



# RUNWAY 35



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

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## TRAVEL LOGS: REKLAW 2005

The 4th weekend of October was a beautiful fall weekend for flying into the Flying M Ranch near Rek-

from Chapter 35 in attendance, and helping with the event. Norris Warner, Jack Ridgway, Richard

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**YOUNG EAGLES AT PLEASANTON TX  
NOVEMBER 12  
PLEASE SUPPORT THIS EVENT**

law Texas. The hosts, Dave and Marsha Mason were everywhere, as usual. The weekend weather was perfect and it looked like a record number of flyers and drivers made the trip. I was only there Friday and some of Saturday, as I had a previous commitment in San Antonio, but I saw many members and Ann Grambling, Marion and Dave Talley made the road trip. Joe and Cheryl Romotowski and I flew our Stinsons over, joining several other Stinson owners for the event. As I taxied out for departure I saw Jim McIrvin's big bird in the pattern.

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REKLAW 2005

There were several very notable aircraft at the Ranch.

An AN-2 with a crew of Cajuns made for interesting conversation.

They had a total tail-gate setup in the airplane, food, beverage, camping gear...it was all there.

Also, a Mitchell Wing U-2 was truly unique. It was fitted with a custom seat and ballistic chute.

This event is one of the best fly-ins in the local area: Numerous EAA Chapters and Church groups served food as fund raisers. The low key nature of the event and absence of commercial events, make it a flyers fly-in. Another feature of the



Above: AN-2 and crew setup camp in the piney woods

Left: Norris, large unknown man, and Jack checkout the U-2

Below: U-2 and fans.



event is the migration of CUBS to the field. The new Legend Cubs were there as well as an amphibian, and too many other restorations that were simply stunning.

I also noted several Challengers on the field, this seems to be a popular plane for low and slow touring. Easy to maneuver on the ground and carries enough camping gear for a couple of nights.

Put this one on your calendar.....jf



Chuck and Edna in Arizona

Hi folks,

We had over 150 e-mails in our in-box when we returned because I forgot to remind everyone we would be gone from Sept 25 - 30. Rather than look at all, I'm deleting them.....so, if you need to let us know about something, please resend.

atop a long bluff)

- 2. Sedona Arrival – the two of us in front of our little home-built airplane after landing (we have about 120 hours on it now)
- 3. Sedona Red Rocks – a view from the hotel balcony



- 4. Good Reflections – one AM it was so calm behind the house boat on Lake Mohave that you could see the reflection of the hills. It was so windy the day before that the big 70-foot boat tore loose from the ropes shown on the lower left of the picture and we wound up sideways on the shore and had to call the marina crew to pull us off and reposition us (most exciting part of the trip).

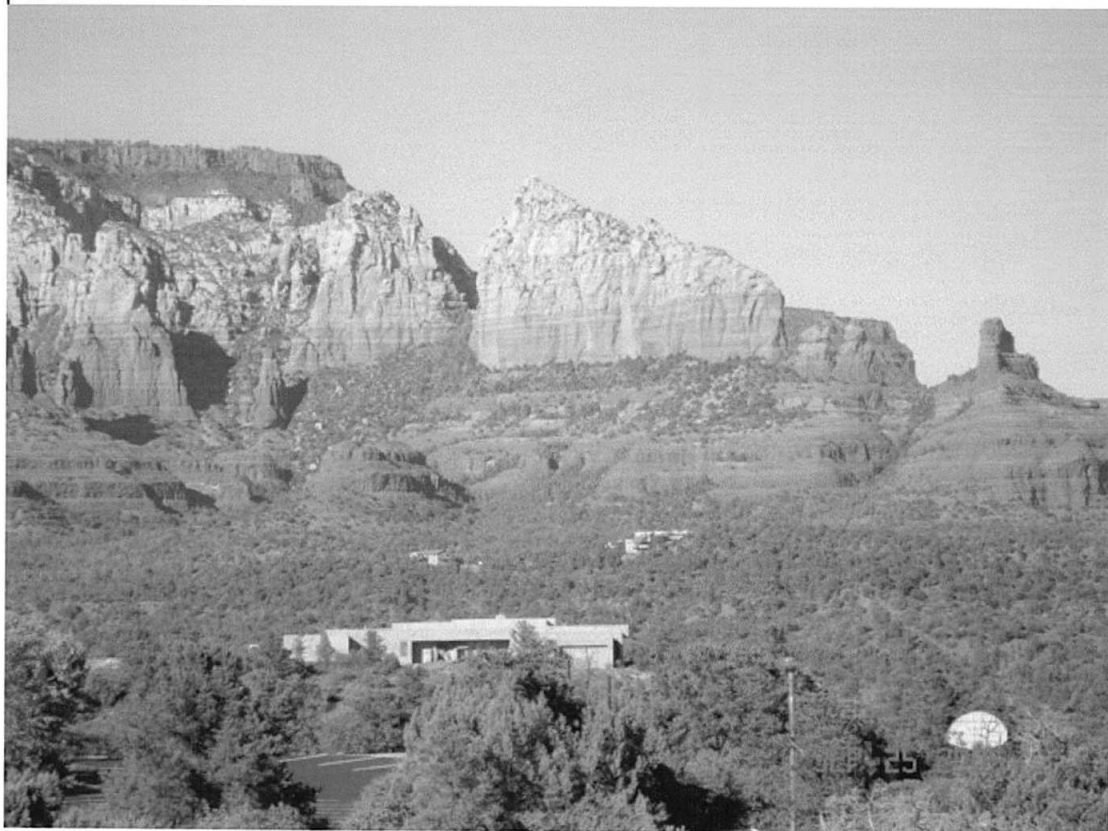
We flew from Lockhart to Lake Mohave (on the Colorado River between Las Vegas and Laughlin) to meet some friends there and stay on a house boat, ride Sea Dos, etc. On the way, we stopped at Sedona, AZ, and spent the night. We had never been to Sedona before and were impressed with the beauty of the red rock formations.

- 1. USS Sedona -- the approach to Sedona looks almost like landing on an aircraft carrier (runway is



Chuck and Edna in Arizona

It was about a six-hour flight back with two stops along the way for gas and restrooms. We got back to Lockhart at 8:30 Friday night and couldn't see the runway until we were right over it. It was a fantastic night landing if I do say so with great modesty (we walked away from it) {;o) and we're happy to be home.



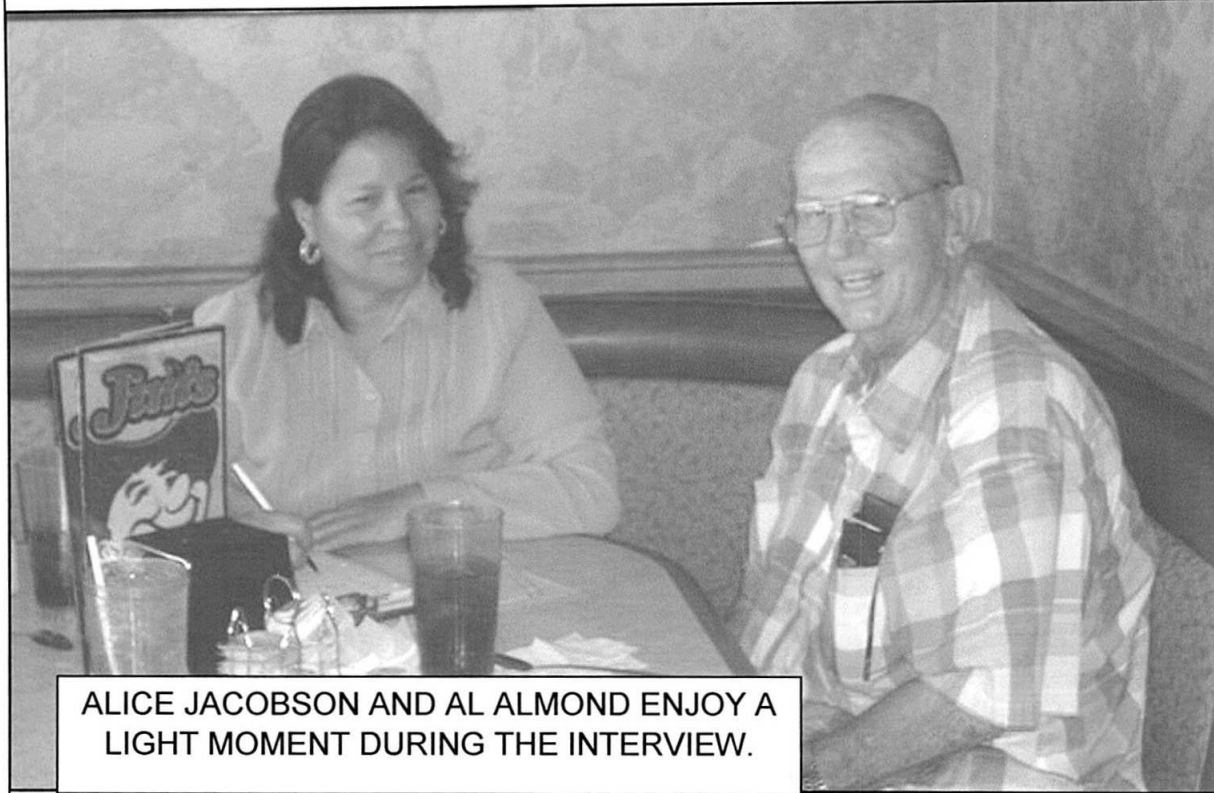
The little plane was cheaper and quicker than flying commercial and a lot more fun.

Best regards,  
 Chuck & Edna Imken

Iris Hurley Almond Jr. By Alice Jacobson

“Al” Almond was born on All Saints Day, on November 1, 1920, in Albemarle, North Carolina. And there he acquired the foundation that would develop a love of singing, traveling and flying.

to go to college. But, as a youngster, I’d earn money by collecting whiskey pint and a half bottles, washing them in a small commercial washer in our basement and after buying new tops selling them to the bootleggers to reuse. That’s how at thirteen years of age I



had earned enough money to lend my brother eighty-five dollars. When a year went by and he didn’t repay me I took his Harley 80 as a ‘paid-in-full’ settlement. I always try to be honest.

“My father didn’t fly but he was always helping barn-

ALICE JACOBSON AND AL ALMOND ENJOY A LIGHT MOMENT DURING THE INTERVIEW.

“I grew up with music always being a part of my life,” he says as he sways ever so gently to the beat of some tune in his thoughts. “As a child I went thirteen years without ever missing a day in our Sunday school. Our high school chorus won the state contest. Then as a freshman at Elon College in 1941 I sang second tenor in a quartet. Presently, I am actively singing in our church choir.” If his family tree is any indication, he will be singing a very long time. “One of my aunts lived to the age of one-hundred and seven and the other one lived ninety-nine years and nine months. We traced our family back to Virginia. Dad was a grocer and learned the business by working and getting experience at the A & P Co. It was my parents’ work ethic that made it possible for me

stormers. One day a sea plane landed nearby. My dad was offered a chance to go up and he accepted. But the three-dollar price for me to go up was too much for him. I cried my eyes out and was allowed to go up too. It wasn’t until I went to Presbyterian Junior College in 1942, that I had a flying start in the Civilian Pilot Training Program. Students carried a full academic curriculum as well as a flight program that included: meteorology, traffic control, aviation courses and flight maintenance. In 1943 I received a commercial license with instrument and flight instructor ratings. Flying became the mistress that got me through many rough times. At times she has been a rather expensive endeavor.

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## Irvis Hurley Almond Jr. By Alice Jacobson

“A stint at the University of South Carolina and at Barnsville Military School in Georgia rounded off my educational experience before heading to Brooks AFB for Primary Trainers, PT-19 and to Randolph AFB in a PT-17. From Charlotte to Phoenix I followed the path until I finished B-25 training in 1945. Then I was sent to Tokyo, Japan at Headquarters Far East Air Forces and an assignment to 8<sup>th</sup> Army with a C-46 and crew. In 1947 my C-46 crashed into Tokyo Bay. All of the crew was picked up by Japanese fishermen. The replacement plane was a C-47. After my return to the U.S., I separated from the military and entered the University of New Mexico. Then the Korean War started and I was recalled to active duty to be a fighter pilot in a P-51.

I once flew a plane over Nebraska and ran smack into a hail storm at 17,000 feet. The plane’s radar was knocked off and I ended up flying for two hours to use up fuel before landing. Another time I was thrown from a PT-13 during a slow roll maneuver. I counted 1-2-3 than pulled the rip-cord and felt the parachute tug. But my troubles had just begun. The wind carried me to a grove of trees and smacked my back into a tree that was situated in a haven for rattlesnakes (Ignorance is bliss),” he chuckles as he adds, “I was lucky that day.

“My longest and most interesting assignment lasted from June 1960 to November 1969 in the 19<sup>th</sup> LSS at Kelly Air Force Base. I flew 10,000 hours in a C-124 (Old Shaky) to many interesting places. The C-124 was a workhouse that could pick up a 20,000 lb. cargo through the elevator hole. There three electric hoists would pick up the item and place it over the center/gravity (C/G) without local ground support. The engines were 3,800 horsepower (4360 w/28 cyl. = corn cob engine). It carried four engines but could fly on three engines very well (and often did so).

RIGHT C-124 “Old Shaky

“During this time I did sixteen months of duty in Viet Nam. That’s when I flew an EC-121 on intelligence missions. I never built an airplane but then, I never wanted to,” Almond states as he shrugs his shoulders.

With 14,000 hours logged on form 5 at his retirement, and 3,300 hours logged on an RC-121 there is documentation of his skill and expertise in the glorious career that spanned several decades. “I let the military pay for my love of flying and for my love of traveling,” he says with a sly smile.

It’s a record of success that Irvis Hurley Almond Jr. can be proud of. But more than that, he knows the true meaning of “*to defend against all enemies*” and what it takes to say, “*I am an American, a free American,*” because he served far and beyond the call of duty. AJ

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## Riding in the Back Seat of a Breezy: Kris Niswonger

It was a warm and sunny morning for the first day of fall 2005. The motel I was staying in was full of people escaping hurricane Rita. Most of them had spent the last 20 hours, stuck in traffic on the highway from Houston. You couldn't tell that Rita was churning out in the Gulf of Mexico. Here in San Antonio, it was blue skies and severe clear with light and variable winds. The only thing on my agenda that morning was to go flying with Norris Warner in his Breezy.

When we rolled it out of the hangar into the bright sunlight, it was obvious that this was the prettiest Breezy I had ever seen.



It was a joint project, by Norris, his son Norris, Jack Ridgway and John Latour. They had done an outstanding job building it, and their color scheme was a real looker. It was bright yellow with orange accents and a white tubular fuselage. We decided to fly over to San Geronimo Airpark and land. I had never seen the airpark from the air and I was anxious to get some aerial photos. As we started our roll-out, the vibrations from Medina's grass strip, gave way to the smoothness of the morning air, as the wings took the weight off the wheels. With the wind in our faces, we quickly cooled off from the heat, as we slowly rose into the sky.

Off to the right, a group of rather large buzzards circled in a thermal. The terrain below was greener than I had expected, with live oaks covering the rolling hills. Norris pointed his feet toward San Geronimo and fifteen minutes later, we were over the airpark.



As the ground slowly rose up toward us, we entered the pattern and a few minutes later, you could hear the chirp-chirp of our main gear making contact with the runway, as Norris made a perfect landing.



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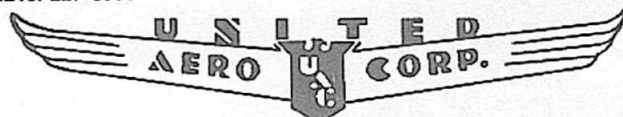
## Riding in the Back Seat of a Breezy: Kris Niswonger

You haven't really flown, until you have flown in the open-air with no cockpit to confine you. Flying in the Breezy is akin to driving a motorcycle on the ground.

You have a tremendous sense of freedom being out in the slipstream with breathtaking views all around you. Many thanks to Norris for his hospitality, and for a flight that I will never forget. ---Kris Niswonger

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# From the President's Desk

## Bill Bartlett, Vice President

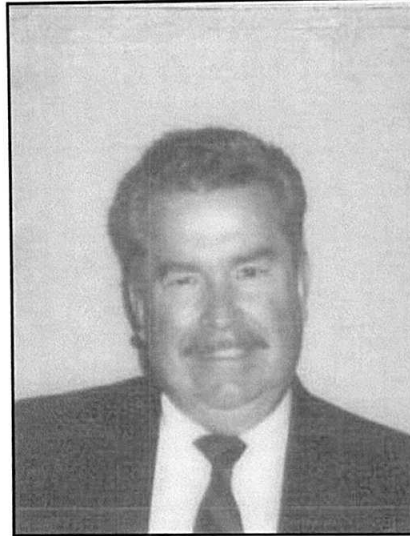


October's meeting featured an excellent meal by Jim Feighny. He made Garfield proud with some great Lasagna.

Raffle tickets continued to be sold for the Icom radio that was generously donated by former chapter president Ted Eckhardt. This hand held portable will make an excellent back up radio in somebody's flight bag, or it would also be great for monitoring air show activities or as a primary radio for an ultralight. Whatever you use it for, it's a steal at 5 bucks for a chance to win it. The radio will be given away at the November meeting. We had another good EAA35 Builder's Academy sponsored by Al Almond on the third Saturday. Unfortunately I was unable to attend. Bob Severance says it was a very good session.

**We will be flying Young Eagles on 12 November from the Pleasanton airport. We had more planes than passengers at our first attempt last year, but word has gotten out so I don't expect that will be the case this year. Brad has done an excellent job keeping this program going. Let's see how many planes we can get this year.**

Steve



Well, it seems as though the flying season is slowing down. Fewer fly-ins and reduced daylight may be a contributing factor.

Last month I participated in a fund raiser for Angle Flight call "Wings and Wheels". It was a motorcycle poker run with stops at

Bandera, The Motorcycle Museum in Vanderpool, Hunt, and a final stop at Sporty's Bar and Café in Kerrville. Approximately 30 bikes participated raising over \$500.00 for Angel Flight. For those of you who are not familiar with Angel Flight it is an organization of planes and pilots donating their equipment and time to fly patients and family members for treatment who can not afford airline tickets.

This was the first time for this event and great fun for all participants. The Event organizers said this was a successful first time event but, the Event last summer at San Geronimo was even bigger and better. "Thanks, Chapter 35".

**Building my Zenith Zodiac 601 XL** –This month I partially connected my new Jabiru 3300A engine and Grand Rapids engine information system (EIS). And, I installed my carburetor heat air box and cylinder head and exhaust probs. Installing my carb heat, throttle and choke cables required me relocate a great deal of wiring. Most of the wiring terminated on terminal strips and was blocking the cables. Also, I received my Garmin SL-30 IFR radio. That means I get to play with the installation this month. Bill

## MY CHALLENGE ®: TOM GOULD

I started flying in 1952, have flown many different types of airplanes, helicopters and gliders, but one of my fondest memories is the J-3 Cub I learned in. That was back in the days where there was no electric system; no radios and students had to demonstrate spins.

The fact that the two place version on floats is very popular in Canada indicated that it had more than enough power. The Special is the clip wing version and I felt it would give a smoother ride on those hot summer days.



I know those days are gone but when I retired wife finally said get a Cub before I drove her crazy. That happy thought was quickly shattered when I looked at the prices for a Cub in Trade-A-Plane. There was no way I could justify a \$35,000 plus for a fifty year old play toy.

My next option was to build something like a Cub so it had to be a high wing, two place, tandem seating and fabric covered. It also had to be a proven design that had been around for a while where all the bugs had been resolved. After a lot of research I decided to build a Quad City Challenger II Special. I assumed that since there has been more than three thousand built it must be a good design.

The kit was excellent maybe a 9 on a scale of 1 to 10 and I was impressed on how well the parts fit as well as exclusive use of AN hardware. The construction manual however, is at best, a 3 on the same scale. The saving grace is that the kit went together logically and the factory support is excellent so I had very few problems. Assembly took about nine months because I chose the dope and fabric covered wing option. They say the sailcloth wing goes together much faster, but cruises slower. It would have helped a lot if there had been other Challenger builders/owners in the area but at the time there were none that I could find. With what I learned during construction I think I could easily build an even better aircraft in less than four months, the kit is that nice.

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## MY CHALLENGE ®: TOM GOULD

My other problem is that I live out in the country and don't have any nearby neighbors to call on anytime when I need help. I could see that was going to be a problem during construction so I build fixtures on wheels for the fuselage and wings. These fixtures allowed me to rotate the parts during assembly and wheel them outside for sanding and painting. Although the fixtures did take time to build, I think in the long run they did reduce my building time.

After inspection and certification I started with taxi testing and during one of these tests I suddenly found myself airborne. Fortunately there were no problems except it did require a lot of right rudder and definitely was a surprise with how quickly it became airborne.

Adding the rudder trim tab provided with the kit quickly solved that problem and fortunately that was the only trim problem.

While it flies very similar to a Cub the rudder is the PRIME control. To be honest I wasn't too happy at first, but as I learned to master the rudder have decided I couldn't have made a better choice. The odd thing is that I have since talked to several other general aviation pilots and they have all had the same experience when first flying the Challenger. All were a little unhappy at first (the rudder), but quickly fell in love with the Challenger. I met one who has been flying his on a regular basis since 1988.


The engine is the Rotax 503 Dual Carb and is fed by the optional 11 gallon fuel tank. With a cruise of 80 MPH it burns a little less than three gallons per hour. On my grass strip, solo with full fuel, I use about 500 feet for takeoff and less than 250 feet for landing. The takeoff run is longer than most report, but I assume the grass has a lot of resistance compared to a paved runway. The fact that all my flights have been made during this warm spell may also be a factor.

Both takeoff and landings are a real kick and I have never flown an aircraft that was more fun to slip in for landing.


I have been very happy with the rate of climb even on these hot days. I have also flown when there were some active thermals and feel my choice of the short wing was justified. I can honestly say that the Challenger has more than met my goal of a "fun" machine and don't feel I could have made a better choice...

There are now two other Challenger builders locally, one in Beeville is almost ready for flight. The other has been moved into my shop where we are making some modifications I came up while building mine and should be ready for cover by the middle of November

If anybody would like to see my Challenger and the one under construction please give me a call.  
Tom Gould, EAA 9892 (830) 663-4448



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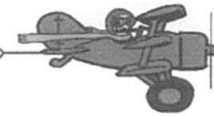
## Very Early Holiday Greetings

*Hi! Just the first of the friendly reminders that tickets are now available for the Annual Chapter 35 EAA Christmas Banquet on Saturday, 10 Dec 2005 at our Chapter house at San Geronimo.*

*This year the dinner will be catered and we have the choice of Chicken Breast or Roast Beef. The price of dinner tickets is going to be \$20 per person. This year we have room for 80 people, so make your Banquet reservations early. Once again this year, please bring a \$15 aero themed wrapped gift. You can email, buy at the October or November meeting, or call me with your reservations or questions. We will stop selling tickets by November 25, 2005. Thanks! Hope to see you there.*

**Lee Ann Carlson**  
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**CHAPTER CALENDAR**

<b>DAY/MONTH</b>	<b>PROGRAM</b>	<b>TIME &amp; CHEF(S)</b>
8 JANUARY	MEETING	DINNER AT 5:30 PROGRAM AT 7:00
12 FEBRUARY	MEETING JULIUS BRAUN: TRAIL WALKING IN NEW GUINEA IN SEARCH OF WWII AIRCRAFT	DINNER AT 5:30 PROGRAM AT 7:00 (J. LATOUR & T. GOMBERT)
12 MARCH	MEETING BRAD DOPPELT: BUILDING A COZY YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	DINNER AT 5:30 PROGRAM AT 7:00 (B. & D. DANIELS)
19 March		
9 APRIL	YOUNG EAGLE RALLY AND FLY-IN AT SAN GERONIMO 10:00—2:00	PANCAKE BREAKFAST (B. SERVERANCE)
13-15 May	SWRFI AT HONDO	
11 June	<b>NATIONAL YOUNG EAGLE DAY</b> 10:00 AM—2:00 PM	CHAPTER PICNIC
9 JULY	MEETING MARK BROWN—NEW DEVELOPMENTS	CORVETTE CLUB /ANGEL FLIGHT FUND-RAISER 9:00 AM <b>Board Meeting @ 4:00</b> DINNER AT 5:30 PROGRAM AT 7:00 (J. WARNER & L. McIRVIN)
13 AUGUST	MEETING <b>ED BENSON: Scouting Aviation Exploring in Boy Scouts, Post 816</b>	DINNER AT 5:30 PROGRAM AT 7:00 (N. WARNER II)
10 SEPTEMBER	MEETING CAPTAIN VANDEWALLE 433AW OPERATIONS	DINNER AT 5:30 PROGRAM AT 7:00 (B. KINDRED)
24 September	<b>YOUNG EAGLE RALLY AT SAN GERONIMO</b> 10:00—2:00	PANCAKE BREAKFAST 8:00-10:00
8 OCTOBER	MEETING <b>Paul McReynolds – Aircraft Building</b>	DINNER AT 5:30 PROGRAM AT 7:00 (J. FEIGHNY)
13 NOVEMBER	MEETING <b>Oops list by Skip Barchfeld</b>	DINNER AT 5:30 PROGRAM AT 7:00 <b>(CHILI COMPETITION)</b>
10 DECEMBER	GIFT EXCHANGE	CHRISTMAS PARTY

## Wanted and For Sale

### WANTED & FOR SALE

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

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

**Instructor Available.** Chapter member Bob Browne CFII SE ME INST Rotorcraft. Will provide free flight review for Chapter 35 members. 830-612-2371

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

Oxy-Acetylene Welding rig Small aircraft or jewelry type torch, Victor Regulators, 2 sets of medium tank both full, roller stand---\$495 Tool Box for Std size Pickup needs paint touchup, Heavy-duty Rawson-Koenig -new\$564-used \$125 (locks work) Extra heavy duty steel parts shelving 1' x 4' x 7' high: 11 shelves- 2 sets \$95 ea or 2 for \$160 **Stan Shannon FAX--830-990-0532 Voice--830-997-8802 [shannons@ktc.com](mailto:shannons@ktc.com) [www.kitplaneparts.com](http://www.kitplaneparts.com)**

**WANTED:** Need older non-digital video VCR. Working on transferring 8mm aircraft films to video. **Call Skip @ 830-363-7649**

**For Sale:** San Geronimo Airpark Hangar Condo Units. San Geronimo Airpark is building one last "Condo Hangar Unit", just like the new grey unit. This building will have 10 hangars, 5 will be sold and 5 will be available for rent. This building is the one currently under construction just South of the parking lot. Hangars are 40' wide by 32' deep with concrete floors, corrugated divider walls, bi-fold doors w/smaller entry door. Elec-

tricity to the end of the building and water to each, Price for these hangars is \$35,000 and a minimum of 25% down to hold. If you want one of these units, Call Dan Cerna 688-9345 or Dave Baker 210-410-9235 (O) 210-543-6830 (H) 210-688-3358.

**For Rent:** Open T-Hangar \$75.00 Enclosed T-Hangar \$125. New Condo Hangars \$200 Call Dave Baker same #as as above.

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

One owner since 1975. Asking \$25,500. Please, experienced tail-dragger pilots only as it has brakes on left side only. Don Staats. Call cell 830-832-3031 from 8:00 am to 5:00 pm or 830-606-3441 anytime.

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

**Fore sale:** Mother Nature is trying to force me to sell my beloved (79) **Tomahawk (N21HT)** (21-Happy Texan). The aircraft specs are: 2324TT, 43 SMOH, It has Collins Nav-Com, King Transponder, and Northstar 60 GPS. It has a primary blind flight inst. set-up. Pilot-Co-pilot intercom. Dual Brakes and 6x6.00 tires. It a 9 both inside and out. If no one answers this ad, I won't be angry. Price 20K firm, Harlan Tibbitts (210) 826-5030.

**For Sale- Just in time for the Holidays!!!**

16 year collection of aviation related Christmas tree decorations. Hallmark collectors planes in original boxes plus many others. Prices negotiable. Enthusiasm for collection took off with ex-husband. Lori McIrvin 210-481-3308 after 6 PM

Paste Address Label Here

Steve Carlson, President  
16411 Hornet Creek  
San Antonio, Texas 78247-4429

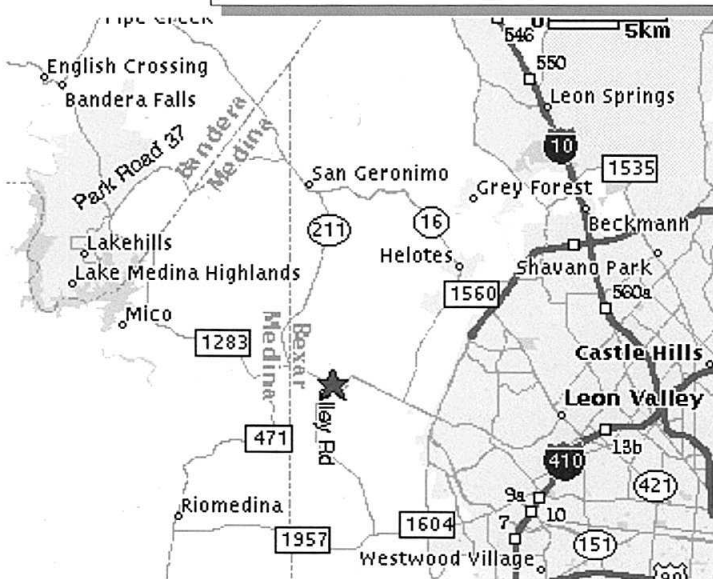
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Please support those businesses that support YOUR local EAA chapter. Thanks!



When Do you Meet?

Second Saturday of the Month

**NOVEMBER IS CHILI  
COMPETITION...BRING YOUR  
BEST**

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**YOUNG EAGLE FLIGHTS  
NOVEMBER 12  
PEZ**