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Volume 64 Issue 1

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Next Event

January 9

11:30 Social

1200 Program

Link via member e-blast or contact vicepresident@eaa35.org for your login

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.

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Bailing Wire and Duct Tape

by Chuck Fisher

The opening line from Out of Africa runs through my mind as Meryl Streep, in a danish accent, says "I once had a farm in Africa". She had a beautiful experience, but it ended badly. Similarly, I say "I once had an airplane from Florida...". This is a story about buying older airplanes. This is NOT, by the way, about my current aircraft for those who know me.

My grandfather and my father could fix anything. Whether on the backside of 1000 acres of farmland or on the side of the road somewhere, whatever broke could usually be repaired with a few screws, or the ubiquitous bailing wire. Permanent repairs could usually be done with a pop from the welder. And those bailing wire repairs would last for years. They were skills born of necessity.

But those same guys or their friends owned airplanes. "For Sale:....owned and maintained by an A&P, currently flying, sold with a fresh annual!" To me, a relative newcomer to purchasing certified aircraft, this seemed like great reassurance. Obviously, this would be a well-maintained ready to go aircraft.

I was even more confident when I met the owner, a former mechanic for a major airline, and he was assisted by an A&P-IA that taught at a college program. Obviously, they knew a lot more than I did. The airplane was a long way away, so though I really wanted my own mechanic to look it over for me, I had enough confidence to figure that I'd let the IA down

there do a pre-buy inspection for me. I even went down to watch part of the annual and inspection myself. I knew that like all old airplanes this would be a project, "a learning experience", and was convinced it just needed time and love.

How little I knew!

As I became more knowledgeable of my aircraft, pored over maintenance manuals, and as my mechanic patiently removed panels and dug deeper, I realized that all was not as it seemed. Although the major airworthiness components were solid and compliant, over the ensuing few years we removed and replaced a coffee can full of various hardware store screws and bolts and box of homemade or non-aircraft parts. We found RTV sealant used liberally in places it didn't belong and wiring with so many auto shop connectors it looked like a high school science fair project. Non-structural Interior parts had been obviously home-manufactured in the dining room. My mechanic was not happy that I had naively purchased a 70 year old aircraft without an impartial inspection. Although the aircraft was pretty and flew well, every maintenance item took longer than it should have as we discovered what was behind the panels and spent a great deal of time acquiring factory parts, removing, replacing, and restoring things to where they should have been. Eventually I tired of the project and sold

(Continued on page 4)

FEATURED SPEAKER

The BUILDERS CORNER!

Join us in the shops, garages, and workplaces of our builders and counsellors!

Social 1130 / Program at Noon

Zoom link via e-mail or write vicepresident@eaa35.org for a link



PRESIDENTS COCKPIT

DARREN MEDLIN



Welcome to your first EAA 35 newsletter of 2021! We ended 2020 with a great online meeting hosted from Boerne Stage airfield. Our EAA Ray Aviation Scholarship recipients, Evan and Maryjane, updating the chapter about their flight training and we took a live streamed walk around and introduction to the 2006 Storm Rally ELSA that Jane Kellogg is selling for a youth

scholarship donation to the chapter. There is a flyer advertising the plane in this issue. Share it with a friend or post it wherever aviators gather.



Kit plane building is booming according to Van's Aircraft. Over the Thanksgiving holiday last year, and likely over the Christmas and New Years as well, Van's was inundated with orders for parts and kits from current and potential builders who were homebound due to

COVID. This means lots of progress on existing Van's kits and lots of new starts. If you know someone who is considering or doing an aircraft build, make sure to introduce them to our chapter. Our technical counselors, flight advisors and other members have a wealth of helpful information that can save them time and money.

As I write we are using the \$980.00 of EAA credit that you as Young Eagle pilots and volunteers earned for the chapter. These funds were time limited and expired at the end of 2020. Due to COVID we were not able to use these credits towards a scholarship for a young person to attend EAA's Air Academy this year like we normally do. Young Eagle coordinator Brian Smith worked with EAA National to apply these credits towards a simple desk-top flight simulator that YE participants can experience during YE events. The equipment can also be used at booths and other events our chapter participates in to intro-



duce young (and older :-) folks to the thrill of flying.

Take advantage of the great winter flying weather in Texas to visit Pleasantville Airport (PEZ). John Roberts, the friendly airport manager, reports the two courtesy cars have been replaced with even newer vehicles. PEZ is a quick flight with convenient options for breakfast just a short drive from the field. Danny Beavers is a regular and can update you on his favorite place. Check it out.

Like 2020, this year will see some adjustment to our normal schedule, but we'll continue to have online events, remote broadcasts, tours, flyouts and other activities until we can meet in-person so keep the second Saturday of the month reserved for Chapter fun and let's have a great new year.

Darren



Vice President Notes for January

Happy 2021! In this 2021 we will hopefully all re-affirm that you cannot appreciate good until you have experienced bad, success without first experiencing failure, and happiness without first knowing sadness. We've had a year of challenge, loss, and frustration in 2020. We are a long way from being past the COVID crisis, but we are all hopeful that by Summer or Autumn of 2021 life can begin to return to normal.

For those who did could not join us in December, you can view the gathering at <https://youtu.be/Vfhe3toYtoE> or a link on eaa35.org. come meet our outstanding young future pilots! In January we will have another super opportunity to check in with our builders community. Builder Coordinator Ike Kelly will introduce us to some of our builders, counselors and resources our chapter can provide to help anyone building or contemplating building an aircraft.

Our schedule for next year will mirror 2020, but realistically there is no sign the county will be inclined to relax group meeting standards as long as COVID remains on the march in our area. So, I would expect the first several months to remain physically distanced events but, we will look for social events in the area where we can interact safely.

So, your suggestions, ideas, and encouragement are really appreciated! Drop me a line at vicepresident@eaa35.org. Rest assured no one wants to get back to having fly-ins and Young Eagles events any more than your chapter leaders do. So as soon as it is safe and legal for us to do so, we will put those on the schedule! For now, please remain safe. Be careful and wary, and let's get through this winter safely and in good health.



CHAPTER BULLETIN BOARD

An artist friend of mine, Jennye Stubblefield, has produced these little “out the window” style paintings of clouds at sunset that seem appealing. Oil on panel and not too big. They are at the Hunt Gallery at 4225 McCullough in Olmos Park as part of a group show of affordable artwork that will be up through the holidays.

Dave (artist) Baker

210-410-2323

Hunt Gallery
location:
https://
huntgal-
lery.net/contact-
us/



HELP WANTED

Here is your chance! We need a few volunteers to help with a host of projects and maintenance activities for your chapter. We'll update this section with photos of your success and new volunteer opportunities as they come up.

FABRICATE PROTECTIVE BARRIERS/FRAME – 2 volunteers are needed to fabricate protective Vinyl barriers for the clubhouse serving area and a frame/curtain for the treasurers desk – contact Jane Kellogg jkkellogg@kelloggllc.com

GROUNDS CHAIRPERSON—Duties, lead efforts to keep the grass cut around the clubhouse and hangar. Riding Mower provided. Start January 2021. Contact Darren resident@eaa35.org

Restore the Plane that Launched Jackie Cochran



EAA and National WASP WWII Museum are restoring Jacqueline Cochran's first airplane, a 1933 Curtis-Wright Travel Air Q12. This plane will be used as a static display at the National Wasp WWII Museum to inspire and educate visitors, young and old, and school groups.

Any donation will help make an impact. Thanks in advance for your contribution to a cause that means so much to us.

The National WASP WWII Museum is dedicated to honoring the life and legacy of the Women Airforce Service Pilots and preserving the legacy of Avenger Field on which most of them trained. Our mission is to educate and inspire all current and future generations with the story of the WASP – the first women to fly America's military aircraft – women who brought honor to our nation and forever changed the role of women in military and civilian aviation.

Donate at: https://www.gofundme.com/f/restore-jacqueline-cochrano39s-travelair-q12?utm_source=customer&utm_medium=copy_link&utm_campaign=p_cf+share-

EAA
Master the Art of Aviation

Join a community of pilots willing to share experience, promote safety, and help improve your flying skills.

Chapter Gatherings
Third Friday of the month
Meeting: 6:00 p.m.

Location
San Geronimo Airport 15464 Culebra Rd
San Antonio, TX 78253

EAA Chapter 35
787-544-7828
eaa35vmclub@gmail.com
www.eaa35.org

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the aircraft to a salvage and restoration company.

How could this happen?

“...Owned by an A&P”. What this really means is that the owner can sign off his own work. Most, I am sure, are dedicated to correct and proper repairs according to Advisory Circulars 43-13 and the manufacturer specifications. However, some are of the “bailing wire” generation, or may have become cavalier in their practices. In this case, in the days before instant on-line supplies, there was no aircraft parts outlet for more than 100 miles, but there was an automotive supply house in town. And the parts do look a lot alike and work just fine.

“Sold with a fresh annual” Have you ever been in someone’s house and notice furballs in the corners or dust on surfaces that you wonder “how could they not fix that?” I have. When you live in a home, you start to not see the dust-bunny’s and clutter. It is just always there and your eyes look past it. But fresh eyes instantly see it as out of place.

The same holds true with aircraft. The IA was personal friends with the mechanic and for decades had inspected this plane. Maybe he saw the things we found, but maybe, probably, he just looked past them...because they’d always been there. More insidious, of course, could have been that he had signed it off for years...and to call them out on a “Pre-Buy” would require him to admit he’d signed off annuals for years with discrepancies. In any case, he either did not see or did not note the shoddy work his A&P colleague had done.

Which brings me back to the topic at hand. Lessons from experience in buying your dream airplane.

Assume any airplane is being sold by “Big Bob” the used car huckster. You can hide a lot of corrosion and neglect with a flashy paint job. Remember, usually you will be buying an airplane “as is, where is”. So, once you have signed on the line they have zero responsibility to you...none.

Are you buying a project plane or are you buying a plane to carry your family in? If you are buying a project, it is basically parts and you know you or your mechanic are going to have to take it apart and re-assemble it at your cost of time and money. If you are willing to take that on, an inspection may not be needed. BUT, If you are buying a plane TO FLY, spend the time and money to get an IMPARTIAL examination.

DO NOT, DO NOT, DO NOT use the A&P on the field or the IA who has been taking care of or signing off the aircraft. They are too close to the owner, the aircraft, and maybe even their own deferred maintenance to see and call out deficiencies.

There are some services (e.g. saavyaviation.com) that will arrange an

objective pre-buy inspection anywhere in the country and even guide you through the negotiations regarding repairs. Or you can inquire of type clubs for a reputable A&P in the area. Regardless, make sure YOUR mechanic-representative is objective and answers only to you. He or she optimally should not have seen or taken care of the plane before.

Steel yourself to walk away. “Big Bob” is going to make the airplane seem just great, “one of a kind, never gonna get a deal like this again...”. It is important to not let yourself fall in love with the paint job or plane before you have looked at it objectively.

Decide up front what you require to be repaired before you purchase it. Generally anything with airworthiness impact would have to be repaired by the owner at the owner’s expense. What exactly that means is something for you to work out with your pre-buy inspector and the current owner.

Finally, back to the automobile and hardware store parts. Honestly, I suspect that you would not have to look too hard to find parts from the local store on any seventy-year-old airplane. But it is worth knowing that in some instances, there are significant differences. The first is in metal composition. Part of what the AN designation includes is a structural minimum and metal composition. The alloy used, tensile strength, etc. are specified and at least in theory monitored. Auto and hardware parts may look the same, but the metals used, and their strength or brittleness is not known or predictable.

This came up recently in a type-forum for my aircraft. Bolts to secure the propeller mechanism are made of unobtainium these days, and the sole remaining source wants a king’s ransom for the last few they have. However, believe it or not bolts of the same designation, size and appearance are sold on e-bay for a reasonable cost. They look like they should work fine although not an AN part.

My colleague, though, purchased some and had them tested by an independent lab. He found that the tensile strength of the e-bay bolts was far below what was called for for the application, most likely reflecting a different alloy. They sheared and fractured relatively easily. So, although they sure looked the same, using these bolts could well have resulted in a catastrophic failure in the prop assembly.

Likewise, hardware screws may be manufactured from any combination of metals. Different metals will shed electrons in combination with some other metals, acting basically as tiny batteries. Aluminum is particularly susceptible to electrogalvanic corrosion. So that ten-cent screw from the hardware store could well end up starting a corrosion cascade that ruins a structural part of the airframe.

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The Builders Corner

by Mark Julicher

Star Gloss Covering Process

Some time ago I wrote a column about various fabric covering processes. At that time, we had no experience with the Star Gloss process, but now that deficit has changed. We are well down the road to finishing a plane in Star Gloss, so here, to add to the previous commentary, are our collected opinions and experiences with Star Gloss.

We like it and it is shiny,

Star Gloss produces a very shiny finish as do all the other urethane processes. The topcoat for this process is Ranthane which is proving to have good flexibility thus far. Furthermore, Ranthane comes in a complete spectrum of colors, and can be custom mixed if you call Consolidated Coatings and are patient.

But let's start at the beginning. Like all STC'd processes you must exactly follow on a certified aircraft, and you are taking your own chances on an experimental plane if you deviate. The manual The Star Gloss process uses Ceconite fabric which is available from many vendors in medium or heavy weight according to the dictates of the airframe. The glue to be used is Star-Tak. Not a very original name, but an excellent glue. Star-Tak sticks as well as its main competitors Poly-Tak and Superseam and it is adjustable using heat just like Poly-Tak. That is a big point in its favor because if you encounter a stubborn wrinkle it is often possible to lift the fabric and stick it down again sans wrinkle.

By the way, the Star Gloss manual is available free online from Consolidated Coatings. No need to buy it. Just print the page(s) you are doing if you need a hard copy to work from.

The second step in the Star Gloss process is to apply Gray Sealer. Gray Sealer is thinned before application. One brushed coat does an excellent job of sealing the fabric and as it penetrates the weave it adds to the adhesion of fabric to structure. After the one brush coat, Gray Sealer is only used to apply finish tapes and gussets, there are no additional full coats of Gray Sealer. That in itself is a big time saver over other processes vis-à-vis Polybrush or Nitrate Dope.

Finish tapes and rib lacing are done in the usual manner. Rough edges, imperfections, and nibs are smoothed with a 225-degree iron. Smoothing in this manner does a really fine job making the surface look good. If you take the time to do smoothing it makes the final finish much better.



Photo 1: Shiny wing in white Ranthane



Photo 2: Star-Tak fabric cement

After the Gray Sealer and finish tapes comes Silver Urethane Fabric Primer. This product is more a medium gray color than silver, but it does reflect UV light according to the Star Gloss manual. As a urethane product it requires catalyst and thinner. Spray two cross-coats of Silver Urethane primer with a light sanding between coats. Silver Urethane Fabric Primer produces a matte finish and sands very easily

producing a good base for top coats. The sprayable liquid needs some thinning and good atomization for best results, but if your results are suboptimal, a light sanding or maybe a touch of the iron will correct most imperfections.

That's it for preparation coats. Did you count them? Three. Not five or more like other processes.

From this point forward is application of color coats. Expect two cross coats of your base color and then trim colors.

Attributes in favor of Star Gloss: Great coverage with only 5 coats. Compare that to Polyfiber (7 coats) or Ceconite/Randolph Dope (12 coats.). Many hours of preparation and cleanup are avoided. The fact that Star-Tak and Gray Sealer can be smoothed and worked with an iron is a big plus also.

Attributes not in favor of Star Gloss: It is Urethane and requires the best protective gear you can wear during spraying. A spray hood, not a charcoal respirator is necessary. It takes up to seven

days for this urethanes to cure, so there is a significant delay between sanding/spray coats – especially if you are going to apply masking tape without marring the undercoats. Urethane cures slower in cool weather. We look for at least 60 degrees F and at most



Photo 3: Ranthane topcoat

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Electrical crimp connectors are a commonly used auto part. If you haven't done so, hold a certified/PMA aircraft one next to an automobile connector. The differences are relevant. Typically, the aircraft connector is going to have a longer crimp zone. This allows the use of a proper multiple crimp tool instead of the flimsy single crimpers sold in hardware stores. Relying on a single crimp for an essential connection may be fine for the taillight on the car you'll own for five years, but it is not OK for the next thirty years powering the electrical bus in your vibrating aircraft.

Those are the 'dust-bunnies' a set of objective eyes who have never seen that airplane may see, that the owner or his mechanic may just no longer notice.

So, if you are planning to buy an airplane, these are a few of the lessons I wish I'd known before I went looking. Maybe I did, but I didn't pay attention. In any case, you will be much happier with your purchase if you follow this advice and have a good impartial inspection performed on your behalf.

"I once had a plane from Florida...."



(Continued from page 5)

60% humidity before spraying anything for any process.

How about a quick word about the shrinking iron? We have been doing fabric for about 25 years and in the past, we had to use a candy thermometer or an infrared thermometer to check the iron's temperature. Clothes irons are notorious for not holding temperature closer than plus or minus 30 degrees – or even worse. This makes heating the fabric a painfully slow process subject as we applied heat, checked temperature, applied heat, checked temperature, repeat until done. This painstaking procedure was necessary to avoid under or overheating. But now! (drum roll, cymbal crash,) we use a

Fabric Pro Digital Covering Iron.

\$179.31 from Aircraft Spruce. Yep, the price is a bit salty, but when it cuts shrinking time by 2/3 it pays for itself in time and aggravation. When you do several planes a year, well, it is indispensable.

Photo 4: Fabric Pro Digital Covering Iron



Flying with Bifocals by Chuck Fisher

Many pilots find they need bifocal or multifocal glasses or contacts to see maps, iPad and checklists. This is especially true at night because the wide-open pupil allows light to enter from the sides, making already fuzzy things really fuzzy. Here are a few pointers regarding multifocal glasses in the cockpit.

I am not enthusiastic about putting on and taking off glasses while flying. It's hard to do under ANR headsets and more importantly, the time they will get dropped (under the seat) will invariably be during an instrument approach at night...when near vision is kind of important. So, I recommend pilots have glasses they wear all the time when flying. The top can have zero correction, but the fact that they are always on your face when flying becomes a habit and they'll never end up under the seat.

Many aircraft and panel layouts are not compatible with the "typical" bifocal or multifocal positioning. The transition line tends to be right in the middle of the HSI or attitude indicator, and some aircraft (especially jets and rotary wing) have switches or gauges overhead and a bifocal segment is needed at the top of the lens.



Eyeglasses can be made with the bifocal segment anywhere. You just have to tell the optometrist where to put it. So, I recommend you sit in your cockpit in your normal flying position with a pair of fairly large lens glasses on. Use a white board or china marker to mark where the line should be for you to be comfortable. If you look through the bifocal segment to see your panel, your line may be higher than typical. If you only use your bifocal to see your kneeboard, you might only want a small sliver in the bottom of your glasses. And, of course if you need to see overhead, mark a segment up there too. Take this pair of glasses to the eye doctor and he/she can measure the segments and make you glasses specifically for your plane.

And, be sure to take that pair of glasses to your AME appointment so you can verify they are correct.



By Andrea McGilvray, Taken from Wikipedia

Source: https://en.wikipedia.org/wiki/Chuck_Yeager

Chuck Yeager

Charles E. "Chuck" Yeager, a military test pilot, became the first to break the sound barrier on October 14, 1947. Afterwards, he was dubbed "the fastest man alive." He died **December 7** at age 97.

Yeager's career began in World War II as a private in the United States Army, assigned to the Army Air Forces in 1941.

After serving as an aircraft mechanic, in September 1942, he entered enlisted pilot training and upon graduation was promoted to the rank of flight officer (the World War II Army Air Force version of the Army's warrant



(13,700 m), for which he won both the Collier and Mackay trophies in 1948. He then went on to break several other speed and altitude records in the following years.

Yeager later commanded fighter squadrons and wings in Germany, as well as in Southeast Asia during the Vietnam War. In recognition of his achievements and the outstanding perfor-

mance ratings of those units, he was promoted to brigadier general in 1969 and inducted into the National Aviation Hall of Fame in 1973, retiring on March 1, 1975. Yeager's three-war active-duty flying career spanned more than 30 years and took him to many parts of the world, including the Korean War zone and the Soviet Union during the height of the Cold War. Throughout his life, he flew more than 360 different types of aircraft.

I just googled this information! BUT Interesting point, he even flew a Canard Ultralight that I had the opportunity to fly in Canada many years ago!



Yeager in the Bell X-1 cockpit

officer), later achieving most of his aerial victories as a P-51 Mustang fighter pilot on the Western Front, where he was credited with shooting down 11.5 enemy aircraft (the half credit is from a second pilot assisting him in a single shootdown). On October 12, 1944, he attained "ace in a day" status, shooting down five enemy aircraft in one mission.

After the war, Yeager became a test pilot and flew many types of aircraft, including experimental rocket-powered aircraft for the National Advisory Committee for Aeronautics (NACA). Through the NACA program, he became the first human to officially break the sound barrier on October 14, 1947 when he flew the experimental Bell X-1 at Mach 1 at an altitude of 45,000 ft



P-51D-20NA, *Glamorous Glen III*, is the aircraft in which Yeager achieved most of his aerial victories.



EAA 35 Safety Brief

Seat Belt Bracket Failures on Cessna 120/140 Airplanes Notice Number:

NOTC1613 The FAA is investigating overload failures of Cessna 120 and 140 aluminum seat belt mounting brackets. After a fatal accident in 2014, the FAA issued Special Airworthiness Information Bulletin (SAIB) CE-15-13, which recommended that owners, operators and maintenance personnel of the affected airplanes replace aluminum brackets with steel brackets following Cessna Single Engine Service Bulletin SEB-25-03. Since then, a second fatal accident occurred where the aluminum seat belt mounting bracket failed.

The Wichita ACO Branch recently issued an Airworthiness Concern Sheet (ACS) to address failures of aluminum seat belt mounting brackets of Cessna 120 and 140 airplanes. The FAA is requesting information on damage or known failures observed on the seat belt mounting brackets common to Cessna 120 and 140 airplanes, including description of damage, available photos, airplane serial number, type of seat belt installed, and details of failure discovery.

https://www.faa.gov/files/notices/2020/Dec/Cessna_Seat_Belt_Mounting_Bracket_ACS.pdf
<https://www.faa.gov/files/notices/2020/Dec/SEB-25-03.pdf>
https://www.faa.gov/files/notices/2020/Dec/SAIB_CE-15-13.pdf

If you have any questions or comments, contact the Wichita ACO Branch at: Bobbie Kroetch 1801 Airport Rd Wichita, KS 67209 (316) 946-4155.

FAAST Blast — Moderna Vaccine, Aircraft Performance Monitoring, From the Flight Deck Videos, Take AIM to Avoid Terrain Notice Number: NOTC1618

FAAST Blast — Week of Dec 21, 2020 - Dec 27, 2020 Biweekly FAA Safety Briefing News Update

Pilots/Controllers May Receive Moderna Vaccine with Appropriate Precautions.

Following the Emergency Use Authorization from the U.S. Food and Drug Administration (FDA) for Moderna's COVID-19 vaccine, the FAA has determined that pilots and FAA Air Traffic Controllers may receive the vaccine. To maintain the highest level of safety in the National Airspace System, the agency will require pilots with medical certifications or air traffic controllers with medical clearances to observe a period of 48 hours following the administration of each dose of this vaccine before conducting safety-sensitive aviation duties, such as flying or controlling air traffic. This is consistent with the previously announced policy for the Pfizer-BioNTech COVID-19 vaccine. Read more at <https://www.faa.gov/news/updates/?>

[newsId=96302.](#)

FlySafe – Aircraft Performance Monitoring

Pilots continue to have unreasonable expectations of their own personal performance, and the performance of their aircraft, which has contributed to fatal general aviation (GA) accidents. The General Aviation Joint Steering Committee's (GAJSC) working group on system/component failure (powerplant) suggests that reasonable performance expectations, based on realistic data from flight data monitors, can help forecast system/component problems before they reach the point of failure, resulting in safer flight operations. Read more on this important topic on the FAA's blog here: <https://medium.com/faa/aircraft-performance-monitoring-24eaaaf6b42>.

From the Flight Deck

Video Series Calling all pilots! We regularly add new runway safety videos from airports across the U.S. to our From The Flight Deck series. Go to <http://bit.ly/37O3xdH> to see which airports are currently covered and what's coming soon.

Take AIM to Avoid Terrain

You're flying from a non-towered airport, and weather conditions won't allow departing under VFR. No problem, you're an instrument-rated pilot. But avoiding a departure controlled flight into terrain (CFIT) accident requires one last review of your surroundings and your game plan. Before you even get to the airplane, careful planning is the key to avoiding CFIT during IFR flight, especially during IMC operations. Here's where having a solid command of the Aeronautical Information Manual's (AIM) 12/23/2020 AT&T Yahoo Mail - Pilots/Controllers May Receive Moderna & Pfizer Vaccine with Appropriate Precautions 2/2 section on Instrument Departure Procedures (section 5-2-9) is not just handy, but essential. Learn how to take AIM to avoid terrain at <https://medium.com/faa/trust-but-verify-ae75152e0645>. You'll find the entire CFIT-themed issue at www.faa.gov/news/safety_briefing.

Produced by the FAA Safety Briefing editors, www.faa.gov/news/safety_briefing

Address questions or comments to: SafetyBriefing@faa.gov

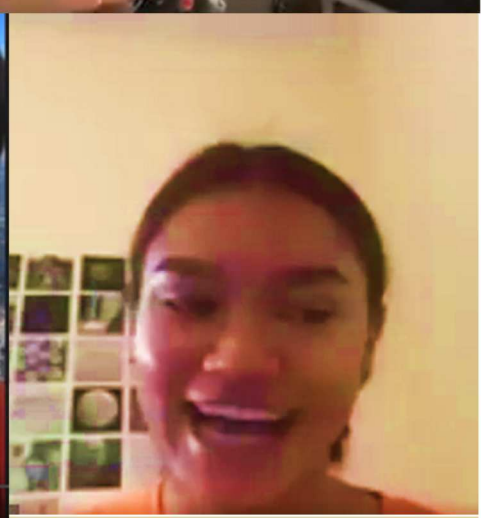
Follow us on Twitter @FAASafetyBrief or <https://twitter.com/FAASafetyBrief>

After careful review of available data regarding safety profiles, the FAA Office of Aerospace Medicine (AAM) adopts the following policy as both safe and operationally responsive to this unique situation: Holders of FAA-issued Airman Medical Certificates or Medical Clearances may receive the Pfizer-BioNTech COVID-19 vaccine; however, a 48-hour no fly/no safety related duty interval must be observed after each dose.

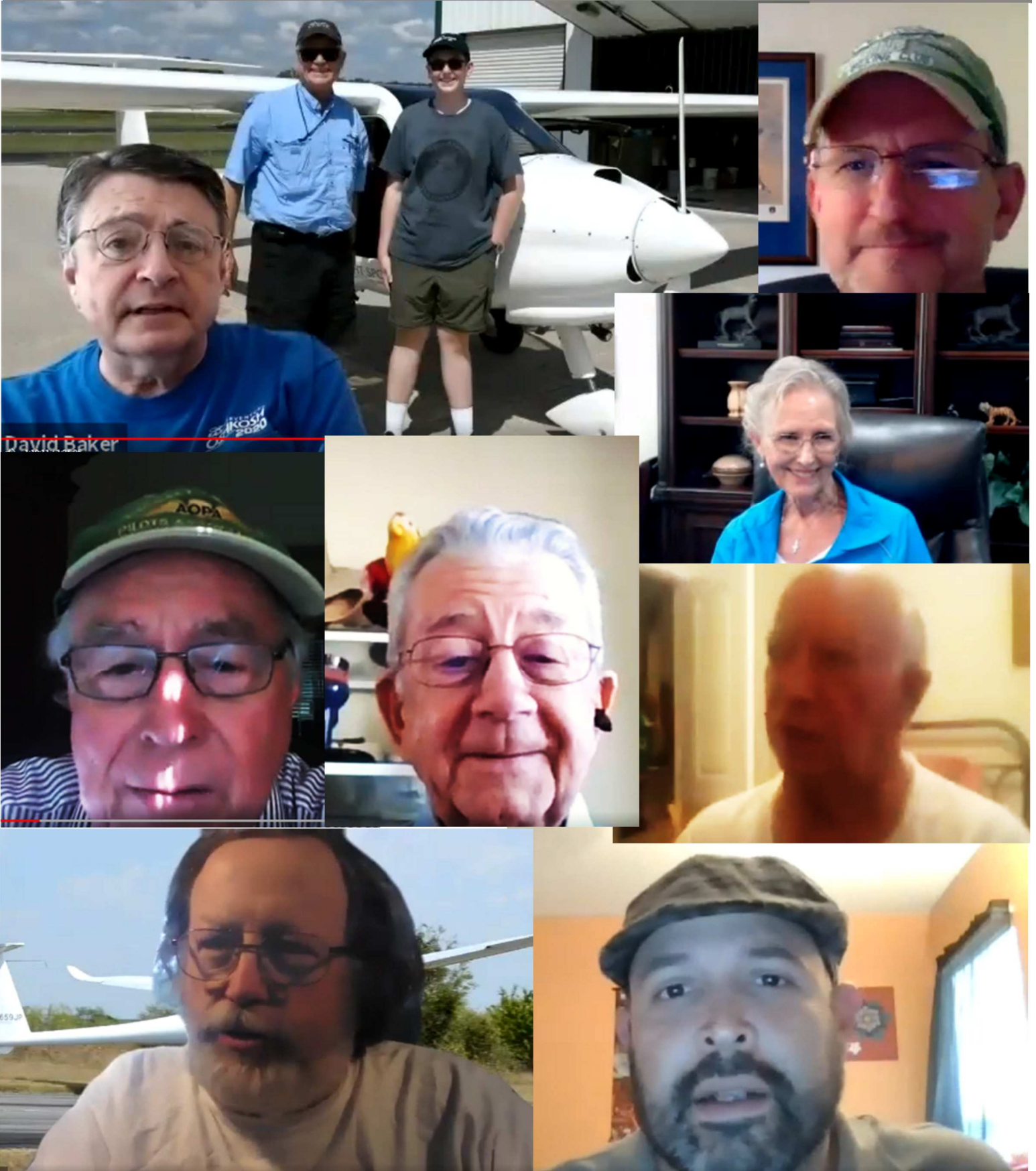
Chuck Fisher EAA Chapter 35 Vice President



—SEE MORE AT <https://www.facebook.com/ea35/> AND ON E-VERSION PAGE 22



—SEE MORE AT <https://www.facebook.com/ea35/> AND ON E-VERSION PAGE 22



David Baker

Clubhouse News:

We all want to give thanks to all those that help!

Vanessa Buckler worked in the garden area of the Chapter 35 clubhouse.

Evan Carrell, the first 2020 Ray Scholarship Student sponsored by EAA Chapter 35 is a busy young 15-year-old man. Since graduating from High School, he is working on an Associate's Degree. And although mowing the grounds at San Geronimo Airpark, and taking glider flying training aren't enough, Evan volunteers time for community service primarily by passing out food baskets to the San Antonio near west side needy through Agora Ministries. Evan's goal is to earn the Presidential Volunteer Award, and because of Covid 19, volunteer demand at Agora had tapered off. In order to make his commitment for the Ray Scholarship to volunteer service to Chapter 35, Evan began looking for projects compatible with current Covid 19 requirements. He approached Brian Goode, Airpark Administrator, about re-painting the Snoopy wind indicator located midfield adjacent to the runway. Brian gave Evan some info on the paint originally used for Snoopy, and approved the project. Evan's father had rented a man lift for work he was doing in Rio Medina, and so before returning the equipment, they moved it to San Geronimo Airpark to reach up and repaint Snoopy. On the 10th of November, paint was purchased at his own expense, and the painting was started. The man lift was rented for another day again at his own expense, and painting was completed before returning the rented equipment. This selfless work by Evan has enhanced the environment of the Airpark, and provided more safety to the pilots with better visibility of the wind direction indicator. Evan and his parents lived next to the Airpark in the Falcon Landing neighborhood, and shortly after completing this community service, they moved to Texarkana. Although Evan remains enrolled in the EAA Ray Scholarship sponsored by Chapter 35, his physical presence will be missed. Below are pictures of the completed work done by Evan and his father.

By Andrea McGlvray, I made my own tradition on Christmas Day using social distancing to visit my friends from high up. The last few years were solo flights but this year I had the opportunity to use a friends Cap10B to take my mom with me. The day started out with a briefing for myself to do some formation flying and then go for a few hours around the country to let others know I care and wish them well from the sky. It started in Kestrel airpark.

I know the Texas Hill Country area well, so no flight/route plan was done, I just know my landmarks and off we went. I provided some amusement at a safe altitude to all with my wingman at my side or in trail. IT was quite a sight from the ground I am told.

We took off and headed towards Medina Lake. We were flying a

loose formation with me as lead. That position is not easy but is less stressful than on the wing, at least for now. We checked out Medina Lake then we headed to Hondo, Yancey, Utopia, Medina and on the



way back, I introduced my mom to some Aerobatics. First was a loop, then a roll then two hammerheads, the 1st one I did poorly, then two sets of wing overs and then back to the Kestrel airport. I gave mom



the stick and she helped me fly while I was looking up a hard to find location in Medina. She did very well! What a great way to celebrate Christmas Day! She loved the whole flight and I look forward to taking her up with me again soon. The next part no one will believe, but that part of the story Ill share another day!

Here are two videos showing a takeoff and landing in the Cap10B

<https://gopro.com/v/zREvGepJ2a6r2>

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DECEMBER MYSTERY PLANE REVEALED

DOUG APSEY

Charlie Brame correctly identified the December mystery airplane as the Czechoslovakian Aero Ae 45 manufactured between 1947 and 1951 by Aero Vodochody in Prague and from 1951 to 1963 by LET Kunovice. The prototype Ae 45 first flew on 21 July, 1947, and was the first post-war aircraft manufactured by Aero Vodochody. The Ae 45 was intended to be a four seat civil utility aircraft although many served as military light transport and liaison aircraft throughout Europe and Asia.



The Ae 45 had an aluminum wing and a semi-monocoque fuselage. The control surfaces were fabric covered. The wing consisted of three sections so that the outer sections could be separated from the fuselage just beyond the engine nacelles for easy transport. The nacelles remained connected to the center section of the wing when disassembled. The retractable landing gear folded rearward into the engine nacelles.

Manufacturing was moved to the LET facility in Kunovice in 1951 when the Aero facility began producing the S-102, the Czech version of the Russian MiG 15. Production of the Ae 45 continued at the LET facility and the later versions of the design, the Ae 45S and the Ae 145, were all manufactured at that factory. The Ae 45S was a slightly modified version of the Ae 45 with the main difference being the addition of radio and navigation equipment. LET built 228 Ae-45S's between 1954 and 1959. The final version of the Ae 45 was the Ae 145 which was a more refined Ae 45 airframe re-powered with twin 140 hp supercharged, inverted 4-cylinder Walter M332 engines replacing the original 105 hp Walter Minor 4-III engines. This resolved the common concern that the Ae 45 was underpowered. There were other minor refinements to the airframe including a re-designed canopy with reduced framing for even better visibility. Cruise speed of the Ae 145 was around 160 mph and it had a range of 1,100 miles. A total of 162 Ae 145's were built by LET between 1959 and 1963 when production ceased.

The design was a popular post-war aircraft with a total of about 590 Ae 45's and Ae 145 being built between 1947 and 1963. Many were exported to China, East Germany, Hungary, Italy, Poland, Romania, the Soviet Union and Switzerland for both civilian transport and military use. The Chinese government even built a

copy of the design called the Sungari-1. Sources vary as to whether the Chinese version was built under license or was an unlicensed version of the Ae 145.

There may be less than ten airworthy examples of the Ae 45/145 remaining in the world today. A quick search of the FAA aircraft registry shows none registered in the US at this time although one source mentions that two examples reside somewhere in the US.



I would again like to thank Larry Geiger for providing the picture for the December mystery airplane. It is a beautifully restored LET Ae 145, tail # D-GADA, done in Deutsche Lufthansa colors. Sources for this article include:

https://en.wikipedia.org/wiki/Aero_Ae-45

<http://airsoc.com/articles/view/id/520b3ea69aad9d7a2000001f/aero-ae-45-ae-145-twin-engine-light-aircraft?ev=10&evp=vm>
<https://pickledwings.wordpress.com/aero-ae-45-and-ae-145-success-in-the-wake-of-war/>



NAME THE PLANE

DOUG APSEY

Here is your November mystery airplane. Who will be the first to email me at dapsey@satx.rr.com with the following information about this month's mystery airplane?

1. What is its designation/name?
2. What aircraft manufacturer built it?
3. What year did it first fly?
4. How many were built?





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Paid Thru May 2021

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JANUARY	9	11:30 ZOOM gathering PROGRAM 12:00 BUILDERS CORNER
FEBRUARY	13	11:30 ZOOM gathering PROGRAM 12:00
	19	[tentative] 6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail)
MARCH	13	11:30 ZOOM gathering PROGRAM 12:00
	19	6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail)
APRIL	10	(Tentative) 09:00 SPRING CLEANING FOLLOWED BY ANNUAL CHAPTER 35 MEMBERS PICNIC
	16	6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail)
	16	7:30 Movies on the lawn (weather permitting)
MAY	8	11:30 RE-EMERGENCE FLY-IN BBQ and new plane unveiling! (if permitted)
	14	6:00 pm VMC Club (see FAA Wings page and e-mail)
	18	8:30 Movies on the lawn (weather permitting)
JUNE	12	0900 FLY-IN BREAKFAST (if permitted)
	18	6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail)
JULY	10	11:30 Social/12:00 Program: Oshkosh planning
	16	6:00 pm VMC Club (see FAA Wings page and e-mail)
	26-01	<i>AirVenture</i>
AUGUST	14	11:30 Social / 12:00 Program: BUILDERS CORNER
	20	6:00 pm VMC Club (see FAA Wings page and e-mail)
SEPTEMBER	11	1130 Social/1200 Program: Summer wrap-up
	17	6:00 pm VMC Club (see FAA Wings page and e-mail)
	17	7:30 Movies on the lawn (weather permitting)

UPCOMING EVENTS

Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>EAA <http://www.eaa.org/calendar>Fly-ins <http://www.flyins.com>Fun Places <http://funplacestofly.com>Social Flight <http://socialflight.com>Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>

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Country Store

By RICHARD VINAS

Surely, we will be meeting in person soon! Well, maybe. Probably. Who knows? Anyway, you can still get Country Store products with a little bit of planning and by contacting me directly. So far, no prices have increased and the WashWaxAll products are still in inventory. It's not too late for last-minute Christmas gifts and stocking stuffers. Looking back, I expected this social-distancing thing to only last a couple of weeks and look forward now to the next time we all come together in person. As I always ask, let me know if you have any ideas for prod-

ucts you think we might put in the Country Store that would be in demand by the members of the Chapter. If I don't see any of you soon, have a Merry Christmas and a Happy (and safe) New Year.

Rick Vinas



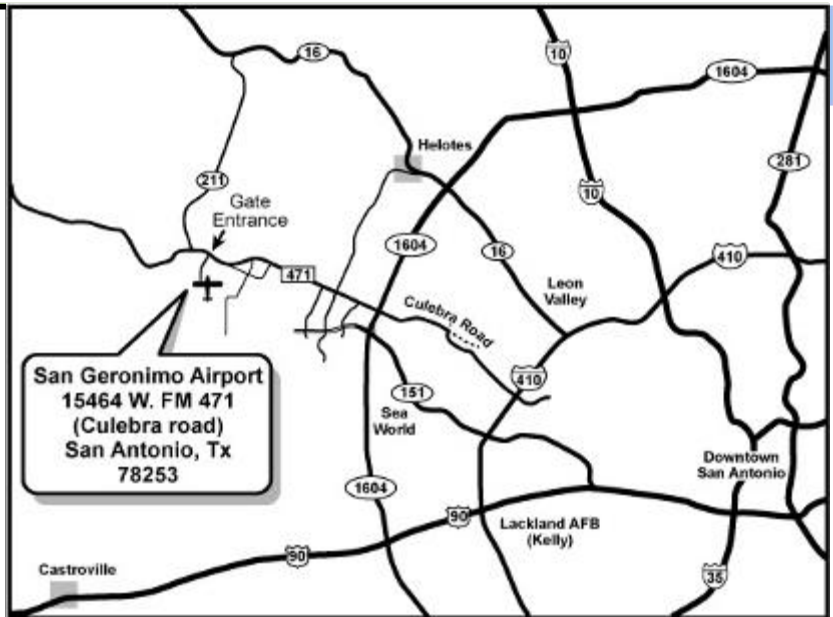
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For 60 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

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Please complete all of the applicable blanks below. Dues for new members are pro-rated the first year you join based on the number of months left in the current year. Annual dues for regular members are **\$24.00** and must be paid NLT the February meeting of the current year. (Hand to/or mail to: **Ron O’Dea, Membership Chairman EAA Chapter 35, 15464 FM 471 W #14, San Antonio, TX 78253** - Phone: 210.488.5088, e-mail: r2av8r@gmail.com)

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 N - Ground School Instructor ; O - Light Sport ;

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 6 – Welding ; 7 – Wood ; 8 – Electrical ; 9 – Engine maintenance ; 10 – Avionics ; 11 – Auto Engines ; 12- FAA Certified
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