



August 2001 Issue

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Meeting this Saturday!

- Food by ????
- Presentation by Steve Davis
- C-U-There!

EAA 35 Board Meeting!

- 3 PM Chapter Shack

# RUNWAY 35



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

## Front Page News

# Tragedy EAA Chapter 35 Looses Three Members



Photo by Betty Day

**T**ragedy struck home in our chapter when Lowell Robinson, Bobby Steitler, and EAA 35 Vice-president, Bob Day, perished in a plane crash. The crash occurred in southern Illinois. The three gents were on there way to Oshkosh for the big fly-in. Unfortunately, we still have more questions than we have answers.

**Our condolences go our to all three families involved. We've lost three of our family members. Please take the time to remember these fine men. Our chapter, and we as individuals, were all blessed to have met these aviators. They'll be solely missed, and leave BIG shoes to fill. We love & miss you. Godspeed.**

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# Clear Prop!!!!

By David C. Talley

- There is a Chapter Board meeting scheduled for 3 PM this Saturday. Location...EAA 35 Chapter Shack on San Geronimo (8T8). All chapter board members are needed to attend.



- Our speaker at this month's meeting is coming all the way from Memphis! Steve Davis, aka "Panel Pilot" will be showing us some of his wares. He builds custom panel overlays. They are computer generated, laser cut custom units. Please attend to show Steve our respect.

- AOPA has a link on their website to the FAA Airworthiness Directives. Well, since we're members of the EAA, I did some leg work (actually "click" work and found them. Check out the links elsewhere in this issue of the "Best non-award-winning newsletter" of ANY EAA

chapter!

- Jim Munro is still looking for that antennae. If you have hit please contact no matter what your intentions are. He can be reached at 210.680.3629.
- Has anyone ordered the Texas Airport Directory? Our check is in the mail...

• Gator tickets...well what can I say? We still have quite a few remaining. How many do you have? They're only five bucks each and they go to a great cause,

Texas's version of a real fly-in. I'll have them available at the meeting. Remember, there is only 3000 tickets being sold. Your chances are much better than the lottery!

- Several members have weighed in this month. Al Almond (YES! Al Almond), Norris and Joanne with separate thoughts, Brad Doppelt with the Young Eagles, Miriam and, of course, me. I always have room for YOUR input. How about it!?

## TRIVIA FACTOID

By Julius Junge

In 1785 Pilatre de Rozier decided that his hydrogen filled balloon would work better if the gas were heated. The resulting explosion blew everything to bits at 1,000 feet. (Ed Note: Ouch!)



**Please Read This...**

Please note that, as always, in the past, present, or future, any communication issued by the Experimental Aircraft Association Chapter 35, regardless of form, format, and/or media used, which includes, but is not limited to this newsletter and audio/video recordings, is presented solely for the purpose of providing a clearinghouse of ideas, opinions, and personal accounts. Anyone using the aforementioned does so at their own risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done as a matter of information only and does not constitute approval, control, involvement, sponsorship or direction or any event local or otherwise.

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## President's Corner

By Ed Seurer

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

I don't know how to start this. I'm still in disbelief. Three friends gone!

I can still see Bob on his Honda 4 wheeler driving up to the clubhouse seeing how he can help. Always cheerful. Always generous. Always ready to give a helping hand. These are rare talents that will be missed at San Geronimo.

Lowell was also always ready to lend a helping hand. He flew my plane at the last Young Eagles Fly-in.

I am sure that Bob, Lowell and Bobby are looking down at us and saying: "Don't stop, keep on flying Guys!" I had the opportunity to discuss the accident with the



FAA Accident Investigations Rep. in Oshkosh, he feel it was wind sheer that bought the plane down. But will we ever know....?

Ron & I got to Oshkosh Tuesday about 11:30 am. It was about 65 degrees and it sure felt good! We had good weather all the days that we were there. Monday, the day we left, the temperatures went back up to 90+. On the way up, my radio went out

for the third time and I said "That's it - your gone!!!". Now I have a new shiny Mix -170B and it worked like a charm all the way back. Oshkosh is getting Bigger every year, more planes, more vendors, more of everything. If you get a chance ask Ron to explain Oshkosh to you. This year the starting date was changed from Wednesday to Tuesday and ending the following Monday. Next year it will be Tuesday to Tuesday - one day longer.

I got to sit in on a Young Eagles Round Table and have some more ideas to increase our Young Eagles flights. So, I have lots of information for Brad.

See you all Saturday!

Remember Board Meeting at Club House about 3 pm.

PS - If you don't want to loose our great Newsletter editor, please send him articles. And please start reading the newsletter!

## Chapter Member Updates

Compiled by Miriam S. Talley

Our own Don Woodham is recovering from Triple Bypass surgery. After some "funny feelings" in his chest and arms and a couple of tests, the cardiac surgeons whisked him away. His brother and sister-in-law showed up to help out during the recoup period. He can be seen be-bopping around the airport again sporting some new scars and pretty white stockings. (Don...David thinks the stockings are real cute...he wants a pair) God Bless and heal well Don!!

Jim Rice, our own personal para-trooper gone awry, has been returned to Brooks Army Medical. After a much needed bath and haircut, he's lookin' and smellin' much better, if not a wee bit thinner from all he's been through. Yu know he's doing better as he raises hell with the nurs-

ing staff... They are looking at a move to a rehab center here in town and start weight bearing in September. His goal is to be home on his birthday 10 October. Pain and weakness are still big problems and a long road of rehab lies ahead. Ya'll keep him in your prayers....and remember, strawberry milkshakes will not be refused!! We luv yu Jim...hang in there...tailwinds...

Old Chapter member Allen Fischer, better known as Harmonica Player Tex Allen passed away recently. Born and raised in San Antonio and then settling in Helotes, Tex was a nationally acclaimed Harmonica player. He played behind the likes of Tennessee Ernie Ford, Willie Nelson and Johnny Rodriguez to name just a few. He developed a unique harmon-

ica amplifier which gave him his special sound. Most importantly, he was also an avid aviator. Tex built and flew a modified "Wind Wagon" with a VW engine. He called it the "Wild Turkey" and flew it to Kerrville one year. Our prayers are with the Fischer family.

Our young Air Force "LT" (pronounced "EL, TEE"), Terry Winnette is on a couple week trip to Russia with an Air Force Emergency/Trauma Team to teach trauma/emergency care and management to the Russian medical folks. If you recall, in a former Army life Terry was a linguist, fluent in both Russian and German. "Nazdrowie" Terry, and careful with the vodka...don't eat the worm...oops...wrong country. ©

# Triumph & Tragedy

By David C. Talley, NLE

**T**riumph & Tragedy. Where to begin? Let's start in the dictionary:

**tri-umph** (tr mf)  
*intr.v.* **tri-umphed, tri-umph-ing, tri-umphs**  
 1. To be victorious or successful; win.  
 2. To rejoice over a success or victory; exult.

*n.*  
 The fact of being victorious; victory or conquest. See Synonyms at victory.  
 1. A noteworthy or spectacular success.  
 2. Exultation or rejoicing over victory or success.

With triumph we also know tragedy. Here's what the dictionary weighs in with on tragedy:

**trag-e-dy** (tr j -d )  
*n. pl. trag-e-dies*  
 1. A disastrous event, especially one involving distressing loss or injury to life: *an expedition that ended in tragedy, with all hands lost at sea.*  
 2. A tragic aspect or element

The three lost brethren meet the above definitions. "To be Victorious or successful: win. To rejoice..." Yes, they were victorious. They were flying. They had broken the surly bonds of earth and were winging there way to an event of enjoyment.

Tragedy, oh, tragedy. "A disastrous event, especially one involving distressing loss or injury to life"... Yes, their life's ended in tragedy. We are all so saddened to see them go.

To see, to remember the smiles of enjoyment on their faces is

easy. These guys enjoyed the freedom of flight. They enjoyed flyer's camaraderie. They enjoyed the EAA.

Mostly, though, I think it's safe to say we were honored to have called them friend. I don't think that any of them had a bad bone in their body. You could always see them there with a helping hand, a smile and a "hello". Yes, we're going to miss these three.

Men, you've touch our lives. Touch them in a positive way. You've set the example in oh so many ways.

Bob, Bobby, and Lowell. Men, thank you. Thank you for the privilege of knowing you. Of seeing you. Thank you for being a friend. . You're sorely missed. We're going to have to fill some might big shoes

Often tragedy spawns triumph. Triumph. Triumph in honor. Honor in remembrance. How would it be that we forget this event quickly and move on? Would that be fair to those so missed? Would that be fair to a friend?

This chapter has been shaken by the tragedy. Plans were instantly changed. None of us can predict that future. But what avenue are we now on? As written above, we have some might big shoes to fill. Are you ready to help fulfill the path of previous? Our leadership has been shaken. Shoes will be filled. Shoes that will honor those who have perished. As we move forward please consider YOUR role in this, OUR chapter. Step forward, move forward. Show them that that there is indeed triumph after tragedy. Show them that you are a friend.

## The New Roster-Help (V1)

By Joanne Warner

**W**e've been able to publish and distribute the new chapter roster—thousands of bits of information supplied by you, our members, and distilled into a format that we believe is useful.

Having just gone through all the machinations required, we still find that there are errors, and some of them are simply the result of our own proofreading oversights. Nevertheless, these errors should be corrected, and will only be corrected when you notify me.

One area, which seems to change more than any other is the e-mail address. If yours is in error or simply missing, PLEASE notify me by e-mail now ([njwarner@indian-creek.net](mailto:njwarner@indian-creek.net)). For all other errors and omissions, please e-mail, telephone (830.510.4334) or write (719 Oak Hills Road, Pipe Creek, TX 78063).

I update our extensive database on a regular basis, so if members do provide me with corrections, I can furnish you with that corrected info at your request.

Remember, during times of crisis, we need to be able to contact each member. We can only do that if your data is up to date! Please make the following e-mail corrections to your new roster:

- |                 |  |
|-----------------|--|
| Bender, Ted     | <a href="mailto:tednkathyb@hctc.net">tednkathyb@hctc.net</a>               |
| Havens, Jim     | <a href="mailto:L2Aferret@worldnet.att.net">L2Aferret@worldnet.att.net</a> |
| Hunt, Bubba     | <a href="mailto:JaNet3679@aol.com">JaNet3679@aol.com</a>                   |
| Mason, Lew      | <a href="mailto:lexnan@milx.net">lexnan@milx.net</a>                       |
| McCarley, Don   | <a href="mailto:dgmccarley@milx.net">dgmccarley@milx.net</a>               |
| Newman, Bill    | <a href="mailto:bill1331@swbell.net">bill1331@swbell.net</a>               |
| Scurer, Ed      | <a href="mailto:scurered@aol.com">scurered@aol.com</a>                     |
| Scheidt, Dennis | <a href="mailto:dscheidt@swri.org">dscheidt@swri.org</a>                   |
| Talley, David   | <a href="mailto:caa35@starband.net">caa35@starband.net</a>                 |
| Warner, Norris  | <a href="mailto:njwarner@indian-creek.net">njwarner@indian-creek.net</a>   |

# High Flight

By John Gillespie Magee, Jr.

Oh, I have slipped the surly bonds of earth  
And danced the skies on laughter-silvered  
wings;  
Sunward I've climbed, and joined the tumbling  
mirth  
Of sun-split clouds—and done a hundred things  
You have not dreamed of—wheeled and soared and  
swung  
High in the sunlit silence, Hov'ring there,  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air.  
Up, up the long, delirious, burning blue  
I've topped the windswept heights with  
easy grace  
Where never lark, or even eagle flew.  
And, while with silent, lifting mind I've trod  
The high untrespassed sanctity of space,  
Put out my hand, and touched the face of  
God.

# Young Eagles Corner

By Brad Doppelt  
YE Coordinator



Our third Young Eagles Rally to be held on October 13<sup>th</sup> is quickly approaching. In order to reach as many potential Young Eagles as possible, I will be having a meeting for all volunteers and pilots on August 11<sup>th</sup> at 4:00 p.m. in the clubhouse. With several months notice and volunteers getting the word out, I am sure that we can fly even more than the seventy Young Eagles from our June rally.

Our Young Eagles Fund keeps growing and has increased in the past weeks thanks to those who have donated in memory of Bob Day. Bob was a big supporter of the Young Eagles program and volunteered his time and airplane to create many new Young Eagles. Donations to the Young Eagles Fund allow us to provide each Young Eagle with a free lunch, picture, and T-shirt.

viding food, helping as a member of the ground crew, flying Young Eagles, and the list goes on. So, if you are interested in helping out please give me a call or, if possible, attend the meeting on August 11<sup>th</sup>.



Lowell Robinson with two new Young Eagles. Plane by Ed.

Many volunteers are required to make the Young Eagles program work. Volunteers are needed for getting the word out to the community, registering Young Eagles, taking pictures, pro-



## A Moment in Aviation History

By Miriam S. Talley

Surely, there have been all sorts of good and bad regulations in aviation in the past 60 years, or so. But, the one imposed on fliers over the land of Egypt back in the 1930's will certainly take the cake! All flights in Egyptian territory was to begin and end only on government approved landing grounds, or designated official airports. Absolutely no landings would be permitted anywhere else! You could, however secure a government permit for landing on unauthorized areas (like a forced landing?), but only if you applied for the permit five days ahead of time. And, you must identify the time and place of the intended landing. Needless to say, this precluded any forced landings, whether planned or unplanned. You can bet, all fliers over Egypt checked their airplanes and their engines very carefully before each flight.

Taken from "T-Hangar Tales" by Joseph P. Juptner.



# What Now?

by Norris Warner



There just has to be some lessons to be learned from the loss of our dear friends Lowell, Bob, and Bobby. And I don't mean in the aeronautical sense—I'll leave that to the experts.

To me, the overriding thing we should all strive for now is to strengthen our relationships with our families and friends—and starting right now.

How many times have we not responded pleasantly to a remark that came our way? And do you

remember being impatient with someone who wanted to talk with you about something you really didn't care about? Do you mostly *hear*, and not *listen*? When did you last go out of your way to do something special without being asked to do so? Are you truly humble when praised, or do you go out of your way to gain attention. And how do you treat a person who cannot do something for you?

Yes, I think that this tragic loss of our three friends should be a wake

up call. Let's strive to improve our interpersonal relationships—so that we can be remembered in the same way we memorialize our friends—to be someone who made a difference in the lives of those we touch.

Make a promise right now to be a better person. That's how we can truly honor our fallen friends!

## Airplane of the Month

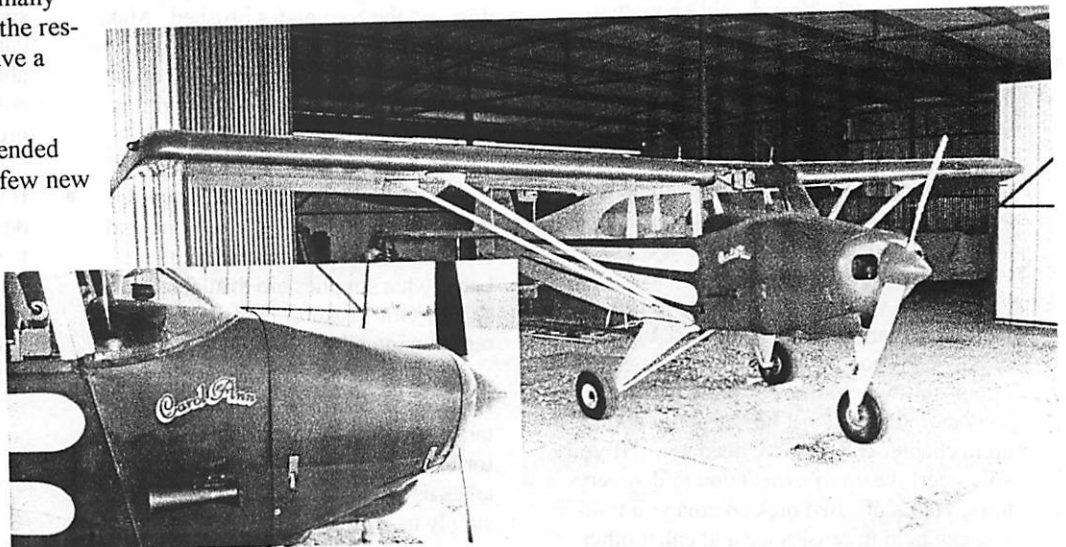
by Ed Seurer

I purchased my cream and orange Tri-pacer from Bill Chapman in Jan 1999. Bill & Becky spent many hours of stitching, sewing, painting, etc. restoring this airplane. Sadly Bill was diagnosed with cancer and it became too much of a burden. I was lucky enough to purchase it and keep it in the Chapter so Bill & Becky still get to see it. After so many tender loving long hours spent in the restoration I'm sure Bill & Becky have a strong bond to this airplane.

Recently, it was down for an extended annual, with all AD's done and a few new instruments, it is ready to fly.

I named the airplane the "Carol Ann" after my wife who passed away Thanksgiving Day, 1998. She was the one who encouraged me to buy an airplane. Probably thinking that with this 'New Toy' I couldn't afford another wife!

Since I purchased it I've made 3 trips to the Oshkosh Air Show and am preparing for more. I've had the opportunity to make various trips to other Club's Fly-Ins and meetings. I've enjoyed flying around the hill country while working on my Private Pilot's License – which I hope to have soon.



# “Can Do” Sprit Wins

by Miriam Talley



If you've been to our EAA "shack" recently, you may have noticed the carpet looking brighter, the windows sparkling, the kitchen looking spruced up and the refrigerator has lost its odor. This is all due to the tremendous efforts of Georgie Brown and Gail Scheidt. Even though they had been preparing the "shack" for family events, they went above and beyond in the clean up. No one asked them to do this, they did it because it was needed and they epitomize the spirit of volunteerism.

This leads me to further expound on this subject. With the tragic loss of our comrades, we lost not only good friends but chapter members that left not only shoes, but big boots to fill. We can never replace them, but we need to fill the void that they left behind. I've heard a lot of people talkin' about what needs to be done, we now need members to stop just the talkin' and step forward and take action. I've also heard a number of members groaning about how many years they did this or they did that...well... and your point is?? The past is the past. This EAA Chapter 35 is here and now and exists and provides the activities that we do because of individuals that love aviation, believe in the chapter and love the people in the chapter. At any given activity, we see the same core group of folks stepping up to the plate and giving of their time and efforts. I don't have the time?? you say?? You should know that the bulk of the regular volunteers have full time jobs, families and/or other responsibilities. But they believe in the chapter and what it has to offer. How about you? Those of you that participated in the chapter house and grounds clean up can attest to what many hands can accomplish. In several hours a mass of chapter members did more than several could do in weeks. And guess what, we had a great time, spirits were high, camaraderie abounded, but most of all we got to know and appreciate some of our fellow members a whole lot more. New members... don't be shy about coming up to chapter officers, we need you. If you volunteer, we don't expect you to do everything your self. Just pick an area you think you can help in or oversee and enlist other

folks to help... take the initiative. You won't be alone. This is the second chapter that David and I have had the pleasure to be involved in. Sure it's taken time and energy, but you know that we have gained more than we have given. Through our volunteer efforts we have gotten to know some of the most wonderful people who have now become dear friends. More so than if we had just come to meetings and left without really participating.

Now I'll get off the soap box and provide some practical areas that we need help in on a continuing basis: (if you think of other things...go for it:

- Kitchen/soda/bath supplies- keep track of supplies and make purchase runs. Joanne, our treasurer, is really good at reimbursing you very quickly or if you want the monies up front, something can be worked out with Joanne. This does not take a lot of time, just an occasional run. Especially if items are purchased in large bulk.
- All members... keep a look out for guest speakers. Do you know someone that could provide a presentation, or do you have a knowledgebase or skill set that you can share. Some of our best presentations have come from within the chapter.
- How about Young Eagles. Brad Doppelt our coordinator gets stretched really thin at each event. You do not have to be a pilot. Just enthusiastic and want to make a great day for these kids. Much of this is coordination, making sure that people are assigned to different jobs and fighting fires. Brad is always flying the kids, so he needs a co-coordinator(s) to help on the ground... could that be you?
- If you see something that needs to be done and want to do it, not sure where to start... just ask one of the chapter officers. They will point you in the right direction and will probably jump in and help too. Remember, we are only as good as we are willing to be.
- Oversee chapter clean up-this means light housekeeping. Does not mean you have to do all the work. Get people to sign up for each meeting. Have folks come in before or after the meeting to make sure the floor is vacuumed, the toilette areas have been wiped of dust and the commodes brushed. Make sure the kitchen and fridge look ok. The trash is emptied. It actually does not take much time. Especially if it is done on a regular basis.
- Coordinate our dinners: Once again, does not mean you do the cooking and cleaning. Enlist volunteers, let them know what supplies are available at the shack. Our treasurer is very good at reimbursing all expenditures.
- Help out with articles for the newsletter. David and I are extremely grateful for all inputs. The Newsletter routinely takes us an entire weekend. If you can supply us with articles, it makes the job

a lot easier. We are very grateful to the folks that have supplied us with items. Ie: Have you taken a fun flight somewhere, do you know the history of a local airport-or take a trip and find it out for us. Share your building/restoring/repairing stories-we have a lot of new members that don't know it all. Have you met an aviation personality, have you gone to a good airport restaurant. How about your own stories. I know there are many members out there that have experienced some pretty awesome aviation events... write it up for us.



# Up Close and Personal

**Fred Pennell**

by Miriam S. Talley



Last meeting I finally had a chance to talk at length with Fred. Here is another fella I wish I had all day to talk with. Fred has a keen memory for dates, names, places and aviation experiences that could fill a book.

Fred is another north'ner, hailing from Richland Center, Wisconsin. At age 12, the aviation bug bit when his uncle gave him a model of a P-40. Then picking up any odd job he could, he raised the money to work on his ticket. In the fall of 1948 Fred started his lessons at a local field, in a Cessna 120. The cost at the time was \$8 for the plane and IP (Fred, you're aging yourself). He soloed Nov 20, 1948 and his instructors name was D.B. Woodard #15347. He remembers all instruction was done in a positive manner. Fred received his ticket in Feb 1951.

Then in March of 1951, to avoid the draft, Fred enlisted in the Air Force in automotive maintenance. Aviation was strong in his blood, so in 1954 he applied for and was accepted to the aviation cadet program. Within four months he was in training. Fred started his Pre-Flight Officer training for 90 days at our own Lackland AFB. His primary training was handled in Mariana, Florida with a civilian group called Graham Aviation. He received 20 hours in PA-18's and 120 hours in T-6's. Basic found him at Vance AFB, in Enid Oklahoma flying 140hours

in the B-25. He returned to Randolph "Air Patch" with 40hours in the B-29 and then finally finished up transitions training to the KC-97 in West Palm Beach Florida.. Fred is a proud graduate of pilot class 56E. Also, while at Randolph, Fred went out on a blind date with a pretty local girl. Well, that pretty girl is now Fred's lovely wife Donna.

From 1956-60, Fred found himself assigned to Mountain Home AFB, Idaho in the Strategic Air Command (SAC). By the time he left, he ended up with a whopping 1000 hours under his belt. Then it was off to Castle AFB, California and Roswell AFB, New Mexico for ground

Then it was off to Vietnam with the 20<sup>th</sup> Special Operations Squadron supporting long range reconnaissance teams. Being shot at was the norm and it was from here that Fred recounts numerous adventures. One of his exciting moments was when the drive shaft of a tail rotor was shot and he was forced to auto rotate. He logged 388.9 hours in the rotor-wing and flew 139 missions. He also finished up 888.9 combat hours.

Fred finished his Air Force career at Warren AFB in Cheyenne, Wyoming, retiring in 1971 after 20 years of service. After retiring he attained his CFI and flew for his own pleasure. Then the move to San Antonio. After obtaining his A&P, he worked at Dee Howard for 20 years. Currently Fred is building an N3 Pup Preceptor Ultralight which is



and flight training to transition into the KC-135. He was first assigned to the 28<sup>th</sup> Air Refueling Squadron at Ellsworth AFB, South Dakota and then followed up with moves to Amarillo and March AFB, California. After 8years he accumulated 2000 hours in the tanker,

Then of all things, Fred transitions into rotor wing—a UHIF at Shepard AFB here in Texas. He stated it took about 200 hours before he truly felt comfortable.

roughly 70% complete. The powerplant is 1/2 of a VW engine. Fred and Donna have been regulars at EAA meetings and avid volunteers at events for several years. I had the pleasure of meeting Fred and Donna during their anesthesia interview in preparation for surgery. We spent more time talking about airplanes and flying than the medical interview ... airplanes are more fun. Fred, our hats off to you for your service to our country and sharing your life with us!!

# Scenes from the Meeting

by Miriam S. Talley

**F**or those of you that missed the meeting...here's what happened...

As usual, good eating was the first order of business. Bob and Betty Day, Georgie Brown and Norma Staats cooked up heaping stacks of burgers, the fix'ins and of course Bob's finger lickin' good beans. Don Staats was seen pushing a broom, keeping the place looking clean.

Norris Warner provided some words of wisdom; in our current humidity, fuel tanks can accumulate considerable condensation. Recently, Norris drained large quantities of water from his sumps. Be extra cautious and do drain those tanks well before flying.

Paul M<sup>c</sup>Reynolds reviewed various projects in his homebuilder's corner. Seems like a lot of progress is a'happenin'. A pat on the back for all our builders and restorers. Chapter member John Currier (aka Norm Abram), is looking to help folks out with their projects. So if you need a hand, give him a call.

We have several new members; Scott Thompson – who is a new pilot and a new daddy...congrats on both!! Chris Kilmer – an Air National Guardsman and a flyer of a 172, and Lori and Jim McIrvine - Lori is an Air Force nurse and Jim is a former Air Force pilot now a civilian contract instructor, they fly a Cessna 195. Welcome and don't shy about getting involved...jump right in!

Our feature presentation was by Jimmy Tubbs, VP of ECI Engine Components. He and his crew, James Ball and son, (and one other who's name slips me) made a spectacular grand entrance with his gorgeous Piper Aztec. Jimmy gave a tremendous presentation on the ins and outs of aircraft engine parts manufacturing. Along with a computerized presentation he had engine components and molds on display. Shortly they will have avail-

able all components for the 0-320/0-360 Lycoming engines. Rumor has it that they are coming out with a bunch of Franklin stuff...therefore, removing himself from our personal poop list. Thanx Jimmy for a great evening...hope to see you back soon!!

See yu'all at the next meeting...never know what you'll miss!!



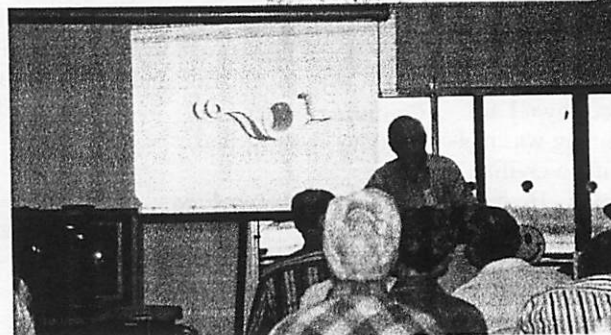
Above: Jimmy Tubbs; ECI VP & EAA 35 member.



Left: The mount...



Below: Jimmy gives an excellent, well-prepared presentation on the art of A/C engines



## Volunteer Needed-BIG Shoes to Fill

by Al Almond

Chapter 35 has lost a very important, valuable member. Bob Day had BIG shoes. So we need a smart, dedicated, "do something" kind of person to step into those shoes and move forward. We will help you! Please contact your board with your vol-

unteer spirit. Remember, Bob wore many-a-hats! We're probably gonna need more than just one person to pick up where Bob left off. I'm here to help you. Contact me if you need. The phone is the best way.



## Check Those ADs...Now "On-Line"

By David C. Talley

The AOPA Web link: [http://www.aopa.org/members/rg\\_ad.html](http://www.aopa.org/members/rg_ad.html)

Here's how to do it (as above) and more...

Go to the following link...

[http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAD.nsf/MainFrame?OpenFrameSet](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet)

There you can search the on-line AD list until your heart's content. Now, I typed in "Stinson" and it came back with a load of Ads. It included airframe, engine, and misc. ADs. It included Ads for ALL Stinsons!

Being the smart computer guy...I wanted to narrow down the list. So I typed in "Stinson 108". Not bad, huh? Well, it came back with three AD's. Yup three. There are more than that on the engine. Hum. So, what's the moral of the story? Be sure to search in various ways. Do a general search on your plane before stepping out. You have a homebuilt and think this is not applicable? What about doing a search just on your engine. Yes, you don't have to comply with these things, but is that a prudent safe attitude? At least you can find out where that crank is gonna crack...

I'll try and get our web guy to put the thing on the site. It'll be easier to click that loooong thing vs. trying to type it in. So check out [www.endicor.com/ea35](http://www.endicor.com/ea35) soon!

Happy surfin'



## Other Important News...

### “Win a John Deere Gator!”

The EAA Southwest Regional Fly-In is raffling off a John Deere Gator to raise funds for the Sept 01 Fly-In. I think you can all picture your selves in one of these little machines. David Talley will be coming by during the chapter meeting giving you the opportunity to buy some tickets at \$5 a piece. So come on, support our regional fly in and take a chance to be a winner!! (Ed Note: *If you win this baby and don't want it, I'll beg you for it!* ☺)

...from the computer of Julius Junge...

A couple of sites you might want to mention---  
[www.thirtythousandfeet.com](http://www.thirtythousandfeet.com) and  
[www.affordaplane.com](http://www.affordaplane.com)

Links are fabulous

Julius

## IT'S CALENDAR TIME!

By Joanne Warner

The all-new, 2002 EAA calendars have just been offered by headquarters. As you have just seen in Sport Aviation, they are priced to individuals at \$10.99 plus shipping and handling.

**FLASH!** Our chapter is going to send one big order in—and the total cost is going to be \$8.00 each. Yes—the best Christmas present you can get or give—one that lasts 13 months—is available for Chapter members at this terrific, discounted price.

The catch is this: To make this happen, I need to have your order—along with Eight Bucks—for each beautiful calendar you want—and no later than September 8, 2001 (a meeting date for Chapter 35). And I guarantee you'll have yours at the November meeting.

I will be taking orders and money starting with this July meeting. Do yourself a big favor by placing your order early. Please!

### Texas Airport Directory

For those of you that did not see the order forms at the chapter house, the 2001-2002 Texas Airport Directory is available for purchase. It lists all the open to the public airports with airport layouts and services information. They are \$6.00 per copy and can be ordered from:

Texas Department of Transportation  
 Aviation Division  
 P.O.Box 5020  
 Austin, Texas 78763

They take a check or money order made out to TxDOT, Aviation Division.

(PS: Someone out there has the order form/information for fly-in restaurants. If you do, please let us know so that we can publish the info. Thanx)

# Words of Aviation Wisdom...

A 10 ¢ fuse will protect itself by destroying the two thousand dollar radio to which it is attached.

By Robert Livingston, *Flying the Aeronca*

## 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.)*

5 Sep 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.

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

14-16 Sep 01-Watertown, WI, 17<sup>th</sup> Annual Byron Smith Memorial Midwest *Sinson* Reunion. 630/904-6964.

15 Sep 01-Sulphur Springs, TX, 7<sup>th</sup> Annual Sulphur Springs Municipal Airport Fall Fly-In/Drive-In. 903/885-8363, www.trissell.net/slr1094

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

29 Sep 01 - Arlington, TX. EAA Chapter 34/Arlington Municipal Airport (GKY) Open House. David Jackson 817/465-7253.

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

5 Oct 01 - Midland, TX. Grand Opening Aviation

Art Gallery at American Airpower heritage Museum. Tami O'Banion 915/563-1000

6-7 Oct 01 - Midland, TX. CAF Airsho 2001. 915/563-1000 or www.confederateairforce.org

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

13-14 Oct 01 - El Paso, TX. Amigo Airsho. 915/545-2864 or www.amigoairsho.org

20-21 Oct 01 - Houston, TX. 17<sup>th</sup> Annual Wings Over Houston Airshow. 713/644-1018 or www.wingsoverhouston.org

20-21 Oct 01 - Ft Worth, TX. Ft Worth/Alliance Int'l Air Show. 817/890-1000 or www.allianceairport.com

8 Dec 01 - EAA Chapter 35 Christmas Party.

**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.

## 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!"**



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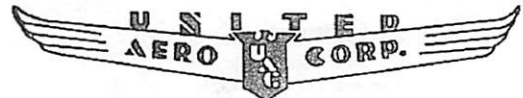
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RUNWAY 35

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

