



The Leader In Recreational Aviation

April 2012

Volume 54 Issue 4

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Next Event
April 14th

- FLY-IN BREAKFAST EVENT 8:00-11:00 am
- BOD Meeting 11:00 am



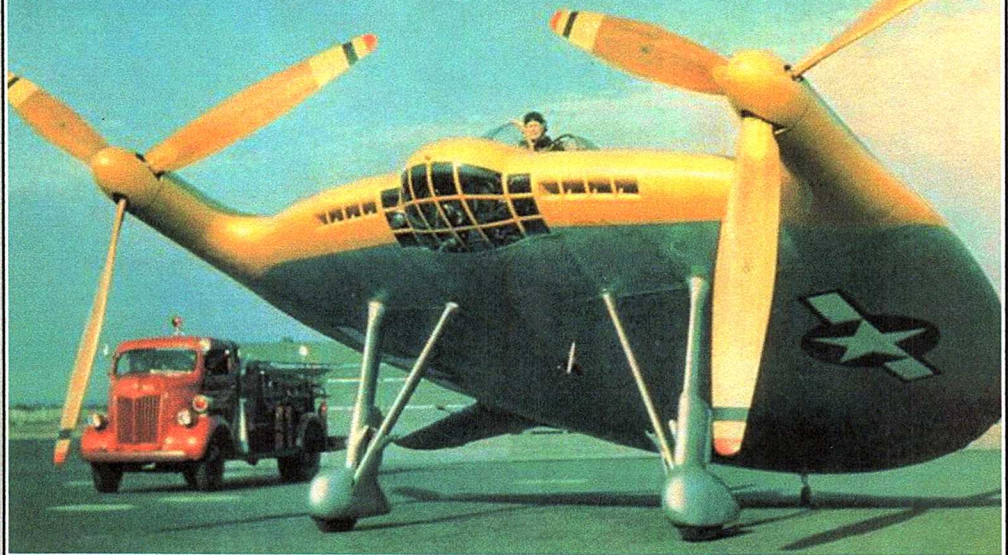
PHOTOS CONTRIBUTED BY: D. HECKER

RUNWAY 35 PUBLISHED BY ED SEURER, EDITOR-IN-CHIEF

RUNWAY 35

AREA FLY-INS

EAA CHAPTER 35 PANCAKE BREAKFAST AND FLY IN	SATURDAY APRIL 14TH	0800-1100	SAN GERONIMO AIRPARK (8T8)	122.90	10 Miles W San Antonio
			FM SAT radial 238/19.35	116.80	



You Are Cordially Invited!
To the
Alamo Liaison Squadron 2012 Fly-in

April 21st 2012

A family-friendly aviation event - open to the public

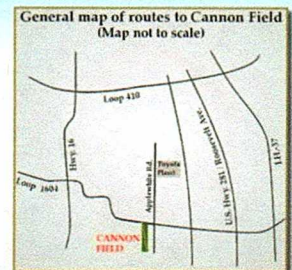
Featuring:

- FOOD
- FLYING & STATIC VINTAGE AIRCRAFT
- LIAISON MUSEUM RIBBON CUTTING!
- AIRPLANE RIDES
- FLOUR BOMBING
- "L-BIRD THEATER"
- SILENT AUCTION / FUNDRAISER

Invited Guests Include:

- Weldon Taylor, PHD**
Piper L-4 Pilot
Tuskegee Airman
South Pacific
- L. D. Todd**
Stinson L-5 Pilot
163rd Liaison Sqdn.
Okinawa

FREE ADMISSION!



Location:
CANNON FIELD (53T)
LOOP 1604 AND APPLEWHITE RD

Time:
9:00 AM - 3:00 PM



Visit www.ALS-CannonField.com for more details!

PRESIDENT'S COCKPIT

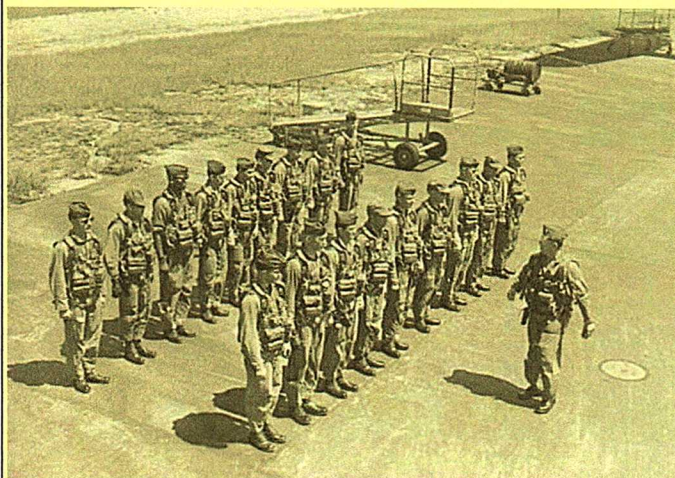
HONDO FLY-IN VOLUNTEERS NEEDED

By Doug Apsey

Does Anyone in This Picture Look Familiar?



How About This Guy? (That's Al Almond)



Here He is Inspecting His Crew!
Batcat Crew 26-2 Also known as Almond's Nuts!



"Indescribably Hellacious"
EC-121R "Batcat"

By Dave Baker

ATTENTION---ATTENTION---ATTENTION

Its time to start our advanced planning for this year's Hondo Fly-in, Saturday, May 19, 2012. The theme for this year's event is the "70th Anniversary of the Hondo Army Airfield", featuring a B-17, B-25, P-40, P-51, T-6's, O-1 Birdogs and many more Warbirds. Chapter 35 has agreed to ongoing support of this fly-in, so please sign up and help this to be another great success. Listed below are some of the openings we have for the various tasks that we are taking on. In addition to these duties, Don Woodham will be the Volunteer coordinator for other duties and will be seeking help for those areas.

Ron O'Dea is in charge of civilian aircraft parking. Here is a list of times available and number of people for each time slot:

Chapter 35 Hondo Fly-In Volunteers Needed
May 19, 2012

Aircraft Parking

- 9:00am-1:00pm
- Four peopled needed
- 1:00pm-5:00pm
- Four people needed

I am in charge of our Chapter Water Sales and Operation Thirst. Here is a list of times available and number of people needed:

- Water Sales**
- 9:00am -1:00pm
- Two people needed
- Operation Thirst
- One person needed
- 1:00pm-5:00pm
- Two people needed
- Operation Thirst
- One person needed

PLease contact Ron O'Dea & Dave Baker via their e-mails listed on the Chapter Officer's page to volunteer. First people to reply will get first choice of assigned times/duties. Also, we will be taking the Chapter canopy and other equipment over to set-up on Friday, May 18th, meeting at the Chapter Hangar at 0900 hrs. Thanks in advance for your support.

NEWSCLIPS

Jack Ridgway Heads West

By Norris Warner

'I think about the individual that Jack was. He was a "straight up" person, his word was his bond. He did a lot in the background and never looked for recognition. He & Linda made a very generous financial donation to jump start the Young Eagle program for our chapter. He & Linda were very involved in helping to get the newsletter folded, stapled and stamped for mailing back when we mailed all of them. He will be missed a lot.'

Fly-in Calendar

By Doug Apsey

- 28 April; Bi-Plane Fly in, San Marcus, TX
- 19 May; Hondo Fly in, Hondo, TX
- 23 - 29 July; Airventure 2012, Oshkosh, WI
- 26 - 28 October; Reklaw Fly in, Reklaw, TX

BiPlane FlyIn

By Ron O'Dea

Good morning folks,

Just received this notice of the Bi-plane Fly-In at San Marcos April 28th. Click on the link below for poster and full information.

www.BiPlaneFlyIn.org. Casey Fox's airplane is one of the featured photographs!

Looks like fun!

Ron

Ron O'Dea

Membership Coordinator

EAA Chapter 35

r2av8r@yahoo.com

210-488-5088

2012 National Safety Stand Down

By Ron O'Dea

For those of you who might be interested there is a Safety Meeting at Stinson on 04/14. See below. This the same time and date as the EAA chapter 35 Fly-In Breakfast.

I'll be here for breakfast.

Regards, Ron

From: FAASafety.gov [mailto:announce@faasafety.gov]

Sent: Saturday, March 31, 2012 12:49

To: larrcatchall@gmail.com

Subject: 2012 National Safety Stand Down - FAASafety.gov

<<http://www.faasafety.gov/images/hottopics/FAA-Logo.gif>>

FAA Safety Team | Safer Skies Through Education

You have asked us to notify you when a seminar is scheduled that meets your criteria. The following seminar may be of interest to you:

"2012 National Safety Stand Down"

Topic: Loss of Control

On Saturday, April 14, 2012 at 9:00 AM

Location: Stinson Airport Terminal

8535 Mission Road

San Antonio, TX 78214

Select Number: SW1743860

Description:

This year's FAASafety Team Safety Stand Down focuses on Loss of Control. Loss of Control In-Flight was the dominant cause of fatal general aviation accidents over the last decade. Loss of Control refers to accidents resulting from situations in which the pilot should have either maintained or regained control of the aircraft, but did not. Join the thousands of other pilots across the country in attending this exciting briefing!

To view further details and registration information for this seminar, click here

<http://www.faasafety.gov/SPANS/event_details.aspx?eid=43860> .

The sponsor for this seminar is: National FAA Safety Team

A TALE OF TWO WW II GUNNERS

By R.B. 'Doc' Hecker

A Few Points of Introduction

Both of the following men participated in the original combat mission of the 381st (H) Bomb Group. The 381st's inaugural combat mission was on June 22, 1943 to bomb the General Motors factory located at Antwerp, Belgium. No 381st aircraft were lost during this sortie.

SSGT Kenneth Stone was a native of Kenosha, WI who was an original gunner with the 532nd Squadron, 381st (H) Bomb Group, a USAAF B-17 heavy bomber unit assigned to Ridgewell, England in Essex Shire. SSGT Stone completed his tour of 25 combat missions on December 24, 1943 and he returned to the United States. His main gunnery position during combat was in the Sperry ball turret. It is unknown if SSGT Stone was credited with any aerial victories. Prior to his death, Ken Stone was a highly revered High School teacher in Gardenia, CA.

CPT Melvin R. Hecker was a native of Chicago, IL who was an original first pilot with the 535th Squadron, 381st (H) Bomb Group. After the 381st BG was severely mauled by the Luftwaffe on the Schweinfurt "ball bearing" raid of August 17, 1943, the group's operational policy of keeping assigned crews together on specific aircraft was beginning to be no longer tenable. After his original crew was lost on October 8th while he was on pilot rest stand-down, he was transferred to the 532nd Squadron as a "lead" pilot. He completed his first 25 mission combat tour on March 4, 1944 after leading the 381st to Berlin (Erkner) on March 8, 1944. He later served with a B-24 Squadron as an Operations Officer with Major James Stewart, probably in order to be near his older brother Bob, a Senior USAAF Flight Surgeon. Upon return to the United States in late 1944, he was promoted to Major and then assigned as the Chief Pilot and Aid-de-Camp to the Commanding General, Western

Training Command, Fort Worth, TX. He mustered out of active service in 1946. Prior to his untimely death, Mel Hecker was an electrical engineer and business man in Chicago, IL.

The loss rate for the original crews of both the 532nd and the 535th Squadrons was greater than 80%. Both men were quite fortunate to have survived their combat tours without injury.

SSGT Ken Stone's late widow, Florice Stone, previously provided me with mid-tour excerpts from his diary that included mentions of my father. I have never seen the original material. I have added comments in italics to clarify or explain some entries.

All B-17 flying officers (pilots, bombardiers and navigators) were rated as aerial gunners. The B-17 models carried at a minimum, 10 Browning 0.50 caliber AN/M2 aerial heavy machine guns (fixed or flexible) with a cyclic rate of 750-850 rounds per minute. Aerial M2s had lighter barrels that were air cooled by the aircraft slip stream. The standard combat load was 600 rounds per gun. The fixed guns (turret and chin mounts) were capable of being fired by electrically operated solenoid switches. The flexible guns were fired by spade triggers. All M2 variants could be belt fed from either side of the receiver. Flying officers were credited with many enemy aircraft destroyed or damaged.

The War Diary Excerpts of SSG Kenneth Stone

October 18, 1943

Woke up ate 12 noon. Ate dinner. Went to parachute and got a new type back pack chute that can be worn in the ball turret. Went to Sqd operations. Went out to the plane with LT Hecker, who is our pilot now. We took off at 2:00 PM and flew to practice target. (LT) Hester dropped the practice bombs and we flew around for another hour. We landed at 4:30 PM. I got into the turret while we were flying and the chute fits

A TALE OF TWO WW II GUNNERS (CONTINUED)

well. I went to chute dept and traded my Anderson chest chute for this "back" chute. Went to mess hall and ate supper. Went to barracks and met (SSGT) Mello who just got back from pass to London. I shaved and then wrote a letter to Lorraine. Mello and I went to the Aero Club and had a "snack". Listened to music for awhile and finally went back to the barracks. I got to bed around 12 AM.

October 19, 1943

Woke up at 12 noon. Ate dinner. Went to briefing and got my parachute. Went out to the plane and we took off for a practice formation flight. I read a book while flying. We landed around 4:30 PM. I went to PX and got my rations. Ate supper. Went to base theater and saw "Big Street" with Henry Fonda and Lucille Ball. Went to Aero Club and stayed there all evening. Went to barracks and got to bed about 12 midnight.

October 20, 1943

Woke up at 7:30 AM. Ate breakfast. Went to briefing room but there was no ground school. Went on a practice bombing mission with LT Hecker and LT Hester. I was radio operator and got five Q.D.M's (rarely used obsolete military term meaning magnetic bearing to station). We landed at 12:15 PM. Ate dinner. Went to ground school and had a class in aircraft identification. Spent the rest of the afternoon in Sqd operations. Ate supper. Went to operations but all flying was canceled. Went to airman's lounge and spent the evening there talking and playing ping pong. Went to barracks and got to bed about 11:30 PM.

October 21, 1943

Woke up at 2:30 AM. Ate Breakfast. Went to briefing room and got my flying equipment. Went out to B.T.O II "570" (B-17F "Big Time Operator II", 532nd BS, VE-D, USAAF 42-29570)

and put my guns in the turret. Got all set to go. CPT Lord and COL Nazarro came out and we took off at 5:30 AM. Flew for an hour when the mission was scrubbed. We landed at 6:30 AM. I went to locker room and put my clothes away. Went out to the plane again – took out my guns and oiled them.

October 23, 1943

Ate supper. Went to operations and (SSGT) Fry and I flew with LT Hecker in "888" (B-17F "The Joker", 532nd BS VE-?, USAAF 42-29888). We flew for an hour and then landed.

October 24, 1943

Woke up at 1:00 PM. Ate dinner. Went to locker room and went out to "760". The whole crew flew with CPT Lord and LT Hecker. I sat in the nose and practiced using the chin turret. We flew for an hour and a half. We landed at 3:00 PM.

October 29, 1943

Went to ground school and had a lecture on the Hewitt lighting system (military application of fluorescent lighting in aircraft) and one on the flying equipment. Went to airman's lounge and read. Ate dinner. Went to barracks. Got some more coal and made a fire in the stove. Played poker and won two pounds and 10 (2 £ and 10 shillings = 2.5 £). Went to locker room and put my equipment in the new lockers. Mello and I got an old locker and brought it to the barracks.

October 30, 1943

Woke up at 7:00 AM. Ate breakfast. Went to locker room and got my flying equipment and went out to the plane "999" of the 533rd SQD. I put the guns in the turret and got ready. We took off at 9:00 AM. LT Hecker as Pilot, CPT Lord as Co-Pilot and F/O Darrow as tail-gunner (Flight Officer Darrow, an original 381st BG Co-Pilot, acted as the Formation Observation Of-

A TALE OF TWO WW II GUNNERS (CONTINUED)

ficer on this mission where Hecker and Lord were assigned the lead ship for the 381st Bomb Group which lead the 1st Combat Bomb Wing. All flying officers were also rated as aerial gunners*). We went up to altitude. I got in the turret. We were going to bomb a target in the Ruhr Valley. The mission was scrubbed because of weather conditions.

October 31, 1943

Went to Station Theater and heard TSGT Myers tell of his adventures in returning to England. Myers flew with LT Zum and his crew in our (original) ship "789" (B-17F "Big Time Operator", 532nd BS, VE-O, USAAF 42-29789) when they were shot down in France.

November 2, 1943

Went to Harwell (radio message encoding) Trainer from 10:30 to 11:30. Then dinner. Went to gas chamber and had my gas mask tested. Went to PX and got my rations. Later in the barracks was surprised to see (SSGT) Genz there (waist gunner shot down on Mission #20 to Schweinfurt, Germany on August 17, 1943 as a member of LT Painter's crew. He evaded capture with LT Nelson and both returned to England on October 22, 1943). We talked with him for a while. I am anxious to see LT Nelson again.

November 3, 1943 (Mission #41 - Wilhelmshaven)

Woke up at 5:30 AM. Ate breakfast. Went to locker room and got out my equipment. Went out to plane "570" and put my guns in the turret. Got all set to go. We took off at 9:00 AM and rendezvous with the other groups. (CPT Lord and LT Hecker lead the formation). We headed over the North Sea to our target in Germany – Wilhelmshaven. We saw two "Forts" collide in the "Wing" ahead of us. We dropped our bombs ahead of us by use of "Gee" (very early version

of LORAN navigation) equipment. We headed back for England. Enemy fighters attacked a straggler in the Wing behind us and it went down in flames. We were protected by P-38 and P-47 escort all the way and didn't lose a ship. We landed at 3:00 PM. While I was cleaning my right gun I hand charged it and it fired a round. It hit alongside Darrow's leg and ricocheted off the cement and Darrow was hit by a piece of cement. It really was a scare for me but luck was with me and the result wasn't serious. I met CPT Nelson today and was very glad to see him again.

November 4, 1943

Woke up at 12:30 PM. Went to operations and was scheduled to fly. I got my equipment and went out to "570". LT Hecker came out and we took off at 3:00 PM. We flew high altitude with two new crews for an hour. Then our crew landed at Hethel (HQ, 2nd Combat Bombardment Wing, 2nd Division [B-24]). LT Hecker saw his brother – LT Col "Bob" Hecker (2nd CBW Surgeon). We took off at 5:30 PM and landed at our base at 5:45 PM.

Final Comment on the Diary Excerpts

It is amazing to me that Ken Stone documented in bald, prosaic terms what most ex-servicemen experienced – dull, uninteresting times occasionally interspaced with extraordinary understated, highly stressful moments. Ken Stone later went on to more fully document his experiences, most notably in his book "Triumphant We Fly, 1943-1945", a compilation of the 381st (H) Bomb Group edited by him that was published by Turner Publishing Company, Paducah, KY 1994.

Footnote

*CPT M. R. (Mel) Hecker of Chicago, IL is supposedly only 1 of 5 8th Air Force B-17 bomber pilots credited with shooting down an enemy air-

A TALE OF TWO WW II GUNNERS (CONCLUSION)

craft. This feat was performed while serving as the Official Formation Observation Officer on the September 23, 1943 raid over Nantes, France when he was positioned in the tail gunner station of the lead ship heading the 1st Combat Bomb Wing strike with a General Officer on board. During this mission he was credited with downing a FW-190. While wearing high-altitude flying clothing in the tail gunner position, his standard duty uniform and shoes were hanging in a ditty bag behind him. Upon return from the mission, he exited the aircraft wearing his standard uniform and shoes riddled with bullet holes. He was promoted to CPT and awarded the DFC. A February 13, 1944 newspaper article in the Chicago Tribune detailed his experience. A photo of CPT Hecker in his bullet riddled uniform is in the 381st Bomb Group photo archives.



RB "Doc" Hecker (EAA 789419) is a FAA Senior AME (20969) who retired from the US Army Medical Department in 1997 after 26 years of service. He holds a Commercial/Instrument Pilot Certificate for ASEL, AMEL and ASES along with an A&P Mechanic Certificate. He has logged over 2,500 hours and prefers small, intimate airparks. He has restored a 1965 Cessna C210E (N4904U), a 1946 Taylorcraft BC12-D (NC43306), a 1946 Aeronca 7AC (NC2241E), refurbished a 1943 Aeronca O-58B / L-3B (NC47185) and a 1947 Taylorcraft BC12-D (N43928). He is currently restoring a 1947 Aeronca 7BCM / L-16 (N119TX). His other projects include building a RV-8 (N51TX) and he is assisting in the restoration of a 1976 Taylorcraft F-19 (N3556T). He has previously owned a Cessna C-172 (N61785), a Grumman AA-5B (N74447) and a Mooney M20C (N10AD). In his free time, Doc practices medicine in San Antonio, TX. He is a member of EAA Chapter 35 of San Antonio, TX, EAA Chapter 92 of Orange, CA, and is an EAA Technical Counselor and Flight Advisor. In addition, he is a Life Member of the Commemorative Air Force and affiliates with the Tex Hill Wing (Hondo, TX), and crews with the Gulf Coast Wing (Houston, TX) as a Flight Engineer and member of the maintenance team where he does sheet metal and fabric repair work on that magnificent 1945 B17-G war bird "Texas Raiders" (N7227C).

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CHAPTER CALENDAR

JANUARY 2012	14	Merlin project update by the "Merlin Gang" and Builders Academy project update BOD Meeting	11:00 am Lunch 12:00 pm 1:30 pm
FEBRUARY	11 18	Memories of Flying the OV-10 Bronco in Southeast Asia Mike Lovelace Boy Scout Aviation Merit Badge and Young Eagles Flight Rally Pilots and Ground Crew Needed	Dinner 5:30 pm Meeting/Program 6:45 pm Briefing 9:00am Flights 10:00 am
MARCH	10	Formation Flying Fundamentals Terry "Ski" Slawinski	Dinner 5:30 pm Meeting/Program 6:45 pm
APRIL	14	FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed	EAA Club House 8:00-11:00 am
MAY	12 19	SPRING CLEANING!! Yard/Chapter Building Work Party Hondo Fly-in Volunteers Needed	EAA Club House 10:00 am Duties and Times to be announced
JUNE	9 16	FLY-IN LUNCH EVENT Young Eagles Flight Rally Pilots and Ground Crew Needed	EAA Club House 11:30 am to? Briefing 9:00 am Flights 10:00 am
JULY	14	FLY-IN BREAKFAST EVENT Chef, Prep Cooks, Servers Needed BOD Meeting	EAA Club House 8:00-11:00 11:00 am
AUGUST	11	Evening Meeting: Speaker TBD	Dinner 5:30 pm Meeting/Program 6:45 pm

Aviation Calendar of Events web sites

Aero Vents <http://AeroVents.com>

EAA <http://www.eaa.org/calendar>

Fly-in calendar <http://www.flyincalendar.com>

Fly-ins <http://www.flyins.com>

WANTED AND FOR SALE



FOR SALE: Apple iPhone 3G 8GB Flash, GPS and Wi-Fi, works with AT&T 3G network. Runs Foreflight and Sky-charts Pro Electronic Flight Bag software. \$120. Contact Steve Jones (210) 679-8783



FOR SALE: Thundergull 2000. Single seat, 20ft aluminum wing, composite

fuselage, Rotax 503 oil injected with 360 hrs TTAF, 3 blade Warp drive prop, ten gallon fuel tank, aluminum Hagar wheels. Basic instrumentation / EIS, ASI, ALT, COMPASS, ICOM radio, 150ft or less take off/ landing, cruise is 90 mph, stall full flaps 35mph, excellent visibility and handles like a fighter. Now only \$10,000. Contact John Behrendt at jbehrendt82@aol.com or call (210) 643-1417

FOR SALE: Subaru EJ-22 engine, Ser. # 589390. Includes single 4-barrel carburetor, Mal-lory 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: Set of Goodyear 6:00 X 6 Wheel assemblies #40-74A and 30-51A brake assem-

blies. Make me an offer I can't refuse. Brian Goode. (727)-709-1159, or email to lady-bgoode@msn.com, or come to. Hangar 53.



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 VWengine w/ 1.6 to 1 belt reduction, dual ignition, electric start. 3 bladeground adjustable lvo prop. 35 hrs TTSN. Hangared at Marfa Muni TX. This two-place taildragger was my third Fisher. Ron Morton, DAR, cell 423-386-7263 or e-mail dmorton@hughes.net. \$11,000.

FOR SALE: Moni Motor Glider. Complete, signedoff, on its own trailer. Never flown. Two spare engines, and conventional gear included. Very nice, all-metal single place. Give-a-way price is \$8,000. Contact Norris Warner, cell 210-363-1282, or e-mail njwarner@hctc.net.

FOR SALE: Garmin 195 Portable GPS. Includes case, antenna, 12 volt adaptor, and yoke mount. The database is outdated but still quite functional for local VFR flying. Make me a reasonable offer. Proceeds will be donated to EAA Chapter 35. Doug Apsey 210-479-8593

FOR SALE: Zenith 601 XL Quick build kit. Wings, Rudder, Tail feathers complete. On landing gear. too much to list \$25,000.00. wing mod needs to be completed. If done by approved site I will reduce price by \$5,000.00. A/C located in Lakehills TX. Al Lewallen 619-884-9285

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JANET SHIRES
President

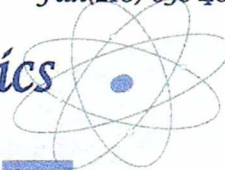
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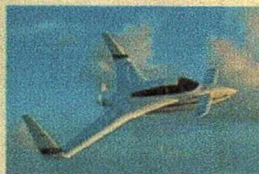


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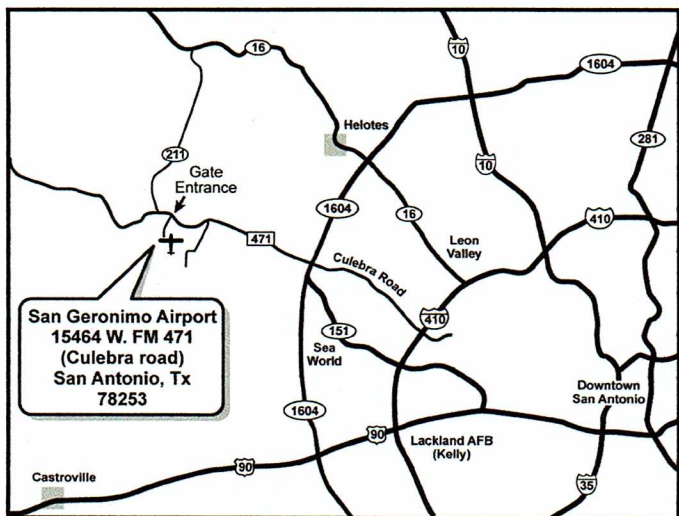
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The Official Newsletter of EAA
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Please support those businesses that support YOUR local EAA chapter. Thanks!



When Do You Meet?

Second Saturday of the Month

APRIL 14th

- FLY-IN BREAKFAST EVENT 8:00-11:00 am
- BOD Meeting 11:00 am