




The Leader In Recreational Aviation

RUNWAY 35



A COMMUNITY OF BUILDERS

AUGUST 2007

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Inside this Issue:

A COMMUNITY OF BUILDERS	1
HOMEBUILDING PERSISTANCE	2
TEXAS FLY-IN DATE CHANGE	2
PRESIDENTS COCKPIT	3
STEVE JONES FLY-IN PHOTOS	4
NEWSCLIPS	5
THRESHOLD RANCH OPENS	6
CHAPTER 35 CONTACTS	8
CALENDAR	9
WANTED & FOR SALE	10
DIRECTIONS TO SAN GERONIMO	12
PHOTOS CONTRIBUTED BY: S. JONES, O. ZUNIGA	

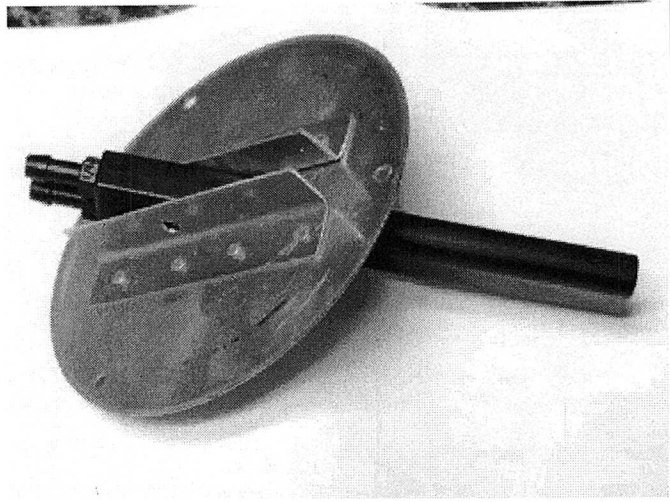
RUNWAY 35 PUBLISHED BY
ED SEURER

By Steve Jones

We're a little ashamed, Freda and I. We studied builder's logs for glass planes, for spam cans, and even some good old fashioned tube and fabric aircraft. In the end, we bought our Zenith, already flying. Hardly experimental, in the traditional sense.

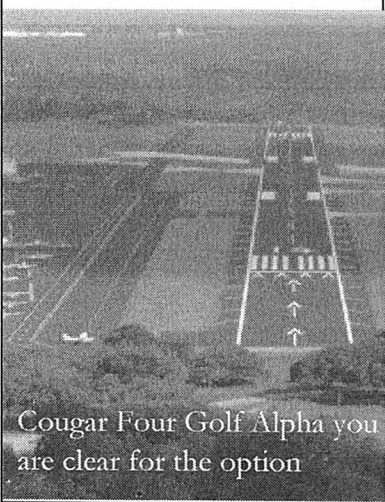
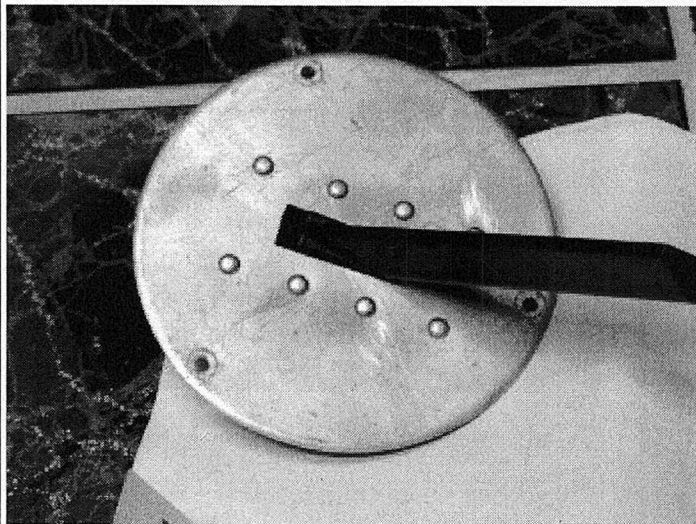
But we knew in our heart that if we undertook a project to build a plane, we'd never earn our wings, and we'd never fly it. Sometimes, it pays to be humble.

It wasn't long before we got the urge to do something useful. So our local A&P, Jake White, displayed the patience of Job, as he guided Freda and I through our first honest-to-goodness airplane project — a mount for our Lift Remaining Indicator probe.



BUURRRRP! Twenty or more A4 rivets met their end as Freda learned how to buck them. When Jake was convinced she had it, he turned the riveter over to me, pointed to our new part, and said, "Freda's ready, and since bucking's the skilled part of the job, ya'll are ready." He was right. We pounded out eight rivets in short order, and had our mount. Thanks to Jake and Caroline for their hospitality, and to Gary Krysztopik for digging into his fittings bin for those barbs. If YOU'RE looking to pound some rivets, check out the Chapter hanger. Give Bob Severance or John Kuhfahl a call, or stop by some Saturday. Bob's often working in the hanger.

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Cougar Four Golf Alpha you are clear for the option

HOMEBUILDING WITH A CAPITOL 'P'

By Oscar Zuniga

After you've come home from a fly-in and you've seen the airplane of your dreams, maybe taken a ride in one, maybe gotten a brochure or a set of plans, or -for a giant head start- bought a partially-finished project, you take the plunge and start on a homebuilt airplane. You think about the airplane day and night. You go to sleep at night figuring out one detail or another, you pore through the Wicks and Aircraft Spruce catalogs, you can't wait for your Sport Aviation to hit the mailbox because every article and every photograph has a new idea that you might be able to try out on your project. You're now fully engaged in experimental aviation!

Months pass. Parts are slowly fabricated, UPS delivers boxes and packages of AN hardware to your house and you have become so familiar with the design details of your airplane that you can work for several weekends in a row without referring to the plans or manual.

Then the holidays arrive, so does winter. It's been a couple of weeks since you've worked on the airplane or looked at the plans... too many other things to do, and it's too darned cold in the shop to work on it.

Subassemblies and parts, hardware and cables, instruments and materials are in UPS boxes, in your shop, and now dust covers them and maybe they're buried by other things now.

The project drags on, but every now and then you think about just how you will taxi out onto the runway centerline when the time for first flight comes, and how the engine will respond to the throttle as you listen and feel for every nuance, every sound that your airplane and engine make as you begin the rollout. Yes, you'd love to get back to it but there is so much to do yet, and you haven't worked on the airplane for so long. The dream is still there, but you need the

capital P: Persistence.

My Pietenpol was two years in rebuilding and repairs. Weekend after weekend, over a hundred of them, I'd go out to the hangar and spend a few hours working on the airplane. I'd see the same friendly faces going slowly by, looking to see if I'd made any progress. I'd watch the same lucky pilots lifting off the runway beside the hangar, headed out somewhere that I couldn't go until I finished my own airplane. I'd take out the tools, work a couple of hours, and put the tools away and close the hangar doors. Weekend after weekend, month after month, season after season. Pretty soon, the enjoyment was in working on the airplane and being at the airport as much as it was in thinking about the faraway dream of actually flying, so my work sessions were fun and enjoyable in and of themselves, but still the sight and sound of an airplane taking off would send me out of the hangar to watch as an airplane would lift off and wonder at the feeling of watching from the cockpit as the ground melted away below the wheels.

(continued on page 7)

Fly-In Date Change

By Norris Warner

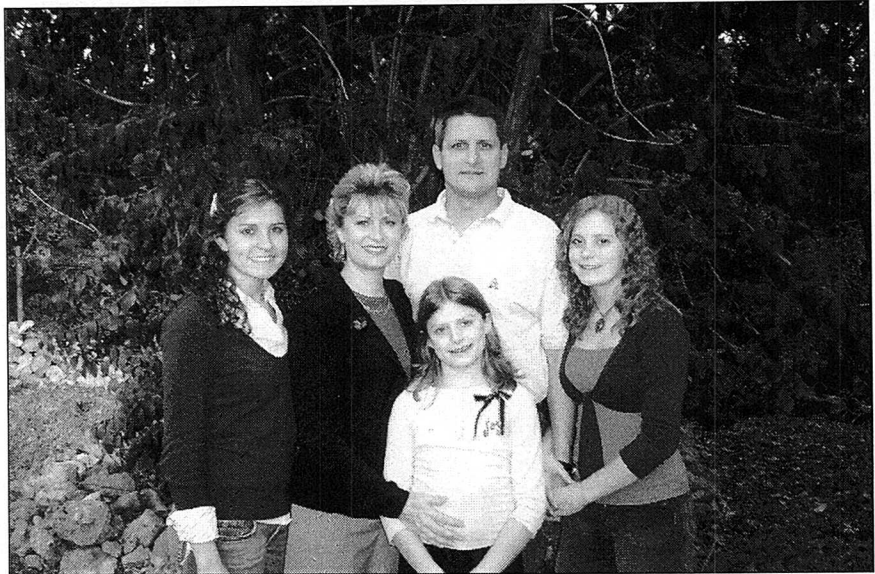
Like Cooler Weather? So Does SWRFI!

The Executive Committee of SWRFI (The **EAA Texas Fly-In**) has voted to move the event to cooler days for 2008 and into the future. Plan on **October 10th and 11th, 2008** (a Friday and Saturday) for our big event. We should have no conflicts with holidays, graduations, or other airplane events, and it should bring us into much more favorable weather. O.K.—now put this on your calendar!

PRESIDENT'S COCKPIT

By Roch LaRocca

I just returned from Oshkosh and have been reminded that general aviation and homebuilding is alive and well in the US and around the world. I had the pleasure of taking our USAF T-1 Jayhawk trainer to the show for a static display on Wednesday. It was great to talk to people from all over the world that came to the US for the show. My greatest thrill was to get to be a spectator on Tuesday and just walk the grounds and hangars to see the thousands of aircraft of every shape and configuration imaginable. I got



to see 2 Eracer aircraft like the one I am building and get some tips on different construction solutions. I attended the Presidents reception on Wednesday night and shared with other chapter presidents. I was reminded how fortunate we are to have the dedicated people and outstanding facilities that Chapter 35 can boast of. I was not able to secure a reservation to the Young Eagle Award dinner later that night so unfortunately I was unable to see Brad Doppelt receive the 2007 Young Eagle Director of the Year Award. We appreciate Brad and his family for all they do for the chapter as well as the young people of the region.



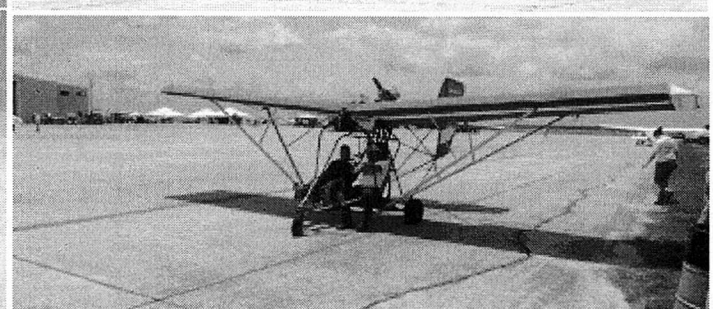
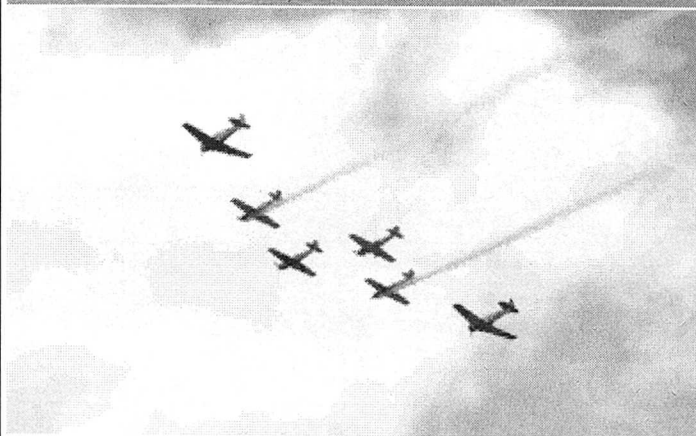
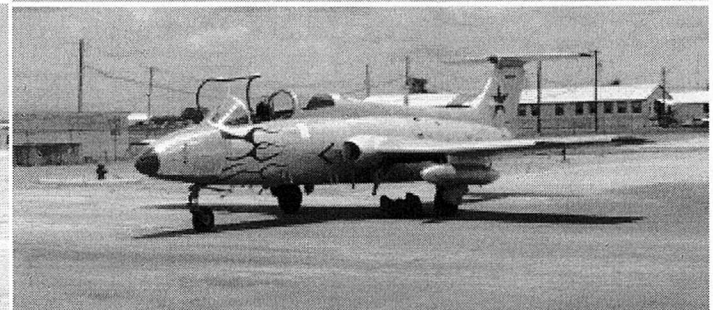
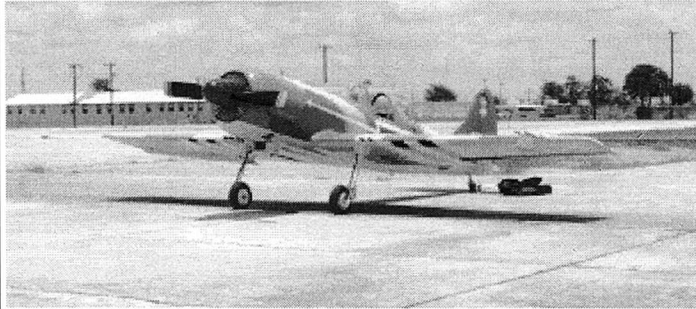
The beginning of July was frustrating to me because I could not make the hangar dedication. I know there were many others out on vacations and such but I would really want to thank all of you that stepped up to help John Latour and make the dedication a special day. The hangar is a testament to the long tradition of excellence that I see in the members of Chapter 35. I'm honored to serve you as the president.

August will be a regular meeting with the meal being sponsored by our own Hubert Schwarzer and the presentation will be given by Charlie Brame who is at this time test flying his home-built RV project. John Latour will again be running the show because I have to take my oldest daughter to Arkansas for her first year of college. Please give him all the help you give me. I'm really sorry I keep missing but I guess after over a year and a half of making it, I was due for a fall.

As we move into the second half of 2007, I can't help but be really excited about our calendar. I look forward to the Chapter work day in September, the "Wings and Wheels" Fly-In in October, the Chili cook-off in November, and the Christmas party to end the year. We still have a long way to go and we also need to continue to concentrate on ways to keep raising money to pay off our hangar. So keep those ideas coming!

We will plan on the next official board meeting during on the work day in September. If you have any comments or questions, Please call or email me anytime. — Fly Safe

STEVE JONES' TEXAS FLY-IN PICTURES



NEWSCLIPS

Skip Recovering

By Joanne Warner

Past chapter president Skip Barchfeld has been seriously ill due to complications from a hip replacement. He suffered a massive infection and was in grave condition and not expected to survive. We are happy to report the following just in from John Killian. Not sure where he is—hospital or home but likely will be home in a few days. You can find his contact information in your 2007 Chapter 35 Membership Directory.

Saturday Pancakes

By Nelson Amen

Don't forget free pancakes at the New Braunfels airport restaurant each 2nd Saturday morning of the month, from 7 to 10 am. Safety first - - get a weather briefing and bring your tie-downs. Wind gusts and bumpy clouds seem to be the order of the day for the last few months.

Good weather may find me taking the short flight from San Geronimo. Tower is 127.05 and is a "training tower", so cut the guys some slack.

Refrigerator Donated

By Steve Jones

Answering the call for an updated refrigerator, neighbors Ginger Lark and Bill Bauder donated to our chapter a well loved side-by-side refrigerator. Ginger thanks us for providing the impetus to go shopping for a new fridge!

Zenith Chat

By Steve Jones

The internet plays host to new friends and acquaintances as a prospective Zenith builder moves to our fair city. Andre Kok recently transferred to San Antonio from the west coast. He's interested in building a Zenith CH-601. Andre logged into a Monday-night web-based chat session hosted at <http://chat.iahu.ca/index.php>, where Zenith builders and interested folks meet up Monday evenings at 7:00 PM Central.

In short order, Andre arranged to meet Zenith owners and builders including myself and Freda, Randy Stout, and Alex Roca. This made for a pretty busy Saturday afternoon. We're hoping to see more interest in the coming months — who knows, maybe Andre will join our chapter.

The Zenith chat session is hosted in Canada, by CH-640 builder Robert St. Dennis, on his company server. It's a nice, focused, safe place to chat about pounding out a Zenith aircraft. Join us next Monday night, won't you?

Sectionals Needed

By Lew Mason

Texas Sectionals needed for a flight planning chart for the EAA chapter building. I have a sheet of 4 X 8 blue foam for the backing. I need Texas sectionals no more than a year old if possible. Bring them to the next meeting. Lew Mason (210) 688-9072 San Geronimo Airpark

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HOMEBUILDING WITH A CAPITOL 'P' (CONTINUED)

(continued from page 2)

When I started the project, I had made a list of tasks on the back of an envelope and put asterisks by the "essential to safety of flight" items that were not just cosmetic. After every work session, it seemed like the list got longer rather than shorter. Soon, I had so many lists that I had to boil them down into an 'essentials before flight' list and another 'to do later' list, just so I wouldn't get discouraged by the dizzying number of tasks yet to be done. But persistence finally started nibbling away at the lists. Friends helped me get through the hard parts, tasks that I wasn't skilled or knowledgeable at. I would hit brick walls when a special tool or skill was needed, and I'd have to stop till I could get help.

It was always there. Thank you EAA 35, and tool crib, and tech counselors, and folks who were more than willing to loan me tools, or hardware, or muscle!

Persistence paid off and my lists got shorter! One Saturday, I rolled the airplane out of the hangar and took care of a few items and realized that there was really no reason why I couldn't start the engine. Wow! I checked and double-checked, and sure enough- if I chocked the wheels, tied down the tail, prepared the fire extinguisher and did one more complete check of the engine and controls, I could probably fire it up! I poured some fuel into the tank, checked the gascolator, checked oil, checked mag switch, and then there was no more stalling. As with so many other tasks on the airplane, I needed help after pulling the prop through about a hundred times with only a few weak coughs and no engine start. Some friendly passers-by (ain't it great to have your shop and hangar right on the EAA 35 airpark/field?!) stopped and gave me some advice on propping an A65 with a Stromberg carb. After clearing the flooded carb and getting the right diet to the old A65, she fired and ran! Red-letter day on my calendar!

The rest is a very pleasant memory now, as I am able to fly my Pietenpol anytime I choose and the weather allows. It was not a solo effort, but

Persistence played a big part. I grew discouraged many a time, especially after weeks would go by with no work and no progress. However, the dream stayed alive and the shots of encouragement from EAAers worked. But mainly it was the thought that it takes patience and dedication to keep at it and not lose heart.

Persistence: an absolute necessity for even the most patient and dedicated experimental builder or pilot.

Now when I drive out past the open hangars and shops on weekends and see guys and gals with their tools laid out, fans and radios going, and a partially-finished airplane somewhere in or out of the hangar, I smile and know that they are on the right track. It's only the closed doors and quiet hangars that make me worry and wonder.

The ones without the capital 'P'. Have you got it? You need it. Get it, and get out to the shop!



Oscar Zuniga
Pietenpol NX41CC
San Antonio, TX
e-mail: taildrags@hotmail.com
website: <http://www.flysquirrel.net>



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	STEVE FORMHALS	210.695.6610 (C)210.289.3984	sf3543@sbcglobal.net

2007 CHAPTER CALENDAR		
DAY/MONTH	PROGRAM	TIME
13 JANUARY	MEETING Pot Roast by Nelson Amen Steve Formhals Presents the RV Build	BOARD MEETING 3:30 DINNER AT 5:30 PROGRAM AT 6:45
10 FEBRUARY	MEETING Extra Special Stew by John Cook Oscar Zuniga Presents the Pietenpol Air Camper and the M 19 Flying Squirrel	DINNER AT 5:30 PROGRAM AT 6:45
10 MARCH	EARLY MEETING/FLY-IN Sloppy Joe Lunch by Ed Seurer Jim Havens Presents the RANS S-18 Singer	LUNCH AT 12:00 PROGRAM AT 1:30
17 MARCH	YOUNG EAGLE/BOY SCOUT MERIT BADGE PROGRAM AT HONDO 9:00—3:00	PILOTS AND VOLUNTEERS NEEDED
14 APRIL	HOT PANCAKES AND SAUSAGE BREAK-FAST/FLY-IN by Dave Baker	SERVING 9:00 – 12:00
12 MAY	Shrimp Pasta Salad Dinner by John Latour Roch LaRocca Presents Review of Hondo Aviation Day	DINNER AT 5:30 PROGRAM AT 6:45
1-2 JUNE	EAA TEXAS FLY-IN (SWRFI)	ALL VOLUNTEERS ABOARD
14 JULY	Hamburgers by Dave Baker BOARD MEETING HANGER DEDICATION	BOARD MEETING 10:00 LUNCH AT 12:00 HANGER DEDICATION AT 1:30
23-29 JULY	AirVenture 2007— Oshkosh	
11 AUGUST	MEETING Meal - Hubert Schwarzer Charlie Brame Presents: Building and test-flying the RV-6A	REFRESHMENTS AT 5:30 PROGRAM AT 6:45
8 SEPTEMBER	CHAPTER WORKDAY, PICNIC and FLY-IN	8:00 - 2:00
13 OCTOBER	WING'S AND WHEELS GATHERING FOR ANGEL FLIGHT FUNDRAISER	8:00 - 3:00 GATES OPEN TO PUBLIC AT 10:00
10 NOVEMBER	CHILI COOKOFF/FLY-IN Annual Official Membership Meeting for 2007	COOKOFF AT 12:00 PROGRAM AT 1:30
8 DECEMBER	CHRISTMAS BANQUET	6:00 SOCIAL HOUR 7:00 DINNER
Runway 35 OFFICIAL NEWSLETTER OF EAA CHAPTER 35 – SAN ANTONIO, TEXAS		

WANTED AND FOR SALE

FLY-IN PHOTOS CONTINUED

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

For Aircraft Hangar Rentals at San Geronimo Airpark, please call Dan Cerna (210) 688-9345, Dave Baker (210) 410-9235 or Dennis Scheidt (210) 688-3210

FOR SALE: LSA Sky Ranger N-Numbered, EAB, Rotax 912ULS, 350 hrs TTAE, 22 gal auto fuel or 100LL, BRS, wingtip strobes, elec flaps, ground adjustable IVO prop, ASI, VSI, ALT, RPM, Hobbes, ELT, intercom, ICOM radio, landing lights, dust cover and more! \$39,000. Contact Jim Schlattman at (210) 520-0325

FOR SALE: Challenger II Long Wing, N4459A, two seat tandem. Rotax 503DC (52 hp), electric start, heavy duty battery and several special instruments. Ten gallon fuel tank, six inch aluminum wheels with brakes, wheel pants, special throttle quadrants, wrap around windshield and shoulder harness for both seats. Fiberglass nose cone, wing tips and center closure. Special Airworthiness Certificate granted in September 2006 Always hangered, TTAF seven hours and counting. White with brown and yellow trim, beautiful aircraft. Selling for cost of original kit - \$18,550.00 Contact Norris Warner at (210) 363-1282.

FOR SALE: 1937 Aeronca "K". Needs Restoration. Original 2 cylinder Aeronca engine. Rare aircraft has been in storage last 25 years. \$15,000. Call Chuck Schnelnick at (830) 685-3305

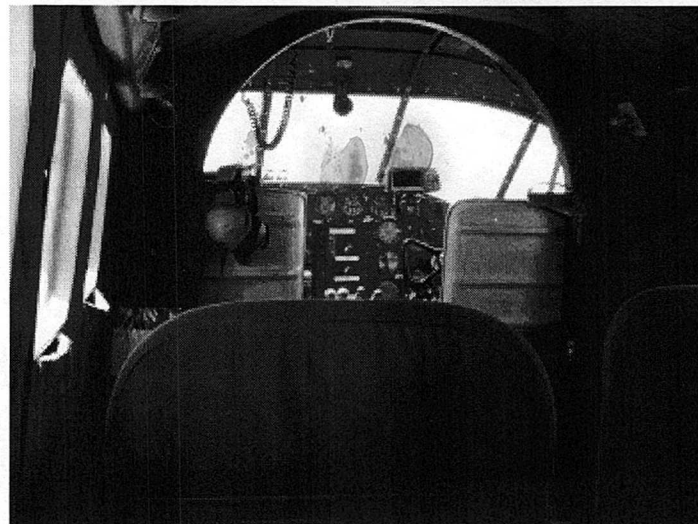
FOR SALE: Lycoming 0-235-L2C. Removed from Cessna 152 at TBO (first run). Logs available, no accessories. Extra case available for converting engine to accept fuel pump. Price \$2000. Harlan Tibbitts (210) 826-5030.

WANTED: Parts for a Bowers Fly-Baby. If you have any of the following, please contact Lew Mason: J-3 fuel tank, set of brakes, turnbuckles, spruce of any kind, aircraft plywood, tailwheel.

(210) 688-9072 San Geronimo Airpark

WANTED: Texas Sectionals for a flight planning chart for the EAA chapter building. I have a sheet of 4 X 8 blue foam for the backing. I need Texas sectionals no more than a year old if possible. Bring them to the next meeting. Lew Mason (210) 688-9072 San Geronimo Airpark

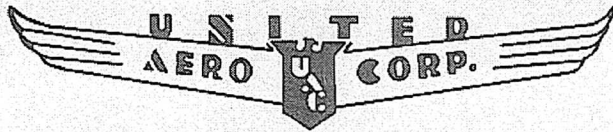
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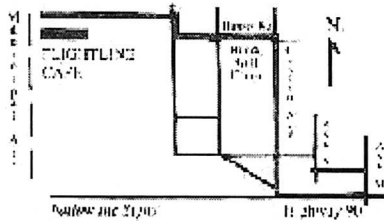
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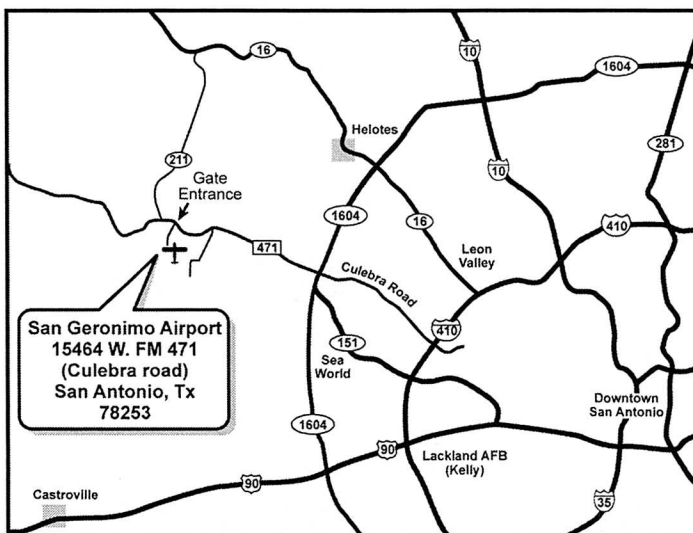


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When Do you Meet?

Second Saturday of the Month
Next Meeting August 11th

REFRESHMENTS AT 5:30
PROGRAM AT 6:45

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