



# RUNWAY 35



JANUARY 2008

Volume 50 Issue 1

On the Web:

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

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## DECEMBER 2007 BUILDERS ACADEMY

### By Maarten Versteeg

On 19 December the final Builders Academy of the year took place, both Drew and Chris Mittal showed up and Matthew Crenwelge had notified us that he couldn't attend. The two brothers worked hard on the second wing, Chris corrected the support wire mis-installation by swapping the top and bottom wires. His brother installed half of the ribs that consist of both a top and bottom support and started with some of the half ribs.

We also demonstrated some of the techniques to the Boy-Scout troop that was working out their aviation merit badge and also did community service by re-painting the numbers on the airport runway.

Hopefully we attract some new builders here. On the John Jay high school science fair I also ran into Morgan who attended our Builders Academy early last year. He got a first place with his project studying wing tip shapes. He hadn't been able to attend the Builders Academy due to other activities in high school.

The Builders Academy would like some new participants, if anyone knows of interested middle or high school students, please spread the word: the Builders Academy takes place every third Saturday of the months from about 8:30 till noon.

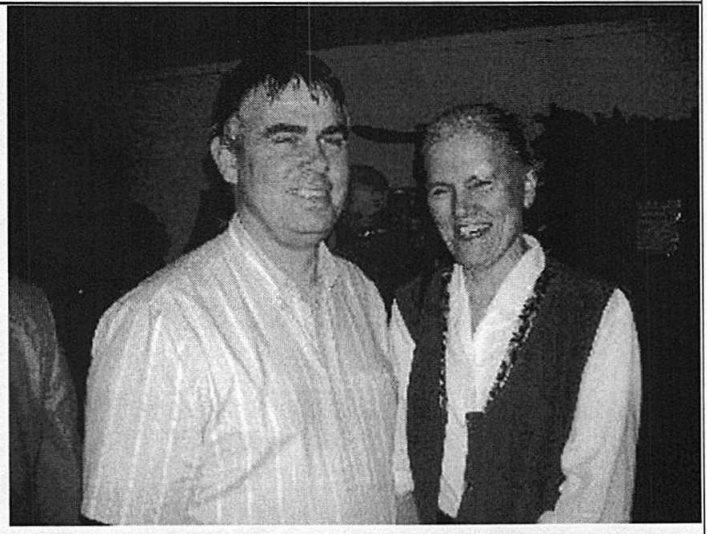
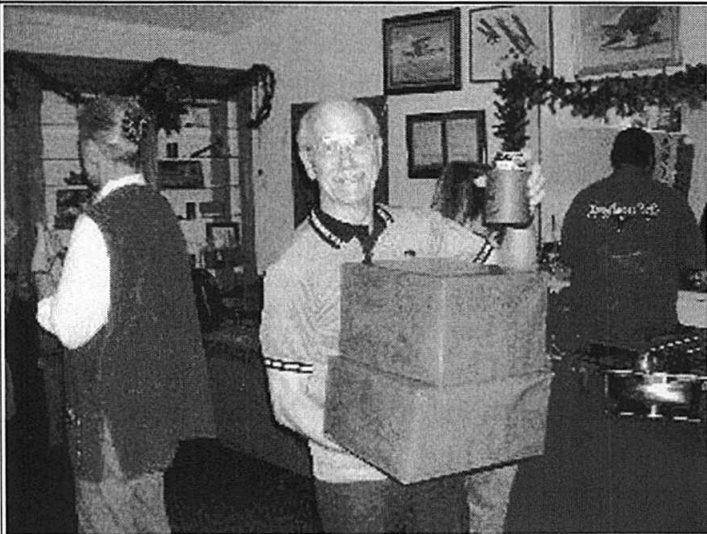


PHOTOS CONTRIBUTED BY: J. LATOUR, M. VERSTEEG

RUNWAY 35 PUBLISHED BY  
ED SEURER

**Additional photographs appear on Page 11.**

### JOHN LATOUR'S CHRISTMAS BANQUET PHOTOS



CONTINUED ON PAGE 8

## PRESIDENT'S COCKPIT

### By John Latour

In the voice of Chapter 35 Loyalty – Thank you all for your vote of confidence.

Thanks to our departing 2007 Board of Directors, Chairpersons and all of our members' for all of their help. It has been a great year because of our members support. No one says it better in summing up the heart of Chapter 35 Volunteer. Giving of yourself is bottom line. We give but little when we give of our possessions. It is giving of ourselves that we truly give.

"Some people give time, some money, some their skills and connections, some literally give their life's blood. But everyone has something to give." Barbara Bush.

We give very, special thanks and kudos to Roch LaRocca, our EAA Chapter 35 past president, for a job well done. His commitment was in time, energy and heart to us for the past two years. We look to continue his initiatives and drive in 2008.

Dave Baker presented Ed Seurer, Joanne & Norris Warner with a framed certificate in appreciation for their many years of EAA Chapter 35 service and support. The certificates are on display in EAA Chapter 35 Club House. The certificates are from our resident artist, Kris Niswonger, of Vector Graphics. Kris designed the certificates and produced it with his leading edge graphic system. We thank you Kris for the frames and certificates. It is a job well done.

Big thanks to Roxanne & Danny Beavers. Danny added so much outside support to supplement his secretary duties. He and Rachael are reliable and dependable chapter members. They help Brad Doppelt with his airplane and pilot skills at every Young Eagles Fly-In.

We had a great Christmas Party in December. It was entertaining and filled with the "Four Fs" of Christmas banquets according to our past secretary, Lee Carlson: Lee said, "Food, Friendship, Fun, and Flying." The 2007 Christmas Party was truly a fun and joyful time.

Roch LaRocca gave us his best impression of Santa Claus and Barbara LaRocca was the ideal Santa's First Lady. Rachel was the spitting image of Santa's Elf. We captured the Christmas event with photos as presented in the January newsletter. We owe lots of thanks to Barbara and Roch for taking the time to entertain us, and for all of the support they gave us during the last two years as Chapter 35 President and First Lady. Roch and wife, Barbara, have been married 21 years and have three daughters, Emily, Mary and Rachel. Roch is in process of retiring from Air Force with intention of continuing his career as a pilot with an Airline Company.

I would also like to thank Dave Baker for his performance as Master of Ceremonies throughout the gift exchange. A Chapter 35 Christmas Party is successful because of his help and presence.

Four years ago, Steve Carlson initiated the Gray Eagles Program out of San Geronimo Airpark to celebrate and experience the one hundredth year of flight. We celebrated the 50Th Anniversary of EAA Chapter 35 last year, 2007. I proposed that we re-activate the Gray Eagles Program. We are receiving nominations for our Gray Eagle chairperson. He or she will be responsible for identifying candidates, pilot and airplane. In addition, he or she is responsible for arranging the day, time and place of events. Our goal is to fly one gray eagle per month through 2008. I recommend Harlan Tibbits, Dan Cerna or Ed Eades as our first gray eagles in January 2008. For additional information or questions concerning gray eagle chairperson position, please call me at 210 287-1701.

Thanks to our outgoing Board of Directors & Chairpersons for all of their help. It has been a great year because of them and member support.

I wish you all a safe and belated Happy Holidays and a prosperous and successful New Year.

**NEWSCLIPS**

**A MEANINGFUL LIFE**

**By John Latour**

How to Have a Full and Meaningful Life through EAA Chapter 35

If aviation is in your blood, Chapter 35 is for you. We help you fulfill your life through an exchange of information on building experimental airplanes.

Join us to explore the past and future history of aviation and experimental airplanes. Listen to the roar of engines on takeoff. Smell the heated exhaust. Experience the energy in the air. We offer you a full and meaningful life to be with us during Fly-In(s) at San Geronimo Airpark.

We walk, talk, build and sometimes fly airplanes.

We let the spirit of Chapter 35 loyalty fill your life and give you power.

Technical counselors and flight advisors show our commitment by sharing knowledge of building and flying airplanes.

We offer Hangar Space, Turning & Drilling Machines and Tooling at an affordable price. See and experience our offer for a full and meaningful life through Chapter 35.

For more information on use or lease of our 42'x 50' area EAA Hangar, please contact Dan Cerna at (210) 688-9345.

**KUDOS**

**By John Latour**

Nancy Mason decorated EAA Ch 35 Clubhouse. She designed the Christmas Holiday ensemble one week before the Christmas Party. We all watched as decorations went up. This is an excellent job and we appreciate her work for lifting our members' Christmas spirit.

Gail Scheidt volunteered to chair preparations for Christmas Party meal. She researched catering services, evaluated menus, service and cost. Board of Directors chose Longhorn Café. Gail made arrangements and we all enjoyed an outstanding meal of grilled rib eye steak. We appreciate your dedication and efforts.

**EAA TEXAS FLY-IN CANCELLED FOR 2008**

**By Norris Warner**

Stan Shannon, Chairman and CEO of the Southwest Regional Fly-In, Inc., also known as the EAA Texas Fly-In, announced that the officers and directors of the SWRFI voted to cancel the fly-in scheduled for October 10-11, 2008 and to ultimately cease operations.

The board made this decision as a result of the following:

1. EAA headquarters decided to cease branding regional fly-ins as EAA events.
2. EAA will no longer insure regional events.
3. Dwindling attendance numbers
4. Fewer volunteers

The board felt that losing the EAA brand would make it increasingly difficult to obtain sponsors, exhibitors, and volunteers.

The SWRFI, debt free and in sound financial condition, will support youth in aviation. The board of directors voted to create a youth scholarship fund. Scholarships will assist deserving young men and women in attending aviation related educational programs. Chapters will be notified of the scholarship application process in the coming months. In addition, the SWRFI sponsored EAA Young Eagles, Hondo Aviation Day, will continue as planned and is scheduled for March 15, 2008.

As the direction of the SWRFI changes, and as an exciting 46-year aviation era ends, we look back with gratitude to Tony Bingelis who founded the fly-in, Paul Poberenzy who founded EAA, the many chapters, dedicated EAA volunteers, sponsors and the exhibitors who made this fly-in possible. EAA Chapter 35 has been a mainstay in this event, especially after the move to Hondo, and the leadership of SWRFI is grateful for your collective efforts.

Call 866.797.3407 for additional information, or visit [www.swrfi.org](http://www.swrfi.org)

## ENGINE COMPONENTS, INC. REFOCUSSED

**By Norris Warner**

(Taken from an ECI Press Release)

**New Business Units to Provide focused Customer Service and Growth**

San Antonio, TX – November 5, 2007 – Engine Components, Inc. (ECi®) CEO, Gary H. Garvens, recently announced that ECi is initiating their 2008 strategic business plan to divide into four business units. “Engine Components, Inc. will continue to warehouse, market and sell proprietary PMA and experimental products under the TITAN® brand, as well as provide repair services,” said Garvens. “This refocusing will have positive impact on the ways ECi interacts with its customers by responding with comprehensive and efficient service.”

Glen Golden, formerly Vice President of Sales and Marketing, will become President of Engine Components, Inc. the name of the customer interface business unit. Certified and experimental parts development and procurement will be under direction of Dr. Don Kenton who will serve as President of Airmotive Engineering Corp. The repair station operations will be placed in a new business unit named EC Services, led by newly appointed General Manager, Tony Taylor. The fourth business unit, Air Cooled Motors, focuses on manufacture of new cylinders, crankcases and crankshafts. Heading up Air Cooled Motors as general Manager will be Andrew Campbell.

All of the business units will report to the holding company, Danbury Aero-Space, with Ty Stoller serving as President. Stoller was formerly Executive Vice president and Chief Financial Officer of ECi. “Our four business units are focused on complementary core competencies that emphasize quality, flexibility, growth and accountability,” added Garvens. “According to a re-

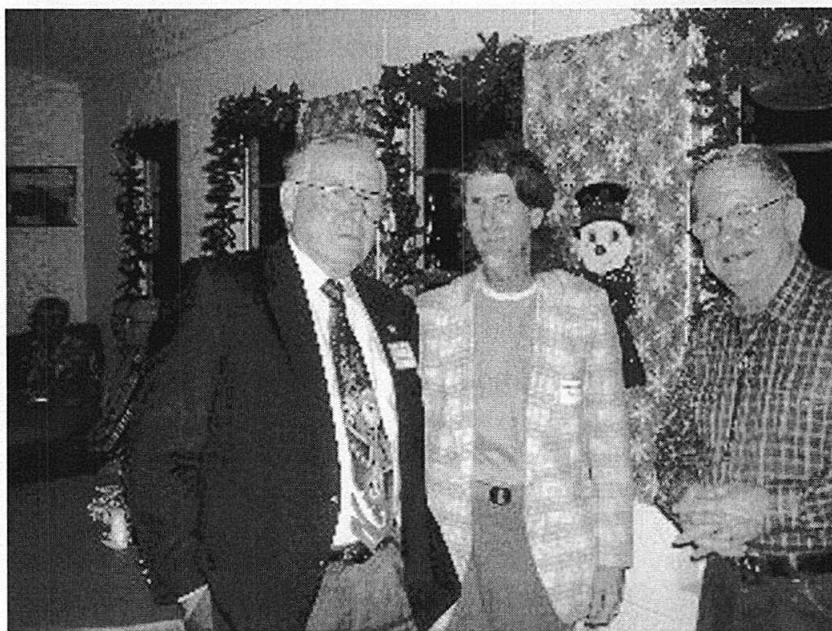
cently released report from the FAA, hours flown by general aviation airplanes are expected to grow 17% by the year 2020. ECi’s refocus will allow it to be a major supplier to the aftermarket for certified and experimental airplanes.”

**About ECi**

Engine Components, Inc., founded in 1943, is the largest private aftermarket manufacturer of certified aircraft piston engine replacement parts and component repair services. The Company also manufactures and sells experimental engines for home built kit planes worldwide.

Christy Nichols Quinn, Marketing Director  
 Engine Components, Inc.  
 Tel 210.820.8100

(Note: Gary Garvens and Jimmy Tubbs have been valuable board members in the leadership of the South West Regional Fly-In—now popularly known as “The Texas Fly-In. Christy Nichols Quinn was elected a vice president of SWRFI following last summer’s fly-in, and has provided invaluable service in attracting quality, aviation-oriented exhibitors to our event. Many chapter members have dealt with ECi over the years and strongly endorse their products and services.)



## SPECIAL HONORS

### By John Latour

Three Chapter 35 members received Special Honors during the 2007 Christmas Party. They are Joanne Warner, Norris Warner and Ed Seurer.

We are thankful to Joanne Warner who participated in Chapter 35 sponsored events as treasurer for the past 8 years. She made a concerted effort to expand the membership and to encourage greater participation. We had the pleasure of roasting Joanne during the Christmas Party. Someone described Joanne as, "almost perfect. Her money management skills are that of a tight fist. They are so refined. She can almost squeeze eleven dimes out of one dollar. She has an unusual memory and extraordinary attention to detail. Her details form a tight woven net over revenues and expenses. Nothing gets past her. Yes, Joanne is almost perfect." Moreover, because if you do not believe me, "Ask Norris."

We are also thankful to Norris Warner for the growth of EAA Chapter 35 through the years. Chapter 35 elected Norris as our 29th president in November 2001. He served as president two years. Norris supports Chapter 35 initiatives and sponsored many real property assets around the clubhouse. His most outstanding Chapter 35 contribution and achievement is developing the purchase of EAA Chapter Hangar (42'x 50') while serving as senior advisor to the Board of Directors. He also led a team responsible for the Chapter's 501(c)3 IRS designation. An admirer roasted Norris prior to receiving the chapter's award from Dave Baker. His friends said, "Norris Warner is an educational visionary. He has the military skills of a Wing Commander and the diplomatic policy of a politician. He is a scholar of national EAA prominence; a charismatic speaker; a successful fundraiser; can be a bold leader when required; but...prefers the affable personality approach. Norris is a big cheer-

leader of EAA Chapter 35 events; a dreamer of big dreams. He takes heat from FAA, state, pilots and members when things go wrong."

Someone said that Norris is almost perfect. Another person said, "Yeah, ask Joanne."

We are also thankful to Ed Seurer for the growth of EAA Chapter 35 through the years. Chapter 35 elected Ed our 28th president in November 1999. He served as president for two years. Ed Seurer is a big supporter of Chapter 35. He has been publishing the EAA Chapter 35 newsletter for as long as we can remember....free of charge. We have free use of Seurer Electronic facility, printing system and utilities. Our cost is for paper, printing ink, powder, and miscellaneous items such as staples, tape table, etc. Ed also received an award for his contribution of printing our newsletter from Dave Baker. A friend roasted Ed prior to receiving the award. His friend's insight of Ed's character is as follows: "Devoted to family and EAA Chapter 35; devoted to pets and San Geronimo Airpark Hangar; described as a man guided by a moral compass that never fails him; someone who is sensitive, but whose judgment is not colored by emotion." His friends and family portray Ed as one of those rare individuals who finds the greatest reward in giving. Ed Seurer is almost perfect. Ask his three dogs and four cats.

Dave Baker presented Ed Seurer, Joanne & Norris Warner with a framed certificate in appreciation for their many years of EAA Chapter 35 service and support. The certificates are on display in the EAA Chapter 35 Club House.

## BRUCE HARRISON BIOGRAPHY

### By Bruce Harrison

My biographical information is as follows:

Born October 1, 1947, in Philadelphia, Pennsylvania. My family moved to California when I was five in 1953. I joined the U.S. Marine Corps in 1964. I was a radar and missile systems technician on F-4B Phantoms and served in Viet-Nam at Da Nang and Chu Lai from 1966 through 1967. I got out on my twenty-first birthday in 1968 as an E-5 (sergeant).

I went to Mt. San Antonio Junior College in Walnut, California, then attended and graduated from Sophia University, Tokyo, Japan, with a B.S. degree in Economics. I attended the University of San Diego School of Law, San Diego, California, and was admitted to practice in California in 1978.

My practice is principally dedicated to corporate and immigration work for Asian and Mexican corporations and their owners investing in the U.S. Sat on the bench as a judge pro tempore in Chula Vista, California, from 1989 to 1999. I moved to San Antonio in July, 2006.

I have been a member of EAA since 1995. My prior chapter was EAA 14 at Brown Field in San Diego and have participated in its Young Eagles programs and the various fly-ins, seminars and safety programs put on there.

I am also a member of the Gillespie Field (El Cajon, California, chapter) Antique Airplane Association. I own an open cockpit Acrosport II which I am currently re-painting and refining with Bob Von Willer at Exotic Aviation on Gillespie Field in El Cajon. I hope to complete the rebuild sometime in the next of couple months and will fly it out to San Antonio to hangar it here.

I am also a part owner in two PA-28 235 Pathfinders also based at Gillespie Field in El Cajon. I plan on selling my interest in them and buying

another aircraft for use in my business in San Antonio. I have approximately 1,000 hours in various aircraft from single engine to multi and some helicopter time.

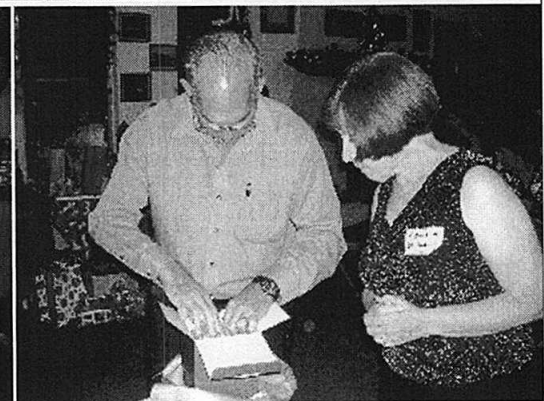
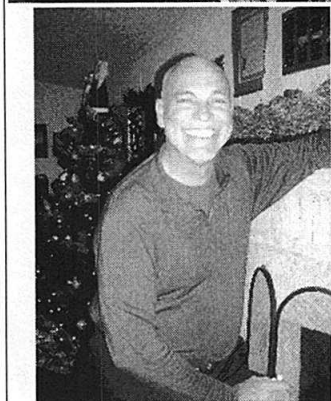
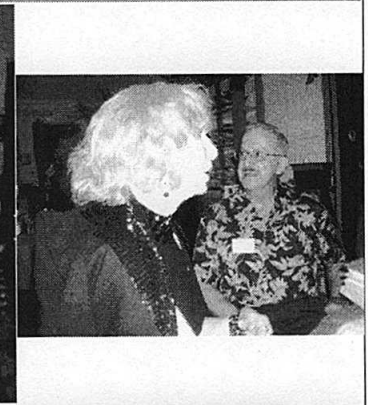
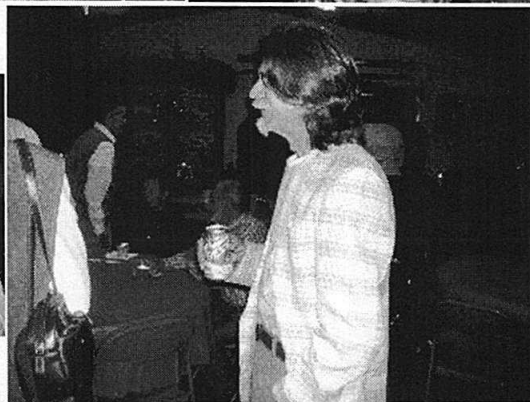
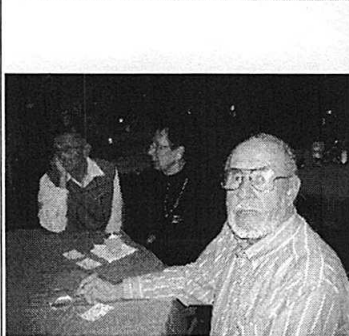
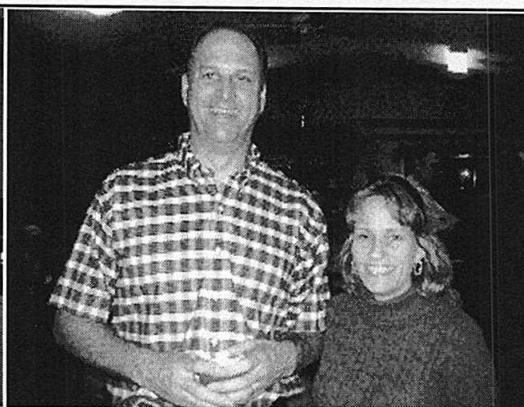
I live in the Beverly Hills (wouldn't you know it) section of Helotes with my wife and two of my four daughters. My wife, Aida, is from Odessa, Ukraine, and is a medical doctor there but works as an R.N. here at Methodist Hospital. The ages of my daughters are 42, 22, 20 and 7. I have a granddaughter (9) and a grandson (5).

I am looking for a project to work on/with for the opportunity to see it to completion and fly. I am also in discussions with pilots in Ukraine regarding some new aviation related businesses there and I continue to represent a couple of flight schools I helped establish as their lawyer at Gillespie Field in El Cajon.

I look forward to working with the chapter and assisting John and everyone as best I can. My passion is aviation. I fly frequently around the world for my business but there is nothing that can replace the sound and feel of general aviation and the camaraderie that goes with it. My door, telephone and e-mail is always open for any member. I thank you for the opportunity to serve you and the chapter.



# JOHN LATOUR'S CHRISTMAS BANQUET PHOTOS CONTINUED





# JOHN LATOUR'S CHRISTMAS BANQUET PHOTOS CONCLUSION



## A PIETENPOL IS THE LIFE FOR ME!

By Oscar Zuniga, Jr.

I'm going to relate my story here for the benefit of those who might be on the fence.

I was 5+ years in building my first homebuilt, a single-place, VW powered high-winger called the M-19 "Flying Squirrel". I realized my flying skills were going by the wayside as my project dragged on and I was looking up at airplanes flying by a whole lot more than I was actually flying. I was also a few years away from completing the Squirrel. I needed to fly and nothing seemed affordable.

I got very interested in the Pietenpol for its simplicity, 2-place capability, proven design, excellent support, and long history. Starting a second project was out of the question; that would just put flying further out of reach. One day a newly-completed Piet became available, test hours flown off, but took my breath away with a \$15,000 price tag. Time to think about things.

1. There is no other complete, new, 2-place, flying aircraft that I want to fly that is available for that price.
2. Neither of the two cars in my garage (one is 8 years old, one is not even 2) cost that little.
3. Our son owns an offshore fishing boat, twin outboard, that cost more than twice that.
4. Pick up any aviation magazine and look for airplanes that can be built and flown for anything less. Not ultralights; REAL aircraft, honest 2-place aircraft.
5. See (1.) above. Write a couple of checks to Corky and let's go flying.

The point is that you're not going to get into the air in anything as sturdy, as clean, as fun, as honest as a Pietenpol for anything near the cost of one so why go looking. Look at the EAA "Wood Book" and read the piece that is titled something like, "Why Not Build a Wooden Airplane?" by Tony Bingelis and look at the 3 simplest wood aircraft that he lists. The Volksplane, the Flybaby, and the

Pietenpol. Only the Piet is a 2-place high-winger, and the other two designs are veritable toddlers compared to the Piet design that has been proven since the 1930s.

End of lecture. Build or buy a Piet and start enjoying flying as it was meant to be! I fly as a Sport Pilot, day VFR only, and sleep well at night after falling asleep dreaming about that next flight. You can too...

Oscar Zuniga

NX41CC

San Antonio, TX

mailto:taildrags(at)hotmail.com

website at

<http://www.flysqurrel.net/piets/CorkyPiet.html>



## RON O'DEA — MEMBERSHIP CHAIRMAN

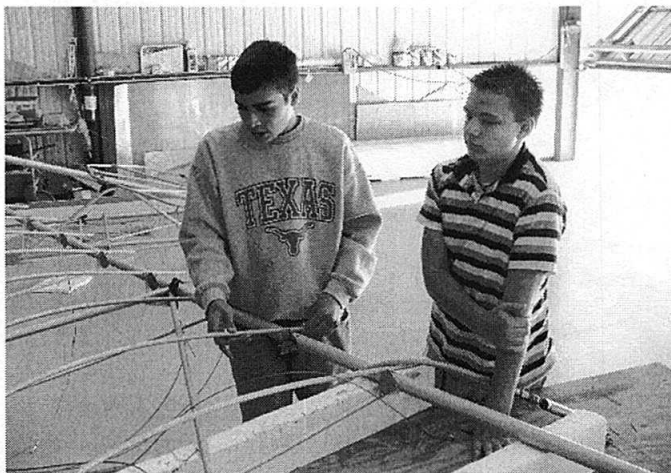
### By Ron O'Dea

After spending two enlistments in the Air Force, one as a Canine Handler in the Security Police and the other as a Radar Technician maintaining Ground Control Approach Radar (GCA), I started my aviation career by using my GI Benefits to get my pilots ratings. I followed the usual course of attaining Commercial, Instrument and then Multi-Engine ratings and flew as a co-pilot on charter and freight flights while working on my CFI/CFII/MEI. I built my time flying charter and flight instructing and then was hired as Chief Flight Instructor and Manager of another flight school. This was a Cessna Pilot Center and led to my being recruited by Cessna Aircraft Company as a Flight Training Specialist. Because of my additional ratings I was also assigned as Zone Training and Safety Pilot, training new hires on the various Cessna Models and instructing in proper demonstration techniques. This career lasted from 1975 until 1986 when Cessna closed the Propeller Aircraft Division and I had to get real job! During that time I advanced to District Sales Manager, Business Development Manager, and Propjet Sales Manager.

After Cessna I tried various positions and ended up back in aviation with a company called Aircraft Technical Publishers (ATP). This is where I got involved with the maintenance side of our business. ATP produces and maintains Regulatory and Aircraft Maintenance Libraries on all general aviation aircraft. These libraries are provided to FBO's and aircraft maintainers on a subscription basis. My job as Regional Sales Manager was to call on all the aircraft maintenance providers from Colorado to Illinois and Minnesota to Texas. This is when I purchased my first airplane, a 1968 V35A Bonanza. When not selling and teaching the use of the libraries I was teaching "Researching Regulatory Information" to Aircraft Mechanics with Inspection Authorization. This taught me a great deal about aircraft maintenance records and record keeping.

Last year I retired from ATP and my Bonanza has become a Citabria (7GCBC). So, I sit here with an ATP rating and CFI/CFII/MEI ratings and 10,000 hours, with plenty of time to do anything I want and to hang out with my bud's at Chapter 35.

### Continued from Page 1



**CONTACTS LIST**

<b>POSITION</b>	<b>NAME</b>	<b>PHONE</b>	<b>EMAIL</b>
PRESIDENT	JOHN LATOUR	830.612.2232	latourjohn@att.net
VICE PRESIDENT	BRUCE HARRISON		nambanone@yahoo.com
SECRETARY			
TREASURER	DEE BRAME		chasb@satx.rr.com
AT LARGE (B)	STEVE FORMHALS	210.695.6610 (C)210.289.3984	sf3543@sbcglobal.net
AT LARGE (B)	MAARTEN VERSTEEG	210.256.8972	maarten.versteeg@sbcglobal.net
AT LARGE (B)	BOB CABE	210.493.7223	bob_cabe@hotmail.com
PP (B)	SKIP BARCHFELD	830.363.7649	jmr2@awsomenet.net
PP (B)	DAN CERNA	210.688.9345	dacerna@att.net
PP (B)	LEW MASON	210.688.9072	lewnan@sbcglobal.net
BOARD ADVISOR	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@hctc.net
BOARD ADVISOR	JOHN KILLIAN	830.438.9799	jmkillian1@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	(C)210.380.2025	brad_doppelt@yahoo.com
BUILDER'S ACADEMY	BOB SEVERANCE	210.889.0472	sapropbuster@satx.rr.com
FACILITIES	JOHN KUHFAHL	210.688.9473 (C)210.365.0120	johnkuhfahl@yahoo.com
GROUNDS	NANCY MASON	210.688.9072	lewnan@sbcglobal.net
COMM GEAR	JAMES MUNRO	210.680.3629	mr.munro@juno.com
MEMBERSHIP	RON O.DEA	210.488.5088	r2av8r@yahoo.com
NEWSLETTER	STEVE JONES	210.679.8783	ea35news@gmail.com
HANGAR	DAN CERNA	210.688.9345	dcerna@att.net
WEBSITE	BOB SEVERANCE	210.889.0472	sapropbuster@satx.rr.com
TOOL CRIB	BOB CABE	210.493.7223	bob_cabe@hotmail.com
PUBLIC AFFAIRS	BILL BARTLETT	210.494.7194	bbartlett5@satx.rr.com
<b>FLIGHT ADVISORS</b>	SKIP BARCHFELD	830.363.7649	jmr3@awsomenet.net
	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@hctc.net
<b>TECHNICAL</b>	SKIP BARCHFELD	830.363.7649	jmr4@awsomenet.net
<b>COUNSELORS</b>	NORRIS WARNER	830.510.4334 (C)210.363.1282	njwarner@hctc.net
	PAUL MCREYNOLDS	210.697.1434 (C)210.363.1434	pmcreynolds@satx.rr.com
	STAN SHANNON	830.997.8802 (C)830.456.2182	shannons@beecreek.net
	STEVE FORMHALS	210.695.6610 (C)210.289.3984	sf3543@sbcglobal.net

**2008 CHAPTER CALENDAR**

<b>DAY/MONTH</b>	<b>PROGRAM</b>	<b>TIME</b>
12 JANUARY	MEETING/BOARD MEETING Meal by To be Determined Conrad Netting Presents Delayed Legacy Program	BOARD MEETING 4:00 DINNER AT 5:30 PROGRAM AT 6:45
9 FEBRUARY	MEETING/BOARD MEETING Meal by To be Determined James Schattlman Presents Kappa Airplane	BOARD MEETING 4:00 DINNER AT 5:30 PROGRAM AT 6:45
8 MARCH	EARLY MEETING/FLY-IN Sloppy Joe Lunch by Ed Seurer Jim Havens Presents the RANS S-18 Singer	LUNCH AT 12:00 PROGRAM AT 1:30
XX MARCH	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	PILOTS AND VOLUNTEERS NEEDED
12 APRIL	HOT PANCAKES AND SAUSAGE BREAKFAST/FLY-IN by Dave Baker	SERVING 9:00 – 12:00
10 MAY		DINNER AT 5:30 PROGRAM AT 6:45
14 JUNE		
12 JULY		
XX-XX JULY	AirVenture 2007— Oshkosh	
9 AUGUST		
13 SEPTEMBER	CHAPTER WORKDAY, PICNIC and FLY-IN Dave Baker will cook burgers but we need everyone to bring a side dish and dessert also BOARD MEETING	9:00 - 2:00 BOARD MEETING 12:30
11 OCTOBER		
8 NOVEMBER		
13 DECEMBER		

**WANTED AND FOR SALE**

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

**For Aircraft Hangar Rentals at San Geronimo Airpark,** please call Dan Cerna (210) 688-9345, Dave Baker (210) 410-9235 or Dennis Scheidt (210) 688-3210

**FOR SALE: Fun Flying RANS S18 Stinger II** Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$37000 firm, Jim Havens, (210)680-7882 home, (210)347-2455 CP



**FOR SALE: 1937 Aeronca "K".** Needs Restoration. Original 2 cylinder Aeronca engine. Rare aircraft has been in storage last 25 years. \$15,000. Call Chuck Schnelnick at (830) 685-3305

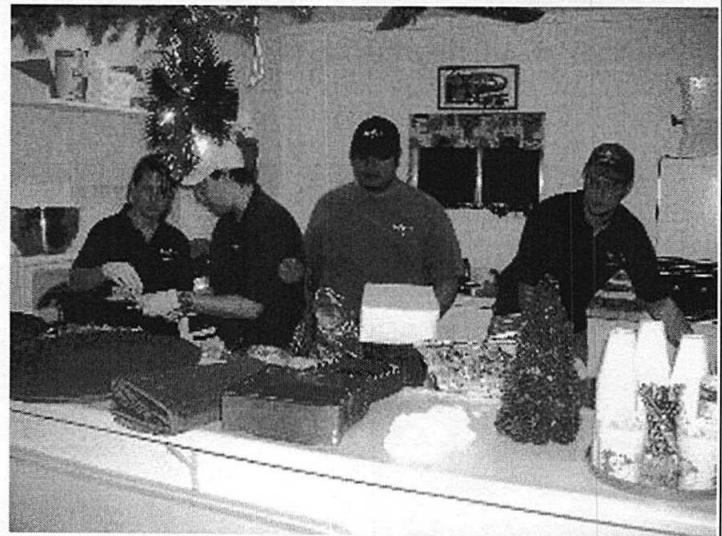
**WANTED: Parts for a Bowers Fly-Baby.** If you have any of the following, please contact Lew Mason: J-3 fuel tank, set of brakes, turnbuckles, spruce of any kind, aircraft plywood, tailwheel. (210) 688-9072 San Geronimo Airpark

**WANTED: Texas Sectionals** for a flight planning chart for the EAA chapter building. I have a sheet of 4 X 8 blue foam for the backing. I need Texas sectionals no more than a year old if possible. Bring them to the next meeting. Lew Mason (210) 688-9072 San Geronimo Airpark

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

**Hummel Ultracruiser Project parts for sale.** All items are new. Scot Chesler, 37HP 1/2 VW Eng. Zero time, still in shipping container. Paid \$3,275 (Shipping container not included) Wing rib set,\$550.00. Sheet Metal kit, \$1435.00 Unused plans, \$250.00 Construction video tape, \$35.00 Total invested, \$5,995.00 plus shipping. Will sell all for \$5,000.00 Please contact Jim Munro at (210) 685-9306. Prices negotiable and components can be sold separately. Make offer.

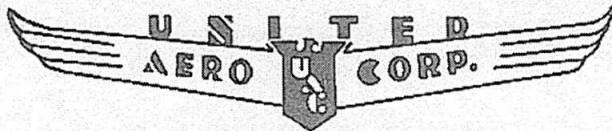
**FOR SALE:Skyboy 2 seat side-by-side S-LSA** Beautiful Red and Yellow factory paint job Picked up new on the east coast, flown to San Geronimo and ground looped. Nose wheel and right gear are bent. A rough ending to an otherwise great journey. Specifications (approx): 30 ft wingspan, 4 gals/hr, 520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



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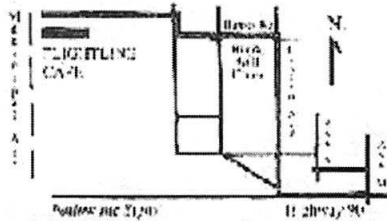
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# Fred Pennell 1931-2008

It comes as a shock to announce a tragic passing.

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

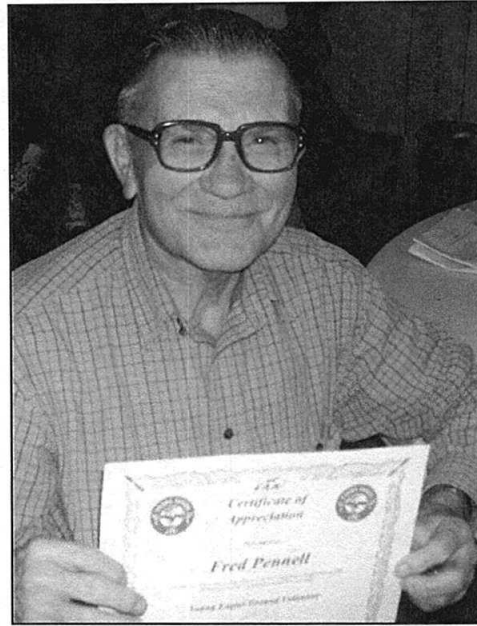
For those of us that knew him, this will be a saddened and great loss. For those that didn't know him, it too, will be a great loss.

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

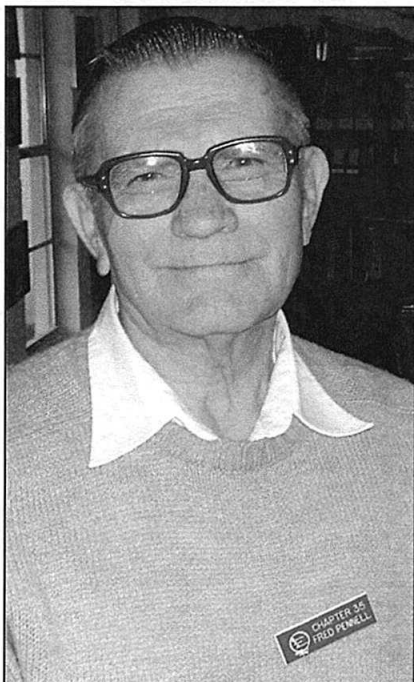
Fred and Donanell could be known as the quiet type. Always there, always smiling. Fred was always willing to talk airplanes, offer advice, and offer help.

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

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



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



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

## Pennell, Frederick, T.



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