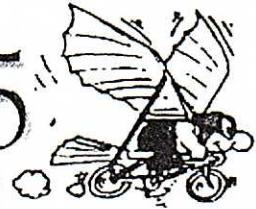




# RUNWAY 35



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

December 2005

Volume 47 Issue 12

On the Web:

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## ANNUAL CHRISTMAS PARTY AND GIFT EXCHANGE-BACK AT CLUB HOUSE

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PHOTOS CONTRIBUTED BY:  
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J. FEIGHNY, N WARNER, K NISWONGER, E.D. YOES.

BIOS OF ED AND JIM BY ALICE JACOBSON



## EAA Chapter 35 CHRISTMAS PARTY Menu

### Salad

(variety of lettuce with additional items on the side)

### Sautéed Chicken Breast

(in white wine with red and green bell peppers)

### Roast

(with sautéed mushrooms)

### Baked Potatoes

### Vegetable Medley

(broccoli, cauliflower, and carrots)

### Rolls

### Desserts

Pumpkin Pie

Apple Pie

Black Forest Cake

Yellow Cake

Sweet Breads



CHILI COOK-OFF —HOT TIME IN THE CLUB HOUSE

The annual chili cook-off was well attended and supported. We have several entries...classic, Cajun, vegan. All were very good, it took several "samples" by the membership to come to consensus: Alice Jacobson wields a great chili spoon as well as a pen. Team Tally was voted runner-up. The "Fire in the mouth" Cajun version was too hot for us untrained Texans but we tried not to show it, the sweat that is.....



DAVE TALLY, ALICE JACOBSON, AND "CAJUN" JOHN



NANCY MASON DISHES OUT THE CHILI FOR THE MEMBERSHIP.

BELOW FROM RIGHT, BOB. KINDRID, RICHARD GRAMBLING AND ED SEURER JUDGE THE CHILI



JIM AND NAKO HAVENS, MIRIAM TALLEY, COMPARE RECIPES? WHILE HARLAN TIBBITS AND AL ALMOND DIG IN





## INTRODUCING THE NEW CHAPTER 35 PRESIDENT AND FAMILY

I would like to thank you all for the opportunity to serve you all as President and I want to take a moment to introduce myself to many of you that I have not had an opportunity to meet.

We have lived in San Antonio for 1½ years and look forward to staying here for a long while after I get out of the Air force in 2008.



My name, which usually causes some discussion in itself, is Roch (pronounced "Rock") La-Rocca. I am the father of three daughters (Emily, Mary, and Rachel) and my wife, Barbara, and I have been married for 19 years. I attended college at Baylor University and worked as a petroleum geologist in San Angelo and Lubbock where I earned my private pilot wings in 1985. Four years later, I took to the skies in a more consistent way by becoming a pilot in the USAF.

For the past 18 years, I have flown various Air force aircraft (T-37, T-38, C-23, C-130E, C-130H) and am currently an instructor pilot at the T-1 Jayhawk instructor school at Randolph AFB.

My aircraft building interest began back in 1989 with a subscription to Kitplane magazine, and continues today with a 70% complete aircraft in my 2-car garage that I started 10 years ago and have trailered to four different homes in two states.

My project is a composite, retractable gear, canard type aircraft called an Eracer. Barbara wanted to be next to me while we fly so a side-by-side aircraft was a must. I have really enjoyed building over the years and learning how to accomplish so many types of construction techniques.

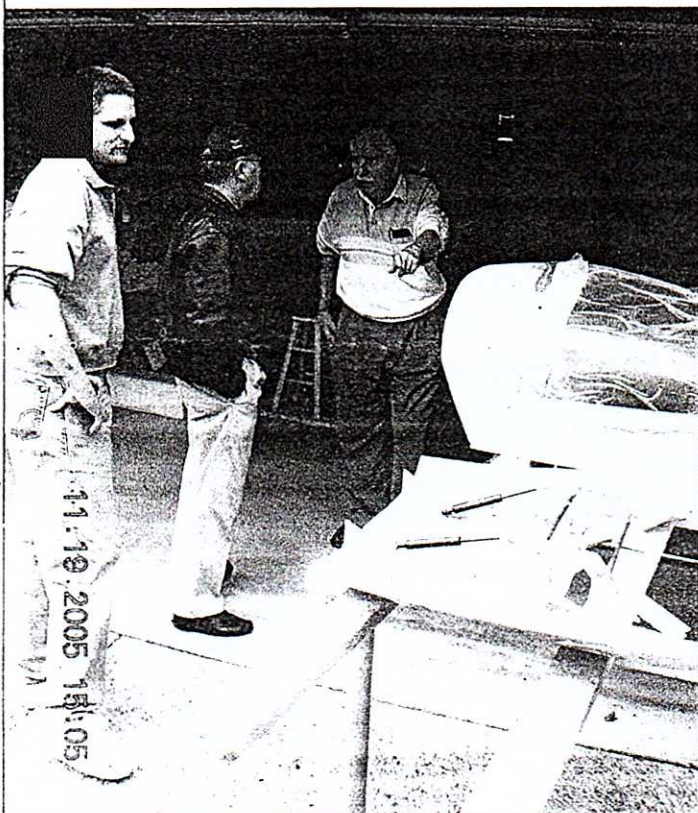
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## CHAPTER 35 PRESIDENT AND FAMILY

The Cozy builder group of Chapter 35 continues to meet for lunch monthly and came over to my garage "factory" last weekend after lunch. The suggestions and overall encouragement meant a lot to me as I continue to slowly get each step of the construction process complete. Skip offered some great information to the whole group and I have really come to value the presence of an EAA Technical advisor around my building endeavors.

better in 2006 and our Chapter will be a big part of the success. I look forward to seeing our Young Eagles program grow and receive more visibility and support from the city and pilots



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THE COZY TEAM VISITED ROCH'S E-RACER:  
 ABOVE ROCH, JOHN KLINT, SKIP (POINTING AT  
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around the area. I also want to get involved in the Builders Academy and see more interest from the young people around the area. Whenever I have taken aircraft to air shows for static displays, I have been amazed at the interest and fascination that young people have with airplanes and flying. I know that there are many more kids out there that would love to have a chance to learn and participate in the actual building of an aircraft. We have quite a large number of building projects in our chapter and as we set up the meetings for next year, I would like to invite you all to put together a small presentation on where you are at in your project and problems/solutions you have encountered. I would like to incorporate these into some of our meetings next year. I look forward to getting to know each of you better and allowing Chapter 35 to be a place where builders can come, learn, and share their experiences in building flying machines.

Roch

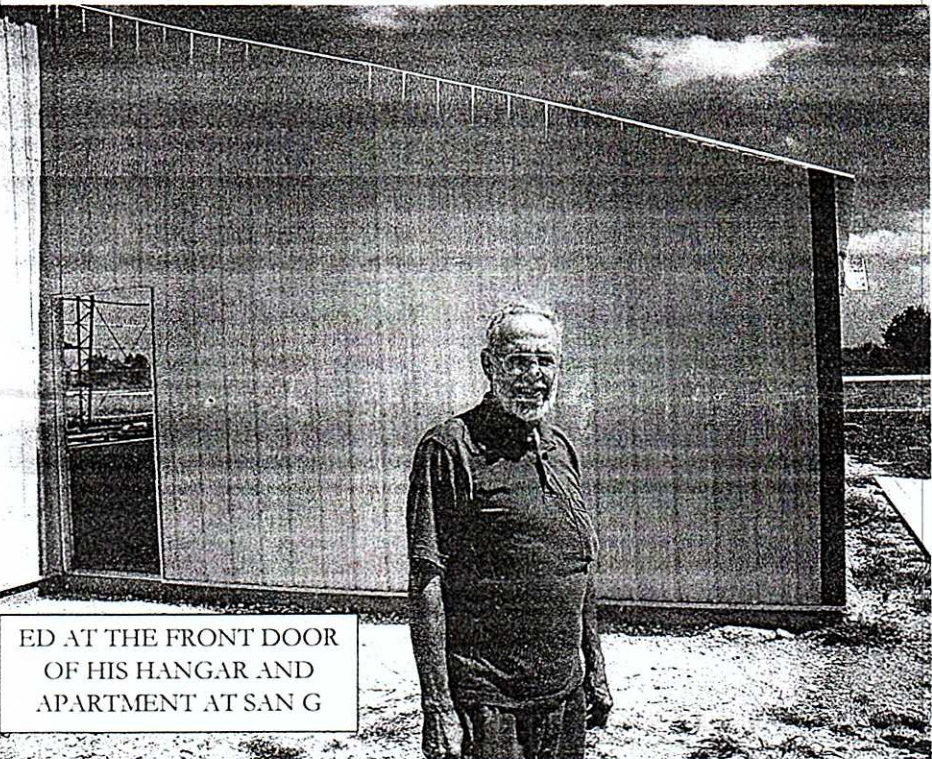
In the coming year, I hope we can really grow our friendships as we share a good meal at our meetings and in our support of each other's airplane projects. I know SWRFI will be bigger and



**PUBLISHING THE NEWSLETTER:  
A TEAM EFFORT SUPPORTED BY ED SEURER AND SEURER ELECTONICS  
BY ALICE JACOBSON**

Ed Seurer has a calmness to him that is evident in his walk, in his talk, and in the life he has led. With a "stay active" attitude Ed has glided through life making the best of whatever life brought his way. "Take every day as it comes and try to keep active," is the outlook on life that has helped him to reach the age of 75 years.

meal," he recalls as he moistens his lips. "Winters were cold and snowy so a snow shovel became part of my life every year. At times I'd trade the shovel for a piece of cardboard in order to slide down the ice-covered snowy hills." (That was probably the first sensation of simulated flight.) "All the schools had ice-rinks in winter.




The school playground had an area where sand was packed inside a perimeter and then that area was flooded. The water would freeze and we would have a smooth surface on which to skate. Washington Park was close by, too. During the summer, boats used the waterway. But come winter, the water froze and we had a choice of using "short runners" for skating or "long runners" for racing. I manage to have fun growing up on a shoestring budget. But, at the age of six, I was going to take grandpa's car out and park it in the alley:

ED AT THE FRONT DOOR OF HIS HANGAR AND APARTMENT AT SAN G

Good beer, EAA and Ed all had their start in Milwaukee, Wisconsin. Ed didn't show up first though: he was born on September 14, 1930. "My childhood occurred during the "street car days," he says with a smile as he puts that era into the crosshairs of his memories. "As a kid I'd go down to the section of town to where steam engines came and the railroad cars became my playground. On other occasions my friends and I would head down to a nearby creek for a fun day of catching crabs. I'd take the "catch-of-the-day" home for a delightful

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CONTINUED PAGE 8



**Builder Update: Jim Havens, by Alice Jacobson**

Jim Havens climbs into the driver's seat of his immaculate RANS-18 breezy, snaps on the seat belt for the first time and gets a feel for the green Stinger that is his latest fun project. Off to the side stands a huge crate that houses the lime-green wings that will make flight possible. He chuckles as he recalls, "My first interest in aviation occurred during WWII watching planes go overhead in droves.

"Even then, hard work and challenges didn't bother me. It just made me more creative and more determine to succeed. I had to pull weeds a lot. As I pulled or chopped away with a hoe, I thought to myself, *there has to be a better way to do this*. Hard labor is a great force and a stimulator to get an education. My grandfather was a mechanical engineer and my dad worked as a supply manager in a TB hospital.



One day some friends and I built a plane out of burlap, 2x4's, 2x6's and wagon wheels. The wings and the tail left no doubt that it was a plane as we hung on to the stick that served as our steering. Dad laughed as we sailed past him only to see our efforts crash," he says as he looks at his breezy lovingly. His dad would be proud to see his accomplishments.

Tuberculoses patients were treated with fresh air: no heat and no air-conditioning. People stayed until they died.

Then Hammonds Pharmaceutical developed a new medicine to get rid of most of the TB. There was a Dr. Diddy in research at the hospital.

CONTINUED NEXT PAGE



**Jim Havens**

We became good friends and I admired him greatly. He would buy some of the white albino rabbits that I raised. I decided to become a doctor.


My early years as a rugged mountain boy in the Sierra Nevada's gave me the opportunity to enjoy the pleasures of camping, fishing, and thinking. I grew up in a small town where everyone knew me, so I couldn't get away with anything. Small town America shaped me and developed in me a high standard of integrity.

'My best friend from the age of seven until the present is named Lesley James. He is Native American and is a big chief. I'm 1/8 Cherokee on my mom's side," he says proudly. "When my mom died three years ago I wanted to honor her in the native manner. So, I called Leslie and he said he would take care of everything. My family and I went to the graveside and watched as my childhood friend performed the ceremony. He walked into the surrounding field, picked a bundle of dried grass and returned to our side. Then he lit the bundle of grass that he held in his hand, danced in the traditional manner around my mother's grave and chanted prayers in his native tongue. It was so beautiful," Jim recalls as he takes a deep breath.

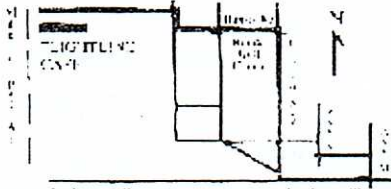
"In 1954 I went into the military and worked in air defense: radar and missiles. I was shipped to Japan in 1955 and two years later I married Naoko. El Paso became home base for 20 years. Marriage, family and service put an end to my dreams of becoming a doctor. However; after my retirement, I attended the University of Texas for three years for electrical engineering. As a 40 year-old it was hard at times. I went to work at White Sands Missile Range for ten years and then worked ten years at Security Command at Kelly as a radar analyst.

Then in 1986 I joined EAA Chapter 35 and managed to get my own hanger to house a Taylor Craft L2A which I owned for 11 years. But I sold it and bought this breezy kit," he says as he casts a glance around him. "Aerial sightseeing is what I like to do. It's neat to see the ground sliding past, always changing. I like to do things creatively and hope to improve on them."

As the oldest of three sons he remarks, "I was expected to be responsible." His life is proof of the merits he has earned. Jim Havens is a man that has walked the path of many cultures: learning about, respecting and appreciating each one, thereby bringing the highest honors to himself. Integrity is a life-long journey.



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## Ed Seurer

I forgot to close the door and managed to pull that door off of its hinges," Ed laughs and shakes his head still feeling the sting of that incident.

"Planes went overhead and I'd run outside to see them. Then I left Milwaukee in 1951 for a military stint in Korea until 1953. After my tour of duty I married and my dreams of learning to fly took a back seat to providing for my family. I used my G.I. bill for three years of electronics while also working for a company. A move to San Antonio in 1972 paved the way for my owning my own electronics company and my own print shop. I repaired electronic equipment as a mechanical engineer with the military. That business kept me going for 28 years (from 1975 – 2003) and upon my retirement the business continued through my son," he says proudly.

Then he continues, "There was a time I taught electronics in Mexico for three years. Our church had a program similar to that of the Peace Corp and I dedicated that time to helping others. But a bout of hepatitis terminated my mission work. It wasn't until 1985, after my family grew up, that I started flying. 1990 is the benchmark of my flying lessons. The "Carol Ann" (named after my beloved wife) is a 1954 Piper tri-pacer that I bought in 1999," Ed says as he glances over to a cubby area in his brand new hanger that houses his plane. "It should be ready to fly again soon."

'In 1998 I was President of EAA Chapter 35 at San Geronimo Airpark. I like helping out. That's why I helped out with the newsletter for 8 – 10 years before becoming Chapter President.

In 2000 our Runway 35 Newsletter won the "Newsletter of the Year" award. It helps to be in the know by attending the fly-ins in Oshkosh. During the last 15 years I've attended twelve of them fly-ins. It's a long ways from 1955 when I

watched the planes at the early start of EAA in Milwaukee. During my deliveries of electronic parts I would park at Hale's Corners Airport to eat lunch such so I could enjoy the continual view of those airplanes landing and taking off," he comments realizing that was the handwriting on the wall. "That was my grass roots observation. It made me realize that it's good to keep on learning to improve yourself," Ed concludes.

For fun time, Ed Seurer round-dances once per week: and bowls two times per week. One of those bowling teams is named "The Golden Oldies." Looking down the bowling alley is like a window into his past: he recalls the days when he use to set up the pins at that end for two cents a line.

---

The editor thanks Alice for her work in putting this and other bios together...no small job.

The process for binging this newsletter to you starts the day after you receive your copy. Gathering articles, pictures, visiting builders, talking with members about ideas for articles is the fun part of the editors job. On the 25th of each month, the actual process of putting a newsletter together starts. Thanks to former Editor, Dave Tally, we have access to a very good server on which we can publish our electronic version.

The print version is born at Seurer Electronics. With the aid of Ed, Norris Warner, Alice Jacobson, and John Latour who print, collate, fold, staple, and assemble for mailing and delivery to advertisers, the newsletter reaches you the members a couple of days before the monthly meeting.

Keep those articles, pictures and ideas for articles coming....that is the way we have a good product.

Jim Feighny



## From the (FORMER) President's Desk



November has come and gone. If you weren't there, you missed some great chili and a contest to the death as the hot pads

came off. The ultimate winner was Alice Jacobson. It turns out she's as handy with a pot as she is with a type writer. Great chili was also provided by John Latour and the Talleys. Thanks to all.

The radio raffle was held at this meeting and while you did not have to be present to win, the ultimate winner was present. In fact, it was our omnipresent newsletter editor Jim Feighny. Many thanks to former chapter president Ted Eckhardt for this donation. Ted found he had an extra radio that he was not using, so he brought it in for an excellent raffle. What do you have in your hangar or shop?

Due to the eminent demise of many turkeys, this month's EAA Chapter 35 Builder's Academy sponsored by Al Almond was lightly attended by the students as only two were able to make it. With 6 mentors showing up, these kids got a lot of supervision! It was not really that bad. I think having a small number in the shop still resulted in a good amount of work getting done.

Speaking of former presidents, you are now reading the writings of our chapter's most recent former president. The duties have been turned over to a very capable new president, Roch Larocca. He is more than ready to take us to greater levels of chapter governance.

I look back with satisfaction at the ways our chapter has grown. We finished the process of

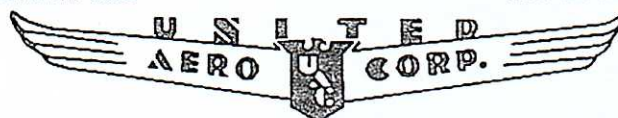
getting the non-profit status that Norris worked so hard to initiate. We had great discourse on whether it was more important to expand the clubhouse or get a hangar for projects and for building seminars. The chapter decided the hangar was the most important, and we are in line to get the hangar closest to the chapter house and the runway when these units are built. We have seen the Cozy group grow to having their own meetings at the various builder's homes, and many members have launched new projects, from Hummels to Zeniths. We have enjoyed learning about new projects from designers Brown and King and we launched a new phase in the Al Almond Dream Classic project. All together, I'd say we are a fairly active chapter.

Looking forward, the new president will need your support to continue these initiatives and grow and develop new ones. The chapter house is due for some heavy maintenance. The new hangar will be on line before too long. Young Eagles and the builder's academy will need your support. Let the new president know where your interests lie and be sure when you bring up an issue that you are ready to pitch in and help with the solution.

Thanks for all your support,  
Steve Carlson

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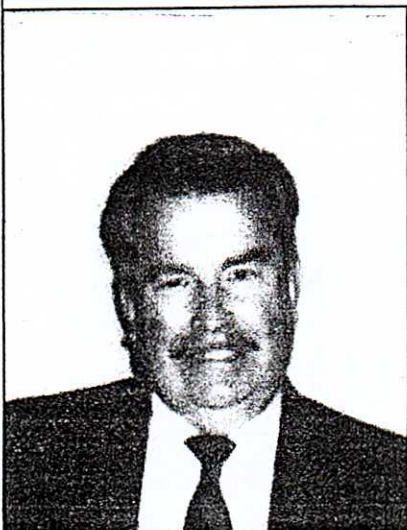
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## Bill Bartlett, Vice President



OK! Now we will complete another good year with our annual Christmas Party. This year it will be in our clubhouse. Please attend and help support our Chapter. Purchase your tickets now for the December 10, 2005 Christmas Party. We are limited to 80 tickets, the maximum our facilities will allow.

### Building my Zenith Zodiac 601 XL –

This month I connected my new Jabiru 3300A engine and Grand Rapids engine information system (EIS). Hopefully I'll have my Jabiru 3300A carby (that's Australian for carburetor) modified to reduce the expected 9 GPH to 5 GPH.

My panel is completely installed. Now to get everything working and labeled. The radios still are not working properly. Please, **Jim Munro**, HELP! I'm still playing with my Garmin SL-30 IFR radio and Blue Mountain Lite PFD.

Web site of the year:  
<http://orizzle.com/htm/video.htm>

Building airplanes requires several skills. Well, I'm hoping to develop a few that can be shared with others. For example, I've created a weight & balance worksheet in Microsoft Excel that hopefully will be available on web site [www.ch601.org](http://www.ch601.org). But, if you'd like a copy, send me an email request at [bbartlett5@satx.rr.com](mailto:bbartlett5@satx.rr.com). Keep in mind this is my worksheet and not approved by Zenith. I didn't ask 'em.

This worksheet can easily be completed with 3 or 4 entries after you have loaded it with data specific to your aircraft. For example, I plan on completing several copies for different scenarios, e.g.:

1. 1<sup>st</sup> flight with sufficient fuel;
2. Next flight with full fuel;
3. Another with passenger, baggage and sufficient fuel; and lastly,
4. Pilot, passenger, baggage and maximum fuel.

The weight & balance worksheet is part of a presentation I'm preparing on "How I Built My Light Sport Aircraft". Perhaps I'll be invited next year to make this presentation.

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**Home-Built Airplane in Christmas Parade Wins Prize, Promotes  
The Texas Fly-In: (SWRFI Troops have been working overtime) BY E.D. YOES**

An autumn festival. A night-time parade around a historic court-house square.

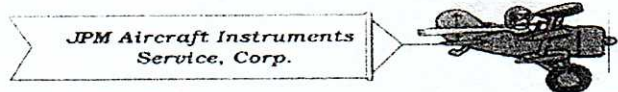


Left: N. Warner, R. Grambling, and designer and builder, Bruce King ready the BK-1 for the Hondo Christmas parade.

Among the lighted floats, a trailer pulled by a pickup, rather than eight tiny reindeer. On the trailer, a large, whiskered man in a red suit and stocking cap, sitting in the cockpit of a very small, yet very real silvery airplane. Children of all ages were delighted to see that Santa himself had landed in Hondo, Texas, to take part in the area Chamber of Commerce celebration called 'Christmas in God's Country,' on Saturday, November 19th.

[www.hondochamber.com/Christmas/InGodsCountry.htm](http://www.hondochamber.com/Christmas/InGodsCountry.htm)) Santa was in reality Bruce King of San Antonio, and Santa's airplane was Bruce's own design, the BK-1, ([www.bkfliers.com](http://www.bkfliers.com)) scratch-built and flown to Hondo Municipal Airfield from his home base at Zuehl air-park east of San Antonio. An EAA member, Bruce was helping publicize a big event to take place in the second week-end of May, 2006 - The Texas Fly-In at Hondo (HDO).

Among forty floats in the parade, Santa's BK-1 received Third Prize.



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## Home-Built Airplane in Christmas Parade Wins Prize, Promotes The Texas Fly-In

The BK-1 at 15 feet, six inches long is a miniature sleigh indeed. Its cockpit and canopy are adapted to house a 280 lb, 6'4" pilot. Wingspan is 19 feet six inches. Its engine is a Great Plains VW-1835 turning a 54" by 44 pitch Hegy prop. With a fuel capacity of 16 gallons and a burn rate of 3.25 gallons per hour, BK-1 achieves a range of 400 miles with the required reserve, cruising at 130 mph. Or as Bruce puts it: "Enough to reach Oshkosh in only three hops."

God's Country night parade: Wrangler Elf Richard Gramling drove the King Ranch pick-up truck loaned by Hondo Ford dealer Cecil Atkission. Chief Elf Norris Warner walked the left wing. Electronics Elf Jim Munro walked the BK-1 right wing.

All these EAA members will be on hand next May 12th through 15th to help make The Texas Fly-In at Hondo a success.

Consult

Besides AirVenture, he has also flown it to The Texas Fly-In of 2005, and to the Reklaw tire-kicking and barbecue jamboree in the Piney Woods. The trip from Santa's headquarters at the



RICHARD GRAMBLING, NORRIS WARNER, SANTA KING, AND JIM MONRO AT HONDO

North Pole to Hondo and return requires additional fuel stops. Three elves from EAA Chapter 35 at San Geronimo Air Park in San Antonio helped Santa represent The Texas Fly-In at the Christmas in

[www.swrfi.org](http://www.swrfi.org) for details.



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**2006 CHAPTER CALENDAR**

<b>DAY/MONTH</b>	<b>PROGRAM</b>	<b>TIME &amp; CHEF(S)</b>
14 JANUARY	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
11 FEBRUARY	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
11 MARCH	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
18 March	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	
8 APRIL	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
12-14 May	SWRFI AT HONDO	
10 JUNE	MEETING BOARD MEETING @4:00	
17 JUNE	YOUNG EAGLES	
8 JULY	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
23-30 EAA @OSH	OSHKOSH FLY-IN	
12 AUGUST	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
9 SEPTEMBER	CHAPTER PICNIC	
16 SEPTEMBER	YOUNG EAGLES	
14 OCTOBER	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
11 NOVEMBER	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
9 DECEMBER	CHRISTMAS BANQUET	6:00 SOCIAL HOUR



## Wanted and For Sale

### WANTED & FOR SALE

Chapter members may place a free (non-commercial) add in this column. E-mail Editor: [jfeighny@satx.rr.com](mailto:jfeighny@satx.rr.com).

**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:** 3 each M-20 Oil Separator \$200 4 each True Tach-optical tach checker \$75 Various Oregon Aero items for David Clark Headsets Lightspeed Headsets for sale Factory refurbished 15K---\$175 25XL--\$235 For sale Tru-Tack optical tach checker --\$50 ea Shaden fuel flow MicroFlo-L like new \$375 Light speed 15L \$100 Props for RV's Oxy-Acetylene Welding rig Small aircraft or jewelry type torch, Victor

Regulators, 2 sets of medium tank both full, roller stand---\$495 Tool Box for Std size Pickup needs paint touchup, Heavy-duty Rawson-Koenig -new\$564-used \$125 (locks work)

Extra heavy duty steel parts shelving

1' x 4' x 7' high- 11 shelves- 2 sets \$95 ea

or 2 for \$160 **Stan Shannon FAX--830-990-**

**0532 Voice--830-997-8802 [shannons@ktc.com](mailto:shannons@ktc.com) [www.kitplaneparts.com](http://www.kitplaneparts.com)**

**FOR SALE: Piper PA 22/20 Pacer.** Lycoming O-320, 150 hp with less than 310 hours SMOH with chrome cylinders. New needle and seat in carb, sealed lift struts, Bogert cables and battery box mod, auto gas STC, new throttle cable. Narco 810 radio with flip-flop, Narco AT 150 transponder and Apollo 610 Loran.

One owner since 1975. Asking \$25,500.

Please, experienced tail-dragger pilots only as it has brakes on left side only. Don Staats. Call

cell 830-832-3031 from 8:00 am to 5:00 pm or 830-606-3441 anytime.

**For sale:** Atlas Lathe, 12 by 36 , 4-jaw chuck, with post grinder \$800 Jon Farr 210-602-3351

**For Sale- Just in time for the Holidays!!!** 16 year collection of aviation related Christmas tree decorations. Hallmark collectors planes in original boxes plus many others. Prices negotiable. Enthusiasm for collection took off with ex-husband. Lori McIrvn 210-481-3308 after 6 PM

**For Sale:** The Grey and the Green Condo Units at San Geronimo Airpark have been completed. No more spaces are available for rent. Three spaces are available for sale. These three must be sold so that the final Condo Unit can be built. This unit will contain 4 larger hangars (50' wide x 42' deep with electrically operated overhead doors) one of which will be made available to Chapter 35 to sublet to members for various project spaces. Remaining spaces in the Green and Grey Condo Units are 40' wide by 32' deep with concrete floors, corrugated sheet metal divider walls, bi-fold doors w/ smaller entry door. There is water to each space and electrical power at the end of each Condo Unit. These hangars sell for \$35,000.and require a 25% down payment to hold. Call Dan Cerna at 688-9345 or Lew Mason at 688-9072 or Dave Baker at 688-3358. When these last hangars are sold including the final three on the last Condo Unit, San Geronimo Airpark will build no more.

For Rent: Enclosed "T" Hangar \$75/month. Call a person listed above.



63+5652 1001

Joanne & Norris Warner  
719 Oak Hills Road  
Pipe Creek, TX 78063

Roch LaRocca, President  
17111 Blanco Park Cove  
San Antonio, Texas 78248

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



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

When Do you Meet?

Second Saturday of the Month

**CHRISTMAS PARTY AT SAN G, GIFT  
EXCHANGE AND CATERED DINNER  
TICKETS ON SALE FROM LEE ANN  
CARLSON**

