAIL</b>
AIR ACADEMY	MAARTEN VERSTEEG	210.256.8972	maarten.versteeg@sbcglobal.net
YOUNG EAGLES	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
BUILDER'S ACADEMY	BOB SEVERANCE	210.889.0472	sapropbuster@satx.rr.com
FACILITIES	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
REFRESHMENTS	GAIL SCHEIDT	210.862.4396	gailps@att.net
GROUNDS	NANCY MASON	210.688.9072	lewnan@sbcglobal.net
SUPPLIES	FREDA JONES	210.485.3982	eea35supplies@gmail.com
MEMBERSHIP	RON O'DEA	210.488.5088	r2av8r@yahoo.com
NEWSLETTER	ED SEURER	210.885.1160	eea35news@gmail.com
HANGAR	DAN CERNA	210.688.9345	dacerna@att.net
WEBSITE	BOB SEVERANCE	210.889.0472	sapropbuster@satx.rr.com
TOOL CRIB	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
PUBLIC AFFAIRS	BILL BARTLETT	210.494.7194	bartlettsat@gmail.com
FLYING START	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
COUNTRY STORE	DANNY & ROXANNE BEAVERS	830.931.9053	dbeavers@txun.net
<b>FLIGHT ADVISORS</b>	MARK JULICHER	210.382.0840	mjulicher@earthlink.net
	RON O'DEA	210.488.5088	r2av8r@yahoo.com
	RB 'DOC' HECKER	210.391.1072	tcflyingdoc@yahoo.com
<b>TECHNICAL</b>	PAUL MCREYNOLDS	210.363.1434	pmcreynolds@satx.rr.com
<b>COUNSELORS</b>	BRAD DOPPELT	210.380.2025	brad_doppelt@yahoo.com
	JOHN KUHFAHL	210.365.0120	johnkuhfahl@yahoo.com
	RB 'DOC' HECKER	210.391.1072	tcflyingdoc@yahoo.com
	MARK JULICHER	210.382.0840	mjulicher@earthlink.net



### CHAPTER CALENDAR

June 12	Annual Picnic / Fly-in Hamburgers / Hotdogs	San Geronimo	11:00am to 2:00pm
June 19	Young Eagles Flying Pilots and volunteers needed	San Geronimo	9:00am
July 10	Program: Lew Mason "Thoughts on a First Flight"		Dinner @ 5:30 Meeting @ 6:30
17	Captain Bill's Aero Event		
24 -			
Aug 1	Air Adventure at OSH		
<b>Aug 14</b>	<b>Program: Mike Jordan FFASTEAM Program Manager</b>		<b>Dinner @ 5:30 Meeting @ 6:30</b>
Sept 11	Program: Lt Col Bryan T Runkle USAF PRV Manning program		Dinner @ 5:30 Meeting @ 6:30
	Captain Bill's Aero Event		
18	Young Eagles Flying Pilots & Volunteers Needed		9:00 AM
Oct 9	Program: J Braun, "L-19 Down on Glacier - WWII"		Dinner @ 5:30 Meeting @ 6:30
Nov 13	Program: Nelson Amen, Solar / Alternate Energy for Your Hangar - - Design and Installation		Dinner @ 5:30 Meeting @ 6:30

### EVENTS CALENDAR

Dates	Event Name	Location	Distance
Aug 7, 2010	Women Hovering Over the World Day	Port Lavaca, TX	145 miles
Aug 7, 2010	EAA Chapter 1347 Monthly BBQ (Fly-In)	LaGrange, TX	114 miles
Aug 14, 2010	Pancake Breakfast Fly-In (Young Eagle Rally)	New Braunfels, TX	
Aug 14-15	EAA SportAir Workshop Van's RV Assembly	McGregor, TX	157 miles

Aviation Calendar of Events web sites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-in calendar <http://www.flyincalendar.com>
- Fly-ins <http://www.flyins.com>

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 This newsletter is also available online and in color. Please visit the following URL:  
[http://www.eaa35.org/ENL/Aug\\_10/Aug\\_10.pdf](http://www.eaa35.org/ENL/Aug_10/Aug_10.pdf)

**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**



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**FOR SALE: Thundergull 2000.**



Single seat, 20ft aluminum wing, composite fuselage, Rotax 503 oil injected with 360 hrs TTAF, 3 blade

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**FOR SALE: Breezy 1/4 Fractional Ownership.** Contact John Latour at (830) 612.-232

**FOR SALE: 5x8 Enclosed Trailer.**

Licensed, Cargo Door, Good Tires, \$1800.00 OBO, Brian Goode (727) 709-1159



**FOR SALE: 1976 Beechcraft Sundowner C-23**



180 TTA&E-2203 Compression all in the 70's. Oil analysis shows no significant wear. KTM MX 170 Digital Nav/Coms, King ADF, King

KT78 Trans w/ New Encoder, 3 LMB/ ILS, VOR, STS Loran, great useful load (870Lbs). 9 GPH, 120 MPH. Asking \$25,000. Dave Baker (210) 410-9235

**FOR SALE:1998 RV 6A,**



260 TTA&E (since rebuilt on engine), Lyc 0320 (150hp), Sensenich Fixed Prop, sliding canopy, Nav / Com w/ VOR, 2 GPS units, dual headsets, 18 gal, 6gph @

150mph. Flies regularly. Hangared at 8T8- \$45K. Dale Shaw (210) 826-4395

**FOR SALE: 1968 Cessna 172K**



\$32,000, 1200 SMOH. 6000 TTAF. MX300 radios, IFR GPS, King ADF, digital clock, power flow exhaust produces 10-15 additional horsepower. Climbs

1200 ft/min. 135 miles per hour in level cruise. The aircraft has special wing tips and gap seals. Contact Robert Tagle at (562) 686-6857

**FOR SALE: E-LSA R-80 Bush Caddy,**



120 hp Jabiru. PRICE REDUCED! \$66,500. All-metal, two place, side by side taildragger with seaplane doors Will demo and check out buyer,

but no tire kickers, please. Contact Norris Warner, 210-363-1282 or e-mail njwarner@hctc.net.

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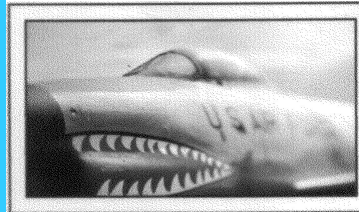
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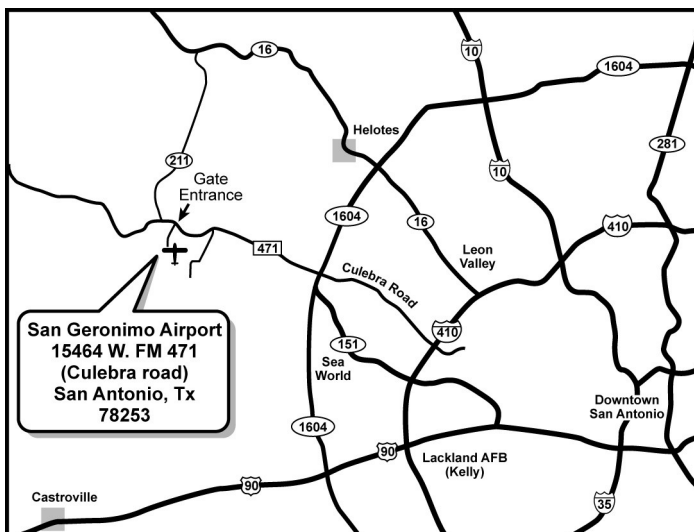
**Wash Wax All Degreaser**  
For tough, hard to clean areas such as, aircraft fuelers, exhaust and engine areas, wheels, and tires. Also removes fuel stains.

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



When Do You Meet?

Second Saturday of the Month

**August 14th**

- Program: Mike Jordan FFASTEAM Program Manager
- Dinner @ 5:30
- Meeting @ 6:30

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