



The Leader In Recreational Aviation

September 2003

Volume 45 Issue 9

# RUNWAY 35



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

On the Web:

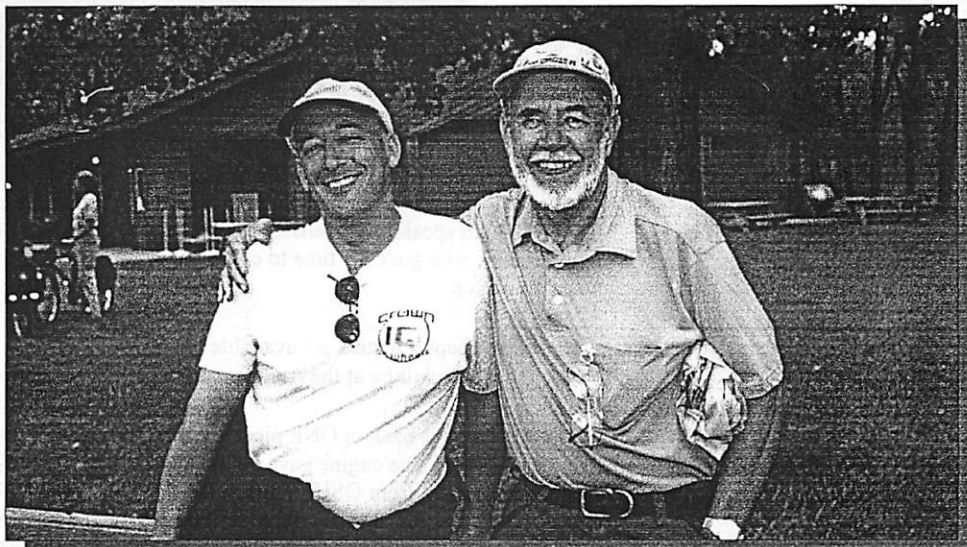
[WWW.EAA35.ORG](http://WWW.EAA35.ORG)

### Inside this Issue:

Front Page News	1
Clear Prop!	2
Chapter Directory	2
Please Read This...	2
President's Corner	3
Comments from the VEEP	4
News from Around the Patch	5-8
Trivia of the Month	8
David John Seurer	9
Adventures of a Lifetime...	10
Are we Missing the Point?	11
Oshkosh Visit 2003	12
Scenes from the Meeting	13
Events & Happenings	14
EAA 35 Yearly Calendar	14
EAA Regional Fly-ins	14
Wanted & 4 Sale	15
Directions to the Meeting	16

## Front Page News

### David Seurer 10/26/1961— 08/26/2003



David Seurer and his dad, former EAA 35 president, Ed Seurer at Oshkosh 2002. David lost his long battle with cancer. David was a sideline supporter of EAA 35, providing "high-end" sound equipment with just the asking. He lovingly donated his time to us. God speed, David and thanks for all you did for us!

September Meeting    September Meeting    September Meeting    September Meeting    September Meeting



### "Young Eagles & Pancake Breakfast"

Breakfast@0730

Young Eagles@0800

Short Meeting@0930



This is the Last *Official* YE Event of the Year!!  
Be there or be square!

The 2002/3 1st Place Award Winning Chapter Newsletter of the Experimental Aircraft Association!

**Key Members 2003**

**President**  
 Norris Warner 830.510.4334  
 NJWarner@indian-creek.net

**Vice-president**  
 Steve Carlson 210.545.2376  
 carlson3@sbcglobal.net

**Secretary**  
 Lee Ann Carlson 210.545.2376  
 carlson3@sbcglobal.net

**Treasurer**  
 Joanne Warner 830.510.4334  
 NJWarner@indian-creek.net

**Board Members**  
 Dave Baker 210.688.3358  
 Lew Mason 210.688.9072  
 Bob Masters 210.545.4849  
 Skip Barchfeld 830.363.7649  
 Don Woodham 210.688.3052  
 Jim McIrvin 210.481.3308

**Newsletter Editor**  
 Kris Niswonger 608.347.9949  
 Kris123@tds.net

**Ass't Newsletter Editor(s)**  
 D + M Talley 210.521.2359  
 EAA35@satx.rr.com

**Webmaster**  
 Steve Carlson 210.545.2376

**Young Eagles Coordinator**  
 Brad Doppelt 210.558.8909  
 Brad\_Doppelt@yahoo.com

**Membership Chairperson**  
 John Latour 210.680.0332  
 johnlatourpe@earthlink.net

**Public Affairs Officer**  
 Jim McIrvin 210.275.7780  
 mcirvinj@swbell.net

**Radio/Communications Officer**  
 Jim Munro 210.680.3629  
 mr.monro@juno.com

**Facilities Manager**  
 John Kuhfahl 210.688.9473  
 johnkuhfahl@yahoo.com

**Flight Advisors**  
 Skip Barchfeld 830.363.7649  
 jmr2@awesomenet.net

Norris Warner 830.510.4334  
 Jim McIrvin 210.275.7780

**Technical Counselors**  
 Norris Warner 830.510.4334  
 Paul McRenyolds 210.697.1434  
 rv4paulme@aol.com  
 Stan Shannon 830.997.8802  
 shannons@beecreek.net

**Safety Officer**  
 Your Name Here Your # Here

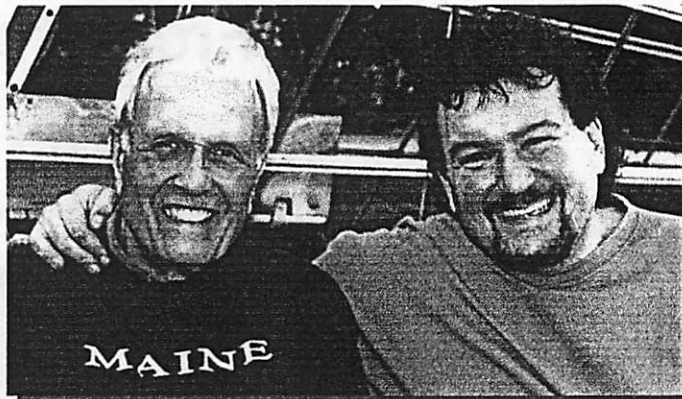
**Groundskeeper**  
 Steve Antonelli 210.764.7908

# Clear Prop!!!!

By David C. Talley

- As the front page news tells...David Seurer lost his battle with cancer. He was a great guy, always willing to help out his dad and the EAA chapter. We have the obituary for all to read. Please keep Ed and the rest of the family in your daily prayers as they continue to press on with the loss on their hearts.
- Remember this month is our last official Young Eagles rally. Be sure to drop by and participate! Brad promises a great turn out of kids for us to introduce the joy and freedom of flight!

- Last month's meeting was a big hit. Miriam counted over 100 folks in attendance. The building definitely needs to grow as has our membership. Thanks goes out to Bob Cabe who graciously arraigned for Dick Cole to speak. Also, a BIG thanks goes out to Dick who gave his time to come and speak with us.



- October...what time is it? CHILI COOK-OFF TIME. Get your favorite recipe out, 'cause there's gonna be some heat in the kitchen! It's EAA 35's 1st Annual Chili Cook-

Off and you are "expected" to bring your favorite chili for others to savor the flavor. More in next month's electronic newsletter. Get outta of the way Skip, the "Chili Man" is coming through! ☺

- The NEW chapter rosters are available for pick-up. They will be at the August meeting.
- Ed's Tri-Pacer is back in ONE piece! Well, not any longer. The engine gave up the ghost on the return trip from OSH. Though the great piloting skills of this humble scribe and Brad Doppelt, the plane (which was barely running) was safely landed at Boerne Stage Airport. They did get some oil on the windshield and the ground after shutdown. There was a BIG hole in one of the cylinder heads. Fourteen GPS away from home when the thing let go. Dang...
- Bob Cabe's RV is sporting a new panel with a lot of new toys. How about an update?
- I've heard that there is another Zodiac flying from 8T8. How about an update?
- We have two new volunteers! Check it out in
- As you now know, Kirs Niswonger is assuming the duties of NLE, *Runway 35*. Miriam and I both personally thank Kris for stepping up to the plate. It's been almost a year now in the request department. We will continue to add our "two cents" worth and I'm sure all of you will help out by sending Kris your input to your newsletter!
- Speaking of input. We have one from Don Staats and one from Ted Bender. Interesting reading to say the least...
- There's much, much more...please read on and enjoy your copy of *Runway 35*, the "Best Award Winning" Newsletter of ANY EAA Chapter!

**Please Read This...**

Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but is not limited to this newsletter and audio/video recordings, any digital formats including any EAA Chapter 35 website, 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. ©2003 by EAA Chapter 35 unless otherwise noted.

# From the President's Desk

By Norris Warner

My apologies for not making the August meeting, and my thanks to Steve Carlson, Vice President, who by all accounts handled both the Board meeting and the evening general membership meeting very, very well. Now let's see—more people attended that meeting than we generally expect, and new Secretary Lee Ann Carlson filled in for the absent Treasurer Joanne (and incidentally gathered in more dinner donations than ever before)—so is there a message in all of this for me??? Maybe I should stay away???

Attending Air Venture (Oshkosh) is something every EAA'er needs to do—at least once. This year made me a many timer, and I started to feel my age in tramping down the 5 ½ mile flight line plus pouring through hundreds of acres of exhibits, indoor and outdoor. We decided (again) this year that you cannot possibly see everything, so we sort of took our time. We supped (and sipped) with the many Chapter 35er's there, and also enjoyed being with many old friends from around the country. I think we'll skip next year and make plans for the 2005 affair.

We were invited to a couple of breakfast parties in one of the huge pavilions on the grounds. The food was good, and the speakers mercifully short! We were also invited to a luncheon hosted by the Air Explorers, a branch of scouting for youth from around 13 to 18. Their message was that an Air Explorer Post would be a natural follow-on to our Young Eagle program, wherein three or more chapter members would be Advisors, and five or more youngsters would be the starting group for a Post that would undertake aircraft building or restoring as a mission. If someone in our chapter would like to learn more about this intriguing idea, please call or e-mail me.

Our annual Christmas Banquet is now set for the 2<sup>nd</sup> Saturday in December, and your Board of Directors has decided on a split menu (beef or fish) for this year. Our Secretary, Lee Ann Carlson will be handling all ticket sales this year, and with only—and exactly—100 seats available, plan on getting in line early. This is our most enjoyable “party” of the entire year, so make every effort to get your tickets early!

Our September event—the 13<sup>th</sup>—will be our last fund-raiser for the year. Our hard working Bob Masters will be

**One last important announcement! Kris Niswonger, a member of our chapter for six years, is working into the position of Newsletter Editor.**

chairing the pancake breakfast which starts at 8:00 AM, and our Young Eagle Coordinator Brad Doppelt will be organizing our final YE event for the year. Both of these gents need your help so take the time to call or e-mail them at once. All of their info is on page 2 of this publication.

We will be having a five-minute general membership meeting at 9:30 sharp on that same day to approve minor By-



Law changes, so please be prepared to listen up to the PA system at that time. Thanks!

One more note—elsewhere in this issue Don Staats has written a “conscience-tickler” to the chapter membership. Don has been a guiding light for this chapter for many, many years, and his article deserves your full attention. After digesting it give Don a call and/or write up your thoughts and send or e-mail them to our Runway 35 Editor.

One last important announcement! Kris Niswonger, a member of our chapter for six years, is working into the position of Newsletter Editor. Now Kris actually lives in Madison, Wisconsin, and won't be moving to San Geronimo Airpark for another year or so, so e-mail is the means for getting the job done. During this transition phase, David Talley is still receiving all of our input, and he forwards them on to Kris. Our ultimate goal, of course, is to furnish the newsletter electronically to all of our chapter members who have the capability, thereby dramatically lowering our publishing and postage costs. Watch for further info on this new initiative. We know that many chapters have annual dues in the range of \$25 to \$40 per year, and we're not about to do that if at all possible!



# Comments from the VEEP

By Steve Carlson

The September program is our Pancake Breakfast and Young Eagles flights. With Bob Masters as breakfast chairman and Brad Doppelt guiding the Young Eagles event, I'm sure we will have a memorable time. Have you posted your Young Eagle flyer at your work or school? You don't have a Young Eagle flyer? Contact Brad Doppelt at [brad\\_doppelt@yahoo.com](mailto:brad_doppelt@yahoo.com) or Jim McIrvine at [pi-lot195@rocketmail.com](mailto:pi-lot195@rocketmail.com). They will email one to you. The current number of Young Eagles flown is 958,895 according to the EAA website, [www.eaa.org](http://www.eaa.org). Since that sounds like an advertisement for hamburgers, you're getting hungry and you'll be glad to know the breakfast starts at 8am, so plan on arriving early to get a good seat.

Gleim publications offer a "Learn to Fly" book to pass out to Young Eagles. This book is 34 pages of very well presented material for the prospective pilot. It's thorough, without being overwhelming. In short, I'm impressed. They sent me 50 copies for this coming event and they are absolutely free. Call 800-87GLEIM or 800-874-5346. Ask for the Young Eagles "Learn to Fly" book. This is a great shot in the arm to flight training.

Speaking of a memorable time, wasn't Dick Cole fantastic? What a treat to listen to his stories! Sixteen B-25s taking off in less than 500 ft. The talk inspired my wife to get the movie "30 Seconds over Tokyo" with Van Johnson in the lead. This movie, made in 1945 is quite a classic. There's enough corn to make the jolly green giant smile, but there's enough airplanes to keep my interest as well.

The meeting was made even more

memorable with the arrival of Louis Viggiano, fresh from rehab and looking good. Welcome back, Louie! It was memorable also for departures, as two of our members departed for other opportunities, Jim Rice, who has relocated to Tennessee to be closer to family, and Terry Winnett has departed on a US Gov't sponsored tour to England. Our best wishes go out to all.

My predecessor, Don Staats, has written a very timely, thought provok-



Read Don's article and if you believe this is an area that you can help address, step forward.

ing piece for this month's newsletter. I have previously asked for input on our chapter's direction and have received limited response, so here's the challenge. Read Don's article and if you believe this is an area that you can help address, step forward. The chapter's direction is set by the strong volunteer leaders that we have in some areas. Our Young Eagles program is strong because we have a good leader at the helm in Brad Doppelt. He's there because it is an area that he felt he could impact, and he sure has. Our newsletter went from informative to award win-

ning in a very short time due to great leadership from two dedicated members, Dave & Miriam Talley, and it is transitioning very well to another leader, Kris Niswonger.

If we get a strong leader in the project building area, this will develop as well. The pilot's safety meeting is right after the holiday this month on 3 September. As always, it's at Hallmark at 7pm and it's free. No membership required. The program is to be this writer showing pictures and discussing this year's Oshkosh trip. Hopefully, it won't be a snoozer.

AOPA will present a seminar "SAY INTENTIONS...when you need ATC's help." It is at 7pm, 22 September, at the Airport Hilton. And still, no membership required.

Our schedule for next year's meetings has been nailed down. Look for it toward the back of this newsletter. If you have any program ideas, be sure to let me know. The best meeting days go fast.

Steve Carlson  
Veepguy



## ...News from Around the Patch

### Will You Accept an Electronic Version of *Runway 35*?

Let's make a start right now in conserving publishing materials and postage. If you can and will view and/or download our newsletter from our website, ([www.eaa35.org](http://www.eaa35.org)) please e-mail Joanne now ([njwarner@indian-creek.net](mailto:njwarner@indian-creek.net)). You will have access to the newsletter sooner while saving us a lot of work and some real money!

We are of course, sending this September issue of *Runway 35* to all chapter members by mail, but we'd like to cut our circulation by more than half for the following month.

Please! Sit down at once and e-mail Joanne.

### Grounds Keeper Volunteer!!

Well, folks, after a short gap in the grounds keeper position, Steve Antonelli stepped up to the plate. He has volunteered to take over the duties from Jorge Theis.

The grounds are looking good and Steve has promised to help maintain the memorial area along with the surrounding property.

THANKS STEVE!

### Special General Membership Meeting

A special meeting of the General Membership of EAA Chapter 35 has been called by President Norris Warner for 9:30 AM, September 13, 2003—during our pancake breakfast.

This meeting is solely for the purpose of altering the chapter By-Laws as previously approved by your Board of Directors on August 9, 2003.

The primary change is to Article 2, "Purposes" and the proposed change aligns the wording with our Chapter incorporation papers as filed over 30 years ago with the Texas Secretary of State. By clearly stating our "purposes" in the By-Laws, we can make the case to the IRS that we are deserving of the 501(c) 3 status, which is tax exempt. We will have copies of the old By-Laws and the proposed changes available.

One minor change is desirable in Article 4, Section E, where currently a quorum of 50 percent of the voting members is required for any action except changing By-Laws. With around 160 voting members now in the chapter, a more realistic percentage—25 percent—is seen as desirable.

Please do attend our pancake breakfast on September 13<sup>th</sup> and be prepared for a five-minute meeting to approve these changes.

Thanks!

## New Chapter Directories!... Get 'em while their fresh!

The just-published 2003-2004 chapter membership directory is now available at the clubhouse. Each directory has a member's name on it, and they are in alphabetical order.

These directories are a great source of information about our members—skills, types of projects, aeronautical ratings, e-mail addresses and more make it

possible for our members to better interact with one another.

Be certain to attend the September 13<sup>th</sup> meeting so that you can pick yours up. And you may wish to thank our treasurer, Joanne, for constructing this document and Ed Seurer for publishing it!

# ...News from Around the Patch

## EAA 35 Around the World!

**From: Kilmer Kris MSgt 332 AEW/ERQS/MXS**  
**<Kris.Kilmer@tlab.aorcentaf.af.mil>**

Hi!

Presently at Tallil AB just outside the town of An Nasiriyah (Where PFC Jessica Lynch and her convoy were attacked). May be here for a while!

Got an e-mail address yesterday and had some time this morning after breakfast, so stopped by the MWR tent to see if I could get this out. Right now it's 0640 local 28 Aug. or 2140 CDT on the 27 Aug.

Conditions here are pretty crappy. Not a green living thing in sight. But they are trying to improve them as time permits. The weather so far has been really HOT, WINDY, and DUSTY.

Seriously, if you have someone put a hairdryer, pointed at your face, going full blast, and throw handfuls of sand, dirt and dust at you, you'll get a good idea of what it's like here from 1030 till dusk. Everything is covered with dirt and dust. Pray it doesn't rain or we will be in a sea of mud.

I've got to get going, we have our new comer's brief in an hour and then have to get out to work. Send me an e-mail whenever you can, I'll try to check it daily!

Keeping My Head Down and Watching My Back,

Kris Kilmer

### Rice's Move North (Almost YANKEES!)

We have arrived in Memphis and are well into unpacking and setting up the new house. Still quite a way to go until finished, but we are making progress. I finally have the computer set-up and connectivity established so thought I would send latest contact info to all.

Steph and girls are busy with school and I begin work with AutoZone on Sep 15th.

Jim

Jim and Stephanie Rice  
 1580 Daventry Cove North  
 Collierville, TN 38017  
 (901) 854-3927

[jimrice@midsouth.rr.com](mailto:jimrice@midsouth.rr.com)

### Aircraft Oil @ Sam's Club

Here's a strange one.... Sam's Club at Bitters and 281 (north side) has Aeroshell 100, 50 SAE for \$20.00 a case! If you know anyone who is breaking in a new engine, this is a great deal.



### Work Party Needed!

**Friday, September 12<sup>th</sup>, 10:00 AM at our beautiful club house—yes we need several guys and gals to show up to help us make our digs quite presentable for our big pancake breakfast and Young Eagles event on the following day.**

**Norris will be bringing a riding mower, but we could use a weed-eater or two.**

***“Many hands make light work”* is an old and true saying. If we have a turnout of 10 good members, we'll be done by noon! See you there!!!!**



# ...News from Around the Patch...EAA 35 Style

## Please Keep Your E-Mail Address Current!!!!!!

**W**e understand that people change their e-mail addresses from time-to-time—**BUT**—if your chapter is going to be able to contact you quickly at a time of urgency, we must have your current address.

**SO**---if you have changed your e-mail account in the past year (since filling out your 2003 data sheet) please e-mail your new address at once to: **Joanne Warner, at njwarner@indian-creek.net** (ED NOTE: *Hey Moscrip, you just moved...well?*)

## Canard Fly-In

By Skip Barchfeld

**E**velyn Herman, proprietor of the Fliteline Cafe located on the airport at Hondo, Texas (HDO) is scheduling another CANARD FLYT-IN. The last one that she sponsored was on Super Bowl Sunday, 1997, and the attendance was terrific. Canardians and EAA members from New Mexico and Louisiana joined those from Texas in making the trip and they had a great time as did every one attending. There was a five ship formation that flew down from Dallas, made a formation pass over the runway, had a buffet dinner and returned to Dallas in time to see the Super Bowl.

This fly-in will be held on **Saturday, October 25, 2003**. Serving of the buffet will begin at 11:00AM and will continue until all has been served. Should the weather not cooperate, the rain date is the next day, Sunday, October 26. If you wish to call before you come on down, the phone number at the Fliteline is 830-426-4020. The price of the buffet is \$8.50 with a discount to senior citizens. For all of you flying in, after you land and park your plane, come right on into the Fliteline and see Evelyn, tell her you just flew in and enjoy a refreshing ice cold glass of her special ice tea, compliments of Evelyn.

The crew of the B-25 "The Yellow Rose of Texas" is flying their famous plane into Hondo, on that day, to wish Evelyn a **HAPPY BIRTHDAY**; she will be 80 years old by the time you meet her on that day. She is hoping to see you all on **SATURDAY, OCTOBER 25**.

Skip Barchfeld  
EAA Chapter 35

### EAA Aviation Foundation Sweepstakes Winners

Piper PA28-140 Cherokee  
**GRAND PRIZE WINNER: LEONARD KNITTER, WISCONSIN**

John Deere Tractor  
**WINNER: LARRY BURGERT, OHIO**

Bose Aviation Headset X  
**WINNER: TINA SMATHERS, OREGON**

Slick Aircraft Ignition System  
**WINNER: WESTON WALKER, TEXAS**



# ...News from Around the Patch...EAA 35 Style

## Trivia of the Month Q: Why do we "squawk" a transponder code? What is the origin of this term?

A: As with many unique aviation terms, this one has its roots in World War II. During the war, a radar transceiver was developed that could respond to radar interrogation with a specific code. British and American aircraft could be identified by their unique codes while enemy aircraft had no such codes, thus allowing their detection. The British called this system "Parrot." The ground-based radar station would instruct the pilot to "squawk your Parrot" to a specific code. What remains today is, of course, the term "squawk," meaning to set a code in your transponder.

### Welcome New Member

Raymond Brach  
9775 S. Maryland Pkwy, Ste F-123  
Las Vegas, NV 98123

## Ed's Tri-Pacer

*The Sage Continues...*

## Shooting Star Rumor Mill (Un-Rumored)

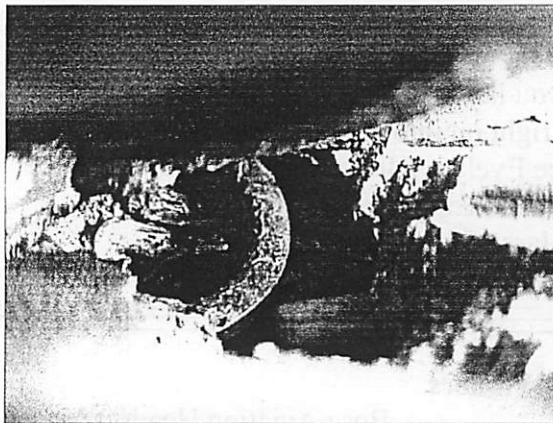
After doing a "little" computer work for the museum (and it only took me about 4 months to do a one evening job...) Pat and Marge were feeling (maybe) a little guilt (?)

So the "spousal unit" ☺ and I were invited to dinner at the museum, well, actually at Pat's house. Marge was just in from picking up a load of returning GIs from the war via Germany. Now I have not figured out how Miriam got invited, since she did nooooooo computer work. Pat and Marge cooked up a wonderful steak dinner. But before that it was off to the museum building to see the Stinson. Truly a work of art! I highly recommend that every EAA 35 member get down to see the place. For a "small" museum, it sure packs a lot of very interesting stuff! Remember, they're open on Sundays. Call ahead. (See Events & Happenings for #) Thanks Pat and Marge!



Well folks, 14 miles to home. Put the map in the back of the plane and get ready for landing. Well, as most know, we did indeed land, however it was Boerne, not San G. It seems that one of the exhaust valves decided it was time to depart the engine. Ed's baby is safe in it's hangar and things are now moving forward in overhauling the O-290 D2. If anyone has a used cylinder and can donate, please do.

Photos starting upper left: The "hole". That's the valve seat. John Latour and crew helping out. Liz Latour supervising the wing removal. And, back home @ 8T8. Thanks to everyone!





# David John Seurer

## EAA 35 Supporter

Seurer  
08/27/2003

David John Seurer, born on October 26, 1961 in Wausau, WI, passed away on August 25, 2003 in San Antonio, of cancer. During his long illness he remained upbeat, never complaining and continuing to show his zest for life. He is the son of Edgar Seurer and the late Carol Ann (Hansan) Seurer. He is survived by his father; three sisters and one brother, Ann Thornton (husband Bennett), Lynn Sawyer, Anthony Seurer (wife Sharon), Jean Taylor (husband Scott); beloved daughter, Susan Elaine Seurer Parsons; 14 nieces and nephews, two great-nephews, three great-nieces, and many cousins, including Mary Peikert (husband Jimmy) and Sharon Hendrickson. Others who will miss him include, Troy Bishoppetty, Arrah Lehman, Eva Honzik, and many other wonderful, marvelous friends. He was the owner of Adventure Audio and he touched the lives of many in the music community of San Antonio and

Texas, including Passing Strangers and The Klocks. He was generous and upbeat with an intoxicating sense of adventure. His love for travel led him to many beautiful national parks and foreign countries. Although his final destination can't be marked on a map, it is the most beautiful destination of all. SERVICES Visitation will begin August 27, 2003, Wednesday, 2:00 P.M. until 9:00 P.M. with a Rosary to be recited at 7:00 P.M. in our chapel. Procession will depart immediately following a Funeral Mass of Thanksgiving, 10:00 A.M., Thursday at St. Thomas More Catholic Church with Interment at Holy Cross Cemetery. Arrangements entrusted to Puente & Sons Funeral Home.

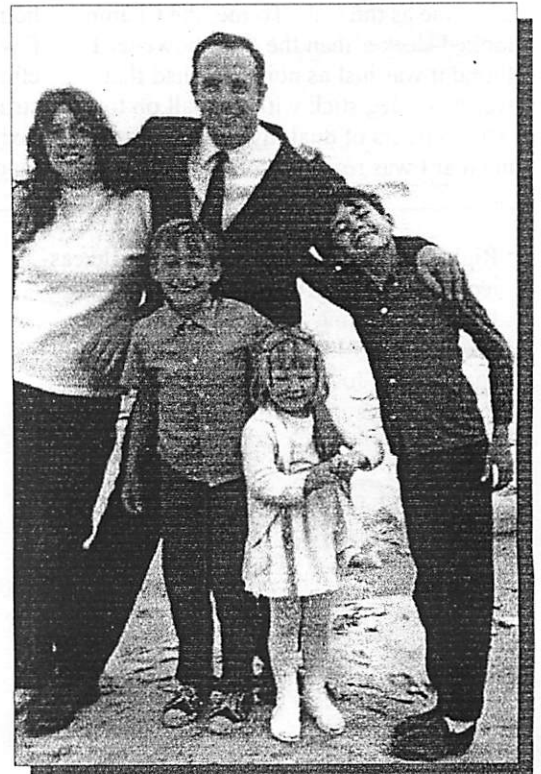


Copyright 2003 San Antonio Express-News  
Reprinted with permission.



Above: Dave relaxing by the flowers. He really enjoyed being outdoors.

Right: Ed and some of his kids on the beach. That's David in front center holding onto his baby sister. (That would be Jean.) Tony is on the right and older sister Ann is on the left.



# The Adventures of A Lifetime Student Pilot

By Ted Bender

## Tale #1 of a Series...

My first airplane ride happened around age 14 when my oldest brother, Robert, took me with him to an airport near Jackson, Michigan. He was taking flying lessons there and managed to get me a free ride in a J-3 Cub. After landing, they informed me that it was a test-flight after repair of major damage to that plane. That was okay by me, because it was such a thrill to be "up there" where I had been dreaming of being ever since I was knee-high to a grasshopper.

Two years later, at age 16, I started taking my first formal lessons at Gottschaulk Aviation at Adrian [Michigan] airport. It cost me \$11.50 per hour for dual instruction, which was half of my \$21.00 pay as a hired hand on Mr. Hyatt's farm. I worked 6 days at a job that I loved and got to fly for an hour on Sunday afternoons. It was as close to heaven as any teenage boy could be.

They started me out in J-3 Cubs until I was told that the Aeronca Champion cost the same as the Cub. To me, the Champ looked sleeker than the Cub, however I found it was just as noisy and had that weird dog-leg stick with the ball on top. After 5 hours of dual my instructor told me that I was ready to solo, but there was

just one glitch--school was starting the next week and so I had to quit my job on the farm.

The next summer, while working as a handyman at a golf course, I told my best high-school buddy how much fun it was to fly, and so we both started taking lessons at Gottschaulk. With 8 hours of dual under my belt, it happened again--only this time it was my enlisting in the Army Air Corps, either that or killing my good-for-nothing stepfather.

After basic training at Lackland, I was shipped to M<sup>c</sup>Chord Field near Tacoma, Washington. There I met "Frenchy", a crazy Canadian who was an NCO in my dormitory. He was flying out at Entis Sky Ranch and so I started riding with him on weekends and taking lessons again. This time it was in Taylorcrafts and I fell in love with those side-by-side, wheel and rudder cockpits! With less than another 2 hours of dual [9:20 hours total], after a few touch-and-goes, my Instructor climbed out and gave me these strict instructions: "Make 3 touch-and-goes and taxi back here to the hangers, but DON'T go out of the pattern!" Okay, that was fine

by me. I had already psyched myself into accepting that "empty seat" beside me in the cockpit, so my first take-off went smoothly and my first and second touch-and-goes were wonderful! Then Murphy showed up on the scene! As I was climbing out and turning to the down-wind leg, I spotted a plane coming into the landing pattern above me. Not wanting to experience a "midair" on my first flight, I did a maneuver that earned me a butt-chewing by my instructor after landing--I simply flew a big circle out and back into the pattern. Finding that the other plane had disappeared, no longer in the pattern and not taxiing on the ground, I completed my third landing and taxied back to my waiting Instructor who had smoke coming out of his ears.

And--guess who was piloting that other plane? Yup, it was Frenchy, and when I talked to him later, he told me that he saw me in the pattern below him--and made an identical circle above me. The only difference was he was an old, bold pilot with oodles of hours in his logbook. Frenchy later got drunk one night and ate a broken light bulb--but that's another story.

Right: Back when things were a little easier flying around the patch. Is that Ted Bender restarting his Cub? By the way, the N-number is not registered to a Cub any longer. Just in case you think like me...

DCT



# ARE WE MISSING THE POINT?

By Don Staats

I flew over to Julius Junge's hangar today and looked over his projects. As usual, progress is being made. Were I in a religious order, visiting Julius would be the equivalent of "renewing the faith". He is always building something and at the same time enlarging his already vast knowledge of home building techniques. After a few minutes of conversation we struck on a theme that has been buzzing around in my head for a few months. Talking with Julius clarified my thoughts and I would like to share them with you.

Our Chapter is approaching the 200 membership mark. This makes it one of the largest in this part of the country. We spend a lot of time doing those things that keeps us aligned with the Headquarters. We fly Young Eagles several times a year. We send young people to summer camp or whatever it's called. We are working on our tax exempt status and are changing our by-laws to reflect the new emphasis. We have a major project in the works to enlarge our meeting space. We have appointed a new landscaper. We have suppers and pancake breakfasts. Our programs are entertaining and on rare occasion have to do with building airplanes. We have our picnics. We help the 99's and Castroville. We support the Southwest Regional Fly-in big time (thanks everyone!). We are a very social group.

What are we missing here? We seem to do everything and we are staying more than busy. Does anyone else get the feeling that we seem to have forgotten the basic thing that got this whole movement started? **THE PURPOSE OF THE EAA IS TO BUILD AIRPLANES.** All else is froth and frosting. It seems to me that we no longer have this purpose at the front and center of our efforts.

I don't know when it started locally but I think I can trace the dilution at national level back to the early 1970's. That's when we first started creating divisions to embrace a larger segment of the civilian recreational flying community. We had the Antique/Classic division, the Warbirds division and on ad infinitum. This is really great from a national perspective. It gives us more clout in shaping FAA policy and regulation to our own ends. It may well be that this all encompassing policy and the large world-wide membership is all that has kept our kind of

flying from being regulated out of existence.

Later on we start expanding into other areas and come up with experimentation to use auto gas. Good on that one—it made me legal. Eventually we turn our attention to the youth, to stir continuing interest in flying and develop the next generation of pilots. Currently we are celebrating the Wright Brothers flight. I understand now that a major effort is underway to reorganize the EAA (bringing the Foundation and EAA back under one roof) and who knows what will be next.

In all these efforts the chapters are tasked for support. Also, we are lumbered with ever increasing record keeping, more concerns over legal issues, etc.

Chapter 35 has gone along with all this, and rightly so if the EAA is to maintain its national position. Somewhere along the way we lost focus on the basic effort to build airplanes. Now some will point out the many projects our chapter members are undertaking, but that is not our main focus.

Others have expressed some of these concerns to me. Some say we should go back to those thrilling days of yesteryear when 10 or 15 guys met at someone's house. The women all went out to the kitchen to drink coffee and the guys repaired to the garage to admire progress on the host's project and lie about progress on their own. I think we are beyond that with the greatly expanded building opportunities and the prevalence of kits. I do think, however, that we need to regain our focus on **BUILDING AIRPLANES.**

One way to do this would be to set up a formal chairmanship for homebuilding. It would be the chairpersons role to help establish building groups. For example, we could have a metal workers group, wood group etc. Or we could group by type if there are enough examples such as the RV series. Some mixture of both might be more reasonable. In addition the Chair would work to facilitate the acquisition of tools for the groups and building space for projects. The chair would also coordinate the group efforts as required and establish meeting dates aside from regular chapter meetings if that would be effective. At chapter meetings the chair

would get with new members to find out what they are interested and steer them to a builder's group.

Some chapters have built several of a given type of aircraft. We would need to get with those chapters and see what their ground rules were and what worked or didn't. The late Dick Cavin and a group in the Dallas area built a series of prize winning Thorpe T-18s many years ago. I understand there is a group of RV builders over at Lockhart. So this group effort is nothing new and in many instances has been most effective.

The Homebuilding Chair would coordinate these efforts and report back to the chapter and we would make this the program one or two times a year. These groups would be self sustaining and not depend on the chapter for financial support. Group members could chip in to buy tools, rent space etc. There size could be limited to maintain speedy progress. If too many want to join, form a second group. Each group could build some of the jigs and then swap. There are many ways this could work and each group would find their own way.

Paul McReynolds is already doing some of this with his work with the RV builders. We have an informal group of glass builders and there may be others. We need to consider establishing this Chairmanship and initiate these groups for those who wish the structure. It would give us a good place to point new members and encourage others to join our chapter. We need to get a reputation as a chapter of builders. This is the primary reason new people come out to visit. They are interested in building an airplane. If their interest is strong enough they will build; with or without our help. I would rather see them inside our tent, and with our help build a better airplane.

All the above is a reflection of my thoughts, although I have heard others express the same concerns. Personally, I am beyond the time of building but it seems a useful endeavor for those who are planning to undertake a project. What do you think? As a Chapter have we been so busy that we have been missing the point of EAA? What would you recommend?

Don Staats



# Oshkosh Visit 2003

By Miriam Talley

This is the first Newsletter after Oshkosh so I wanted to give an update on who all was there. I saw and heard of 18 members and family being there. David Talley and Brad Doppelt flew up in Ed Seurer's Tri Pacer (a story to come...especially the flight home.) Miriam Talley had been working in Illinois so flew the rental car up to OSH. The rest of the Doppelt clan-Brad's dad, Jody, Andrew and Ryan drove up. Bruce King flew up in his Hummel Bird and he even was asked to fly in the show. Jim M<sup>o</sup>Irvin flew up in Lori's 195, Norris and Joanne Warner flew up in the Lexus and took an extended vacation, Steve Carlson flew up in the Dodge Ram (plus he was kind enough to haul back OSH purchases from the Talley's), Terry Winnett flew in by kerosene burner with brother Kenny, we heard Diane Weinman, John Kent, Bob Masters were about, Jimmy Tubbs was holding down the fort at the ECI tent. So of course Miriam and David were there bugging him about Franklin parts...smile!!! At the awards ceremony our own Jim M<sup>o</sup>Irvin won the Young Eagles Field rep award for his work to promote Young Eagles in a variety of settings. Also at the awards ceremony this year's newsletter award STAYED IN TEXAS....YAAAY! Congrats to EAA Chapter 168 in Dallas.

handle her hips! I guess things were a shakin'! ☺) The Wright brothers just went up a notch in my esteem of them.

Of course a big hit was the prototype RV-10. She was beautiful. They had a



Above: Free breakfast, so the entire EAA 35 crew is there. Read: FREE!



Left: Matt Oetken preparing to be a pole thingy for the Sky Dancer, Sean D. Tucker.

Bottom: Jim M<sup>o</sup>Irvin receiving his national Young Eagle award at the Theatre in the Woods.



mock up we could sit in. Guess what, 4 real adults could very comfortably sit in this plane. At the Van's forum we learned that 15 kits were purchased before the show even started, by the third day over 70 kits were sold. I think they have another winner.

We spent hours looking at, and drooling over, the new instrument technologies such as Blue Mountain Avionics and the FADEC system. We were educated about the new satellite WAS system. My head was spinning. It was a mental relief to look at the old planes with their basic instruments. As always there was too much to see and experience, but at the end of the week we headed over to the Vette Sea Plane base

for a relaxing morning listening to the water lapping along the bank. There is something magical about a plane on floats. It's mesmerizing to watch them pre-prepare for flight, glide out and finally take off. Once again an exhilarating trip....we were pooped and ready for a vacation when we got home.

Of course there were the 100<sup>th</sup> anniversary of flight exhibits and events happening. The Wright Brothers Pavilion had "The" Wright Flyer that will fly at Kill Devil Hill. They also had mock up simulators so that we all could try to fly the Wright Flyer in the lying down position and complete with hip controls and pitch bar. Needless to say, this girl did not get too far in the simulator and I did not see any successful flights in my line. (ED NOTE: That hip control bar couldn't



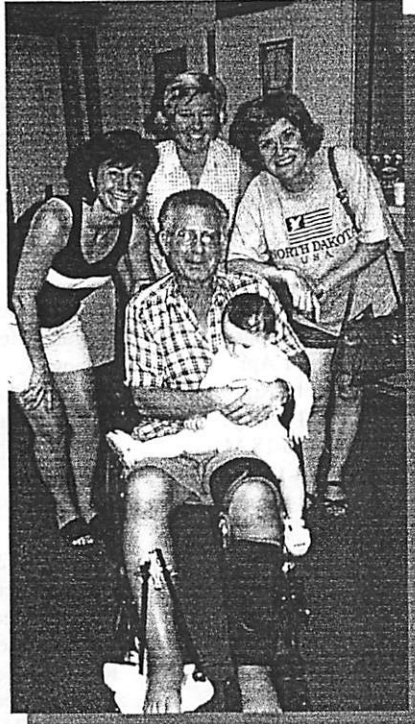
# Scenes from the Meeting

by Miriam Talley, EAA 35 NLE

As usual, the gathering was started with delicious aromas wafting from the kitchen area. Thank to Ed Seurer for the super delicious brats and fixins. Of course, all cannot be accomplished alone. Three lovely ladies, Norma Staats, Shirley Baker and Georgia M<sup>c</sup>Carley held down the kitchen duties to make it a spectacular showing. Thank all for a delicious start to the evening!!

We had a record crowd... I counted over 106 in attendance!! Standing room only at the start of the meeting. We also had seven new guests—welcome and come again!

Some updates on our chapter members; Danny Daniels got his tail wheel endorsement, Susan Robinson got her private ticket—congrats!!! First flight of the Zodiac by Randal Stout—congrats!! Louie “crash” Viggiano is healing nicely, David Talley took the time to clean all the chapter house lights and replace bulbs—thank!! New member Steve Antonelli has volunteered to take over as grounds keeper—thank!! In fact his kids were seen hard at work watering the plants and cleaning the chapter house beforehand.



Above: Kitchen Krew all smiles! Lovely! ©

Left: Louie, Arilis and a whole bunch of Louie's kids (including the grand-kids). Welcome back LOUIE!

Below: Dick Cole and Jimbo Rice. Dick was an AWESOM speaker to say the least. Many said they could have stayed for hours listening to the stories and tales from his experiences in the Army Air Corps.

Skip Barchfeld, our Christmas Party coordinator, announced that we will have two choices for our Christmas Party dinner. More detailed info elsewhere.

Matt Oetken – Our chapter scholarship recipient to attend the EAA Air Academy presented a slide show of his superb experiences. He was well spoken and “did us proud” at the academy. Thank Matt for the presentation!

Bob Cabe then introduced out guest speaker... WWII hero, and co-pilot for Jimmy Doolittle on the B-25 raid on Tokyo—Dick Cole. Dick first showed a made for PBS tape about the 18 April 1942 flight of 16 Airplanes. Dick himself had to bail out and landed in a tree. There are 18 men left of the group and they hold their reunion in Tucson. We all sat captivated by his words, there were numerous questions from the crowd. What a great evening.



**Tobias Aerospace Services**

**Bryan R. Tobias**

A&P/IA/DME/FCC  
 Airframe and Powerplant Examiner - Central & South Texas Area  
 Exams, IA Training, Troubleshooting Concepts, FAA Enforcement  
 Training, Professional Consulting, Inspections  
**210-828-2086**  
<http://www.solar-system.com/avtest.html>

2030 First Avenue  
 San Antonio International Airport, San Antonio, Texas 78216

CUSTOMER SERVICE & SALES  
 9503 Middlex | San Antonio, TX 78217  
 SALES HOTLINE 1.800.324.2359  
 TEL 210.820.8148 | FAX 210.820.8102  
[www.eci2fly.com](http://www.eci2fly.com) | E-mail [jtrampota@eci2fly.com](mailto:jtrampota@eci2fly.com)

**Joe Trampota**  
 Central Territory Manager

Engine Components, Inc. is recognized for  
 Quality Management System Registration to ISO 9001:2000 & AS9100.

**JPM Aircraft Instruments  
 Service, Corp.**



Phillip Capestany  
 General Manager  
 FAA Repair Station #J6988643

1130 99th Street  
 Suite C  
 San Antonio, TX 78214  
 Tel. (210) 921-9211  
 FAX (210) 921-9281

**EAA Chapter 35 2003 Calendar**

- 08 Feb: Board & Regular Meeting
- 08 Mar: Regular Meeting
- 11 Apr: Chapter Clean-up Day 1300-???
- 12 Apr: Pancake Breakfast & YE Flights
- 10 May: **SWRFI work party at New Braunfels**
- 16-18 May: **SWRFI @ New Braunfels**
- 9-12 Jun: **Aluminum Overcast; B-17 in town!**
- 14 Jun: Assisting 99's w/ Air Event @ Castroville Air-  
port.
- 21 Jun: YE Flights & **BOARD MEETING**
- 12 Jul: Chapter Picnic
- 09 Aug: Regular Meeting
- 13 Sep: Pancake Breakfast & YE Flights
- 11 Oct: Regular Meeting w/ **CHILI COOK-OFF!**
- 08 Nov: Regular Meeting w/ elections for 2004 Officers
- 13 Dec: Chapter Christmas Party

**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.) [www.eaa.org/events](http://www.eaa.org/events)*

Open every Sunday 1-5 PM or by appointment – Shooting Star Museum, Devine, TX, Proprietor Pat Wegner, 830-931-3837

1 OCT 03—PAISA/GAPA meeting. Gathering of safety minded pilots, instructors and students. Meets 1st Wednesday of every month, 7pm, at the Hallmark Institute on Wetmore adjacent to San Antonio International. Info: Steve Carlson 545-2376.

19-21 SEP 03—Abilene, TX. Big Country AirFest, Abilene Regional ABI  
 Contact Information: Gray Bridwell Email Address: [gtbrid@nts-online.net](mailto:gtbrid@nts-online.net)

20 SEP 03—McGregor, TX. LOW AND SLOW FLY IN, McGregor Executive PWG  
 Contact Information: JON BOTSFORD 254-420-0184 Email Address: [botsford7@hotmail.com](mailto:botsford7@hotmail.com)

27/28 SEP 03—Midland, TX. Fina-CAF AIRSHO 2003, Midland International Airport MAF  
 Contact Information: Tina Corbett 915-563-1000 Email Address: [pr\\_info@cafhq.org](mailto:pr_info@cafhq.org)

27/28 SEP 03—Goshen, IN. 19th Midwest Stinson Reunion, Goshen Municipal Airport GSH  
 Contact Information: Dave James Email Address: [heliservice@netzzero.net](mailto:heliservice@netzzero.net)

11 OCT 03—Elm Creek Fly-in. 10 AM– 5 PM. (OTX6) E. Staley 830-303-6577  
[www.airnav.com/airport/OTX6](http://www.airnav.com/airport/OTX6)

24-26 Oct 03 – Reklaw, TX. Flying M Ranch Fly-In. Flyers going out at press time (September).

25 OCT 03—Hondo, TX. Canard Fly-in. Contact Skip Barchfeld 830-363-7649.



**EAA Regional Fly-Ins**

(For details in awesome websites go to [www.eaa.org/avlinks/flyins.html](http://www.eaa.org/avlinks/flyins.html))

2-8 April 03 – Sun N' Fun EAA Fly-In, Lakeland, FL.

16-17 May 2003 – South West Regional Fly-In, New Braunfels, TX.  
[www.swrfi.org](http://www.swrfi.org)

28-29 Jun 03-EAA Rocky Mountain Regional Fly-In, Longmont, CO.

9-13 Jul 03-Northwest EAA Fly-In, Arlington, WA.

29 Jul-4 Aug 2003-EAA AirVenture Oshkosh, Oshkosh, WI

**WANTED & FOR SALE**

Chapter members in search of or have items for sale, or need to post a service, may place a free (non-commercial) add in this column. Call Editors Miriam or David Talley @ 210.521.2359 or EAA35@satx.rr.com

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

**Instructor Available.** Chapter member Bob Cabe has recertified his CFI & CFII. Available to EAAers for BFR's. (210) 493-7223.

**Instructor Available.** Chapter member Bob Browne CFII SE ME INST Rotorcraft. Will provide free flight review for Chapter 35 members. (830) 612-2371.

**For Sale:** The items listed below are being offered for sale. If you are interested in any of the following please contact: Bill Miner, Flying RV Ranch, 830-995-3490, [miner@hctc.net](mailto:miner@hctc.net). We are located in Comfort, Texas approximately 40 miles NW of San Antonio off Interstate 10. \* Pair 12 Full Lotus Floats with spreader bars, \$1,000 firm. \* Avid Flyer/Speed Wings project with trailer, airspeed, tack, water temp, volts, compass, master switch, hydraulic brakes, other misc. parts, NO FIREWALL Forward \$4500 FIRM. \*Rotax 503-DCDI, muffler, E-Box w/Elect. Start, oil injection, air cleaner, 15 hours \$3,000 Firm

**For Sale:** 1946 TAYLORCRAFT BC-12D • Total time 2700hrs 175 since engine overhaul. New fabric on wings, new paint, brakes, tires & tubes, ELT, tail wheel spring and tail wheel overhaul, upholstery, bungees. Auto Fuel STC. Always hangared. Plane located at Comfort, TX. No electrical system...day

VFR only. A great flying plane that is Sport Pilot Legal. \$15,000. Also one RagWing Parasol RW-6, 37 hp Hummel 1/2 VW engine with 35 hrs on it; \$5000. Contact John Weikel (830) 895-1285 or email [jandd@maverickbbs.com](mailto:jandd@maverickbbs.com).

**For Sale:** Evans VP-1 Volksplane project. Contact Danny McCormick for details: 210-872.3959 or 599.2679.

**For Sale:** RV-4, 180hp O-360A1A, Hartzell constant speed prop, KX155, encoding transponder, GPSMAP 195, wing leveler. Lots of fun, and good cross country too. Located SAT. \$49,500.00 Bob Fodge (210) 822-5725

**For Sale:** 2 encoders -brand new- never used- still in boxes. model 120-15 Transeal - 14 to 28 volts-solid state -\$100.00 each please cal Mel @ 210-651-5086.

**For Sale:** Ken Brock nose gear retract assembly for Long EZE or Cozy, 1/2 of Ken Brock Prices. Call "Skip" Barchfeld @ 830-363-7649.

**For Sale:** Three (3) BIG Plugs of roofing tar. Have melted together so it's heavy. FREE! Contact Al Almond 210/674-1597

**WANTED:** Need a LOWER Cowl for a Cessna 120/140. If you have/know of one, please contact me ASAP! Contact Jim M<sup>r</sup>Irvin at 210-275-7780.

**For Rent:** Shop Space. Danny McCormick has approx. 2,000 sq.ft. of shop space for 4-5 folks who need a place to build their planes. Bldg is located near the main post office. 210-872-3959 or 599-2679.



**CACTUS MACHINE SHOP SERVICE**

P.O. Box 63898  
Pipe Creek, Texas 78063  
(830) 510-4307 -METRO  
DP: 747-9701

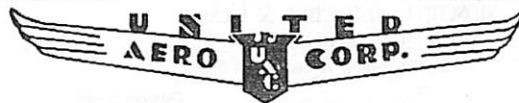
Sal Hernandez

Aluminum  
Stainless Steel  
Welding & Repairs

Prototypes/  
Multiples  
Overnight Service Available

(210) 227-8333

(800) 451-7282



**DISTRIBUTORS  
AIRCRAFT SUPPLIES**

CLINT COOK  
PRESIDENT

210 BROOKLYN AVENUE  
P.O. BOX 222  
SAN ANTONIO, TEXAS 78291-0222



Catering  
Available

Reservations  
Appreciated

**SALOON & STEAKHOUSE**

Home of Mesquite Grilled Entrees

D'Hanis, Texas 78850

(830) 363-7230

**NORTHWEST FLYERS, INC.**

J.B. "Skip" BARCHFELD  
PRESIDENT

- FLIGHT TRAINING
- RENTALS
- CHARTERS
- SALES
- MAINTENANCE

SCHAUMBURG REGIONAL AIRPORT  
905 W. IRVING PARK RD.  
SCHAUMBURG, ILLINOIS 60172  
847/985-9777 FAX: 847/985-1978

4514 WALZEM  
SAN ANTONIO, TEXAS 78218-2044

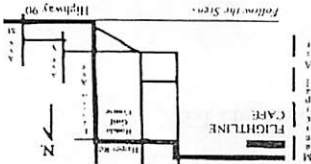
ED SEURER  
Owner

REPAIR ALL MAKES  
ELECTRONIC CALCULATORS • DICTATION EQUIPMENT  
LASER FAX & PRINTERS • TYPEWRITERS • CANON COPIERS  
NEW & USED SERVICE • SALES • RENTALS

*Seurer Electronics*



(210) 656-3839  
(210) 656-4012 Fax



At Hondo Municipal  
Airport  
830-426-4020  
705 Flightline Dr.  
Hondo, Texas 78861  
OPEN SIX DAYS A WEEK  
Sunday thru Friday  
Party Space and Catering Available  
Betsy Herrmann  
Owner



2412 S.W. Loop 410  
San Antonio, TX 78227 Fax (210) 678-9481  
(210) 674-5220

Buy • Sell • Trade

**GUNS**

The Powderhorn

David Day  
Manager  
Tom Armstrong  
Larry Tate

Commercial  
Residential  
Office (210) 680-0970  
Fax (210) 680-0979

(Certified Professional Constructor by American Institute of Constructors)

Mark Moscrop, A.C.

Interior  
Renovations  
New Construction  
Design-Build  
Construction

San Antonio, Texas 78250  
9466 Points Edge

Moscrop Construction & Design

Sitework  
Concrete  
Framing  
Drywall

Please support those businesses that support YOUR local EAA chapter.

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

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



**When Do you Meet?**  
Second Saturday of the Month

This month:

EAA 35 PANCAKE BREAKFAST

- 0730-???
- Official Meeting 0930 (Short)
- Young Eagles 0800-??
- C-U-There!

**Where do you meet?** (See Map)  
Call Any member listed on Page 2 for help.

