



So....What did you do this summer?

Aug 2012

Volume 54 Issue 8

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Next Event

AUG 11

Chapter Dinner

EAA Club House

17:30 Dinner

18:45 Presentation

"I Learned from That!"

by Dave Baker

BOD Meeting to follow

Runway 35 is published monthly by

EAA chapter 35.

Ed Seurer: Chairman

Chuck Fisher: Editor

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SUN 'n FUN 2012

By Doug Apsey

I had the opportunity to visit SUN 'n FUN again this year and as usual, it was well worth the trip. Friday, March 30, was a record-setting attendance day for the event and it was a perfect day to be there. The weather cooperated nicely – not too hot and just enough mid level cloud cover to keep the sun under control but not interfere with the airshow. Best of all, no severe weather like last year!

If you have never attended SUN 'n FUN, be aware that there is no way to see and do everything in just one day so plan for at least two days and pace yourself. I tried to see it all in one day and discovered I'm just not as young as I once was. My strategy for the day was also flawed. I started out by taking care of the list of vendors I wanted



to visit. By the time I finished with that, the flight-line had shut down for the daily airshow so I was not able to walk the warbird line. I would recommend getting the daily schedule early and planning your day in advance.

A New BABY

By Chuck Fisher

EAA 35 member Russ Turner has just completed yet another WWI aircraft—A Sopwith Baby. As of this publishing she was assembled tested and awaiting her maiden flight in Missouri.



Russ, a retired Air Force flight surgeon has now designed and built two full scale modern reproductions of WWI aircraft. The first, a full-scale Sopwith Camel was featured in the November 2011 Sport Aviation magazine. It is a full scale, welded steel tube and cloth aircraft. Although powered by a 150 HP radial engine and a very large aircraft, it still complies with light sport rules and can be flown as a light sport aircraft.

Russ's Camel is equipped with authentic and reproduction WWI cockpit instrumentation and is accurate right down to the woven wicker seat and rudder bar.

Russ's second brainstorm, the Sopwith Baby, was, like the camel, designed with Robert Baslee of Airdrome Aeroplanes. This aircraft, powered by a 110 HP Rotec Radial and also light sport compliant was assembled of much simpler gusseted aluminum framework.

PRESIDENT'S COCKPIT

By Doug Apsey

Vice President

Nelson has been on vacation and traveling the country for the last couple of weeks so I'm filling in for him on this issue of the President's Cockpit. He'll be back for our August meeting.

If you missed our July Breakfast and Flymart, you missed out on a good time. To all who flew or drove in, thank you for helping make the day a great success. We had quite a few guests attend our event and hopefully we added a few new members to the roster. As she always does, Gail took care of feeding us even though she had another engagement that con-

flicted with our breakfast. The menu was breakfast tacos from Stumps. Many thanks to our friends at Stumps for getting up early Saturday morning to make more than 80 tacos for us. I also want to thank those who helped Gail with kitchen duties and Dee for collection the donations at the door. The response I received about the tacos was very positive so I think you may see a repeat of this menu next year. Unfortunately, we ran out by about 9:30 and I truly apologize to those who missed out. We'll plan on having more on hand next year.

The Flymart seemed to attract a few members and guests who may not have come otherwise so I think you will see a repeat of this event next year, with some changes based on lessons learned. This was our first attempt at this in recent chapter history and in case you were wondering why we did it as a silent auction, it was so the owners did not have to stay with their items during the sale. Although that seemed like a good plan at the time, I think next year we'll just have items priced and run it as a cash-n-carry sale. Overall, the feedback I got on the Flymart was positive and even though we did not ask for any part of the profit from the items that sold, we received \$50 in donations from the sale. Thank you to all who donated. I'm open to suggestions to make next year's



Flymart bigger and better so feel free to let me know your thoughts on how we can do that. One of our veteran members suggested inviting other local EAA chapters to participate so we will be discussing that possibility for next year. Special thanks to Rich Grambling and Dee Brame for assisting me with the Flymart and to Chuck Cluck for providing tables for the event.

In addition to great food and wonderful camaraderie with fellow chapter members and guests, we were able to take care of a major business item at the July meeting. Dr. Chuck Fisher stepped up to the plate and agreed to become our new newsletter editor. Thank you, Chuck for taking on this major task that is so important to our chapter. Steve Jones has done a fantastic job as the editor of our award winning newsletter so please take the time to

let Steve know how much you have appreciated his hard work and dedication to the chapter for the past several years. As Steve has said many times and Chuck stated at the July meeting, the editor is just that, an editor. Their job is to put together the newsletter, not write the articles. Our membership has been doing a pretty good job of providing articles but we need that support to continue.

We would truly like to hear more from our members who have built or are building airplanes. That includes members who have rebuilt production aircraft.

We will be back on our evening schedule starting in August so dinner at 5:30 followed by our meeting at about 6:45. Dave Baker has agreed to give a presentation at the August meeting. If you have not had a chance to read Dave's article in the July newsletter, you might want to do that before you come to the meeting. Dave plans to talk more about that "adventure" and share some lessons learned. In September we have the honor of hosting Astronaut Rick Mastracchio. Rick has gone up on three shuttle missions and is scheduled to man the space station in 2013. You won't want to miss this opportunity to meet Rick before his trip to the space station. As you can see, we have some great presentations planned for the next two meetings but I need two more to finish out the

EAA 35 FLY-IN BREAKFAST / FLEA MARKET



I LEARNED FROM THAT!

By: Jim Schlattman

My flying experience started at Forbes AFB (Now Closed), Topeka Kansas in the Aero Club on base. As with most other young prospective pilots, my training was in the Cessna 150. Also in the C-150 was my instructor weighing in about 200 lbs. We always flew with full tanks and I weighed about 170 at the time. You do the math, we were "heavy".

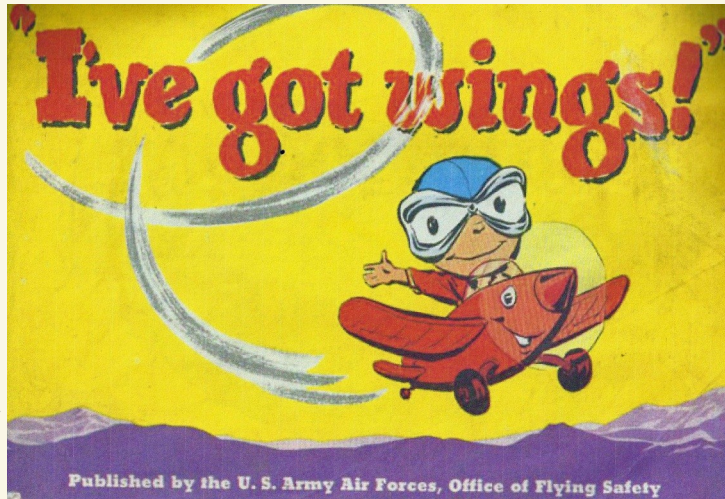
In the beginning, we did all the usual beginning pilot training stuff, spending a lot of time on no-flap landing. Of course the other types of landing were taught but they were more or less just demo-ed to me and then I tried them once. Anyhow, round and round we went. I had it down cold, downwind to center field, pull carb heat, opposite the spot to land, back on the power to 1700 RPMs. Turn base at the red building and then on to final and land. Like I said, most of the time, no flaps. I was getting good at this,,,,,had it wired!

Solo time came. We all look forward to this but when it's time, the "second thoughts" begin. The instructor hopped out and said, "you got it, give me three landings" (he didn't say anything about the take-off's). With nerves of steel and my stomach in my throat, I taxied out and took off.

Everything was going fine and I found it fun that I was climbing like a rocket; but I wasn't smart enough to know there was a message there. Normal pattern...but when I pulled the power back to 1700 RPM I didn't start down like I had always had. It still hadn't hit me about what was happening.

Base, a little too high. Well, better add one notch of flaps. Final, way, way too high. My pride said that I was GOING TO LAND that time so in came all the flaps. Now I was coming down with a nose down attitude that really made me feel uncomfortable because,,,,,WE HADN'T PRACTICED THIS!!!

Finally got on the ground and I thought, "man, that was weird, I really didn't want to make a full flap landing on my first solo".



Still wondering what happened, carb heat in, full power, (see anything missing here?) and you guessed it, that little 150 shot straight up at 40 MPH indicated. Here I was flying with FULL FLAPS, 40 MPH about 50 feet above the runway and the instructor

yelling at me over the radio. No pressure here!!!

The first thing I did right all day was to ease up the flaps a little bit at a time until everything returned to some degree of normal. I did finish the other two landings, which went rather well and when I returned and shut down, I found that my legs were not interested in supporting my body mass which was all goo at this time.

RECAP: My instructor failed to tell me the plane would act a little different (for a student pilot, an understatement of the year) without him and his body weight in the cabin.

Boy, did I learn from that!

Got a life-lesson to share? Please send your story to ea35news@gmail.com

CHAPTER BULLETIN BOARD

Ed Markline Gone West

Update to Bulverde Airport Gathering 4 August

Ed Markline, the owner of the Bulverde Airpark, died recently from long-term complications of lymphoma. The originally planned "airport leaseholder appreciation" day will still be done on August 4th, but will now focus as a get together of friends and associates of the Bulverde Airpark community.

Roxanne Markline, the current owner, invites all to attend. Food will be provided to attendees, but a **RSVP to her at 210-240-1365** would be appreciated in order for her to arrange catering. Please come by to acknowledge this long-time friend of aviation.

The interim manager of the Bulverde Airpark is Anderson Aviation. Dana Anderson's contact number is: 210-275-4970 and her email is: dana@andersonaviationtx.com. 100LL fuel is available. Rwy 16/34 - right traffic 16, left traffic 34. No T&G's or low passes. Unicom 122.8 MHz, Elevation 1,080' MSL. Caution wires on north end and trees on south end. Helicopter and fixed wing flight ops on field. A&P, IA and FAA Senior Aviation Medical Examiner services avbl on field. Contact Anderson Aviation for details.

Dave Baker

Most of you know that we have our own Website for EAA Chapter 35.

It is: <http://35.eaachapter.org>.

When you go to this website you will be on the "Home" page first. On the left are "sidebars" which open up other pages. All of the pages with the exception of the "Members" page (explained below) are only accessible by the webmaster (me!) and that is for ease of managing the website. Now, this website is for our enjoyment as well as any other person who wants to look us up. Information, pictures, videos, etc. are solicited for placement on the website. You have to send them to me so I can upload them to the website. Please send this information to Dave Baker, iflyc23@yahoo.com. Make sure content is "rated G" please !!

I have added a "Members Page" to our website so that our member can go in and add their picture and other info about themselves if you care too. This was prompted by requests from some members asking "who is that person and what do they look like?". I have started it with my mug.

What a member will do is to go into the Chapter website, click on the Members page on the left sidebar, then when that comes up, click on the "Join Site" tab on the right side of page. That will open a box that the member will type in their e-mail address, create and verify a password, enter a "Display Name", enter date of birth (M-D-Yr) and they can elect a box to "not show age"! (I did this), put in a "Location" and the check "Gender".

The last step (and one I found difficult) is to type in two "security words" that the website provides. I had to try about three times but finally got two to work. You will then be sent an e-mail verification to "activate" your account. You go to your e-mail, open the one from EAA Chapter website, click on the link to activate your account. Then it will take you to your account where you can type in info about yourself and upload a picture of your mug. This will be a great way to have our membership quickly look at this page and see what another member looks like.

Oh, by the way, BE SURE to LOG-OFF that profile page to insure your updates take affect. I have attached a picture of the page with my lovely mug posted. Please e-mail me if you have any questions / problems.

<http://www.35.eaachapter.org/apps/members/>

CLUBHOUSE USE

We are fortunate to have at our disposal a superb entertainment venue. This time of year the schedule to use it fills up quickly.

To reserve the clubhouse for an event please contact Ms. Gail Scheidt our Facilities and Refreshment Chairperson. Several dates all the way through Christmas are already taken so don't wait!. She will provide you with the necessary forms and information.

Contact: gailps@att.net

cell 210-862-4396 home 210 688-3210

Address 15464 W.F.M. 471 #21

(MARK BROWN ST.) on the airport.

Want More? Please send your articles, contributions, photos and comments to: EAA35news@gmail.com

SUN & FUN 2012 (CONT)

There is no way to cover everything in this article so I'll try to hit some of the highlights. At least one San Antonio builder was in attendance this year. I saw Bruce King walking through the exhibits and later I discovered Bruce's BK-1 on the flight-line. Bruce and his BK-1 were the subjects of a nice write-up in Friday's issue of the SUN 'n FUN news. As always, there were a few new things that caught my eye that may be worth mentioning. The folks from Battle Creek, Michigan who build the beautiful Waco's are planning to bring back the Great Lakes biplane and had a stunning one on display. I was asked to leave after drooling all over that plane. The explosion

in new glass cockpit technology continues. The options and capabilities of these units are just awesome. RC Allen had a new "glass" artificial horizon on display that was only about two inches in depth



and would definitely be something to consider if you are in the market for a new one. The "apps" available for the iPad continue to come on the market at an amazing pace. Garmin, Jeppesen, and Anywhere Map have come up with new flight planning products to compete with Foreflight and Wing X Pro. The crowds

were such that I could not get anywhere near their booths to try out these new products. The Anywhere Map app is nearly identical to their Quadra GPS only on a much larger scale which is nice for those of us who are "near vision" challenged. There are a couple of impressive new add-ons for the iPad that were getting a lot of attention. Level is now selling the AHRS-G mini that will allow the synthetic vision option for Wing X Pro to provide attitude information. For experimental, you can add airspeed and altitude to the display for an additional charge. If you are a Foreflight user you can purchase an ADS-B weather receiver from Stratus that overlays real time weather on your iPad charts - no annual fee. I stopped by the Corbi booth to look at an air conditioner unit they are offering. It's currently available on their LSA airframe but is going to be made available to the experimental market as well. It only weighs 22 pounds (about 35 lbs. installed) so should be a very appealing option here in Texas. One negative is that it is a 24 volt unit which would limit the number of aircraft it could be used on.

The LSA manufacturers were well represented and that market continues to grow at an impressive pace. A couple of the new arrivals caught my eye. If you have not seen the new FK-12 Comet biplane, look that one up on line. It's an aerobatic LSA currently sporting a Rotax 912 but may be available with a Lycoming engine option in the near future. Tecnam continues to bring new LSA airframes to the market and their new P92 high wing tail-dragger looks like it may find a niche with the Cub/Champ crowd. Their Tecnam P2006T twin looks as great in person as it does in the pictures.

The certified aircraft builders were well represented at the show with everything from Cub replicas to turboprops and biz jets on display. Of course the big three, (C, P and B) were there displaying their current line-up. The experimental kit manufacturers were showing their wares but nothing new to report that I noticed unfortunately. Van's Aircraft had their stable of RV's on display and were drawing big crowds as always. Zenith also had an impressive display. There were definitely more homebuilts that flew in this year than the last time I attended this event. Despite no longer being associated with the EAA, SUN 'n



FUN has a lot to offer the experimental crowd so don't let that deter you from going.

The airshow itself was great as always with many of the big names you would see at Oshkosh doing their thing. The Air

Force Thunderbirds were the highlight of the show on Friday and Saturday. I did not stay for the night airshow on Friday but talked to someone later who said it was awesome this year. Something to keep in mind as you plan your SUN 'n FUN trip.

If you go to SUN 'n FUN, leave enough time to run over to Polk City to visit Kermit Weeks' Fantasy of Flight. I lucked out and showed up during their Mustang and Mustang Day. There were about 200 classic Ford Mustangs on display and of course, P-51 Mustangs including Kermit's beautiful P-51C. The Fantasy of Flight museum is well worth the trip and only a few minutes east of Lakeland so easy to include in your SUN 'n FUN plans.

I know that there is nothing that compares to Oshkosh for the experimental aircraft crowd but SUN 'n FUN is certainly a close second in my opinion. If you can't make it to Oshkosh, plan to attend SUN 'n FUN. You won't be disappointed!

NEW BABY (CONT)

The “baby” features an authentic wood control wheel similar to an antique boat, perhaps suggestive of the heritage of the aircraft as a naval pontoon plane.



The length is 22'10" with a wingspan of about 25'8". N8184 weighed in at 890 pounds, and will carry a crew weight of 400 pounds with a MAC at 32%. The Sopwith Baby and Sopwith Tabloid are nearly identical, and the Tabloid is typically configured as a side by side 2 seater. Russ’s baby is configured as a very wide single seater.

Russ’s Sopwith Camel can be seen flying many evenings and mornings down at Castroville. Hopefully we will soon see the Baby as well. Both aircraft have now been designed as kits and can be obtained through Airdrome Aeroplanes.

This is the first of what I hope will be a monthly feature. I hope to highlight a member or project of our EAA chapter each month. If you would like your project to be a featured, please contact me via eaa35news@gmail.com

PRESIDENT’S COCKPIT (CONT)

year. I don’t have anything lined up for the October or November meeting so if you are willing to present or have a suggestion, please let me know. It would be great to get our builders/rebuilders to give a presentation on their project or present something about the metal/fabric/wiring/etc. skills they have acquired. We would also like to give our builders a chance to briefly talk about their projects at each meeting so if you are working on something, please be prepared to give us a quick update.

Thank you all for making Chapter 35 such a great success and hope to see you at the August meeting.

Doug

BUILDER’S ACADEMY

Mike Lovelace

Chapter 35 Builder’s Academy Coordinator

The Chapter 35 Builder's Academy worked hard on July 21, a hot afternoon to be sure.

It was our first meeting in several months but we started a new phase of our work with lots of enthusiasm and progress.

We started applying our base color coat, an exciting pale yellow chosen by the students. Our student work crew consisted of Devon (an experienced hand from last school year) and two new students, Sasha and Hyka (twin 9-year-olds) who had their first aircraft rides only a few months ago at Castroville. The second coat of yellow goes on the third Saturday in August. Come visit the project and say hello.



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CHAPTER CALENDAR

MAY	12	SPRING CLEANING!! Yard/Chapter Building Work Party	EAA Club House 10:00 am
	19	Hondo Fly-in <u>Volunteers Needed</u>	Duties and Times to be announced
JUNE	9	FLY-IN LUNCH EVENT	EAA Club House 11:30 am to?
	16	Young Eagles Flight Rally <u>Pilots and Ground Crew Needed</u>	Briefing 9:00 am Flights 10:00 am
JULY	14	FLY-IN BREAKFAST EVENT And FLY MARKET	EAA Club House 8:00-11:00
		BOD Meeting	11:00 am
AUGUST	11	"I LEARNED FROM THAT!" Presented by Dave Baker	Dinner 5:30 pm Meeting/Program 6:45 pm
SEPTEMBER	8	NASA Astronaut Rick Mastracchio	Dinner 5:30 pm Meeting/Program 6:45 pm
OCTOBER	13	Evening Meeting: Speaker TBD	Dinner 5:30 pm Meeting/Program 6:45 pm
	20	BOD Meeting Young Eagles Flight Rally <u>Pilots and Ground Crew Needed</u>	4:30 pm 9:00 am Briefing 10:00 am Flights
NOVEMBER	10	ANNUAL CHILI COOKOFF Evening Meeting: Speaker TBD	Dinner 5:30 pm Meeting/Program 6:45 pm
DECEMBER	8	CHRISTMAS PARTY	Social Hour 5:00 pm Dinner 6:00 pm

Aviation Calendar of Events websites

- Aero Vents** <http://AeroVents.com>
- EAA** <http://www.eaa.org/calendar>
- Fly-in calendar** <http://www.flyincalendar.com>
- Fly-ins** <http://www.flyins.com>

08/04/2012 Pancake Breakfast (Fly-In)
McGregor Executive Airport - Waco, TX

08/04/2012 EAA Chapter 1347 Monthly BBQ (Fly-In)
Fayette Regional Air Center - LaGrange, TX

08/11/2012 Monthly Sport Launches (Model Rocketry)
Pflugerville Plying Pfield - Pflugerville (Austin), TX

Aug 18-19, 2012 EAA SportAir Van's RV Assembly
Workshop
WACO, TX

09/01/2012 Warbirds on Parade (Air Fair)
Lancaster Airport DFW Wing Hangar - Lancaster, TX



WANTED AND FOR SALE

FREE: Cultured marble vanity top

I have a used 8' double bowl vanity top with end splashes available to anyone who wants it for FREE. It is white with burgundy colored swirls in it. This would make a great shop sink, hunting cabin sink or any where else you would want to use it.



One could build a 2x4 frame and put a curtain around the frame to cover the bottom or put it on top of some cabinets. First call gets it. Picture attached. Faucets, drains, etc. not included!! Dave 210-410-9235

FOR SALE: Complete RV-8 Quick Build Kit with O/H Lycoming IO-360 engine (minus starter/mags/prop) - \$50K Contact: RB "Doc" Hecker at www.assenddragonavaiation.com or tcflyingdoc@yahoo.com

FOR SALE: 1946 Aeronca 7AC Champion Continental A65-8 65HP / wood prop / Restored 2010 - \$35K OBO Contact: RB "Doc" Hecker at www.assenddragonavaiation.com/ for photo of Champ and e-mail link, or tcflyingdoc@yahoo.com. Items can be viewed at 1T8 (Bulverde Airpark)

FOR SALE: Early RV-3 kit. Tail; feathers, flaps and ailerons finished and primed. Wings are finished but are the old version and only useable for parts. Have cowling, windshield structure, gear parts, wheel pants, engine mount, etc. All sheet metal and formed bulkheads for fuselage. Zero time Lycoming O-320-E3D engine with all new parts. Include engine log book and builder's log. Health forces sale. Tom Gould 830-663-4448 or nazca9t@hughes.net

FOR SALE: Stolp Starduster Too SA 300. Eng. Lye 0320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceronite fuselage cover, full flying surfaces rejuvenated. Reduced Price: \$22,000. Call Dan Cerna at (210) 688-9345.

FOR SALE: Subaru EJ-22 engine, Ser. #

589390. Includes single 4-barrel carburetor, Mallory ignition, planetary reduction drive. Proven system, removed from flying aircraft. \$3100 Chuck @ 979 218 6153

FOR SALE: Hegar brake master cylinder. 7" single control, Bore size - 5/8" (0.625). Includes brake bleeding kit, misc. fittings. \$95 Chuck @ 979 218 6153

FOR SALE: Main wheels for UL or light experimental. One pair Matco Model MH6B wheels, with brake calipers, new brake pads, new wheel bearings, new Air Trac 15X6.00X6 4-ply tires. \$295 Chuck @ 979 218 6153

FOR SALE: One unused Air Trac 15X6.00X6 4-ply tire. \$40 Chuck @ 979 218 6153

FOR SALE: Garmin GPS 195 with all original accessories. Outdated, but simple and fully functional, good for navigational assistance in VFR conditions. \$100 Chuck @ 979 218 6153

FOR SALE: 1976 Beechcraft C-23 180 Sundowner 2250 TTA&E, compressions mid to upper 70's, oil analysis shows no wear. Dual KXM



Digital radios, ADF, ILS/Mkr Bcn, VOR and Loran. Extensive annual, \$5,000 spent: new plugs, wiring

harness, mags, hoses firewall forward, brake drums, brake pads, encoder, rebuilt turn indicator and new tires on the mains. Paint is about a 6/10, interior 7/10. Continuously hangared for the past 25 years. \$25,000 Contact Dave Baker, 210-410-9235

For Sale: Fisher Super Koala LSA. 1700 cc VW engine w/ 1.6 to 1 belt reduction, dual ignition, electric start. 3 blade ground adjustable Ivo prop. 35 hrs. TTSN. Hangared at Marfa Muni TX. This two-place tail dragger was my third Fisher. Ron Morton, DAR, cell 423-386-7263 or e-mail dmorton@hughes.net. \$11,000.

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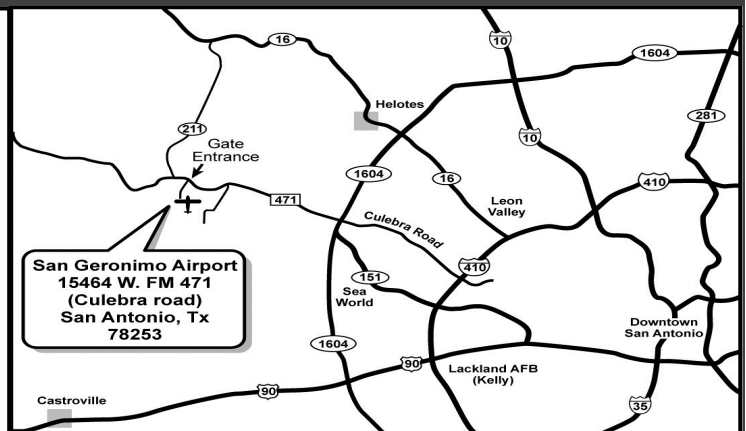
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Ron O'Dea, Membership Chairman
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

Chapter 35 meets
Each Second Saturday of the Month

August 11th
Chapter Dinner and Presentation
EAA Club House
5:30 Dinner
6:45 Presentation
"I Learned From That!"
By Dave Baker



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

For over 50 years Chapter 35 has represented aviators of creativity and a passion for flying. Come join us!