



# RUNWAY 35



## ANGEL FLIGHT WINGS & WHEELS



OCTOBER 2006

Volume 48 Issue 10

On the Web:

[WWW.EAA35.ORG](http://WWW.EAA35.ORG)

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PHOTOS CONTRIBUTED BY: D. BAKER, S FORMAHL, M. REEDY, S. JONES

RUNWAY 35 PUBLISHED BY ED SEURER

**Correction:** Kris Niswonger's (Vector Graphics) phone number is (210) 557-3585

### By: Matt Reedy

The Alamo Area Corvette Club, Angel Flight, & EAA Chapter 35 Present Wings & Wheels.



providing free air transportation for patients to distant medical care.

A donation of \$10 per car load or airplane load of spectators is requested, and includes 2 lunch tickets.

Come join aviation buffs, motorcycle aficionados and automobile enthusiasts at San Geronimo Airpark for the 2nd Annual Wings & Wheels fly-in and car & bike show to benefit **Angel Flight**.

This event combines the beauty of exotic automobiles, the excitement of high performance motorcycles and the elegance of homebuilt and antique aircraft in raising awareness of Angel Flight's mission and purpose—

### Highlights

- ◆ Antique & homebuilt aircraft
- ◆ Radio controlled aircraft demonstrations with video!
- ◆ Trophies for best Corvette, best motorcycle, best aircraft, best

## Member Info

Please contact Norris or Joanne Warner sometime this month to ensure we have the your most current contact information. For those receiving the electronic edition of the newsletter, we need to ensure we have your current e-mail address. You can contact them via e-mail at [njwarner@hctc.net](mailto:njwarner@hctc.net) or by phone at (830) 510-4334, mobile (210) 363-1282.

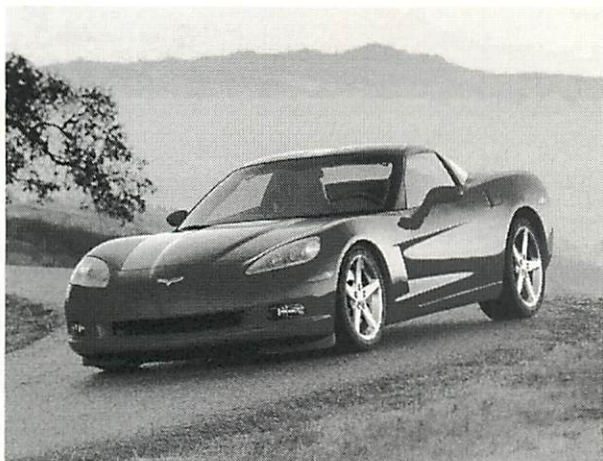


**WINGS & WHEELS (CONTINUED)**

**SATURDAY CLEAN UP & PICNIC**

model airplane

- ◆ Lunch & soft drinks
- ◆ Music & entertainment
- ◆ Silent auction
- ◆ 50/50 raffle



**Saturday, October 14, 2006 10 AM to 2 PM**

**San Geronimo Airpark**

**15464 FM 471 W (Culebra Rd)**

**Six miles northwest of Loop 1604**

**Contact: Matt Reedy, Angel Flight,**

**(210) 403-9242**

Mattreedy@yahoo.com or Karl Soehnlein,  
Alamo Area Corvette Club,  
cptkarl@sbcglobal.net

Co-Sponsored by the Alamo Area Corvette  
Club & ANGEL FLIGHT

REGISTRATION 9:00 A.M.-10:00 A.M.

All Proceeds to benefit Angel Flight!

**By: Norris Warner**

Many of the chapter faithful joined hands to give our chapter building a much-needed facelift, including fixing the roof leaks; replacing rotted soffit; installing two attic vents; painting all outside woodwork; painting the bathrooms, replacing the broken window in the ladies room; and reorganizing out storage room. WHEW!

We were very pleased that some of our newest members were some of the most enthusiastic and worked long hours. Certainly, we are indebted to long-time member Mike Jewett for figuring out a real fix to our roof problem and donating the end vents, which he installed. John Kuhfahl lent his considerable skills in the area of soffit repair, and Nancy Mason seemed to be the ringleader in painting the bathrooms. Several people spent time and money running for additional supplies—thanks to all of you. And, everybody—at least it seemed like it—got into the outside painting, which was not one of the easier jobs, for sure.

Our president Roch recruited just enough people to feed this hungry crew at noontime. Roxanne and Danny Beavers, Dave Baker (old, that is) Jim Munro (Mister Faithful) and a few others certainly deserve our thanks. The food was great, and just in time. After lunch, we got back to our painting chores, while our great kitchen crew made the always-necessary cleanup happen. **(pictures on pages 13 - 15)**

Dave Baker (new) took a ton of pictures when he wasn't painting. If you'd like to see these, e-mail David at [bakerdf@texas.net](mailto:bakerdf@texas.net). Dave is an artist with the camera as well as with canvas.

We shouldn't end without also noting the hard work our newsletter editor's put forth-- Steve and Freda Jones really did work non-stop.

Please forgive our oversight in not mentioning more of the really hard-core workers. Just know that your efforts are truly appreciated! And isn't it really great to be associated with such a fine group of aviation enthusiasts? YES, IT IS!



## FROM THE PRESIDENT'S COCKPIT: ROCH LaROCCA

**By: Roch LaRocca**

I would like to start this month's letter by saying another big THANK YOU to all the members and friends who came out to our 2006 workday. Some came to work, some came to cook, and some came to encourage and share a meal with the Chapter. It was a great day with a great turnout and we got quite a few things accomplished. We re-sealed the roof which should give us the ability to re-spray and paint the inside ceiling. We repaired all the wood areas around the Chapter house, replaced vents and rotten wood and finished it with a fresh coat of paint on all the wood/trim areas. While we worked on the outside, many more repaired, re-painted and cleaned out many of the interior areas. The place looks great so it will be looking good for the Wings and Wheels fly-in/Car Show on 14 October.

Remember, we are not the official host of the Wings and Wheels Fly-in/Car Show but we are in a big way the overseers because it is our San Geronimo home that is the location of the event. Please plan on coming out to support this worthwhile event. Remember, a \$10.00 fee per car will be charged at the gate and this fee will include 2 meal tickets and entrance into the airpark. All proceeds will go to Angel Flight of San Antonio. We are ALL expected to pay even if you are an EAA Chap 35 member. No one is exempt. Please fly-in if you can, so we can park your aircraft with the corvettes and other show cars that will be there. It begins at 10:00am and goes until about 2:00pm. Come early to help if able.

As we move into the fall, we are nearing the annual Chili cook-off at the November 11th meeting. Get those recipes ready and plan on a great dinner for \$5.00 at 5:30 with the regular meeting around 7:00.



The 2006 Christmas party is right around the corner and we only have 80 tickets to sell so please get them early. It will be on 9 December with refreshments at 6:30 and dinner at 7:00. Each person will need to bring a small gift for the gift-exchange after dinner. Tickets are \$20 each and can be purchased from me in person or send a check to me written to

EAA Chapter 35.

Roch LaRocca

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We will be putting together the 2007 meeting schedule soon so if you have a presentation that you would like to present next year, please let me know so I can get you on the schedule. We have also had some board members move away and resign so there are some openings. If you are interested in making a difference and having a bigger part in the Chapter, please let me know. If you don't come to me, I may be coming to you anyway. Thanks again for all you do.

Fly Safe,

Roch LaRocca

**NEWS CLIPS**

**Breaking News**

**By Roch LaRocca**

The November meeting/Chili-cookoff will feature a presentation by Kris Niswonger on Power Off Landing procedures and techniques. Given Randy Stout's recent experience, this is a timely presentation.

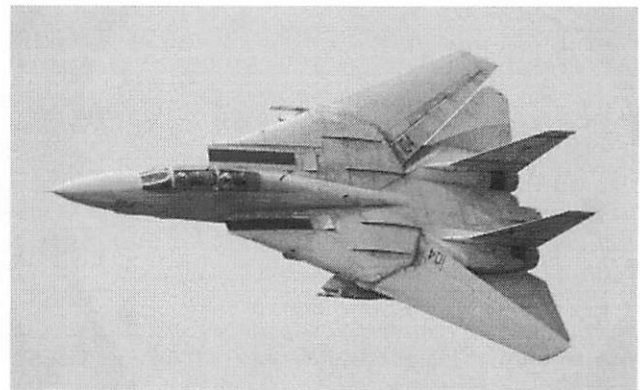


**F-14 Retired**

**By Steve Jones**

Sept 22, 2006, Oceana Naval Air Station

Popularized in the movie, "Top Gun", the F-14 Tomcat air superiority fighter was retired today. Spiraling maintenance costs and competition for mission with the F-18E/F Super Hornet led the Navy to this decision.



**Christmas Party Menu**

**By Roch LaRocca**

- Chicken Chardonnay
- penne pasta, roma tomatoes, grilled spinach, sautéed mushrooms
- with a creamy chardonnay sauce
- Grilled Vegetable Medley
- Fresh Garden Salad
- Garlic Bread
- Chocolate Dream Pie
- pecan crust, cream cheese filling, chocolate pudding,
- chocolate chips and pecans
- Ice Tea/Coffee

**Sal is Back!**

**By Norris Warner**

Sal's Welding and Machine Shop is back running.

Many Chapter 35 members have leaned on Sal Hernandez' many talents in times past, whether it be precise machining or aluminum or stainless welding, the quality of his work is widely known and respected.

A few months ago, Sal had a hip replaced, and so is somewhat mobile these days. He still struggles from an earlier injury, but he is grateful for the ability to get back to shop work, even for just a few hours a day.

If you have a task that is beyond your skill level, I invite you to call Sal at 210.627.0246. I guarantee you'll be pleased with the work and the cost, too!



## AIRCRAFT SCALES POLICY—ONE MORE TIME

**By: Norris Warner**

Many of you have heard me expound over the years about a real need to have a set of reliable aircraft scales available. I've weighed (and run the numbers to arrive at the C.G.) on at least a dozen aircraft--and I've rarely been satisfied that my weights were spot on. Why? The scales we were forced to use--and the unfortunate fact that frequently only one scale was available.

Some folks think that electronic bathroom scales are fine, but on all that I've seen, the scale "on" button must be tapped before putting weight on it. On all but the lightest aircraft, that means lowering a jacked-up aircraft to the scale very quickly after pressing the button. And then I find varying weights displayed.

When we are able to borrow a set of platform (Fairbanks-Morse type) scales, sometimes we find we can't get under the wing (on a low-wing aircraft) to reach a wheel. And when you can, if you only have one set of scales, you must perfectly level the airplane--twice--to be certain to get true weights. My experience is that it takes a surveyor's level to achieve this necessary degree of accuracy.

About three years ago, I got a group of EAA members (nearly all are Chapter 35 members) together--call it a Co-op--to buy a state-of-the-art, electronic scale set. This set has a pad for each wheel, is accurate to 1/10 of 1 %, and has a digital read-out for each wheel--plus it gives total weight. And yes, the scales are calibrated and certified. We have a nice set of ramps to roll the A/C onto the pads. The first airplane we weighed was the Kolb Slingshot of Ian Heritch, and it was truly a ten-minute job for a small, happy crew.

When I contacted all chapter members about joining this co-op ownership, I got about 40 "yes"

replies, and we each ended up paying a little over \$35.

Early on in my telephone survey, one of the responders suggested that anyone who had had the opportunity to be part of this "co-op" and turned the offer down still could use the scales at a later date-but only with a donation to Chapter 35 of double the join-in fee. And so that is the rule. (Of course , recent joiners to Chapter 35 are afforded the same privilege). That donation goes into our tool crib account.

Here then is a summary of the "Co-op's" rules:

1. The set will be kept at San Geronimo, at Don Woodham's hangar/home.
2. Chapter 35 will, in perpetuity, oversee the sign-out of the set, but ownership resides in the Co-op.
3. Co-op members may use the set on any airplane that they own, or own a portion of, at no cost.
4. Damage to the set caused by misuse or carelessness will be corrected by the member involved.
5. Any non-Co-op member (but EAA member) desiring to use the set can ask a member to check the set out and assist in the weighing of the non-member aircraft. That non-member will donate twice the enrollment fee to EAA Chapter 35 (\$70.00).

Remember, safe flight begins with a known center of gravity! Phone Norris at 830.510.4334 or e-mail [niwarner@hctc.net](mailto:niwarner@hctc.net). Don Woodham can be reached at 210.688.3052 or cell 210.884.6208 or e-mail, [dhw.2@juno.com](mailto:dhw.2@juno.com).



Mustang Dreams—EAA 35 Meeting Aug 2006



## FIRST IMPRESSIONS - CH-601XL

**By: Steve Jones**

Special thanks to Alex Roca for letting us ride along in his new CH-601XL. Thank goodness he needs more for it than I can afford. I don't know what I'd do if that XL followed me home.

Boerne Stage Airport, Labor Day, 2006. The sky was a menacing hazy country blue. Not so much from the ground, but once in the air, it was barely VFR.

We settled into the cockpit and started the preflight checklist. Master, on. Battery, on. Alternator, on. Several indicators lit up, letting us know the state of the power bus. Avionics, on. The tranquil serenity of the warm and stifling air was interrupted by a squirring sound as the turn coordinator gyro spun to life.



Starter, engaged. The Jabiru engine purred to life like a Porsche, and well it should, since VW and Porsche engines are in its pedigree. The artificial horizon waggled around showing the plane nutating impossibly through the air. This would clear up as we brought the RPM up and got the vacuum pump going fast enough to smooth out the pulses.

Canopy, latched. Intercom, check. And we're rolling. The EFIS showed an undervolt error, but we were pretty confident we'd found the bad connection in the voltage regulator, so this error should clear as we begin our takeoff roll. (Or not, but you only live once)

On the previous flight, Alex and Karl saw the undervolt error just as they rotated. The EFIS went a little squirrely as they proceeded toward Medina Lake. But the real fun was the turn to final, where, just as they lowered the electric flaps, the whole panel went dead.

Disconcerting, yes, but with twin carbs and two magnetos, it was a sure bet the engine would keep itself running.

"Boerne Stage traffic, Experimental One One Four Alpha Romeo taking active 35 for departure to the west, Boerne."



Ok, electrical gremlins fixed, it was time to play. The Grand Rapids EFIS and EIS talk to each other, so the big LCD screen in the radio stack gave us instant telemetry on the engine. But, there was more. With an attached GPS, the EFIS also showed aircraft attitude and location. And, with the XM weather receiver, we were getting weather radar updates once a minute. Terrain? Oh, yeah. We switched to terrain mode, to see that anything on the screen in red was a warning to turn or climb. Good thing, too. The haze was thick -- about three to five miles visibility.

We played a bit with the heading bug on the EFIS, and sat back as the autopilot turned us to the new heading and leveled the wings. Then we switched the mode to NAV. The EFIS had a destination waypoint for Castroville, so it



## FIRST IMPRESSIONS - CH-601XL (CONTINUED)

commanded the autopilot to turn to a new course to the distant airport. Oddly, the autopilot decided a 270 degree turn to the right was better than a 90 degree turn to the left, but who am I to second guess a computer?

Solid. The CH-601XL is spirited, and responds well to the controls, but the aerodynamic forces on the control surfaces ensure you really want to depart from straight and level flight -- especially the rudder. You definitely have to step on it. Electric elevator and aileron trim motors make short work of trimming for level flight, and once there, hands off flight is a breeze. As long as there's no breeze. The wing loading is pretty light. This makes for an efficient flight, but it can get bumpy. An extra tug at the lap and shoulder belts ensured that I didn't bounce off the canopy in rough air. The Y-shaped center-mounted stick may look funny at first, but it works really well. You just rest your forearm on the armrest and your hand falls onto your half of the stick. It's really comfortable. The visibility out of the Zenith is astounding. The bubble canopy gives a full 360 degree view of the sky above. The view over the nose isn't too bad, either.

As we turned back toward Boerne, we heard the chatter pick up. It was lunch time and the pattern was filling up. There was a Cessna a couple of miles ahead of us and to the right, and a Bonanza five miles behind and to the left, flying a non-standard left approach. A quick scan of the EFIS confirmed our position relative to the other traffic, so we picked up our visual scan. The haze prevented us from seeing the other aircraft, but everyone did a fine job of updating their position, so we could maintain situational awareness. We finally spotted the Cessna as he cleared the threshold and flared. We throttled back, and the six-cylinder Jabiru 3300, already silky smooth, quieted to a whisper. With descent fixed at 500 feet per minute, we called base and scanned again for the Bonanza. The Bonanza pilot called three miles and ready to enter a left 45, so we were clear. We turned right base and set flaps -- this time the panel stayed lit. Our solder job held. A

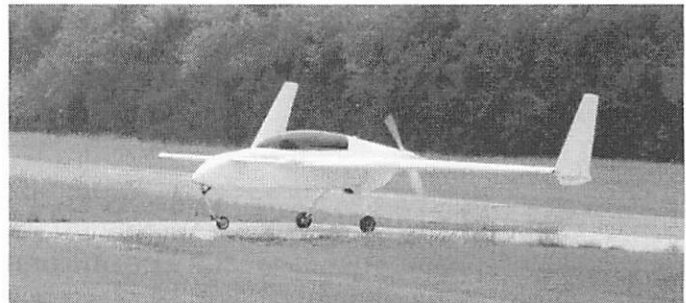
final visual scan confirmed no one was about to pounce us, so we were clear to call final. "Boerne Stage traffic, Four Alpha Romeo turning final for runway 35, full stop, Boerne."



We turned, pointed the nose for the threshold and rode the glidepath like a rail. Well, a bumpy rail, but it was all good. Just as Alex was going to squeek a perfect landing, the air burbled, so we bounced a couple of inches into the air. Alex apologized. I assured him the X-Plane simulated XL can bounce ten feet into the air, which sets me up for a perfect touch-and-go. (I mean't to do that!)

The rollout was short, so we turned off midfield right in front of Alex's hanger. The flight was a real treat. Thanks Alex, for letting us ride along in your outstanding CH-601XL.

While we were there, Freda saw her first Long-EZ. She was quite amazed. "Like something out of Star Wars," I think was the quote.





## STAN SHANNON RECEIVES EAA PRESIDENTS AWARD

**By: Linda Ridgway**

At the prestigious President's Circle Banquet on Saturday evening, July 29, 2006, at AirVenture Oshkosh, Stan Shannon was recognized for his many years of service to EAA and the Southwest Regional Fly-In (SWRFI). As the longtime President of SWRFI, Stan has built a first class leadership team and has established outstanding relations in Hondo TX, the current and future home of the regional fly-in. Laudatory comments for Shannon as a recipient of the award included:

Over recent years, the fly-in was moved several times before coming to its current destination in the Hill Country. They were looking for an airport that would have enough space as well as a city that would welcome them. When a new city manager came to Hondo, they realized they had found their spot. In two years, the fly-in has grown, and the 42nd annual fly-in, held in June 2006, was bigger and better than at any other time since 1996:

Attendance was 6,100; a 35% increase over 2005 and a 52% increase over 2004.

Approximately 750 aircraft flew to Hondo; a 46% gain from 2005 as well as the greatest number in 10 years.

One of the most difficult aspects of the fly-in is

always getting enough volunteers. Although 200 people volunteer to make the fly-in a reality, Shannon estimates 100 more are needed.

"Most everyone who volunteers is over 40, many are over 50, and a lot are over 70", Shannon says. "Our goal is to get more young people involved." They are trying to do just that. A boot camp for troubled youth helps set up and tear down; then those who help can come to the fly-in, as spectators, under supervision. They also

involve Civil Air Patrol, Girl and Boy Scouts, in addition to a troop of Police Explorer Scouts.

For the future,

Shannon will concentrate on raising money to pay for infrastructure needed to support the fly-in. One shower house has already been added, but another one needs to be built. A headquarters building where people can gather, out of the sun, is also needed. "We could build this into a major event," Shannon says, "and if we do our job well, we know it'll be good for the mother organization and vice versa."

At the conclusion of EAA President Tom Poberezny's remarks, Shannon gracefully accepted the award, saying "this truly belongs to all of the volunteers that make our fly-in such a success."



### THE EAA TEXAS FLY-IN



Good Neighbors—Boerne Stage Airport Sep 2006



## EAA TEXAS FLY-IN OFFICER REALIGNMENT

### By: Norris Warner

The South West Regional Fly-In (SWRFI)—now more popularly known as The EAA Texas Fly-In—has reordered its leadership as it moves forward.

Most all of the valued volunteers knew that they couldn't work harder—so they asked that we work smarter—and that led to serious simplifications in the fly-in schedule. These changes, listed below, were lauded by the national organization and many of the exhibitors and contributing EAA chapters.

1. Two days only—Set-up Thursday—no Saturday, work-day and contract much of the work.
2. Change Date to the first weekend in June to avoid Moms Day.
3. No air show.
4. Minimum Judging—Officers choice + Tony's Award(s) + Best Vintage + Best Antique + Best Ultralight.
5. All Exhibitors outdoors—not use Corrigan's hangars.
6. Food Vendors cover Thurs and Fri nights for campers.
7. Banquet at Fairground bldg. or Killian Hangar—the only catered meal—Saturday evening.
8. Fly Market—rent tables like Ham or Gun show.
9. Collect all \$ at first turn to Spatz street—Parking, Armbands, Camping, Hookups.
10. Find a way to collect from Pilots!!!
11. No Shuttles—let hotels and merchants do it—they are making the money.
12. No printed program. Recreation Center available on individual fee basis.
13. Do Exhibitors and Forums well—very well that is a major draw.
14. Study cost of and improvement of announcing and sound.
15. Cut down on planning meetings.
16. Hire some security during event and special help with cash control.

Now on to the new leadership crew (you can see this posted in the Chapter 35 clubhouse). On the aircraft side of the organization, you will find Ron Paduh, Don Woodham and Cliff Elrod as Vice Presidents. On the groundside—the support staff, we have Vice Presidents Joanne Warner, John Kuhfahl and Dave Talley. These are all fly-in oriented folks, and we are led by the newly elected SWRFI President, Norris Warner.

Stan Shannon has been kicked upstairs as Chairman of the Board and CEO, and will expend considerable energy raising funds and providing long range planning, now that the fly-in has been awarded the IRS designation 501(c)3 status.

On Stan's personal staff, one significant change is found in Bob Master's stepping up to replace Deck Yoes as secretary. Deck has provided invaluable service for four years as fly-in secretary, and now deserves some time off.

Many of the solid volunteers will remain in the positions they have held, where their experience is so valuable.

We are always looking for committed EAA members to step up into responsible positions of leadership. If you have a particular area of interest and would like to contribute your time and skills, please contact any of these leaders mentioned.

As always, **VOLUNTEERS do have the most fun!**



Pair of Eights - EAA 35 Meeting Aug 2006



## WOOD PROPELLERS AND MAINTENANCE

**By: Norris Warner, Tech Counselor**

Wood propellers were virtually the only type known on lower horsepower engines from the time of the Wright Brothers up until the late 1940's. They have proved to not only be low cost, but reasonably efficient and quite durable—at least with proper care.

Today, many dedicated homebuilders “roll their own” and generally are very proud of and pleased with their work. And while there are a good number of custom shops that cater to the homebuilder, the longtime established leader in certified wood propellers is the Sensenich Wood Propeller Company in Plant City, Florida. Their website is a treasure trove of information on the care and feeding of wood props, and if you are into wood, please check out their website:

<http://www.sensenichprop.com> (Thanks to Lew Mason for alerting me to this very valuable source).

A few weeks back, a friend from the past found me by Googling—I guess. We were both BD-4 builders in the late 1960's, and I lost track of Chuck when I was reassigned from California in the summer of 1971 (we flew our newly completed, 180 hp, constant speed prop equipped -4 to Oshkosh while enroute to the East coast). Turns out my friend damaged his aluminum prop thanks to the notoriously weak nose gear on the BD-4, and so switched to a wood prop. He reported that it hardly degraded performance, and so in the mid 70's headed for Oshkosh.

Soon Chuck was older, wiser, and a bit battle-scarred after his wooden prop departed the engine. Turned out he had not re-torqued his new prop—ever! His four-year-old BD-4 was destroyed in the forced landing, and all due to lack of proper propeller maintenance.

The website that is shown above is the real deal

when it comes to wood props, but there are a few very important things we should acknowledge:

Have a “crush” plate on the front of the prop that is worthy of the name. Mine are home made on a lathe, and never less than ¼” thick aluminum.

Know what the torque values should be, given the size of the bolts you are using (and don't forget to add the “drag torque” associated just with the nut).

Use a calibrated torque wrench (ask Bob Cabe—the tool crib has one).

Safety the prop bolts—ordinarily in pairs.

Check the prop for tracking. Remove one sparkplug from each cylinder and rotate the prop slowly past a fixed point. Variation should not exceed 1/8 “.

Re-torque the prop every 50 hours or at least at the change of seasons.

Please keep in mind that the friction between the crush plate and the wood is what drives the propeller—it is not the bolts! Should you find very low torque values when you recheck your torque, pull the crush plate off and inspect the underlying wood for charring (BURNING CAUSED BY SLIPPAGE). If so, you really should send your prop to an approved repair station to determine if it can be restored to airworthiness.

I had a chance to speak with the Sensenich gang at AirVenture in July, and they indicated that the cost to refinish one of their prop was \$200, providing there was no significant damage. As an aside, chapter member Stan Shannon happens to be a Sensenich dealer, so you might wish to save a few bucks by contacting Stan when you need a new prop—wood or aluminum.



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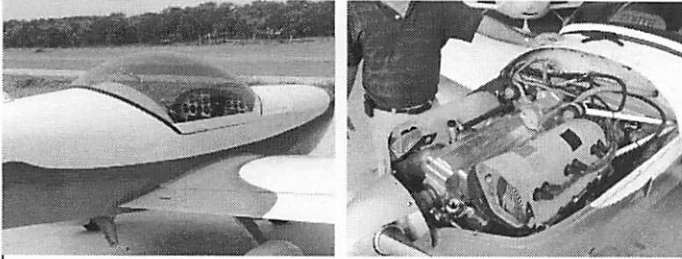
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<b>2006 CHAPTER CALENDAR</b>		
<b>DAY/MONTH</b>	<b>PROGRAM</b>	<b>TIME</b>
<b>14 JANUARY</b>	<b>MEETING</b> <b>USAF –Major Wade Buxton: Local Area Flying and Military Conflicts</b>	<b>BOARD MEETING 4:00</b> <b>DINNER AT 5:30</b> <b>PROGRAM AT 7:00</b>
<b>11 FEBRUARY</b>	<b>MEETING</b> <b>Rufus Barnes –USAF RET</b>	<b>DINNER AT 5:30</b> <b>PROGRAM AT 7:00</b>
<b>11 MARCH</b>	<b>EARLY MEETING</b> <b>ROGER WILLIAMSON: STRATUS SUBARU CONVERSION</b>	<b>COFFEE AT 2:00</b> <b>PROGRAM AT 2:30</b>
<b>18 March</b>	<b>YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00</b>	<b>PILOTS AND VOLUNTEERS NEEDED</b>
<b>8 APRIL</b>	<b>PANCAKE BREAKFAST</b>	<b>SERVING 9:00 – 11:00</b>
<b>12-14 May</b>	<b>SWRFI AT HONDO</b>	<b>ALL VOLUNTEERS ABOARD</b>
<b>10 JUNE</b>	<b>MEETING</b> <b>BOARD MEETING @4:00</b> <b>BRUCE KING PRESENTER ON BK-1.5</b>	<b>DINNER AT 5:30</b> <b>PROGRAM AT 7:00</b>
<b>17 JUNE</b>	<b>YOUNG EAGLES</b>	<b>CNX</b>
<b>8 JULY</b>	<b>MEETING</b> <b>BILL BARTLETT PRESENTER</b> <b>“HOW I BUILT MY LIGHT-SPORT AIRCRAFT”</b> <b>OSHKOSH FLY-IN</b>	<b>REFRESHMENTS AT 4:00</b>
<b>23-30 EAA @OSH</b>		
<b>12 AUGUST</b>	<b>MEETING</b> <b>ROCH LaROCCA “BUILDING THE E-RACER</b>	<b>REFRESHMENTS AT 4:00</b>
<b>9 SEPTEMBER</b>	<b>CHAPTER WORKDAY AND PICNIC</b>	<b>9:00 — 3:00</b>
<b>16 SEPTEMBER</b>	<b>YOUNG EAGLES</b>	
<b>14 OCTOBER</b>	<b>WING’S AND WHEELS GATHERING FOR ANGEL FLIGHT FUNDRAISER</b>	<b>GATES OPEN AT 10:00</b>
<b>11 NOVEMBER</b>	<b>CHILI COOKOFF</b>	<b>DINNER AT 5:30</b> <b>PROGRAM AT 7:00</b>
<b>9 DECEMBER</b>	<b>CHRISTMAS BANQUET</b>	<b>6:00 SOCIAL HOUR</b>
<b>Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS</b>		

**WANTED AND FOR SALE**

**FOR SALE: N114AR 2005 Zenith CH-601XL**



Jabiru 3300, GRT EFIS, GRT EIS, XM Weather, Autopilot, Icom A-200 Comm, Narco AT-150 transponder, AH, DG, TC, VSI, Lift Remaining Indicator, excellent cross country machine. Reason for selling: got the bug to build another. \$75,000. Contact Alex Roca, cell 210.422.5972

**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: TURBINE ENGINE. Solar T 41M-9A turbine driven power and heating unit** as found in the KC-135A. Total unit is very large and weighs 600 lbs, but turbine unit when removed is very small and lightweight. Reasonable offers accepted.

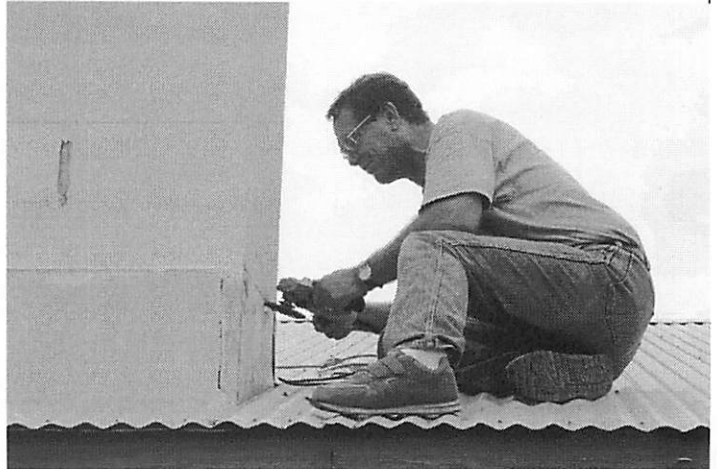
**FOR SALE: RING MOUNT FOR DYNAFOCAL LYCOMING \$75.00** . Just add your connecting tubes to your firewall hard points. Not pretty, but sound. Donated to chapter 35 by Stan Shannon, SWRFI President. Contact: Norris Warner, 830.510.4334, or cell 210.363.1282, e-mail: [njwarner@ev1.net](mailto:njwarner@ev1.net) for more info or picture.

**FOR SALE: 1973 Grumman AAIB-N626OL**  
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**FOR SALE; V-6 STOL PROJECT**—Much like

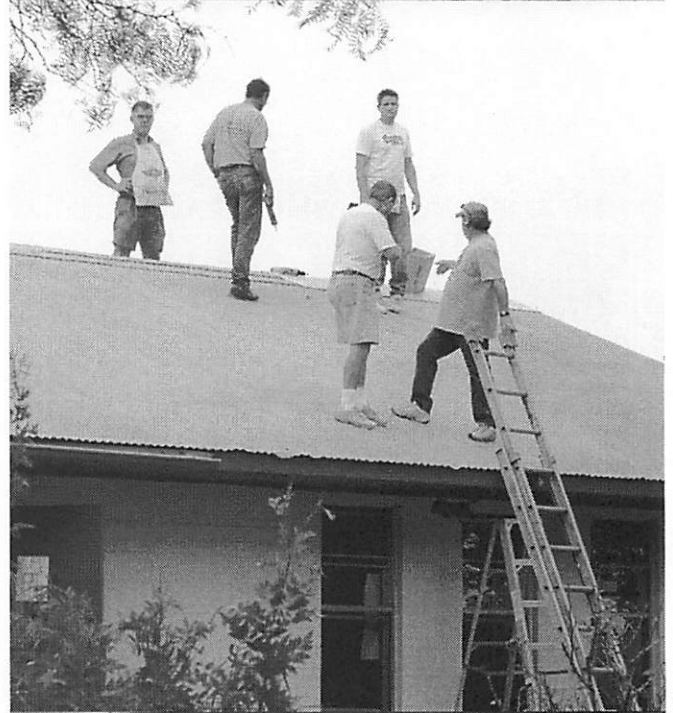
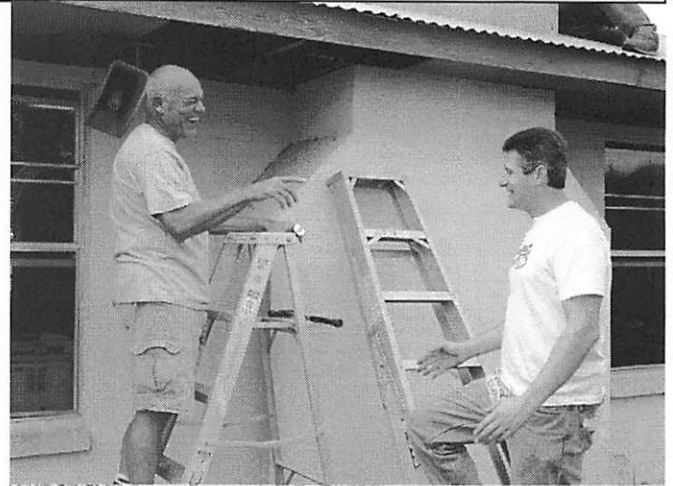
Norris Warner's four-place, Ford V-6. Contact Norris Cell: 210.363.1282 for general info. Contact me for all details at Cell: 903.624.3595

**SATURDAY CLEANUP PICTURES**

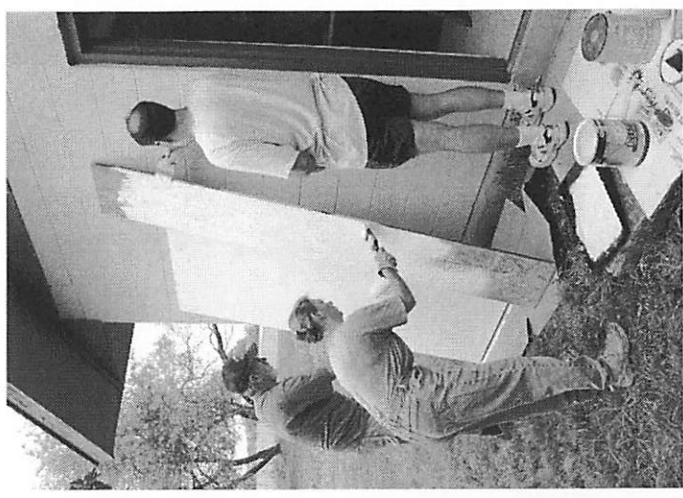
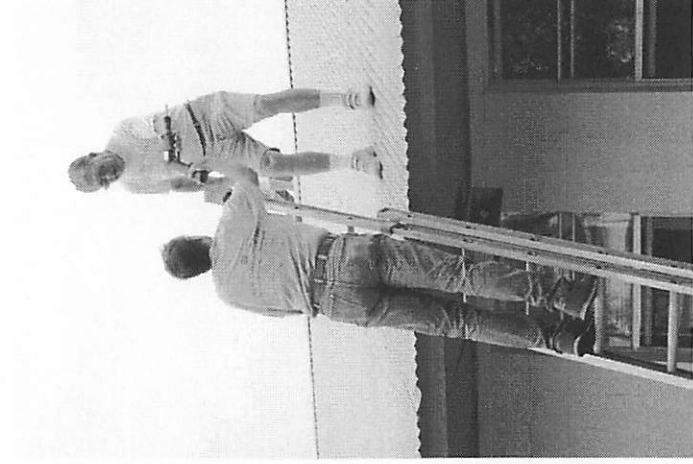
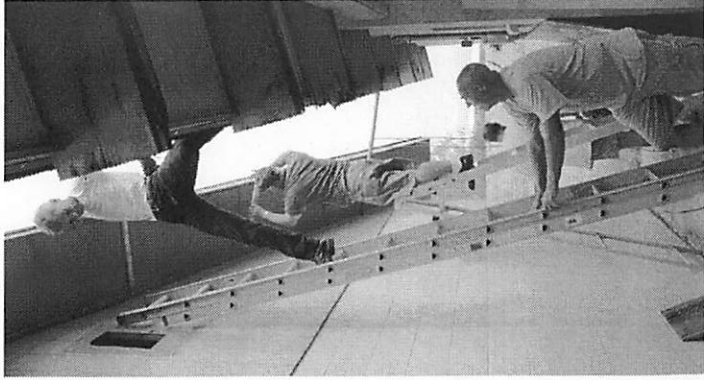




**SATURDAY CLEANUP PICTURES CONTINUED**



**SATURDAY CLEANUP PICTURES CONTINUED**





## AIR FORCE DESTROYS 110 FIREFLY TRAINERS

**By: Norris Warner**

Announced just a week ago, the United States Air Force has now brought in a salvage crew to the Hondo Municipal Airport, and has begun destroying over 100 airplanes owned by the Air Force.



These T-3 training aircraft were purchased by the Air Force about 10 years ago and were used to evaluate pilot prospects before allowing these young men and women to proceed to USAF flight school. The fleet suffered three accidents early on, and so they were all "grounded" and stored at the Hondo field. Half of them had been at the Air force Academy, and those were boxed up and shipped to Hondo for storage.



As observed today, the aircraft are being totally destroyed by large machinery with each one becoming a pile of rubble in about 30 minutes.

While the Air Force is within its rights to take them out of commission, the fact that none of the component parts were stripped for resale is criminal. There could be no liability issues involved in selling off parts such as engines, propellers, radios, etc., as they do not carry the aircraft serial number. Even new, crated engines were destroyed by torching holes completely through these (the new cost of such engines approaches \$50,000).

We understand that the decision to destroy perfectly saleable components was made at the highest level. Shame on the Air Force for not recovering one cent of the original acquisition cost--\$33,000,000!

It seems quite apparent that the Air Force is embarrassed by this awful action--guards are in place around the clock to keep everyone away--especially the press. The destruction contractor has been told to put up a vision-proof barricade so that the actual mangling cannot be observed.

It should pointed out that there is almost no salvage value to the trash created, as these modern airplanes are essentially built of fiberglass and not aluminum.



THROUGH THE LENS OF THE NEW DAVE BAKER



Dustin Wilson tells us about Air Academy



Dave stops to admire a meticulous RV-8



Vans Aircraft unveils RV-12 LSA Prototype at Oshkosh



# Frank Says Hi!

A Note from Longtime Chapter 35 Member **Frank Ross:**

Editor's Note: Frank and bride Suk Hi have spent the last couple years in England. Frank is USAF (Ret.) and Suk Hi is an active duty nurse.

"Thought you'd like to know I fell into a bucket of Roses here. Turns out, that even though McChord AFB does NOT have a flying club, Ft Lewis DOES! How's that for irony? So, if my household goods containing my flying gear ever gets here, I'll get my medical and start my refresher training at Ft Lewis, flying 152's and 172s in among the Blackhawks. It sure is beautiful out here. The dry weather is forecast to hang on through Autumn, so that's even more good news! All our best to all of you. Frank and Suk Hi—P.S. Suk Hi's loving her new job and managing to stay very busy."



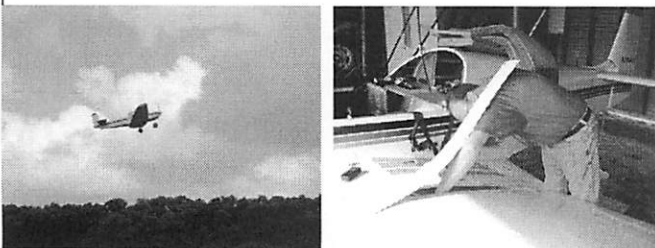
## ANOTHER SUPER ZODIAC JOINS THE FLEET

**By Steve Jones**

On page six, you were introduced to Alex Roca's beautiful CH-601XL. But why? In a word: Barnstomers.com I'd been more than curious about the Zenair CH-601 series of aircraft. They seemed to offer nearly as much fun as a Vans aircraft at a fraction of the cost of an RV-6A.

Sitting in the desert near Mojave, home of Burt Rutan and Scaled Composites, I spotted a potentially perfect CH-601HDS. Freda immediately contacted the seller in Ohio and began a dialog that would end with N2408S, a 2000 CH-601HDS parked out at San Geronimo.

My business associate and friend Karl readily volunteered for the mission. We would fly to Ohio, inspect the plane, test fly it, and decide how we were flying back: Southwest or Zenith.



We came back on Zenair Flight 601.

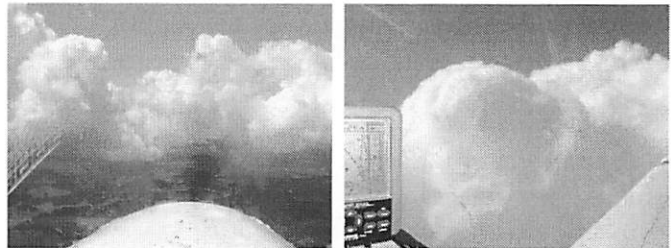
At 7:30 P.M. we touched down in Covington, TN, Freda's home town. Our sister-in-law and nieces met us at the airport and exclaimed the obvious, "That's small."



The sun sets at Covington Muni (M04)

Morning broke early, so we made our way to M04 to preflight the plane. We planned to sneak in under Memphis Class B, and tank up at General Dewitt Spain (M01). It was a perfect leg. We spotted only one other plane in Tipton county — a crop duster crossing back and forth between two fields. But as we approached Memphis, we saw the sky fill with commercial traffic. M01 impressed us with smooth runways, cheap fuel, and a nice FBO. Well worth the bombing run. It's nearly as nice as Castroville.

The forecast was for light turbulence, so we pointed skyward and climbed to 6,500. There, the clouds were waiting to show us their splendor. God truly blessed us that day.



It's a big country we live in. The rolling hills and proud pines of the Ohio Valley hid a menace — no place to put down in an emergency.

1400 miles, and 17 hours on the Hobbes, we crossed over San Geronimo (8T8) and turned toward Castroville. Ten minutes later, the journey concluded on a rain soaked ramp. Freda and Terri were thrilled to see us alive, and as you see from that grin, no worse for the wear.

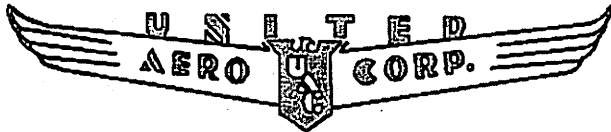


TSA Note: That's definitely a drink on the plane

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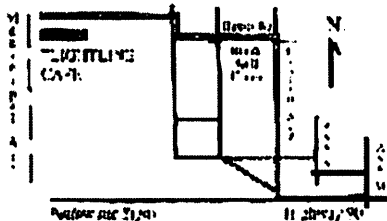
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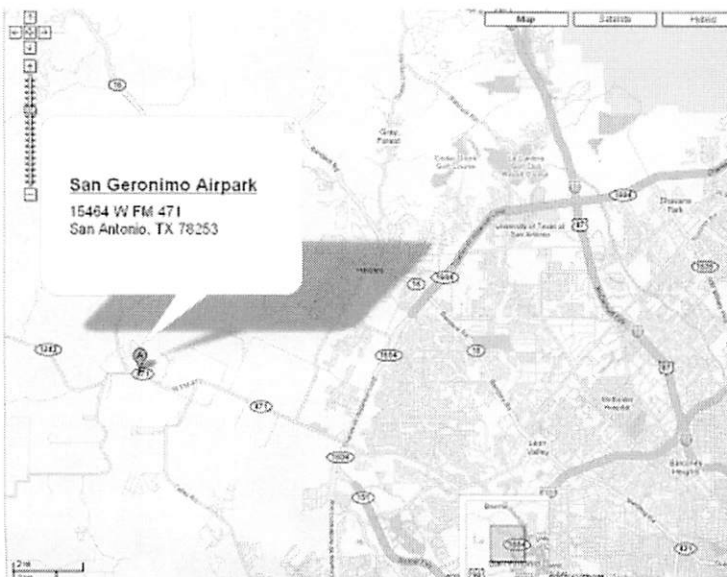
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Chapter 35, San Antonio TX

RUNWAY 35

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**When Do you Meet?**

Second Saturday of the Month

**14 OCTOBER  
WING'S AND WHEELS  
GATHERING FOR  
ANGEL FLIGHT FUNDRAISER  
GATES OPEN AT 10:00**