



The Leader In Recreational Aviation

April 2001 Issue

Volume 43 Issue 4

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CLEAN UP THIS SATURDAY!

- Bring your great Spirit
- Clean up starts at 10
- YE Briefs start at 2

YOUNG EAGLES RALLY!

- Annual Pancake Breakfast
- Saturday, 21 April 2001
- Food 7-11, YE FLTS 1-5

RUNWAY 35



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

Front Page News

EAA Chapter 35 Annual Pancake Breakfast & YE Rally



Get ready folks! It's that time of the year again! The grid-dles will be cleaned and fired up. The pancakes will be grilled to perfection. Hey, we hope to have enough sausage to keep everyone happy this time! ☺ Above are some of the scenes of last July's successful Young Eagle Rally. We can't remember who had the bigger grins...the kids or the adults! We need as much help as possible. Are you part of the team? TEAM EAA 35!

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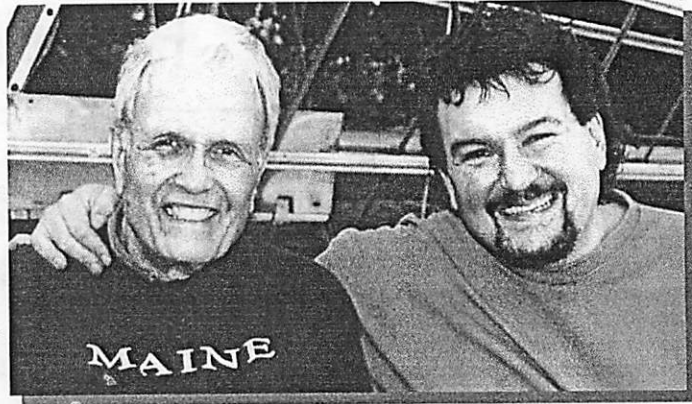
Please Read This...

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Clear Prop!!!!

By David C. Talley

Howdy! Well here we are...another month has passed. The weather is improving and the place is drying out. The winter rains have brought us some of the most spectacular Texas wild flowers ever seen in these parts. If you have not had the opportunity to see these fields of gold, blue, pink from the air then you're gonna have a chance. Our Young Eagle rally is all set for later this month. Get your air-planes ready.



months. As far as I know, no one in the chapter has stepped up to the plate. Someone please contact Ed Seurer and take on this worthy cause.

- Rumor mill...has it that Norris Warner has finally test flown his repaired Hot Water Special. With extensive repairs on the aluminum heads now behind, he's looking forward to breaking the surely bonds of earth.
- I just called Brad Doppelt (Sunday nite) and he has at least 52 kids lined up. Possible more to follow. The insurance is in place so now we need AIRPLANES and PILOTS. Please be ready to help!
- There's too much to write about here. Get your copy ready, sit back, relax, and enjoy!

Here's some of the news that's fit for print...

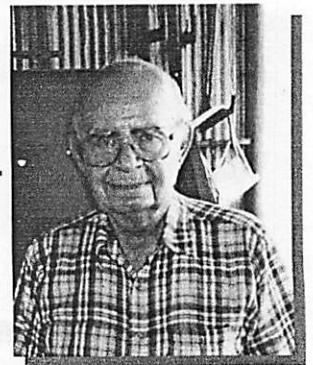
- SWRFI STILL needs our help. They are raffling off one of the "Gators" that is used during the event. They have asked each chapter to sell at least one hundred tickets at five bucks each. Now the big question...who will spearhead this request? If you're up to it (and I know you are) then please contact Ed Seurer to VOLUNTEER. I've got ten bucks for two tickets...how about you!? (Ed note: We've had this item in the newsletter for a couple of
- This news just in via email...Bryan Tobias just earned his Designated Mechanics Examiner (DME). Congratulations on your accomplishment, Bryan. You can contact him at (mobile) 210.865.0244. He's setting up shop at Stinson for you're maintenance needs including A&P prep courses, IA courses, and troubleshooting courses.

TRIVIA QUESTION

By Julius Junge

March Question: Who was the 1st British Pilot to die while flying?

(NOTE: Answer can be found somewhere in this issue of Runway 35.)



President's Corner

By Ed Seurer

From the desk or maybe from the computer of the PREZ (or even his daughter)...

April 2001

Wow! What a way to kick off spring! March's meeting was a standing room only event. Kay Lynch provided the GREAT meal to kick things off. Thanks so much, Kay! Kay is a "Pampered Chef" so if any of you need kitchen supplies be sure to contact her.

The main event was a comparison and contrast of a husband and wife building an airplane. Like the five stages of marriage, Jon and Linda Farr compared building an airplane in their home to the stages a couple "endures" while striding to take the



right approach into marriage. I don't think there was a dry eye in the building upon concluding their presentation. Thank you two for providing one of the best ever presentations in the history of our chapter!

This weekend we will be "spring cleaning" our Chapter House and the immediate

grounds surrounding. Like any building, our chapter house needs some TLC and now is the time. Additionally, Brad Doppelt will be conducting a Young Eagles briefing. I urge everyone to attend. As usual we need VOLUNTEERS! Last July's event was a great success, however, there is always room for improvement. I know it's a lot to ask, but this month we'll be meeting twice. Once for clean up and once for our annual pancake breakfast and Young Eagle spring event. So please be ready to be part of the team!

Of course, the Volunteers will be fed for free on the clean up day. So please bring a strong back, a great spirit, and a hearty appetite!

See you there!

Ed

VEEP Report...

By Bob Day

Veep Apr 2001

Last Sunday was a wonderful day in my life. A fellow pistol shooter and his family came to dinner with Betty and I and most of my family. Missing was daughter Marsha and son-in-law Royce whose mother was in the hospital in San Angelo, TX. Surasak Yamfang, and his family are from Thailand and are a shining example of what one can do with the freedom and opportunity to be found in our country. Sak, as he likes to be called, is a graduate of Thailand's equivalent of our West Point, and works at HEB as a quality control inspector while putting his two children through college. His son has graduated with a degree in computer graphics and his daughter will finish medical school in May and has been selected to Intern at the prestigious Parkland Hospital in Dallas, TX. Unfortunately, Sak will move to Dallas to be near his daughter while she interns and serves her residency there and I am fearful that I may lose contact with them, which would be a great



loss to me, as I truly value his friendship. On a purely selfish note his wife makes the best egg rolls I have ever tasted and to think I may go the rest of my life without them is simply unbearable.

That was Sunday and on Monday, Betty and I were blessed again when we made a visit to Skip and Martha's beautiful home in D'Hanniss, TX. What an absolutely gorgeous place. I assume everyone knows I am speaking of the Barchfeld's home. I don't believe I have ever seen a place quite like it and for me to attempt to describe it would be futile. I simply couldn't do it justice, so maybe you could make up some excuse or pretense to get an invite for a visit. Just don't say Bob sent me. I may never get to go back if you do. My reason for the visit was twofold, a call from Skip to let me know he had possible chance for us to get a very large BBQ set up for the chapter and for us to check it out which we did. When Skip said big he meant TEXAS big. I didn't have a tape measure but it must be about 36" in diameter with 3 doors and a firebox on the end. I would guess the pit part to

be about 12 foot long and as an extra added accessory, a smoker for doing meats, jerky, smoked sausage etc., attached (welded) to the end of the BBQ which probably measures about 4 foot x 4 foot by about 7 or 8 foot high. All of it made from 7/16" steel. A very rough guess of what it may weigh...hmmmm...a bunch. And all kidding aside it's likely over 5000 lbs. I frankly don't know how we could move it or if we could really utilize it. I've talked to the Prez and we will bring this to the attention of some of the movers and shakers in our membership. Perhaps several of us could take another run to D'hanniss for a look & see and have some other inquiring minds give their opinions and ideas. 'Nough about that. So after looking the BBQ over, Skip said he needed to stop in the store for something. The second reason was that Skip had received five \$10.00 gift certificates from a friend at HEB supermarkets as a donation toward the cost of food for our pancake breakfast This will go a long way toward offsetting our expenses. Our thanks goes out to HEB as community leaders. They just don't take our money and run which may very well explain why they are such a successful business enter-

(Continued on page 4)

(Continued from page 3)

prise. After returning to his home we found Martha had put out some cake and had the coffee brewing. Skip's stop at the store had produced something most Yankees have never seen, tasted, or tried and as he opened the package he gave that famous grin of his and said "do you like this?"...About a pound of Parese (I don't know how to spell the stuff) appeared on a plate with a knife and some crackers. Well I've lived in south Texas for over 40 years and have had rattlesnake, turkey testicles, javalina, and even tried some bobcat once (but that's another story and not suitable for ladies or young tender ears). Skip, I love it! I don't know if its custom, tradition or if he was just pulling my leg but he said if we cut into it we have to eat it all. I said, "I can handle that" and did so with dispatch. What I

haven't told him...since I now know the source of that wonderful stuff, when we left their place Betty and I made a quick detour back to the store and I picked up another pound for an evening snack at our home. That's all they had or I would have stocked up. I want to thank Martha and Skip for their wonderful Texas hospitality. But I couldn't have expected any less from some one born in Pittsburgh, PA. After all I was born just 45 miles down the river in Wheeling, West Va. By the way, they will be married 50 years in November. Betty and I will make the golden one in January.

As was briefly mentioned at our last meeting da Prez and I would very much like to sponsor a ground school for pilot wannabes or perhaps as a refresher for those who have their tickets but may be a little rusty on some of the finer points in-

involved in radio communications, rules and regulations, etc. I have one grandson, a son, and perhaps a daughter-in-law and son-in-law or two who may be interested. We do need some of you CFI's to conduct the classes and da Prez and I in conjunction with them will attempt to establish costs of necessary study aids, remuneration for the instructors, etc. That way we can finalize the price, whether to open the class to the general public or what. Input from our members is vitally needed on this subject.

As Garfield says "fly high, but pack a chute" and may all your landings be soft!

Da Veep

Monthly Meeting Minutes

by Bob Cabe

EAA Chapter 35
Meeting Minutes
March 10, 2001

President Ed Seurer called the meeting to order at 7:00 PM.

There were 74 attendees.

Visitors: Rick Nevill - student pilot, interested in gliders

Gary Rosa - student pilot

Sue & Ramon Berrera - FAA inspector, RV-6A

Pat Wegner - Stinson

George Palacios, Jack & Linda Ridgeway and Bob & Rosalee Fountain

Treasurer's report: We have a balance of \$4,859.89.

Karolyn Lynch prepared a wonderful "King Ranch Chicken" dinner for the chapter.

Important dates: April 7 - Kingsbury Fly-in

April 14 - Chapter clean up day at San Geronimo; No Chapter meeting; Planning meeting at 2:00 for Young Eagles flying

April 21 - Young Eagle flights and pancake breakfast (Expect 50 - 100 kids; need airplanes, pilots and lots of volunteers

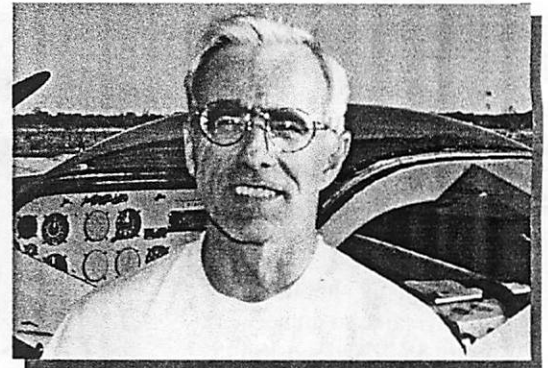
Brad mentioned some additional details regarding the Young Eagles. The Chapter has received a \$2,500 donation to support Young Eagles. We are asking for "matching funds". So far, the Chapter has received \$525.

President Ed Sauer won the 50/50 drawing. He will be able to put \$38 worth of gas in the Tri Pacer.

Bob Day introduced Linda and Jon Farr. They presented a discussion of the building process of the Cozy from the perspective of both the husband and the wife.

Paul McReynolds led a discussion on project progress reports.

Bob Cabe
Secretary



Young Eagles Corner

By Brad Doppelt
YE Coordinator



Our first Young Eagle's event of the year will be held in conjunction with our annual Pancake Breakfast on April 21st. We hope to fly over fifty young eagles again this time and to do that takes lots of volunteers. Pilots are needed to make sure that every child gets a young eagle flight and ground personnel are needed to make sure that everything runs smoothly and safely. We will be having a meeting for all volunteers during the April 14th chapter clean-up day at 2:00 p.m.

Requirements for pilots include a current annual EAA membership, pilot license, medical certificate, and currency in the aircraft being flown. As for insurance, only liability is required to provide flights. For tax purposes, pilots can deduct a variety of expenses that include:

- Fuel and oil that are used for each flight, not to exceed 200 miles.
- Fuel and oil for flights to

the airport hosting the event, not to exceed 50 miles.

- Transportation to the airport hosting the event, not to exceed 30 miles.
- Rental charges for a bus or van to bring participants to the



airport.

- Rental expenses for an airplane used during the event.
- Postage for mailing required EAA documents.
- Extra liability insurance purchased for the duration of the event.
- Landing and tie-down fees at the airport hosting the event.

- Meals for the participants.
- Aeronautical education materials.
- Film and development of pictures for the participants.

To date, more than 600,000 young eagles have been flown and EAA hopes to fly 1,000,000 young eagles by the year 2003. Anyone between the ages of eight and seventeen is eligible for a Young Eagle flight. More Young Eagle information can be found at www.youngeagles.org.

EAA volunteers make the program run, and an estimated 26,000 EAA members have volunteered their time for Young Eagles. For April's event to be a success, we need volunteers too. If you are interested in participating in this event please contact me at 558-8909.

A Moment in Aviation History

By Miriam S. Talley

Back in the 1930's there was a flying-service operator in Nebraska that advertised the following slogan –

“Fly With Us and You’ll never walk again!”

Ad-men were more naive back then.

This Month's Moment comes to us from “T-Hangar Tales” *Stories of the Golden Age* by Joseph P. Juptner

Young Eagles Fund Grows

by Brad Doppelt, Young Eagles Coordinator

During the last week of March, I sent an invitation to nearly 120 chapter members asking them to help match the \$2500 that Jack and Linda Ridgway had donated to the chapter for the Young Eagles program. By the fourth day after that mail out, checks started to flow in. The early returns averaged about \$175 per day, with donations ranging from \$25 all the way up to \$100.

I am truly grateful for

Young Eagles Honor Roll	
Al Almond	Robert & Bettie Masters
Ted Bender	Don & Georgia McCarley
Charles & Dee Brame	Paul & Emily McReynolds
Julius & Zelime Braun	Linda Menchaca
Dutch Brinkman	Mack Partee
Bill & Becky Chapman	Fred & Donanell Pennell
Chris & Judith Christianson	Jack & Linda Ridgway
Bob & Linda Edwards	Lowell & Martha Robinson
Jon & Linda Farr	Dave & Cathy Sanford
Ed Goodfellow	Ed Seurer
Bill & Sharon Haskell	Star & Betty Smith
Jim & Naoko Havens	Don & Norma Staats
Ian & Jennifer Heritch	Bill & GeorgiaAnn Stratton
The Lifshutz Fund, Inc	David & Miriam Talley
Jim & Janis Judd	Norris & Joanne Warner
Ken & Debra Kardys	James Williams, IV
Harry & Mabel Kentner	Don Woodham
Frank Marcie	

the outpouring of generosity for this most worthy program. Now that we can compensate our pilots for at least a substantial part of their expenses, the chapter as a whole is now seen as the driving force. And ain't that great!

Here is an almost-up-to-date roster of our benefactors. If your name is missing this month, let's get it here next time!

New Name Tags – At Last!

A simple job it is—making nametags. At least it should be for any master of data base information. With Dave Talley doing the tutoring, your treasurer, Joanne Warner began cranking them out in late March.

This new edition is available for every member current in their dues, and also for the accompanying spouse. And Joanne will have the capability to run off additional tags as new members join throughout the year.

We trust that the new tags using a clip rather than a pin will be a favorite of most members. If you do prefer the pin style, please use your old name holder and return the unused device to Joanne.

Let's see—a new, more comprehensive membership roster, and now new name tags! We feel pretty good about these improvements, but suggestions are earnestly appreciated.

Trivia Question...Answer

The first British pilot to die while flying was C. S. Rolls. On July 12, 1910 his French built Wright suffered structural failure and he was killed in the crash. Subsequently, the color of the badge on Rolls-Royce autos was changed from red to black.

How Mil Specs Live Forever

The US Standard gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was the gauge used? Because that's the way they built them in England, and the US railroads were built by English expatriates.

Why did the English people build them like that? Because the first rail lines were built by the same people who built the pre-railroad tram-ways, and that's the gauge they used.

Why did "they" use that gauge then? Because the people who built the tram-ways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay! Why did the wagons use that odd wheel spacing? Well, if they tried to use any other spacing the wagons would break on some of the old, long distance roads, because that's the spacing of the old wheel ruts.

So who built these old rutted roads? The first long distance roads in Europe were built by Imperial Rome for the benefit of their legions. The roads have been used ever since. And the ruts? The initial ruts, which everyone else had to match for fear of destroying their wagons, were first made by Roman war Chariots. Since the chariots were made for or by Imperial Rome they were all alike in the matter of wheel spacing.

Thus, we have the answer to the original questions. The United States standard railroad gauge of 4 feet, 8.5 inches derives from the original specification (Military Spec) for an Imperial Roman army war chariot. Mil Specs and Bureaucracies live forever.

So, the next time you are handed a specification and wonder what horse's ass came up with it you may be exactly right. Because the Imperial Roman chariots were made to be just wide enough to accommodate the back-ends of two war horses.

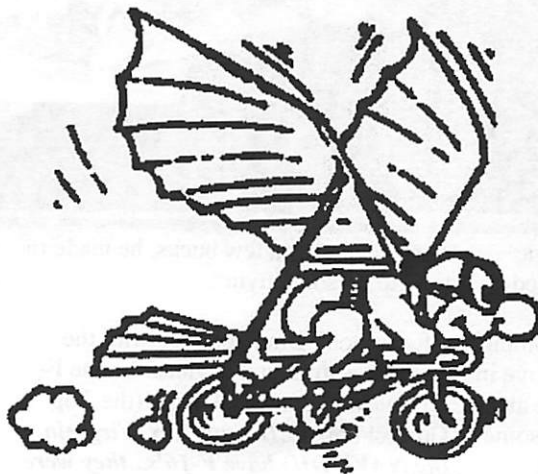
Produced by Tom O'Hare, Germanic Languages, University of Texas at Austin

PPL Ground School

By David C. Talley, NLE

As Bob Day, EAA 35 Vice president announced in his column, EAA 35 is seriously considering holding a Private Pilot License (PPL) Ground School. It will be limited in size to keep things personable. Therefore, for anyone who needs a ground school for his or her PPL your excuse hour is over. Now is the time to stand up to the plate. This includes those pilots who feel it's time for a serious review. Remember, there have been many changes in the passed few years. We have the alphabet airspace, and since the FAA is constantly changing the rules, you're never done studying to be a pilot. So here how it'll start. ANYONE who feels the need to a LOW cost alternative needs to call to

Bob Day and get your name on the list. Also, instructors who are qualified are asked to step up to the plate also with a call. The "thinking heads" will then quickly (yes, quickly) determine the best time and arrangements for the school. You will be notified of their decision. So get your thinking caps back on. When was the last time you attended a course (as an adult)? It may take some of us a little while to get back into the thick of things. Team EAA 35 is there for you. We have several folks who would benefit by this item. Again, get your dialing finger ready and get your name to Bob Day. His number is on page two.



Up Close and Personal: Brad Doppelt

By Miriam Talley

It is only appropriate that during the month of our Young Eagles Fly-In that we get to know our Young Eagles Coordinator, Brad Doppelt. Brad is also a busy partner in the illustrious "Cozy Corner" group.

clined it. He decided he wanted to fly. So at age 16 he started his own lessons in Cessna 150's. Lessons paid for by mowing many a lawn. By age 17, he had his ticket.



the "aggressor force".) Here he stayed for 4 years.

So how come the move to San Antonio after beautiful California? Brad wanted a place that had a good climate and he could afford a house. He found a position at Kelley working with the Air Force as a structural engineer on the C-17. He got to do this for 5 years before Kelley closed its doors. At this point he got together with a friend working on software for avionics hardware, primarily for the C-5.

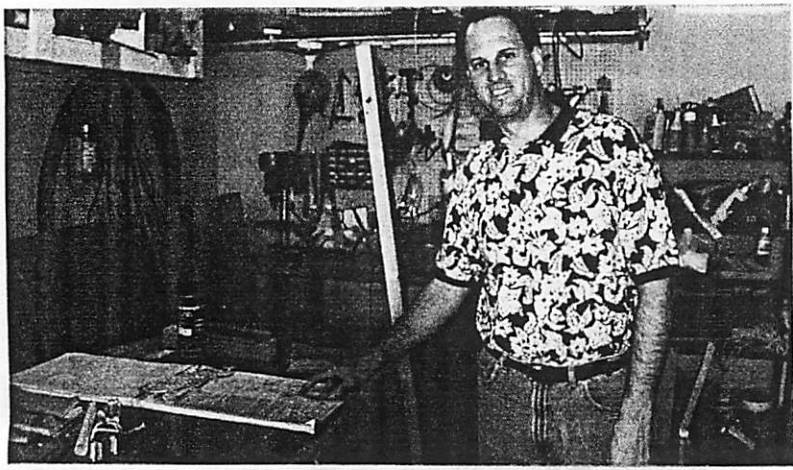
Brad is now busy working on his Cozy out of his garage. Starting in Sept 1998, he has completed the fuselage, gear, brakes, axles and is now starting on the canard. He picked the Cozy because of

its four seats, good cross country range and speed. A visit to his garage will show some pretty nice work.

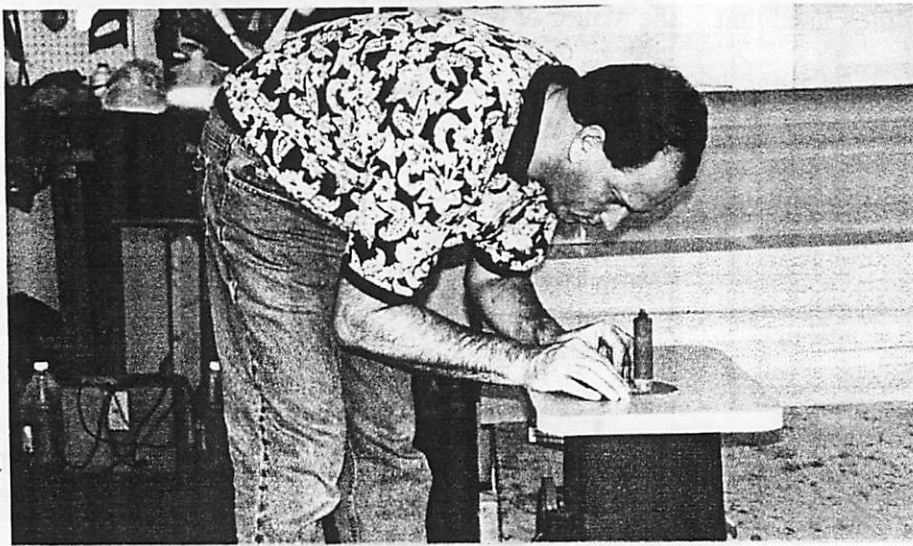
After hearing about the chapter from a friend, he joined 2 years ago and quickly volunteered to take over the Young Eagles program. He coordinated the very successful YE flights last July for over 50 underprivileged children after being ap-

proached by the Tuskegee Association and Black Airline Pilots Assoc during their convention in San Antonio. We thank Brad for his hard work....good luck with the Cozy and our hats off to you.

Brad continued on to make aviation a career. He earned an Aerospace Engineering degree and A&P from the prestigious Parks College in Illinois. Through out school, even though busy with academics, when ever



Brad hails from the north, Jacksonville, Illinois to be exact. Yes, another one of us north'ners. Brad was exposed to aviating pretty early in life. At age 8, his dad started taking flight lessons. Brad was able to go up with his dad and the instructor a couple of times. His dad must have done a pretty good job at the controls because Brad came back for more and the bug was seeded.



he could gather a few bucks, he made the time to do some flyin'.

At age 12 the family moved to Bloomington, Indiana. He joined and was active in the CAF for a year. While there, he also had the opportunity to visit the awesome aerospace museum at Dayton. That

After school, Brad got a job with the Navy as a structural engineer on the F-16's at Miramar, San Diego. (the Top Gun school). (ED Note: Yes, Virginia, the NAVY DID have F-16's...they were

Airplane of the Month Club Katherine and Marjorie...

By Miriam Talley

Of course as the newsletter editors we take liberties with its contents and will present our own baby first. "Katie" is a 1947 Stinson 108-2, N9261K. She is named after Katherine Stinson, pioneer female aviatrix, fourth female pilot in America and of the Stinson family after whom the Stinson fleet of aircraft was named. She was "adopted" September 1999 from fellow Stinson fanatics Kelly and Sharman Bare in Plant City, Florida. Finances forced them to give Katie up when they purchased a Twin Apache that needed lots of TLC.

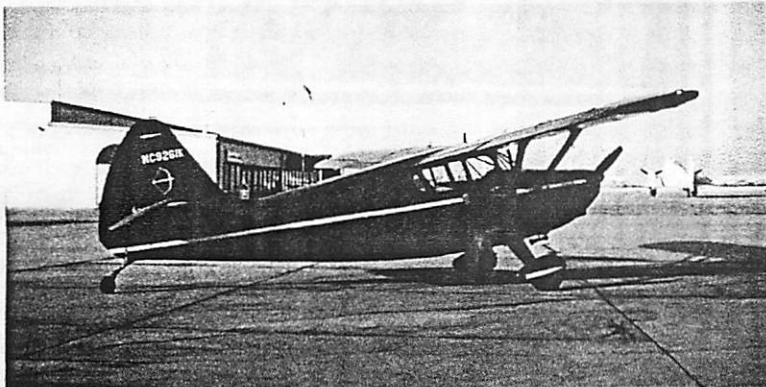
wind and revved up to 2600 rpm we have whipped along with ground speeds of 135-140...cruising baby! We may not get there fast, but, the old gal is curvey, sexy and she gets us there in style. I think you'd agree she's a Red-headed Klassy Chassy that we lovingly call Katie.

Katie has a younger sister Marjie a 1948 Stinson 108-3(N6613M) that has yet to be restored. She is also named after Marjorie Stinson, younger sister of Katherine and an accomplished aviatrix in her own right.

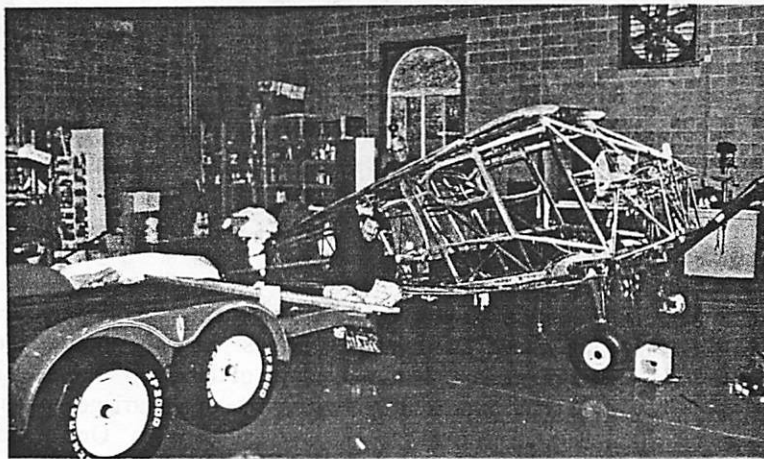
Marjorie was the 9th female pilot and was the first flying mail carrier in Texas, taking the oath from the postmaster on 15 May 1915 and flew 30 miles from Seguin to San Antonio.



Hunter brothers, who were famous for their developments of air to air refueling. They set the record of in flight time of 553 hours 41 minutes in a second hand Stinson SM-1. This feat was accomplished in June of 1930! While at Sparta, Marjie experienced an untimely nose over when, unknown to us, a parking brake cable that had been incorrectly repaired (rigged), was activated while in a left pattern, thus landing with the left brake on. With the prop stoppage the engine was broken down as a precaution. The decision was then made to go ahead and do a complete restoration since Marjie was getting a little worn. With complete logs at hand and a number of phone calls to previous owners, we found that the first pilot to ferry her from Detroit Michigan to her new home in Cape Girardeau, Missouri, was none other than Rush Limbaugh, Jr., father of radio talk show host Rush Limbaugh. Rush senior had been a P-51 pilot during the war and was ferrying the plane for his cousin Rutherford Limbaugh who was a student pilot and had just purchased the plane new from the factory. David had wonderful conversations with both Millie and Frieda Limbaugh, wives of Rush and Rutherford. As a 108-3, Marjie weighs 100 lbs more than Katie but also increases her payload by 300lbs. Her gas tanks carry 50 gallons vs Kati's 40. Physically her tail and rudder assembly have a significantly larger profile. This was in preparation for the Franklin 220. Unfortunately, Stinson was sold out to Piper before this came to be. So, Marjie patiently sits and waits while we get our act together and put her back in the air.



(translate; lots of money needed) It was a teary morning for all as Katie headed to her new home in San Geronimo, Texas. Kelly and Sharman had owned her for 18+ years and had lovingly restored her. Kelly painstakingly acquired original instruments, her original 1947 carpet and recovered the seats with the last bolt of the originally styled material left on this planet. Katie is powered by a throaty, sexy sounding and smooth running Franklin 165 HP heavy case engine, swinging a 76", 8 bolt, McCauley prop. She is a sweet flyer but with sensitive, fighter like controls. Cruise speeds generally 115-120 mph. However, with a tail



Marjie was purchased on a blustery cold November day in 1992 in Valley City, North Dakota, from an older gentleman, Tony Starkey, who had lost his medical to a terminal illness. She was flown to her new home in Sparta Illinois, home of the

profile. This was in preparation for the Franklin 220. Unfortunately, Stinson was sold out to Piper before this came to be. So, Marjie patiently sits and waits while we get our act together and put her back in the air.

Scenes from the Meeting March 2001

By Miriam Talley



Kay Lynch serving up one of the best meals we've ever had at a meeting! We filled our bellies with her delicious meal of King Ranch Chicken. Of course, there were all of the other fixin's. An early photo of the crowd. We filled the chapter house with 74 members and guests! Standing room only was the order of the night! Jon and Linda Farr gave one of the BEST presentations ever in the realm of aviation. The two compared each phase of a marriage vs. that of building an airplane. They covered five areas and it was truly interesting listening to the different perspectives. One of a husband, pilot, homebulder. The other, a wife, non-pilot, chief assistant homebulder. When they did their respective conclusions, there wasn't a dry eye in the place. They stuck out the enduring building process and completed an "object" in which they can fly (and fast). If you missed this meeting you missed one of the best. Remember, the April meeting will be a Young Eagles Rally. Hopefully we can have another HUGE turnout. Clean up is Saturday, 14 April, and the YE Rally is scheduled for the 21st. C-U-There!

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.)

14 Apr 01 – EAA Chapter 35 Clean Up Day 10am start time; for info call Ed Seurer 657-1124 and Young Eagles Planning Meeting 2pm; for info call Brad Doppelt 210/558-8909.

20-22 April 01 - Fort Worth, TX. Mooney Safety Foundation pilot proficiency program for Mooney pilots. Lela 210/525-8008 or fax 210/525-8085.

21 April 01 – EAA Chapter 35 Fly-In/Drive In Pancake breakfast. Rain or Shine. 7am-11am Plus: Young Eagles Fly-In 1pm-5pm.

21 April 01 – Conroe, TX. Chapter 302 Spring Fly-In, Montgomery County Airport (CXO), 281/376-1630.

21-22 April 01 – NAS Corpus Christi, TX. Open House w/ the Blue Angels. 361/961-2332 or www.navaltx.navy.mil/nascc/default.htm

26-28 Apr 01 – Dallas, TX. 44th Annual International Aircraft Electronics Association Convention and Trade Show. 816/373-6565.

28-29 April 01 - Nacogdoches, TX. East Texas Airshow, Fly-In and Military Appreciation Day. 888/654-7351 or info@visitnacogdoches.org

28-29 April 01 – Galveston, TX. 11th Annual Spirit of Flight Airshow and Aircraft Walkabout at the Lone Star Flight museum. 409/740-7722.

28 Apr 01 – College Station, TX. Texas A&M Flying Club Fly-In Breakfast at the Easterwood Airport. Call Kari 979/693-4869 or karbear@tamu.edu.

2 May 01 – PAISA/GAPA meeting. Gathering of

safety minded pilots, instructors and students. Meets first Wednesday of every month, 7pm, at the Hallmark Institute on Wetmore adjacent to San Antonio International. Info: Steve Carlson 545-2376.

11-12 May 01 – La Grange, TX. Fayette County Air Festival. 979/249-4200.

12 May 01 – Graham, TX. EAA Chapter 945 Fly-In/ Airfair. 940/549-6415. wnicklas@brazosnet.com.

12 May 01 – Mount Vernon, TX. Fly-In and Fly-Market at the Franklin County Airport. Cecil 903/785-6839 or Ted 903/856-5992.

19-20 May 01 – Beaumont, TX. Southeast Regional Air Show. 409/983-5973.

26 May 01 – Ranger TX. Capter 956 Annual Spring Fly-In. 254/647-1855

2 Jun 01 – Waxahachie, TX. Mid-Way Airport (4T6) Annual Pancake Breakfast Fly-In. 972/923-0080. www.waxacofc.com.

2-3 Jun 01 – Dallas Air Show 2001. 214/350-3600 or www.dallasairshow.org

9 Jun 01- EAA Chapter 35 Picnic/Fly-In/San Geronimo 20th Anniversary Celebration. Chairmen Lew Mason/Ed Seurer.

23 Jun 01 - Big Spring, TX. 2001 Air Fair and Fly-In at the Hangar 25 Air Museum. Nelda Reagon or Susan Lewis at 915/264-2362.

15 Jul 01 - San Angelo, TX. Aviation FunFest w/ the Thunderbirds. 915/659-6409

24-30 Jul 01 - Oshkosh, WI. EAA Adventure Oshkosh.

8 Sep 01- Greenville, TX. 50th anniversary of Majors Field. 903/457-4044 or www.gvl.esys.com

21-22 Sep 01 - Abilene, TX. South West Regional Fly-In. www.swrfi.org. *New dates*

3-8 Oct 01 Sweetwater, TX. Women Air Service Pilots Reunion. 800/658-6757.

13 Oct 01 – EAA Chapter 35 Young eagles Fly-In.

8 Dec 01 – EAA Chapter 35 Christmas Party.

WANTED & FOR SALE

Chapter members in search of or have items for sale, or need to post a service, may place a free add in this column. Call Editors Miriam or David Talley @ 210.521.2359 or EAA35@starband.net

“Remember...Caveat Emptor...buyers beware!”

Instructor Available. Chapter member Bob Brown CFI SE ME INST Rotorcraft. Will provide free flight review for chapter 35 members. 830/612-2371.

FOR SALE: ‘43 T-craft L2A, DCO-65. Cont. C-85-F. TTAF: 1094, SMOH 127. Contact: Jim Havens 210.680.7882.



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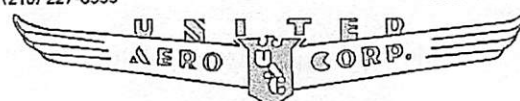
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The Official Newsletter of EAA
Chapter 35, San Antonio, Texas

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



Norris Warner
719 Oak Hills Road
Pipe Creek, TX 78063



When Do you Meet?
Second Saturday of the Month
Dinner 5:30 PM
Social Hour 6-7PM
Meeting @ 7PM

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

