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# RUNWAY 35



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

## Front Page News



Here is a small portion of our latest Young Eagle event! Our chapter stepped up to the plate and flew over 130 kids in just a few hours. We have another YE event scheduled on the International Young Eagle Day in June.

There's a lot of other news that fit for print. Some sad, some happy, some just "plane" fun. Read on and enjoy!

<b>May Program</b>	<b>May Program</b>	<b>May Program</b>	<b>May Program</b>	<b>May Program</b>
<b>JACK ILFREY</b>	<b>JACK ILFREY</b>	<b>JACK ILFREY</b>	<b>JACK ILFREY</b>	<b>JACK ILFREY</b>

WWII Fighter Pilot Extraordinaire will be speaking on his times fighting the Hitler Machine. Be sure to get there early and get a seat! Jack may bring some of his books and prints, so bring your checkbook, just in case...

**FOOD BY THE TOBIAS'...This month it's FAJITAS!!! YUM, YUM...**

The Best "Non-Award winning " newsletter of ANY EAA Chapter!

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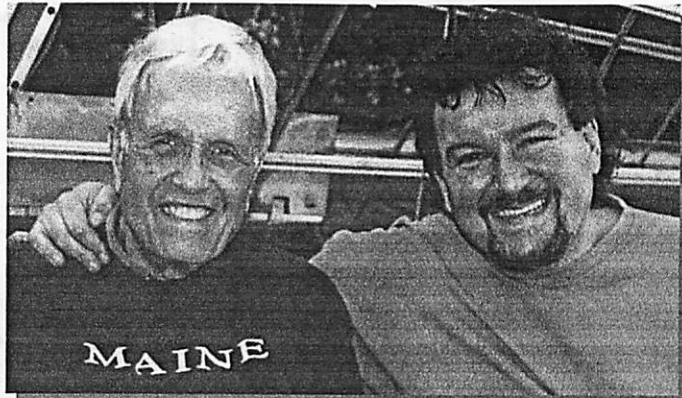
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**Chapter Historian**  
YOUR NAME HERE!

# Clear Prop!!!!

By David C. Talley

- Sad news once again. We've lost *two* Life Members. Norris Warner just informed me that EAA Chapter 35 Life Member, George Waterman passed away on Sunday, April 21<sup>st</sup>. He leaves behind his bride of many years, Genny. Then, Don Staats found out that Stan Thomas passed away on his 83rd birthday. Though both members were not active in the chapter on a month to month basis, they always supported us in other ways. If you do, please pray for the families to accept their loss of beloved ones, aviators and friends.



- A Success! By just about any definition, the Pancake Breakfast/Fly-in/Young Eagles Rally/Grill Dedication was a resounding success! Through the tireless efforts of many VOLUNTEERS (geez, we haven't seen that word here too much lately) the chapter pulled off (once again) a fun, food filled, give it up for "the children" day. Read about the day throughout this issue of *Runway 35*.
- Well, it's "Major" Jim Rice no more. Congratulations to our own Lieutenant Colonel James Rice! Yes folks, Jim will be/was promoted to this latest rank effective May 1st. Jim congratulations, and hey, where's the promotion party? ☺

- Speakers galore! Our illustrious vice perpetrator, er, uh, president, Don Staats has been doing a great job lining up speakers for our meetings. The next couple of speakers are from "outside" of our four walls. Don has lined up Jack Ilfrey (who I believe is the first American Ace of WW II) to speak in May. June is our picnic, so in July author, Debra Winegarten is scheduled to address the membership. We are very blessed to have these folks coming in, so please get there early for a seat.
- Kris Kilmer has "volunteered" to represent our chapter in a BIG way. Read on...
- Terry Winnett made a *loooooong* distance call from somewhere in the "deployed" world to Texas. He's doing OK and is working on his ribs for the Classic Hatz! He promised to email us with an update.
- The chapter has a "new Baby" once again. This one is expensive. Congrats to the new "parents"! Read on...
- Jim McIrvin reports on flying a plastic plane. No, this one is not a model. Find his report inside.
- Joanne Warner forwarded some overheard quotes on the kerosene burners. They are quite funny.
- There's much, much more...please read on and enjoy your copy of *Runway 35*, the "Best Non-Award Winning" Newsletter of ANY EAA Chapter!

**Please Read This...**

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# President's Corner

By Norris Warner



**W**ow! What a party! Our April Pancake Breakfast and Young Eagles Fly-in was one for the books! Airplanes—Airplanes—Airplanes, great food, and 134 very happy Young Eagles, too. Mother Nature favored us with nearly perfect weather, and all of the members and guests had a wonderful time.

And before going any farther, I need to tell you about the dedication of our new griddle and grill, aptly named "Bob Day's Grill" in honor of our late friend and terrific chapter leader Bob Day. Betty Day and all of her immediate family were on hand for this very special event, which was blessed with a moving prayer by Dave Baker. This near-perfect grill was manufactured by Sal Hernandez, who advertises in our newsletter. Sal accepted only a tiny portion of his labor on this sorely-needed device, so please try to patronize him when you can, especially if you need aluminum or stainless welding. The beautiful dedication sign was done by Jerry and Anna De Groot, my neighbors in the Hill Country, and was a gift to the chapter and to the Day Family. I promise you—there weren't many dry eyes around. God speed, Bob Day.

Our Pancake Breakfast chairman was the key to a totally successful day. Don Woodham made every effort possible to have everything and everybody in place when the fires were lit at 6:30 AM. The food, the service, the crowd control and a thousand other little-noticed things went very smoothly. I can't remember anyone doing so much early preparation so very well at any past function. Take a bow, Don Woodham—you've set a new, high standard for managing a major event!

The Young Eagles event started out with a pre-announced 10:00 AM pilot briefing, and the flights began at 11:00. And yes, our 13 Young Eagle pilots flew 134 youngsters, all in perfect safety. Thanks guys, for your personal financial contribution that made memories! Before flight, the Anna and Jerry De Groot team took digital pictures of each Young Eagle with his or her pilot in front of the airplane they then flew in. Afterwards the De Groot team had a dramatic, black & white, 8"X10" picture in a plastic folder for each child. This

wonderful day will long be remembered thanks to the generosity of the De Groots. The youngsters were then given commemorative T-shirts emblazoned with "Young Eagle" on them, and were fed free hotdog lunches. Would you believe 360 hot dogs?? And I'd be remiss not to mention all the "trench workers"—the guys parking airplanes, those controlling the Young Eagle airplanes and their taxing patterns, the runway Unicom team, the safety escorts that took the youngsters to each airplane, the staff who handled the beautiful T-shirts, the registration and certifying staff, and the food service workers from top to bottom, and the workers who raked in the contributions for the food. **VOLUNTEERS ALL!**

Oh yes—my granddaughter Sarah Jewett sold chapter stuff for us—caps, chapter shirts, and logo patches—thanks, kid! Also, my daughter Sherryl filled in where she could, even ending up making a food run—and convincing the Wal-Mart manager to donate part of her order. She's darn good with money, but I didn't expect her to do that for us!

Another neat happening was the Stinson Air Service magnificent Stearman that gave rides. The sound of that radial engine is pure music. We hope to see that team again.

One more "airplane" thing I need to tell you about—John Killian's stunning biplane, the 1929 Travelaire 2000. This is an antique that has to be seen to be believed, for sure. It carries a 1917 Curtiss OX-6 (I think), one of the thousands of engines left over from WWI. During the late twenties, the airplanes from various manufacturers could be had with an OX-5 or OX-6—or with the new radial engines—but the price would double with the radial! Anyway, John says this engine (ungeared) idles at 150 rpm, gets up to 1400 rpm on takeoff, and cruises at 1200 rpm. And gosh, does it sound great! Thanks so very much, John Killian, for bringing this priceless antique to the show.

Part of the reason we enjoyed such a great turnout was the yeoman work done by our new public affairs officer, Jim McIrvin, who got us notices in several different venues. Great work!

Now about some other neat stuff. Several chapter members have weighed in with donations to help in one way or another. I won't list the names and amounts, but I want to sincerely thank each one of you. Members who help out financially when they can take us all to a higher level. **THANKS!**

You probably have noticed some of the newly planted greenery around our memorial flag pole. David and Miriam Talley donated and planted a bunch of valuable bushes and flowers, and soon the combination of Don Woodham & the Talley duo will outline this area with steel edging, so as to make it even more attractive and to allow easier upkeep. Thanks for your generosity and hard work, you three. Additionally Nancy Mason has been exercising her "green thumb" at the chapter clubhouse. Thanks for all you do, Nancy.

Chapter member and just-retired engineer John Latour will be handling the manager's job at our June picnic. It's never too early to show your support by contacting John and volunteering. There are dozens of jobs, big and small, to be done—don't hide your light under a bushel—call John today (210.680.0332)! We'll also be holding a Young Eagle event at that time, so if your talents lie in that direction, please do be in touch with our hardworking coordinator, **Brad Doppelt (210.558.8909)**.

One final note: There will be a board meeting at 4:00 PM at the clubhouse just before the May meeting. Everyone named on page 2 of the newsletter is requested to attend, and **all** chapter members are invited to sit in with us.



# Comments from the VEEP

By Don Staats



I used to hangar over at Horizon Airport back when Jim Benham was the FBO. I shared a 4-plex hail shed with three other small plane owners. I had an Aeronca Champ; there was another Champ, an Aeronca Chief and a Cessna 120 owned by Harold Townsend. Harold had the big iron! He had an 85 hp Continental with an electrical system and a radio. The rest of us were skating by with 65 hp, no electrical and the old "Armstrong" starter. There is nothing like trying to start a 65 continental when it doesn't want to cooperate. You learn about aerobic exercise without referring to a text.

A good part of the time we spent the end of the day hangar flying and enjoying a few libations. One time we talked about the sort of plane we really wanted to own. You should have been there to listen to the dreams. A four-aileron Pitts was high on the list. Others included the Piper Comanche, Cessna 180, Aeronca Sedan, and Staggerwing Beech and so on. I think all of us were at the limit



of our pocket-

book and lucky to own what we did. We were the envy of a lot of the others that used to come out and just hang around.

Harold Townsend finally made this observation. He told us that when he was looking for an airplane everyone else he knew was looking for a four-place. They claimed they were going to hold out for a four-place to go cross-country and carry people. After pricing various four-place aircraft he finally settled on two-place Cessna 120. Harold said, "It was all I could afford and it flies great and doesn't cost a lot to maintain." He said "Even now, ten years later, those same people say they are holding out for a four place."

Harold went on to tell us that he flew two hours every Saturday and two more on Sunday every week of the year, weather permitting. (I know this was the case) His little two-place took him all over Texas and to a lot of other States on occasion. His brother Cotton Townsend would come down to visit and they had a lot of good times in the air.

Harold, Cotton, and a lot of others of that time aren't around any more but some of

their wisdom is. Harold's thoughts on owning something to fly are still valid. Its great to have a dream of owning the biggest, best, and brightest. But look at the situation with Harold and his friends. He had flown more than 2,000 hours in his two place and his friends, holding out for a bigger airplane, had flown zero hours in the same time period.

Look around, there are a lot of inexpensive designs that you can build. Most will be out of wood and the engines may say Volkswagen, Corvair, Subaru or something other than Lycoming. Often, these designs can be built for less than \$5,000. Leonard Mulholland built his Legal Eagle for a lot less than that. Also consider Volksplane, Pietenpol Sky Scout or Air Camper etc. At any rate I always believe its better to be doing than looking so why don't you all get started?

## News from Around the Patch...

### A Bit of Housekeeping

We frequently have need to contact chapter members by e-mail. If your address has changed, or if you are just coming on line, please let us know—now, [njwarner@indian-creek.net](mailto:njwarner@indian-creek.net). And ditto for address and phone numbers!

The new chapter membership directories have been printed, and were available at the Pancake Breakfast in April. They will also be available for your pickup at the May meeting. Your name is on one!



### ABOVE & BEYOND

Some folks like to add to the chapter's financial abilities without any fanfare, so the complete list of donors is never published. Having said that, we'd like to thank members Fred and Donnanell Pennell, John Killian, Jim Judd, Kris Kilmer, Keith Fleming and Al Almond—among others—for their generous support.

Thanks!



# (SAD)...News from Around the Patch

## George "Cliff" Waterman, EAA 35 Life Member

George "Clif" Waterman, 92, of Pipe Creek, died Sunday, April 21, 2002, at his residence. He was born May 24, 1909 in Boerne to George and Della Anderson Waterman. On May 24, 1989, he married Genevieve Crouch in Lakehills. She survives.

Waterman moved to Lakehills in 1963. He was a 50 year member of the Masonic Lodge, Past Master of Bandera Masonic Lodge, Lifetime member of the Eastern Star, received the Golden Trowel Award from Bandera Masonic Lodge, one of the Founding Members and first President of the Medina Lake Betterman's Association, Knight Templar with "Grand Commandery Knights Templar of Texas", 30 year member of Lakehills United Methodist Church and past Choir Director, member of the Harlendale Chapter of "Jaycees", member of the Experimental Aircraft Association, Chapter 35, Certified Hamm Radio Operator, a pilot for over 56 years, bought his first airplane for \$135 and built numerous aircraft, and worked for over 32 years at Kelly Air Force Base as a Jet Engine Specialist and in Administration.

In addition to his wife Genevieve, survivors include two step-

daughters, Jean Johnson of Pipe Creek and Nona Hearn of Bandera; two step-sons, Jim Seaton of Stafford, and Charles Northern of Houston; numerous grandchildren and great grandchildren; one great-great-grandson and very close and dear friends Joe and Virginia Davis of Bandera. He was preceded in death by one brother, Charles Waterman.

Services were held Thursday, April 25, 2002 at Grimes Chapel, with Rev. Ellen Ely officiating. Graveside services followed in Bandera Cemetery under the auspices of Bandera Masonic Lodge #1123, A.F.&A.M.

Pallbearers were Phil Becker, Leland Barrett, Fritz Hopperstead, Paco Moore, Ernie Reich III, Art Soşa, Red Weathers, and Warren Wheeler. Honorary pallbearers were members of the Bandera Masonic Lodge #1123 A.F.&A.M.

Memorials may be made to Vista Care Hospice, 420 Water St., Kerrville, TX 78028.

Arrangements are under the direction of Grimes Funeral Chapel of Bandera.



## Stan Thomas, EAA 35 Life Member

Stan Thomas passed away at 2:00 a.m. on 2 May 2002. It was Stan's 83rd birthday. He had been living with his sister in Tomball, Texas and was admitted to the hospital last Friday. Stan had been in poor health for the last few years.

Stan was a graduate of OU University with a BBA. He worked for most of his career for Berkshire Corporation, a manufacturer of lingerie and hose. When Stan was asked what he did for a living he would often say "I'm a seat cover salesman". He just didn't say what kind of seats he was covering.

Stan was a Pearl Harbor survivor and served in the Navy as a ferry pilot. He flew all kinds of aircraft but one of his favorites

was the Corsair. In later life he owned and flew a Culver Cadet, a Teeny Two, a Monerai, a Cessna 120 and a Wittman Tailwind. Stan said that the only people that tried to buy the Teeni or Monerai were over 6 ft tall and weighed 250 lbs. They would always ask if they would have any trouble getting it off the ground!

Stan was a life member of Chapter 35 and often an anonymous donor to our Treasury. He was kind and generous to his friends and his off-beat sense of humor will be missed.



## ...News from Around the Patch

### Andrea Marie Sandlin, EAA 35 "Soon to Be Member"

We have a "new" addition to the chapter roster. Another "New Baby" has arrived. This one belongs to John and Diana Sandlin. They went all out on acquiring one of the most expensive machines known around any airport. This "new baby" arrived at the hangar on May 4th. Heck, they even recorded the time. It was a night flight with the landing at 9:15 PM. The ramp weight was a whooping six pounds and (would you believe) fifteen point three ounces! The expensive machine is quite long, measured at nineteen point five inches! Like we name our planes they did too. Andrea Marie Sandlin.

Andrea Marie Sandlin  
 May 4, 2002 @ 9:15 PM CDT  
 6 lb 15.3 ounces  
 19.5 inches long

Lots of hair, very cute.

--  
 John B. Sandlin  
 <switchtech@ev1.net>

Congratulations to the Sandlin family on the arrival of their "new baby"! As you can see above, we have a "new" aviatrix in our chapter! Let's see...what is the price of an EAA 35 "family membership"??? Remember, fuel is the cheapest thing you'll ever put into a "plane". ☺

Here's the "arrival" announcement we just received from the Sandlins:

Born to John and Diana Sandlin:



### THANKS EAA 35

Carolyn and I want to thank each of you personally, and all of EAA Chapter 35 for the use of the Club House facilities during our wedding and reception on April 6th. We are very grateful to you and Chapter 35 for the gracious hospitality extended to us and our families.

As a member of Chapter 35 for almost a year, I am extremely impressed with how receptive all of you are to new members, how you make them feel welcome and accepted as part of a family. I plan to become much more active in Chapter 35 in the coming months and look forward to participating with you in the future.

Sincerely,  
 Kris Kilmer

### Chapter 35 to Leave Its Mark at Hondo Airport

Lew Mason never ceases to amaze us. Pilot, plane designer/builder, gardener, grill designer... now "arteest" (said with a French accent). Lew has put his artistic talents to painting a colorful rendition of the chapter logo on a large ceiling tile that will be installed at the well known Hondo Flight Line Café. If you've not been there, a trip to the café, either by plane or vehicle, is a must. The café, located on the historically rich Hondo airport, is chock full of aviation memorabilia lining every square inch of the place. Chapter 35 will now leave its mark in time honored tradition. Thank You Lew.





## ...News from Around the Patch

### Some Extraordinary Airplane Pics

One of the many guests at our April Pancake Breakfast event turned out to be a professional photographer. I don't know if any of us workers noticed, but this gent positioned himself for some "calendar quality" photographs.

Justin Moore is a newly minted private pilot who flies out of Stinson, and was told about the fly-in by our Jim McIrvin.

If you are able, dial in Justin's web page [www.noticetoairmen.com](http://www.noticetoairmen.com) and check out these marvelous pictures. Justin can supply prints for a nominal fee, and his mailing address is:

**Justin Moore, 19918 Horizon Way, San Antonio, TX 78258, Phone: 210.481.7578**

Unfortunately, Justin cannot make the May meeting, but he'll be here for our June 8<sup>th</sup> picnic.

### Shooting Star Museum



On March 19 the Museum added a new display...a tornado. The Ford, Packard, and Model A got very excited about the new addition, but being stodgy old cars, they stood their ground and refused to make room for the new addition. The Mini, though, cast aside its usual British reserve and jumped, jumped and landed on a piece of door panel. The Aeronca and Stinson of course went into joy, because if there is a 100 mph wind that means they should fly. Both danced around the hangar, but landed with a thud. All of the other displays jumped and scrambled to get out of the way of the tornado with the building finally busting at its seams and expelling the big wind out the roof and backdoor. After all was said and done the museum displays began looking for all of their buddies. All were accounted for except for all those old, discarded Stinson spark plugs which flew out the back door with the big wind.

The building has been repaired, all the bits and pieces retrieved and the Museum and runway are scheduled to reopen around June 15.

*Pat Wegner*

### Oshkosh Trip

**ED NOTE:** We received this update from Chuck Imken,

We still have one seat open for the trip to Oshkosh. The particulars to date are as follows: We will depart Wright Flyers at SAT in a C-210T on July 25 and return on the 29th. If anyone wants to fly the 210 one-half of the trip up or one-half of the trip back, they need not be current in it because a CFII will be in the right seat. The cost for the aircraft will be approximately \$550.00 each. Each person will have their own bedroom, with 2 1/2 baths available, in a private home for \$85.00 a night (a bargain for Oshkosh). A great breakfast and the use of the kitchen for evening meals is available and included in the price. We have stayed with this family before and they are terrific people. The people signed up so far are Val Santos, Danny Daniels, and Chuck Imken. If you are interested in going to EAA's 50th, please call Chuck Imken at (512) 396-2510 or send e-mail to: [skikrazi@centurytel.net](mailto:skikrazi@centurytel.net).



# ...News from Around the Patch

## Speakers Speakers Speakers Speakers Speakers Speakers

The program for **May** will feature **Jack M. Ilfrey** a WWII fighter Ace. Jack flew P-38s in North Africa and over France. In 1944 he was shot down by anti-aircraft fire and made his way through the French countryside back to allied lines. We are really fortunate to be able to share an evening of flying history with one who had created it. Captain Ilfrey holds the Silver Star, Distinguished Flying Cross with 5 Oak Leaf Clusters, and the Air Medal with 13 Oak Leaf Clusters.

In **July** we will hear **Debra Winegarten**, a writer, talk about the life of Katherine Stinson, the famous aviation pioneer and part of the family from whom Stinson Field is named in honor of. Ms. Winegarten is currently living in Austin.



### SWRFI NEWS

By Don Staats

### BREAKING SWRFI NEWS

#### Forums Chairman

Our own Chapter 35 "newly wed", Kris Kilmer, has *volunteered* to be the Forums Chairman for the Southwest Regional Fly-In (SWRFI). Thanks Kris! I'm sure we'll hear more from him later.

The SWRFI Board met at Stan Shannon's White Oak Ranch on April 20, 2002. Stan is the current president of the Fly-in. The two major items on the agenda were the future location of the Fly-in and the dates.

The site selection committee sent letters to twelve cities and added one more at the meeting for a total of thirteen possibilities. Dennison and Fredericksburg declined and Stan Shannon had just received a call from a Victoria member saying they would be declining also.

Remaining on the list are: Abilene, Kerrville, Hondo, Waco, San Marcos, Wichita Falls, Mineral Wells, Temple, New Braunfels and Longview. This number will be screened down to the three top contenders by the Site Selection Committee not later than July. Subsequently, the top three cities will present their proposals at a

Board meeting and a selection will be made.

The first Fly-in at the selected location will be in 2003. It may well be that we will remain at Abilene or move elsewhere. One of the factors that could weigh in are the Fly-in dates.

It has been suggested that our event has been the victim of weather all too often in the past. We have moved the dates twice in its thirty-odd years but always shuttling between September and October. This puts us at the end of a long hot summer, the grass is gone and we get a lot of bad weather. Witness Abilene!

It appears that the third weekend of May and the first weekend in June have no significant flying events in this general area. The Site Selection Committee will also consider the availability of facilities in

the proposed cities during this time frame or in another time in the Spring. Right now the focus is on the first weekend in June but we may well remain with our present weekend in September.

In June the grass is green and would make for good aircraft parking and the weather "may" (my quotes) be better.

Much of the rest of the meeting dealt with the typical administrative details. Our Chapter has been tasked to come up with a FORUMS Chair and we hope to have a candidate lined up by meeting night. This is really good duty compared to some we have had in the past and if a couple of us volunteer to help the Chair it will be a simple task.

I'll keep the membership posted on events as they occur. Don Staats





# ...News from Around the Patch

## Cheap Parts

Joe Paduh reports that recent repairs to his Beech Bonanza had him worried. It seems the Beech prices were, well, you know, beyond ridiculous! So he contacted Preferred Airparts, LLC up in Ohio. The bottom line, cheap, cheap, cheap. You need the part number for them to find out if it they have it. This can be done one of two ways. Call them at 800-433-0814 or try out the web at: [www.preferredairparts.com](http://www.preferredairparts.com). Joe said that his part number had changed, so he did have to call. They found the new number and ,yes, they had the part in stock. So, give them a call for your needs.



## Out Of The Past

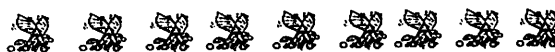
Stan Shannon gave me an envelope for the Chapter and said it was from Tony Bengelis. Stan and Tony were good friends and in some of Tony's papers was a 1965 Chapter 35 membership roster. Stan passed the list on to us.

There were 43 members and 7 associate members (wives) for a total of 50. Some were into the EAA in the early years. Ron Conrad held EAA# 109, Ray Hegy EAA# 276 and our founder, Bert Wilcut EAA# 135. The highest number in 1965 was #22131 and many members held 4 digit numbers. The organization, both nationally and locally, has grown a lot since then.

Ted Eckhardt, Harlan Tibbitts and Mary Lou Mathisen are still active members. We saw Mary Lou at our pancake breakfast. John Kight shows up from time-to-time, Stan Thomas recently moved to Houston, and Paul Hammond has a hanger over at Zuehl. The others have drifted away from flying, moved out of the area, or passed on.

I joined the Chapter in 1967 so the list recalled to mind members I have known, and shared some of the good times with. I'll have the roster with me at the May meeting for those who would like to see it.

Don Staats



## Chapter Historian Needed

John Latour recently dropped by my (wife's) hangar. It seems he needed a flyer for the upcoming June picnic and as I later found out, Norris Warner sicked him on me.

While discussing things with him, he showed me a quickly assembled year's summary for our archives. This idea of his has been on my mind for quite some time. We have a box of "goodies" sitting in the chapter house that I've parsed through. There are over forty years of newsletters and other items in there. I want to organize it, however, I don't have the time.

I asked John if he would be our official "Historian" and he quietly declined. So, who has a love of history, a love of aviation, a love of our chapter? They must also be willing to "volunteer" to get things organized. Afterwards, it would be a simple job of chronicling our monthly activities. This will allow us to leave behind a proper history of EAA Chapter 35.

Any takers? Please contact our chapter President, Norris Warner (If you didn't know ☺ !)



# Young Eagles 2002

by Brad Doppelt



Our first Young Eagle's flight rally for the year, held on April 13<sup>th</sup>, proved to be our most successful event yet. We had plenty of volunteers and an unbelievable fourteen pilots! Of course we needed all of the volunteers and pilots since we flew 134 Young Eagles. We also had our first Boy Scout Aviation Merit Badge campout that took place the night before the flight rally. Dave Talley and I managed to provide the twelve scouts from Troop 63 with all of the required information and training for the merit badge. Every event seems to be better than the last and that is due totally to our members volunteering their time and getting the word out about Young Eagle events.

I thank everyone who volunteered to make this event so successful. I would also like to thank all of the contributors to the Young Eagles Fund that enabled us to provide free lunches, T-shirts, and model airplanes for the Young Eagles.

For those who were unable to volunteer at the last event, you have yet another chance to participate. Our next Young Eagle's flight rally is going to take place on Saturday, June 8<sup>th</sup>. For those who did volunteer, we desperately need your help again. With the number of volunteers and pilots we had at our last rally, I am sure we can fly even more kids.



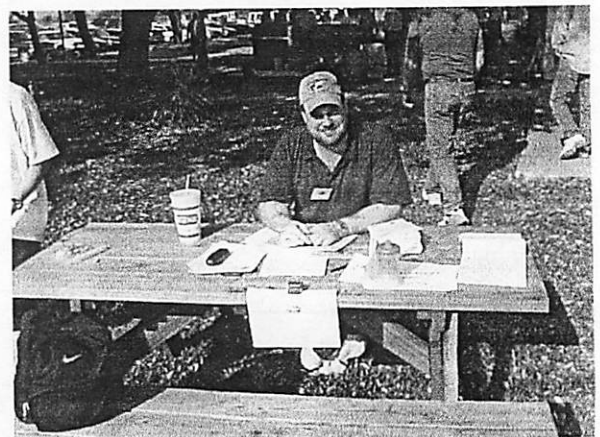
Above: The scouts have arrived. They even survived the night!

Below: Time for some breakfast! The folks lined up to get their food.



Above: Ground control to Major Tom...

Below: Membership chair...sitting. Scott Thompson enjoying the airplane noise.





# Young Eagles 2002 (Con't.) Pilots



Left: Young Eagles Coordinator, Brad Doppelt and a couple of smiling faces.

Right: Danny Daniels and one happy "Young Eagle"



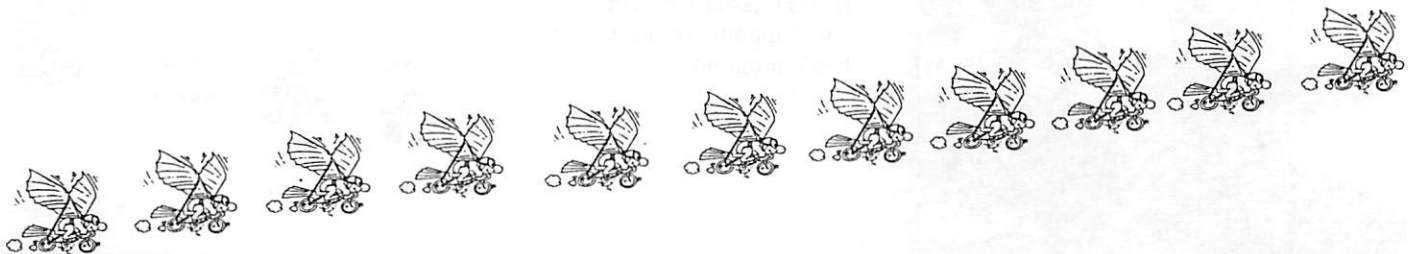
Left: Dick Yoes smiling' away with two of his many YEs.

Right: Jim Havens, a Taylor-carft L-2 and one young man, all havin' a great time!



Left: Joe Paduh stepped up to the plate with his '56 G model Bonanza. Joe was slightly under the weather, however, the day meant a lot to him.

Right: Kevin Schnitzer and one happy kid. Look at that smile!



# Young Eagles 2002 (Con't.) Pilots



Left: Louie Viggiano and one of his Young Eagles. The Champ is one neat plane to have a first flight!



Right: Mike Lynch saddled up Ed Seurer's Tri-Pacer and had a ball flying another round of YEs.



Left: The Paduhs get into the act in a BIG way. Here Ron is grinning having shown another young one the joys of flight!



Right: Web Guy...Steve Carlson gets into the act every time he can. He rents "triple four" for the YE occasions.



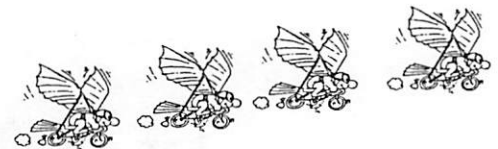
Left: Tim Bohrer and another smiling' face. Look at the joy on this Young Eagle!



Right: First time YE pilot, Wright Bates and one happy boy. Wright proclaimed he thinks he had more fun than the kids! Says he'll be back for more!



Left: Jim McIrvin with a couple of "volunteers" who got a ride in his wife's, (Lori) Cessna 195. Jim is a BIG supporter of the Young Eagle program.







# **EAA Chapter 35**



## **PICNIC Fly-In & Drive-In**

Young Eagle Flights  
Kids 7-17 Fly Free

**San Geronimo  
Airpark (8T8)  
Saturday, June 8th**

**11:00 to 3:00**

**Contact: Norris Warner**

**830.510.4334 (metro)**

**njwarner@indian-creek.net**

**WWW.EAA35.ORG**



# Volunteers Recognized

This rag would not be complete without recognizing the chapter volunteers that made our pancake breakfast and Young Eagles Flights a rousing success. We could never have accomplished all we do without you. Also, many of the volunteers jumped around into different areas to keep things going. Here they are...

A standing ovation goes to coordinator Don Woodham. His organizational skills are unbeatable. Besides numerous preparation/coordination hours, Don spent the day grilling and running food. Jake White, though not a chapter member, has a big heart and spent hours at the grill together with Dave Baker and Guy Smith. Running the numerous platters loaded with flapjacks then hot dogs and burgers were Ed Seurer, Dan Cerna, and Nancy Mason. Serving hundreds of aviators and children were Georgie Brown, Ruth Herron, and Lee Ann Carlson. Collecting monies and helping with the food were Gail Scheidt and Joanne Warner. Sherryl Jewett, Norris Warner's daughter and guest jumped into the act helping out with the food and making food runs. Ensuring the communications system was in line was Jim Munro. Membership Chairperson Scott Thompson set up the membership table strategically outside so that he could help folks sign up while enjoying airplane noises. Sarah Jewett, Norris Warner's granddaughter, helped out with chapter T-shirt/cap sales. When the young eagles started arriving early Brad Doppelt (our YE coordinator and pilot) along with David Talley (grounded cuz of low oil pressure in the Stinson) started

the registrations. John Sandler and G.K. Doman then joined David in the registration/certificate process with the greatest of patience and organization while surrounded by a constant flow of hyper children. Manning the Young Eagle t-shirts with constant smiles were Ute Tobias and sister Fran Mendez. Matching up pilots with young eagles and manning the microphone was Miriam Talley. Escorting the excited youngsters were Brad Farr, Gene Tobias, Fred Pennell, Alan Lawson, Lori McIrvine, Jim Munro, Jim Havens (after the winds got too strong for his L-2), and Mike (one of the boys scout leaders who just jumped in to help). Photographer Anna DeGroot ran her behind off making sure she caught all the youngsters on disk with their pilot and plane, then quickly ran the disk to her husband Jerry, who printed out the large black and white photo and placed it in a clear cover. The DeGroots are not chapter members but are devoted to activities that benefit children. And last but not least the Young Eagle Pilots; Jim Havens, Brad Doppelt, Deck Yoes, Mike Lynch, Joe Paduh, Ron Paduh, Kevin Schnitzer, Danny Daniels, Jim McIrvine, Wright Bates, Steve Carlson, Tim Bohrer and Louis Viggiano. Many people jumped in at the end for the clean up. If a name was missed... many apologies. We are truly grateful to all.



Above: Ute Tobias and Fran Mendez gearing up to hand out the Young Eagles shirts and the balsa planes.



Left to right: G.K. Doman, Dave Talley, and John Sandler handling the tough duties of keeping the kids happy and quiet, running the registration desk and computer. A full time job nonetheless!

# Scenes from the Meeting

by Miriam S. Talley

As ya'll know we didn't have our standard meetin' but a hell of a pancake breakfast and Young Eagles flights. And as always...if you weren't there, ya'll missed a great time.

The day started at O-Dawn:30, with program coordinator Don Woodham and "Grill Master" Jake White 'rousin up a whole bunch of boy scouts campin' out by our EAA "shack". The boys had spent the previous evening working on their aviation badge and the night fighting off scorpions and spiders. Don and Jake got our new grill fired up (the grill is so big and thick ...it took awhile to get hot) and the sausages and pancakes a'cookin'. Pretty soon the planes started flyin' in and the cars drivin' in with lots of hungry folks. What a way to spend a picture perfect morning...at an airport, great breakfast, a cup of steaming coffee in hand while listening to the sound of airplane engines and perusing the flight line looking at beautiful flying machines. According to our treasurer, we also made a much needed profit to add to the chapter

coffers.

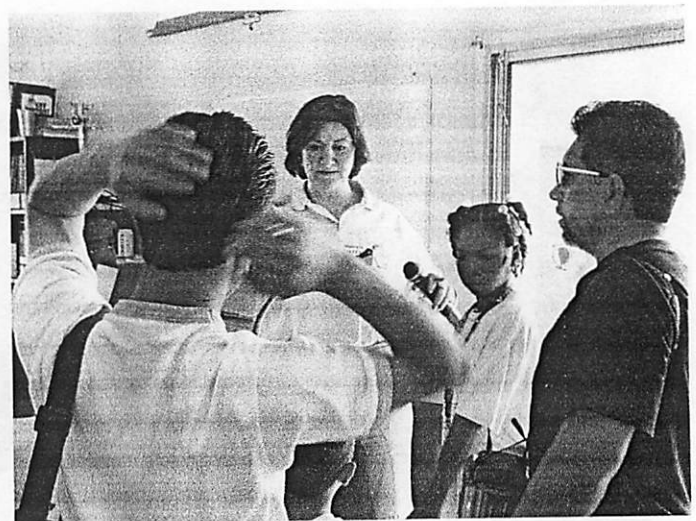
At mid morning, activities stopped for a few minutes as the chapter dedicated our new grill (home built by home builders) in memory of Bob Day. For those of you new to the chapter, Bob was our former chapter VP, chapter mover and shaker and the impetus behind all our gastro-nomic activities. He along with Bobby Steitler and Lowell Robinson passed away in a plane crash on the way to Oshkosh last summer. There was not a dry eye in the crowd as Betty Day shared thoughts from her and her family and Dave Baker said a prayer of dedication. The loss is still strong.

At this point the beautiful Stearman from the Stinson Air Center flew in with pilot Ed Gunter at the helm, and with Chris and Gordon Eels signing up folks and getting them strapped in.

Activity started picking up as the children started arriving for their Young Eagle flights. They came by the car full with

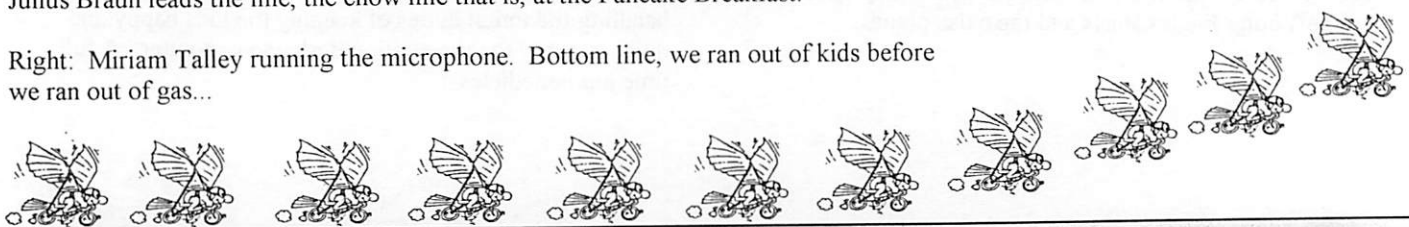
their families and by the van full from the youth centers. Chapter volunteers quickly got into place to get things going. We are getting good at this. The children are smoothly registered and given tickets for a free lunch, tee-shirt and balsa wood airplane. As an airplane and pilot become available they are escorted to the airplane, they are met by a photographer who takes their picture with plane and pilot. When they return from the flight they are met by the escort and brought back to the chapter house for their goodies, computer printed certificate and picture. 134 children later...chapter volunteers sat around with feet propped up, exhausted but happy. We actually finished much earlier than anticipated.

What a way to end the day...sitting at an airport, underneath a big beautiful live oak, a cooling breeze after a hot day, cold drink in hand, listening to airplane noise, watching planes take off, sharing the events of the day with fellow aviation lovers...ain't life grand.



Left: Who says a "General" doesn't lead the way? Here retired Brigadier General Julius Braun leads the line, the chow line that is, at the Pancake Breakfast.

Right: Miriam Talley running the microphone. Bottom line, we ran out of kids before we ran out of gas...





# Scenes From the Meeting



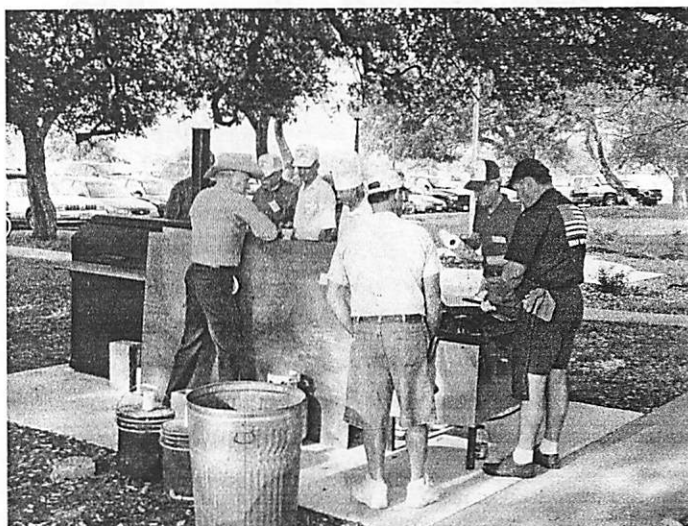
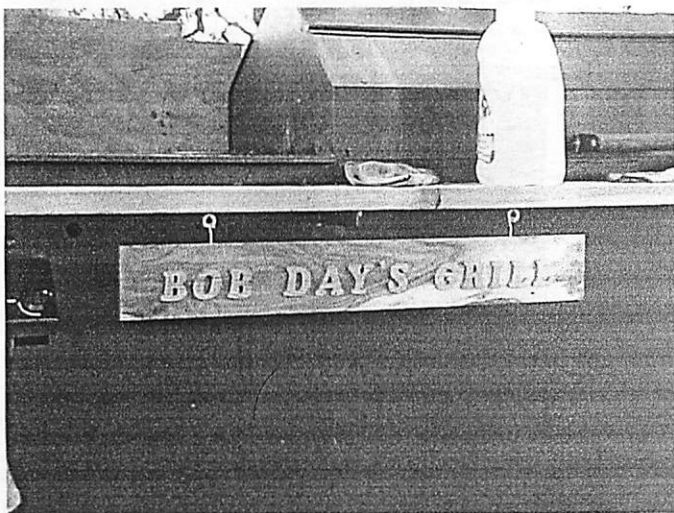
Above: Norris Warner, EAA 35 President, opening the dedication ceremonies for "Bob Day's Grill".



Right: Betty Day giving thanks to all of her "friends" of EAA Chapter 35. There wasn't a dry eye around.

Below: The newly installed sign. This is what it's all about...

Below Right: Look at the BIG hat in the middle. Question is...Who's having the most fun at the grill?



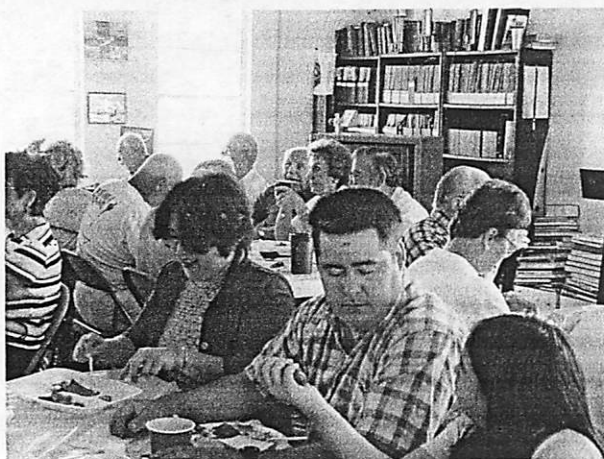
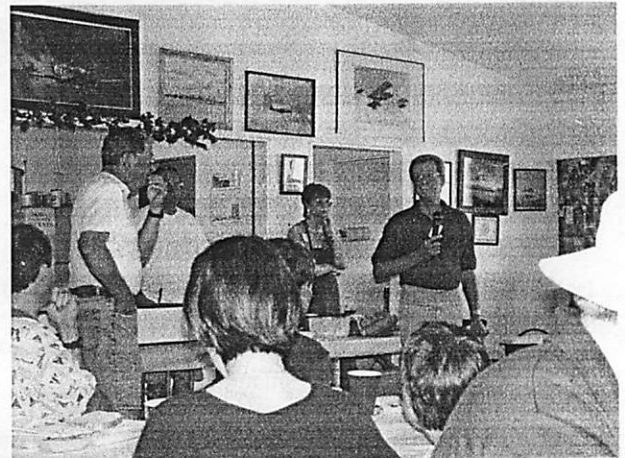
# A "THANK YOU" BASH

The hardworking volunteers of our recent Pancake Breakfast and Young Eagles Fly-in, along with their families, were treated to a delicious brisket lunch on Sunday, April 28<sup>th</sup>. With sides of potato salad and baked beans, a crowd of over 70 were filled with fine "eats."

The chapter leadership, spurred on by Don Staats, had recently decided that it was high time for the chapter treasury to reward the very people who worked hard to make that fly-in such a resounding success. And in addition to simply getting good friends together for good food, Don Woodham, Pancake Breakfast chairman, wanted a chance to discuss certain aspects of our operations that could be improved. Don's brief critique led to several comments from the guests, and ranged over many areas.

Our, June picnic chairman, John Latour, placed his personal stamp on that upcoming event. John is a quick study, and it's obvious that he is going to build on Don Woodham's successes. Please give John a call to find out how you can help, 210.688.9473, [johnlatourpe@earthlink.net](mailto:johnlatourpe@earthlink.net).

One last thought: volunteers have the most fun. BE ONE!



Above Left: Betty Day & crew dishing out the goodies. Don Woodham is still volunteering in this photo. Geez, look who's in line for chow. One of the Paduh Brothers. This is a rare photo, trust me! ☺

Above Right: The "man-of-the-hour", Don Woodham, letting everyone know how much FUN he had coordinating the Pancake Breakfast and Young Eagles Lunch.

Below: The Lawson family enjoying some good eats!

Below: John Latour gearing up for the June Picnic. Volunteers needed! "Howboutit"?

# A Moment in Aviation History

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

What the heck are all those people doing around that F-10-A Fokker "Super Tri-Motor?" And, how about that guy on top of the wing? Well, actually they are "swinging the compass" as it was done back in the 1920's. The top-of-the-line F-10-A shown was a plush-appointed version used by the Richfield Oil Co. of California for transport of executives on company business. Swinging a compass nowadays is not nearly so exciting to do or to watch.

RICHFIELD OIL CO. FOKKER F-10-A - SUPER TRI-MOTOR



## More Aviation Quotes...

Taken From "Slipping the Surly Bonds" by Dave English

- \*Fighter pilots make movies; attack pilots make history.
- \*In Thrust I trust.
- \*Jet noise: The sound of freedom.
- \*I had a fighter pilot's breakfast—two aspirin, a cup of coffee and a puke.
- \*Those who hoot with the owls by night should not fly with eagles by day.
- \*Fly with the eagles or scratch with the chickens.
- \*It only takes two things to fly: airspeed and money.
- \*Forget all that stuff about thrust and drag, lift and gravity. An airplane flies because of money.
- \*A smooth touchdown in a simulator is as exciting as kissing your sister
- \*Experience is a hard teacher. First comes the test, then the lesson.
- \*A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down—all of them trying to become random in motion.
- \*Helicopters can't really fly—they're just so ugly that the earth immediately repels them.



# From Tragedy to Triumph

Well, as the cake in the reception area read; "Hell has Frozen Over!" Yup, folks our chapter's "illustrious" parachutist was promoted to the rank of Lieutenant Colonel, United States Army. James Rice received his new rank on May 1<sup>st</sup> at an emotional ceremony held at the Quadrangle on Fort Sam Houston. Jim's mother and his in-laws were in attendance. Several chapter members made the occasion.

The officiating colonial standing tall and proud broke down and apologized for his emotions. There wasn't a dry eye in the group. The colonial noted that less than a year ago, they were getting ready to stand up a casualty assistance team, expecting the worse. Then here on May 1<sup>st</sup> is Jim, standing on his own, getting promoted.

As the title reads, this is a story of tragedy to triumph. Jim was part of a group re-enacting the D-Day invasion last June in Normandy, France. Both of his parachutes did not deploy correctly. Battalion medics were expecting the worse as they ran to where he lay. It has been a year of miracles. With God's help, Jim struggled and fought through excruciating pain, surgeries and the rehab of his broken body. He beat the odds and today stands proudly in uniform with only the assistance of a cane.

Jim thanked God for his survival, his recovery, his family, friends, and the Army for standing by him.

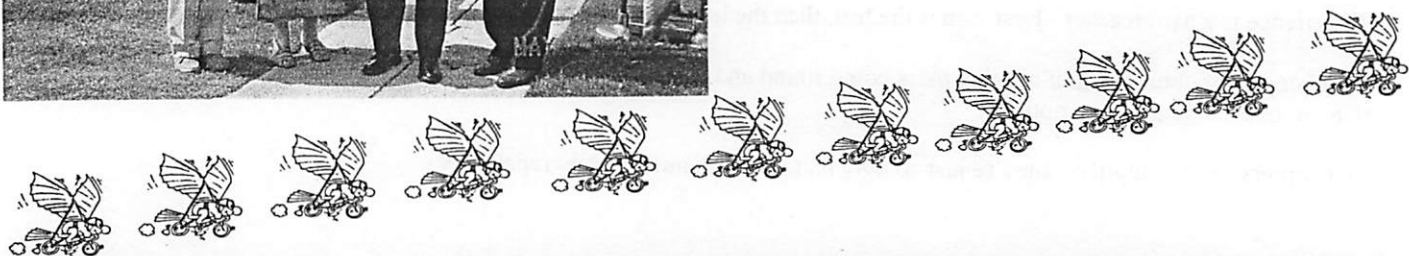
Jim, Stephanie...CONGRATULATIONS! How do you spell "HU-RAH"?



Left: Jim and some of the EAA 35 members. Missing is Burke Bristow.

Top Right: Jim gets pinned by his wife and kids and the Colonial.

Above Right: Jim flanked by his step grandfather-in-law and his father-in-law, both retired Army Medics.



# TRIP REPORT: MY VISIT TO LANCAIR (or, Hey Dummy, Don't forget to pack a coat!)

By Jim McIrvin

One of your intrepid Flight Advisors (me) got a chance to go to Redmond last week and get some schooling in the fine art of flying the Lancair IV and IV-P. To get into Redmond at a reasonable hour on Monday, I had to leave San Antonio at 7:40 am. Not bad except Sunday night's trip in the Aztec resulted in my crawling into bed around 1:30 am. In my sleep-fogged brain I barely had enough cognitive ability left to remember to grab a windbreaker as I headed out the door.

Did I mention that Redmond is in Oregon?? Waking up Tuesday morning, I turned on the motel TV (weather channel, of course) and the temperature was 29°!! At least it warmed up to something in the 60's during the day! Just a little shift from SA's lows in the 70s and highs in the 90s...

Chapter member John Killian had graciously made the effort to give me a great introduction to his beautiful Lancair IV-P (kept at Hondo) before I left, but I still felt that my knowledge of the airplane was way behind the power curve when I arrived. I did have all the "numbers" down pat, though (one benefit of a long trip up there). The first impression was very positive—very friendly folks! Orin Riddell (chief instructor, chief sales) and Grant Bailey (sales, instructor), gave me a quick tour and introduced me to my instructor, Peter Stiles.

Over the next two days, Peter and I would log 5.2 hours in two different aircraft, 3 hours of ground instruction, and 11 landings at 7 different airports. I also spent a lot of time talking to Orin, Grant, and members of the maintenance, assembly, shipping, and marketing staffs.



Tuesday we flew N409L (pictured above) which is famous for winning the Reno

Gold race in 1999 with an average speed of 319 mph. Not too bad for a comfortable four-place airplane, huh? I started out in the left seat (naturally), then switched to the right seat to satisfy the instructor checkout. 409L is not pressurized, but we never went much above 10,000 ft on Tuesday.

Time for some aircraft background for those that are not familiar with them. (Note: more information can be found at <http://www.lancair.com>.) Powered by a Continental TSIO-550, the IV-P can maintain 75% of its 350 hp to 25,000 ft. on its way to the ceiling of 29,000 ft. A 5.0 psi cabin differential maintains the cabin below 10,000 ft until 25,000 ft. I didn't sit in the back seats, but the front seats are very comfortable and visibility is generally excellent. Baggage capacity space is relatively large and holds 150 lbs, but is not in the pressurized compartment.

We rotated on takeoff at 65 KIAS with 10° flaps and smartly climbed away from the runway. No, I don't know how much runway we used, but Lancair's number is 1500' ground roll. After cleaning up gear and flaps, a stabilized climb at 165 KIAS yielded better than 1500 fpm most of the way into the teens. Although we were not at the 3200 lb gross weight, we did have full 90 gallons of fuel on board (most builders have 110 gal capacity), so we probably weighed around 3000 lbs.

I found stalls, steep turns, and slow flight to be docile and predictable with no adverse traits whatsoever. A practice go-around, however, took a bit to get used to due to the large amount of right rudder required! The side-stick control has a very balanced feel between the pitch and roll axes and was easy to control without over controlling. Electric trim on the rudder is a must as there is a boot-ful of rudder required for take off, a lot of rudder for the 75% climb, and much less after establishing a 220 KIAS cruise.

Descent for the pattern requires some careful planning to take care of that big work horse in the nose, but Precise Flight speedbrakes help the task immensely. 10° flaps can be extended at 174 KIAS, gear at 150 KIAS, and 120 KIAS abeam the touch down point works just fine with 12" mp/2500 rpm. I flew base at 110 KIAS and final at 100 KIAS, pulling power after the runway was "made" and crossing the fence around 85

KIAS. Landing is absolutely straight-forward with no surprises. Steering is accomplished with differential braking and ground handling is easy.



On Wednesday, I spent the entire day in N106L, a pressurized IV-P pictured here. We didn't want to mess with ARTCC, so flew a 3-leg round-robin cross country at 16,500 ft., and 17,500 ft from Redmond to Burns to Pendleton. All three legs we saw pretty much the same performance—65% power (28"/2400 rpm), 275 KTAS, and 22 gph. The cabin was a comfortable 4500 ft and temperature inside was pleasant in shirt-sleeves. Noise level is as quiet as a piston single can be described—I would still recommend a headset.

At the end of the two days worth of "work" (?), I received the prized endorsement in my logbook as "Lancair instructor" and came away with a new appreciation for what a piston airplane can do! Now, to trump that, you can go up to Oregon and get yourself the new Lancair IV PropJet and take this airplane to a whole new level! And, yes, I am now listed as one of Lancair's factory certified instructors to provide initial and recurrency training in the IV, IV-P, as well as the ES and Super ES, and Legacy models. Hope to see you soon!





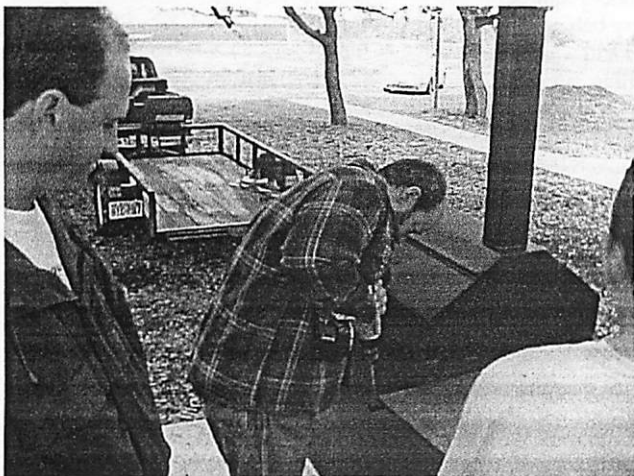
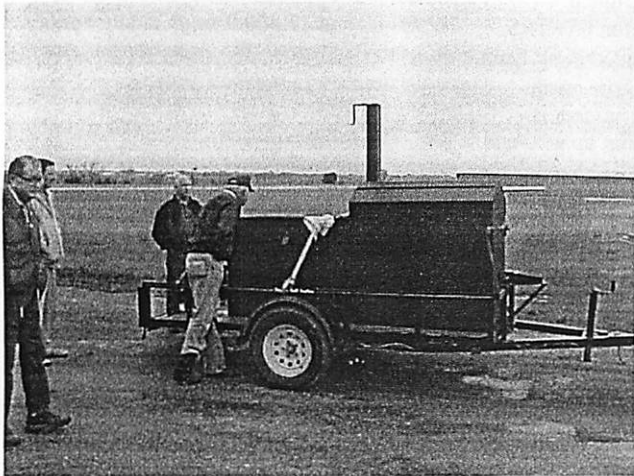
# Chapter Grounds Improvements

As you all may have noticed, the Bob Day Grill is in and the memorial area is spruced up with fresh dirt and plantings. This was accomplished on a cold and blustery Saturday in April with more than a little effort on the part of some chapter folks and a few boy scouts. As you may have noted, the grill is big...very big and very, repeat, very heavy. Picture this, a group of EAAers – engineers, plane builders and designers – standing around determining the best way to off load this very large and very heavy grill onto the newly constructed concrete pad. Hoisting chains and mounting points and angles determined, David Talley was commanded to fire up Mark Moscrips “Bobcat” to assist in lifting and moving this beast of a grill. Just as he is about to hop into the Bobcat cage he hears screaming and yelling, summoning him to return to the group. This group of “experts” finally determined that good old fashioned grunt work would do the job. So after much grunting, heaving and hoing, Bob Day’s Grill was set into place. Once in place, the inner workings of the grill were tweaked to cooking perfec-

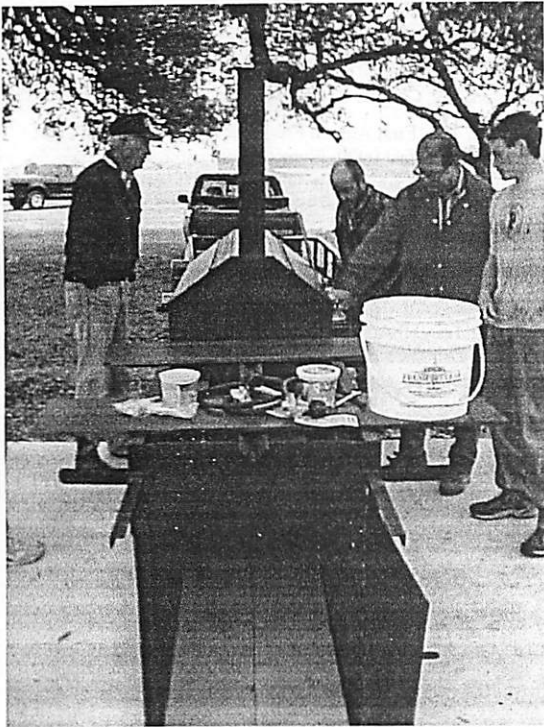
tion. Heard grunting were Jack Ridgeway, Norris Warner, David Talley, Dave Baker, Lew Mason, Brad Doppelt, Andrew Doppelt, John Kuhfahl, Don Woodham.

Across the sidewalk, around the new memorial pad, more grunting was heard. This from boy scouts and their leaders as wheelbarrows full of dirt were hoisted and the dirt filled in, leveled, and raked around the memorial pad. Then together with Miriam and David Talley, Brad and Andrew Doppelt, Lew and Nancy Mason and Norris Warner holes were dug, plants were planted, mulched, and watered. The flower bed by the shack was also spruced up.

Did I mention all this had to be accomplished and cleaned up by noon...so that our own Kris Kilmer and his lovely bride Carolyn could have their nuptials...congrats ! All in a mornings work...reminds me of that army commercial about doing more by 9am...oh well, we’re civilians, make that noon.







Left Page: The grill arrives on Norris' trailer. It's already being "looked over". It was off loaded using plain ol' back power. The bottom left page photo shows John Kuhfahl (who just happened to show up AFTER the off load) going to town with a power screwdriver. The Doppelts look on.

This page: Norris points out one of the many tasks needed to get the grill situated and ready. Above right: Miriam Talley "workin' out" with the shovel. She's getting ready to plant some Lantana. The Boy Scouts can be seen helping out with the mound of dirt that needed to be moved to transition the concrete to the ground. Afterwards, things are all planted, watered in and ready to grow! Since these photos were taken, The Daniels have donated a lot of "Monkey Grass" which Norris planted around the flag pole opening. The place is really looking good. Thanks to all who gave a helping hand.



## Overheard on the 1 MC

All too rarely, airline attendants make an effort to make the in-flight "safety lecture" and their other announcements a bit more entertaining. Here are some real examples that have been heard or reported:

\*\*\*\*\*

On a Continental Flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."

\*\*\*\*\*

On landing the stewardess said, "Please be sure to take all your belongings. If you're going to leave anything, please make sure it's something we'd like to have."

\*\*\*\*\*

"There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane."

\*\*\*\*\*

"Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

\*\*\*\*\*

As the plane landed and was coming to a stop at Washington National, a lone voice came over the loudspeaker: "Whoa, big fella. WHOA!"

\*\*\*\*\*

After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."

\*\*\*\*\*

From a Southwest Airlines employee: "Welcome aboard Southwest Flight XXX to YYY. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised."

\*\*\*\*\*

In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with more than one small child pick your favorite.

\*\*\*\*\*

Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines."

## 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.)*

11 May 02 – Graham, TX. Chapter 945 Fifth Annual Fly-In. 940/549-4846. [wnicklas@brazosnet.com](mailto:wnicklas@brazosnet.com)

11 May 02 – Mt Vernon, TX. Chapter 834 Fly-Market. (F-53) 903/856-5992.

18 May 02 – Castroville, TX. First Annual Fly-In. at Castroville Municipal Airport (T-89). Pancake breakfast 0900, Flying events and contests 1pm, Aircraft Judging 4pm, Dinner 5:30pm, entertainment 5:30-9pm plus much much more. Tim Fousse 830/931-0234. (See flyer at chapter house for full details)

18 May 02 – Kingsland, TX. Chapter 889 Hamburger Happening, [cfd@star.net](mailto:cfd@star.net). 512/756-6999

25 May 02 – Kingsbury, TX. 5<sup>th</sup> Annual Kingsbury Fly-In. Gates open 9am Located East of Seguin. Drivers take I 10 east, exit 620 onto FM 1104 and go 1.5 miles. General info 830/639-4550. For pilot brief 830/639-4162.

25 May 02 – Ranger, TX. EAA Chapter 956 Annual Memorial Day Fish Fry at (F23). 12pm. Fly-In's eat free. 254/647-1855. [Kaye@eastland.net](mailto:Kaye@eastland.net). Airport-254/647-1855.

31 May-1 Jun 02 – Bartlesville, OK. 16<sup>th</sup> Annual National Biplane Convention. 918/622-8400.

1 Jun 02 – Midlothian/Waxahachie, TX. Mid-Way Regional Airport Annual Pancake Breakfast/Fly-In. All day transportation to Gingerbread Trail Tour of Homes. 972/923-0080. [www.waxacofc.com](http://www.waxacofc.com)

5 Jun 02 – PAISA/GAPA meeting. Gathering of safety minded pilots, instructors and students. Meets 1st Wednesday of every month, 7pm, at the Hallmark Institute on Wetmore adjacent to San Antonio International. Info: Steve Carlson 545-2376.

7-9 Jun 02 – Gainesville, TX. Texas Chapter Antique Airplane Assoc sponsored 39<sup>th</sup> Annual Fly-In at (GLE), 817/429-5385.

17-21 June – Odessa, TX. Short Wing Piper Club Convention.

18-21 Jun 02 – Corpus Christi, TX. The 2002 Air Race Classic, an all woman race. Will begin in Silver City New Mexico and finish in Chesapeake, Virginia.

**27-28 Sep 2002 – Abilene, TX. EAA South West Regional Fly-In. 334/578-1707 or [www.swrfi.org](http://www.swrfi.org)**

26-17 Oct 02 – Reklaw, TX. Best little private fly-in in Texas... a must!

Open every Sunday 1-5pm/or by appointment – Shooting Star Museum, Devine, TX, Proprietor Pat Wegener, 830/931-3837. \*\*temporarily closed due to visit by tornado... to re-open in June\*\*

## EAA Regional Fly-Ins

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

7-13 Apr 02 – Sun N Fun EAA Fly-In, Lakeland, FL.

29-30 Jun 02 – EAA Rocky Mountain Regional Fly-In, Longmont, CO.

10-14 Jul 02 – Northwest EAA Fly-In, Arlington, WA.

**23-29 Jul 02 – Air Venture 2002, Oshkosh, WI.**

6-8 Sep 02 – EAA Golden West Fly-In, Sacramento, CA.

6-8 Sep 02 – EAA Mid-Eastern Fly-In, Ohio.

7-8 Sep 02 – Virginia State EAA Fly-In, Petersburg, VA.

13-15 Sep 02 – EAA East Coast Fly-In, Philadelphia, PA

**27-28 Sep 02 – EAA Southwest Regional Fly-In, Abilene, TX.**

4-6 Oct 02 – EAA Southeast Regional Fly-In, Evergreen, AL.

**WANTED & FOR SALE**

Chapter members in search of or have items for sale, or need to post a service, may place a free (non-commercial) add in this column. Call Editors Miriam or David Talley @ 210.521.2359 (2FLY) or EAA35@satx.tx.com

**"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:** RV6 empennage. Never started. Will sell at 75% cost. Call Ed Seurer 210/885-1160.

**FOR SALE:** Completed Van's RV-6 empennage. Horizontal and vertical stabilizers w/ elevators-trim tab and rudder fitted and hung. Good deal for someone who wants to get into an RV inexpensively. I'm spending more to build an RV7. Mike Lynch (210) 647-4905

**FOR SALE:** Brand new, never used, digital King transponder, KT-76C, with rack and installation kit. Will sell at cost \$1,200. Call Les Bourne at 210/658-2999.

**FOR SALE:** Mooney Club Membership. Meticulously maintained M20G based at Kerrville Aviation. The club has owned this plane since it was new. Get that instrument rating you've always wanted or just cruise cross country in style. You can own a share of this high performance retractable for only \$3000. It doesn't get any cheaper than this. Call Chris Christianson at 210-363-4450 or 830-755-4450

**FOR SALE:** 1965 Colt with tail wheel conversion, Lycoming O-290-D2 135 HP engine with approximately 30 Hrs SMOH, STITS Cover.

1999 Starduster Too with 150 HP O-320 Lycoming engine with less than 15 hours on engine and airframe, STITS covering.

Call Allen J. Pratkan at (830) 569-3998 (Pleasanton, TX)

**FOR SALE:** '43 T-craft L2A, DCO-65. Cont. C-85-F. TTAF: 1094, SMOH:127. Contact: Jim Havens 210.680.7882.

**FOR SALE:** Runway Property on 8T8/San Geronimo Airpark! **Financing Available.** Contact "Dan the Man" Cerna at 210.688.9345.

**FOR SALE:** Ercoupe Wings, Fuselage, misc. parts. Call Chuck Schelnick (830) 685-3305

**FOR SALE:** 1953 Chevy 60,000 mi mechanically 9/10, new paint 9/10, needs some reassembly/interior work. Runs sweet-6cyl standard. \$3,000

1951 Chevy project. Not running, nice clean straight body and chrome. \$1,000

1977 Honda CB200T motorcycle, 4,000 miles been in storage for 8 years-very nice clean machine needs TLC. \$600

1967 "Scotty" 16' travel trailer, self-contained \$2,000.

Numerous R/C airplanes and accessories including a 6"Wingspan "Telemaster" fabric covered with 4 stroke engine-looks and flies like full scale-make offer.

Bought airplane, wife sez sell some stuff! John Kuhfahl 210 688 9473 or johnkuhfahl@yahoo.com

**PLEASE UPDATE US WITH YOUR STATUS!!**



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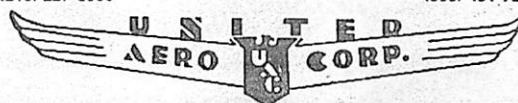
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RUNWAY 35

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

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



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

Dinner: 5:30 PM  
Social Hour: 6 PM  
Meeting: 7 PM

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

