



April 2020

Volume 68 Issue 4

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Applying fabric to your plane- tricks of the trade part I

By: Mark Julicher

Let me begin by saying that there are lots of good books, videos and articles about fabric covering. Ron Alexander wrote many excellent articles and they are available for free on the Aircraft Spruce and Specialty website - just search using *Ron Alexander*. Stewart Systems has hours of videos on covering aircraft online - free! Jon Goldenbaum wrote the latest covering manuals for Ceconite, Poly-Fiber, and Star Gloss... all are inexpensive and worth many times their cost in mistake avoidance. This is not an exhaustive resource list by any means. What I'm saying is, before you start covering your plane get educated!

In this article I will try *not* to repeat everything in the existing books. There is no need to reinvent the wheel. What I wish to do is pass along a few tricks that I learned along the way and some of my likes and dislikes. So let's get started!

First, pick your covering system and get the corresponding instruction manual. Next, **be sure** that your airplane is covered under the **Supplemental Type Certificate** for that covering system. Really! I have encountered this problem only once in 35 years, but when you are talking about kilobucks to cover a plane this is a mistake you just don't want to make.

Now gather up the best **tools** you can:

> Pinking shears. Dacron wears scissors out. If your

pinking shears don't go, 'crunch', and make a clean cut from the pivot to the tip then throw them away. Don't go cheap here! Go get some new shears. Fiskars with the titanium blades are excellent and available at WalMart.

> Pencil. You must use a pencil to draw on the fabric. Any sort of ink will bleed right through the dope/chemical layers. I warned you!

> Chalk line. Sometimes you need to line up a tape or a row of rib stitches and nothing works quite so well as a chalk line.

> Straight edge. I like having a good yardstick or even better - a three foot metal scale on hand to do various tasks.

> Scratch awl. there are times when you need to



Photo 1: Scratch Awl has many uses.

poke through the fabric and a good scratch awl can

(Continued on page 4)

Next Event

April 11,
10:00 am

Runway 35 is published monthly as a free service for our members and our flying community by EAA chapter 35.
Publisher: Chuck Fisher
Editor: Andrea McGilvray
eaa35news@gmail.com

SPRING CLEANING! Bring your work-clothes, gloves, and energy!

Lunch to follow (If you've done your chores)

TENATIVE

PRESIDENTS COCKPIT

DARREN MEDLIN



To the hardy 30+ souls who joined us for our March get together, amid the gathering clouds of the impending COVID-19 restrictions, thank you for your flexibility by being able to “brown bag” it on short notice. Everyone enjoyed a very engaging talk from Chris Hiatt about his little bi-plane, a Baby Great Lakes. He flew up from Cannon (53T) Field for the event. I mentioned the plane was small right? His wife drove up separately to deliver his laptop with the presentation on it.

There is just room for the pilot, and that’s it. After the meeting, Chris took to the air and gave us some great photo passes before landing and answering more questions.

On a sadder note, Steve and Freda Jones have left their respective Board of Directors and Facilities Management positions. Increased work, travel, and family demands won’t allow them to continue the great service they’ve made in their respective roles, but they remain valued chapter members.

Looking ahead, Ron O’Dea is evaluating EAA’s new chapter roster management tool. Informational webinars on the tool and later briefings and discussion at Chuck Fisher’s EAA leadership training in Oshkosh make this look like a promising option. Member pictures are easy to add, shareable rosters can be quickly generated, and you can choose what to share. Due dates for EAA Youth Protection Policy are automatically updated, and dues payments and other information should be easier to manage vs our current system. Once we can answer more question’s, we’ll talk about it at a meeting.

Speaking of Chuck, your VP is doing a masterful job juggling our calendar, but as Yogi Berra said, “it’s tough to make predictions, especially about the future” so thanks in advance for your understanding.

I don’t know if we’ll have an April gathering of any kind, but I plan to have at least a virtual Board of Directors meeting on 11 April, and all the committee chairs and advisors will be invited as well. More to follow.

In the meantime, please take every precaution (I’m stopping to wash my hands...) to come back healthy and hearty for our next get together.

Your socially distant president, - Darren



By Chuck Fisher Vice President

Virus Concerns Prompt Schedule Changes

As I write this, many of you are riding out the storm in your “lifeboat” at home in an effort to avoid being the unwilling carrier or unfortunate recipient of a potentially deadly virus. I hope this

finds all of you well.

First, I feel obligated to reiterate that this virus alarm is not a “drill”. This virus is a seriously bad actor, bonafide kills folks, and is really easy to spread. If we don’t take this seriously and it doubles every 6 days as it is now globally...there may be 5000 cases in San Antonio by the beginning of May and 160,000 by the beginning of June. And, as many as 1500 may die. However, if we can work together to slow it to 12-day doubling, the numbers fall drastically, only statistically only around 25 will succumb by June. THAT is huge, and those lives depend on us. Please take this seriously and don’t accidentally spread it to someone else who could become one of those numbers.

As part of that effort, your chapter has postponed all group activities to ensure everyone’s safety. We are all hoping that the herculean efforts of all Americans will thwart the virus and reverse its progress by mid-April or early May. If so, we will be once again able to return to community activities. Even then, though, we will pay close attention to good sanitary practices.

April – All activities for April are very tentative, and frankly very unlikely to occur. Nonetheless, let’s hope for the best. So, we will tentatively plan to hold a clubhouse and grounds clean-up and annual maintenance on the April 11 gathering date. Depending on circumstances, we may or may not have a meal with this. Again, the odds are heavily against this event, so please watch your e-mail for instructions and alternative online options as needed.

May – We will move our Spring Fly-In to May 9. I am hoping, everyone in San Antonio has been really diligent and we have thwarted this booger. If so we will celebrate re-emergence from our “lifeboats” with a fly-in breakfast using the best sanitary techniques we can. As we have in the past, Peggy and I have volunteered to host the Spring fly-in with Breakfast Tacos and proceeds to go to our philanthropy/student education fund. We look forward to serving everyone that morning and will send more info on how you can help next month. Be aware, though, that if, though, the virus is still active, we will roll the re-emergence fly-in into June or beyond.

Obviously, everything is fluid at this time, and the overriding concern for each of us is the health and safety of all of our members. Please take every precaution you can right now. Treat your family and home as a lifeboat. Protect yourselves, but equally important, please don’t allow yourself to become the non-symptomatic vector that transmits this to someone else. I encourage you to keep in contact with the chapter, family and friends by e-mail, web and Facebook. We look forward to gathering again as a group soon!



CHAPTER BULLETIN BOARD

by Ryan B. Newmann

FREE EDUCATION!

“ With K-12 schools closing across the country, the world’s premier aviation institution – Embry-Riddle Aeronautical University – has ramped up free online course offerings on topics ranging from aeronautics and meteorology, to computer applications, and history and more. No-cost options are available for the general public as well as Embry-Riddle employees.”

<https://news.erau.edu/headlines/as-many-schools-close-embry-riddle-offers-free-online-courses-for-k-12-students>

April Menu and Notes

There will be no planned April Meal at this time.







Please follow chapter 35 e-mail, eaa35.org webpage and facebook (<https://www.facebook.com/eaa35/>) for up-date as to activities and meals



At this time EAA AirVenture is still ON.

If you plan to go to AirVenture, please let us know at president@eaa35.org or EAA35VP@gmail.com

Please follow guidance to protect yourselves and others from COVID-19

-  Stay home if you can.
-  Assume the last person to touch something might have been infected, so use tissues to grab handles and items
-  Sanitize or wash your hands after touching any public surface
-  Maintain distance between yourself and others
-  Try really hard not to touch your face with your hands, and wash hands frequently!
-  You can know you have washed for 20 seconds by singing “Happy Birthday” while washing your hands. If you sing like me, do so silently....please!

Your Chapter will be ready to resume activities as soon as it is safe to do so!



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

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

EAA Chapter 35
 787-644-7828
eaa35vmclub@gmail.com
www.eaa35.org



Continued ... Applying fabric to your plane- tricks of the trade.

(Continued from page 1)

work magic. More on scratch awl tricks later. Source is any tool store - box stores have these.

> Iron. Get a decent iron. You don't need steam although you probably can't find an iron that does not do steam. You definitely do NOT want an iron that turns itself off when sitting idle. Talk about annoying! The various manuals say to get an iron that holds constant heat... good luck on that... I have yet to find one. Walmart or Target have a decent selection.

> Hobby Iron. Optional but useful. Often sold for building model airplanes but handy for doing tight places on your full scale airplane.



Photo 3: Infrared Thermometer. Be sure it covers temperatures up to at least 400 F.

speed up your work.

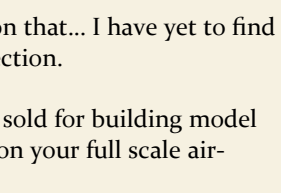
> Baker's parchment. If you need to do an iron touch up after dope is on the fabric, parchment will prevent your iron from sticking. Get this in the Baking Needs aisle.

> Gloves. Some like the compound know as 'invisible gloves' and some don't. Rub invisible gloves into your hands and stuff won't stick to them. If you don't like invisible gloves then nitrile gloves will do fine.

> Brushes. Good brushes! You can get away with cheap brushes for applying glue if you are diligent at picking out the lost bristles. One inch brushes are good for glue. But when it comes to applying brush coats of coatings, only a good brush will do! Use three inch, natural bristle brushes for applying coatings. Some man-made fiber brushes are OK, test them first. It really sucks to see MEK or toluene melting your sorry nylon bristle brush. Remember: cheap brushes shed faster than my dog.



Photo 2: As it says on the bucket, this may not be the best tool for the job.



Infrared thermometer. I point the thermometer at the shoe of the iron and check temperature frequently. Very frequently. Too hot melts fabric, too cold is useless. Find one on Amazon. Various covering manuals describe putting a candy thermometer under a layer of padding and measuring the iron's temperature. That is slow! Other covering manuals describe

using a bimetallic thermometer such as the Coverite thermometer used by model airplane hobbyists. That will also work but it is slow. The infrared thermometer will

Photo 4: Baker's Parchment helps immensely.



> Clothes pins or spring clips. Get at least 20, 40 is better yet. They hold fabric while glue dries.

> Hobby knife. Or if you are a Lego Movie fan - the Sword of Exact Zero.

> Flashlight. A good flashlight shining through fabric will help you find screw holes in the ribs.

> Tyvek Suit. When it comes time to spray, a painter's suit will keep you from getting any on your skin. Also serves as a one person sauna. Consider Tyvek booties or wear an old pair of tennis shoes. Box stores or online will have these.

> Breathing and head protection. A charcoal respirator or a forced air hood depending on your process. Respirators are at the box stores. Spray hoods are on Amazon or from good, online vendors such as TCP Global.

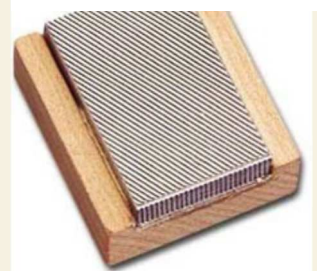
> Spray Gun. You can get a good finish from an inexpensive spray gun if you take your time and practice. I'm talking less than \$90 for a spray gun but do some reading and read reviews. I avoid Harbor Freight spray guns due to a bad experience. A lot has to do with adjusting pressure and fan and spraying with the correct overlap and correct viscosity. You don't absolutely have to have to apparatus to use your spray gun upside down. You don't need a \$500 pressure pot. You DO need to learn how to set up and how to clean your gun. Less expensive guns tend to need more pressure and spray a narrower pattern. Ten years worth of spray gun education packed into an afternoon can be had at www.gunman.net.au. Decent guns are online several places. I like TCP Global, but there are other vendors.

> Compressor. You can get away with a 20 gallon compressor. This needs to be an oil free compressor or have an oil/water trap in the line. Oil + Spray Paint = Fish Eye. In any event you need to have a water trap and an air hose that has never had any oil through it. If you are doing only one plane - borrow a compressor to avoid sticker shock.

> Nib file. A coarse nib file can be used to remove a drip or run in your finish.

> Acetone. Clean your spray gun properly and use acetone or other appropriate solvent. Acetone is cheaper than dope solvents. I mean like \$19/gallon vs \$85/gallon.

Photo 5: Nib file. Get from auto paint suppliers such as Eastwood, Auto Tool, or Tool Topia.



Are you ready now? You read your covering manual twice and you have a part all ready for covering? Good! I'm not going to repeat all the stuff in the covering manual. Do what it says! But here are some thoughts...

(Continued on page 5)

Continued ... Applying fabric to your plane- tricks of the trade.

(Continued from page 4)

Do the bottom side first. If you cover the bottom first followed by the top, water will shed better. I know, all the seams are supposed to be sealed up, but five years from now when a seam starts to lift, water will not find its way inside the structure.

Cut the fabric as straight as you possibly can. You will be able to see layers of fabric underneath one another. A straight cut makes a beautiful, professional looking edge. A sloppy cut looks pretty bad and will still show somewhat even with layers of finish tape applied over it. If you need a little help, mark a pencil outline and then cut it out. Take your time, do your best and you will like the result.

Lay on the glue as smoothly as possible. Lumpy glue will show. Some glues can be flattened later with the iron, but some can't. Your manual may call for pre-gluing the structure, let it dry and then a second coat of glue as fabric is applied. Glue does not go on top of the fabric. Be Careful. Ugly, splashed glue globs will show up later.

You can use your iron to help lay down curved edges, just be sure to clean the iron. Good iron technique makes for a good job.

Clips and clothes pins will hold those stubborn edges. Some glues make the fabric stick right away and some glues dry slowly. Liberal use of clips makes the task so very much easier.

OK You have fabric on both top and bottom of some part. Now to shrink it.

Set your iron to the first shrinking temperature - what ever the manual calls for. Make a mark on your iron's dial do you can find this setting again later. Check the temperature with your infrared thermometer. Set that iron right down on the fabric. Work around the edges and into the middle and try to envision how the fabric will shrink to minimize making wrinkles.

Sneak up on it! If you are unsure of how things are going or worried about leaving a wrinkle then go slowly. You don't shrink to final size all at once - again I say, sneak up on it.

Photo 6: a Citabria elevator being covered with heavy weight Ceconite using Certified Coatings glue. This particular glue dries slowly and is not very tacky - that makes the spring clips essential!



Sometimes it works best to begin in the middle of a curve such as a wing tip bow and then work outward in both directions to get the wrinkles out. If you have a seam out in an open area, i.e., not glued to any structure, then you ought to run your iron right up that seam and make it shrink evenly on both sides of the seam line.

Increase the temperature of the iron to the next shrinking temperature. Remember, depending on the process you are using this may or may not be the final shrink. Work the iron into all the corners and up to the edges. **Heat may re-activate glue** and let the fabric creep, so **use this to your advantage**. In other words, if the fabric is lying down nicely then don't mess with it. If, however, there is a wrinkle in a glued area use the edge or the tip of the iron and you ought to be able to work it out. Just don't over do it and detach the fabric completely.

Once again, during all this shrinking **check the temperature of your iron frequently!** Listen to the iron! If it is clicking it is probably heating up... time to recheck that temperature. If you iron over any underlying structure, e.g. a wing leading edge, expect the iron to lose a lot of heat into the structure - just go slow and keep checking that temperature.

Once the fabric is shrunk it is time to brush on the first coat of coating. I won't spend any time on that process here because your covering manual has that information. This brushed on coat seals the weave of the fabric.

Once the sealing coat is brushed on wings and tail feathers it is time to attach fabric to ribs. Once again the covering manuals give excellent details on how to attach the fabric to wing ribs and tail feathers. Be sure to use the attachment method proper to the aircraft. That might mean rib stitching or pop rivets or screws or clips. Now it is necessary to make holes in the fabric. Unless you have incredibly strong fingers, **use the scratch awl** to pre-punch the fabric for rib stitches or screws are what have you.

If you are going to rib stitch and are unsure how - You Tube is your friend.

If you discover that a rib is out of alignment, don't just fasten the fabric to the crooked rib. **Use the scratch awl, poke through the fabric and push the offending rib into alignment.** Don't worry! You are going to put finishing tapes on the rib lines, so any hole you make will eventually be hidden by the tape.

Now is the time for that flashlight! Put a strong light behind the fabric it will reveal screw holes or clip holes in the ribs. Whilst holding the light you can mark the holes (with pencil) or pre-punch the holes as required.

If you are rib stitching it is helpful to have the wing in a vertical position and have a helper on the opposite side. Peek through your pre-punched holes and you can actually look through the wing and see the pre-punched hole on the opposite side. This trick works

(Continued on page 6)

EAA 35 Safety Brief (PLUS MORE)

By Ron O'Dea: The good weather is here. Are you ready to fly?

Suggestions, Rules to follow

1. When you get to the airport and shut down the car...recalibrate your brain. Forget about the guy that cut you off, an argument with your significant other, bills, job etc., etc Take a deep breath and think about you flight
2. Preflight like your life depends on it! (it does). No distractions, no gabbing with you pax or neighbors. This is you first line of defense. Do it well.
3. Prior to starting your engine look around, be sure the area is clear. When you yell Clear! don't have you head in the cockpit, look outside. Wait to see if you get a reaction, then start the engine.
4. Before you start to taxi set up your radio and navs! Do not be tuning your radios and taxiing at the same time.
5. At a non-towered airport, before entering the taxiway or runway, LISTEN! for traffic then announce your intentions and LOOK for traffic! At non towered airports not all aircraft are required to have radios.
6. Ready for takeoff? LISTEN for traffic, LOOK for traffic, announce you intentions and then start the takeoff.

So, is that it? Not really:

Are we developing full power? Where is your go/no go point. If you have not attained 75% of liftoff speed before using 50% of the runway ABORT! Use the rest of the runway to stop.

So this is start. There is much more to a safe flight, but it begins here.

Keep your brain in the game and be safe out there. -Ron



(Continued from page 5)

Continued ... Applying fabric to your plane-tricks of the trade....

especially well if you are doing a large wing with a deep airfoil and are having difficulty placing an 18 inch needle accurately.

Enough for Part 1. Part 2 will cover taping, spraying, and fixing common goofs.



Russ Luigs passed away.

His celebration of life will be announced once all is back to normal. An unassuming man, you'd be forgiven if you mistook him for another West Texas rancher as he climbed out of his yellow Piper Cub dressed in overalls.

You'd be amazed. Russ built the Glomar Explorer for Hughes Global Marine and went on to become President and CEO of the company. We met him for the first time in the air, 2000' over Bandera Texas. He keyed up the mic and announced his position, "Yellow Cub just off Flying L, headin' North". The radio crackled with greetings from all corners: "Mornin' Russ!"

He opened his corner of heaven to anyone in our EAA chapter who wanted to drop in. It was there, Freda got her first experience landing and taking off of a grass strip. Before visiting, she railed at the thought of living in a hangar or a metal shop. Then, she saw Russ' place.

Fair winds, Russ. A life well lived. https://en.wikipedia.org/wiki/Glomer_Explorer

Located at Wright-Patterson Air Force Base, some six miles to the northeast of Dayton, Ohio, the National Museum of the United States Air Force, the official museum of the USAF, is a must see for every aviation enthusiast: with more than 350 aircraft and missiles on display, it's the oldest and largest military aviation museum in the world. You can find the Boeing B-17F Memphis Belle, several Presidential aircraft, including the Boeing 707 known as a VC-137C; the Apollo 15 Command Module Endeavour; the only surviving XB-70 Valkyrie; the F-117 Nighthawk and many, many others. In fact, the Museum hosts some of the world's most iconic and rare American aircraft, and also some foreign aircraft, and for this reason it attracts about a million visitors each year.

However, no one has probably seen it through the birds eye view of a drone.

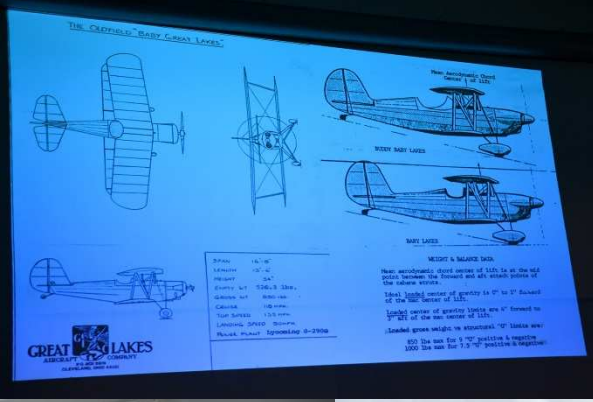
The video below is just fantastic. Filmed by Paul Nurkkala (NURK FPV) with DJI drones and GoPro cameras, it provides the most amazing way to explore the collection of Dayton Museum I've ever seen. To be honest, I was stunned by the quality of the videography, but also by the incredible flying skills of the drone operators: as an amateur DJI drone pilot I can't really understand how they managed to fly that fast and close to (sometimes inside) the aircraft!

BTW, at 04:40 the drone hit a cable, but fortunately the incident did not harm the Cinewhoop drone, nor any aircraft.

https://youtu.be/m4wLr8_Kaw4



—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





Country Store

RICHARD VINAS

Good News! Our EAA Chapter 35 Country Store should have a fresh stock of Wash Wax All products by the next meeting (well, in a week or two. We may not be out of social distancing by the time for the next meeting). If the stars align correctly, we may also have some Texas Flag, Yellow Chapter 35, and Khaki Fishing shirts for sale soon. Prices may go up slightly for the Wash Wax All products, but the shirts should be the same prices as before. Also, Bob Cabe showed me a golf shirt with the Chapter 35 logo on the pocket that looked like a good one to include in the inventory again. I'll keep everybody posted. As always, we have lots of keychains, mugs, koozies, and stickers for those who are running out of gifts for friends.

Rick Vinas



TEXAS FLAG POLO SHIRTS	Sold Out - Can be ordered	\$39.00
TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
YELLOW POLO SHIRTS	One Small One Medium	\$31.00
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MARCH MYSTERY PLANE REVEALED

DOUG APSEY

Congratulations to David Baker and Ira Wagner for correctly identifying the March Mystery Airplane as the Ball-Bartow JW-1 Jetwing.

The Jetwing is a research aircraft designed by Otto Bartow and built by Ball-Bartow Aircraft Corporation, an aerodynamic research firm that was a joint venture between Otto Bartow and Ball Aerospace. Ball Aerospace is a subsidiary of the Ball Corporation best known for their glass jar manufacturing. Ball-Bartow Aircraft was formed in 1973 to conduct research into "blown wing" technology as a means of increasing aircraft lift at low airspeeds. The Jetwing first flew on July 11, 1977 and was the testbed for early blown wing research.

The wing of the Jetwing has a slot along 70% of its span. The aircraft does not have a traditional "tailpipe" and all of the thrust from the engine's fan stage is forced through this slot where it passes over a small secondary wing called an "augmentor" which directs the dis-



charged airflow over the wing. With this arrangement, it was found that the aircraft remained controllable at airspeeds as low as 40 mph. The blown wing provided twice the lift that a conventional wing using the same airfoil would produce giving the Jetwing impressive short field takeoff and landing capability.

The Jetwing's swept wings have a span of only 21 feet, 9 inches. Empty weight is 2500 lbs while maximum weight is 3336 lbs. It is powered by a Pratt & Whitney turbofan that produces 2200 lbs of thrust. Top speed is an impressive 399 mph but it carries very little fuel so can only stay airborne for about 40 minutes.

Only one Jetwing was built before Ball-Bartow Aircraft Company dissolved in 1978. It remains the only aircraft built using the blown wing concept for both propulsion and lift. The Jetwing is currently on display at the Wings Over the Rockies Air and Space Museum in Denver, Co.

Sources for this article include:

https://en.wikipedia.org/wiki/Ball-Bartow_Jetwing
<https://www.planeandpilotmag.com/article/incredible-plane-ball-bartoe-jetwing/#.Xm15oHJKiUk>



Flickr.com



NAME THE PLANE

DOUG APSEY

Here is your April 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. Which aircraft manufacturer built it?
3. What year did it first fly?
4. What is the primary purpose of the design?
5. How many were built?



WOMENVENTURE 2020

By Peggy Fisher

We are now in the midst of something that none of us can ever remember happening before, however before you know it July will have arrived and time to make that pilgrimage from the south Texas heat to Wisconsin. As many found out last year that the T-shirt (it is stated on the website the shirt is green) for the WomenVenture photo has to be ordered in advance. The shirt is free of cost but you will need to pick it up and been emailed to serve your lunch luncheon. Always year's was over the link in which not work you can WomenVenture it). When you get be a list of events. luncheon or any



have your ticket that has you. You can also re- for the WomenVenture a great speaker—last the top. I will include to type in but if this does search the website using 2020 (that is how I did to the website there will To register for the shirt, of the events that need

you to register just click the blue register now button. Fill out your information and you will have reserved your items. Shirt pickup is easy compared to the way it had been in the past as you had to go get a shirt almost as soon as you got to KOSH. There is a limit of one shirt per person. Remember they are FREE. Hope everyone is well and stay that way. Only four months until Airventure 2020 which will have amongst its performers: The Canadian Snowbirds, Sean D. Tucker, Michael Goulian, and Highlighting U.S. Air Force Special Operations just to name a few. It is looking like it is going to be a wonderful time. The link to order the shirts and other WomenVenture items is: <https://www.eaa.org/airventure/features-and-attractions/special-events/womenventure>



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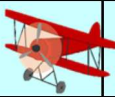



Looking for a IO360 OR O360, Rick Vinas, Home---(210) 545-6516, Cell-----(210) 912-1699



To post a classified—contact the editor at aaa35news@gmail.com

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
- **PLEASE Notify me when your item sells!!**
- You must contact the editor by e-mail or phone to extend your ad beyond the expiration date

CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

APRIL	11	PENDING CoV and Group Meeting Rules 10:00 SPRING CLEANING! Bring your work-clothes, gloves, and energy! Lunch to follow (If you've done your chores) Board of Directors Meeting to follow (Virtual as needed)
	17	PENDING CoV and Group Meeting Rules 6:00 pm VMC Club; 7:30 pm Movie
	18	Optional Activity (Fly-Out/Rally) TBA 
MAY 	9	9:00 Re-Emergence FLY-IN BREAKFAST – BREAKFAST TACOS by the Fisher's
	15	6:00 pm VMC Club; 7:30 pm Movie
	18	Optional Activity (Fly-Out/Rally) TBA
JUNE	13	11:30 ANNUAL CHAPTER 35 MEMBERS PICNIC
	19	6:00 pm VMC Club; 7:30 pm Movie
	20	Optional Activity (Fly-Out/Rally) TBA 
JULY 	11	9:00 FLY-IN BREAKFAST (Chef, Prep Cooks, Servers always Needed) Board of Directors Meeting to follow
	17	AIRVENTURE – No VMC club or Movie this month
AUGUST	8	11:30 LUNCH; Program: Casey Fox – Reincarnating a Warbird (T-6)
	14	6:00 pm VMC Club; 7:30 pm Movie
	15	Optional Activity (Fly-Out/Rally) TBA 
SEPTEMBER	12	11:30 LUNCH; Program TBA
	18	6:00 pm VMC Club; 7:30 pm Movie
	19	Optional Activity (Fly-Out/Rally) TBA 
OCTOBER 	8-11	B-17 Aluminum Overcast Media Day 8th, Ride/Ours 9-11. Volunteers needed!!! Board of Directors Meeting to follow

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>
 Milavia <http://milavia.net>
 EAA Facebook Page: <https://www.facebook.com/pg/ea35>

VMC has been cancelled

RESCHEDULED! San Antonio Aviation and Aerospace Hall of Fame 2020 Dinner and induction of Honorees which will be held on March 26, 2020 at Kelly Airfield at the GDC Building
 Contact: wfagan@deehoward.org. For tickets!

IAC Competition Edna Texas 26R.—
 RESCHEDULED, Date unknown



Pd dec 2020



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EAA Chapter 35 Leadership



Officers

President: (210) 875-9971	Darren Medlin <i>president@eaa35.org</i>	Vice President: 210-878-5561	Chuck Fisher <i>eaa35vp@gmail.com</i>
Secretary: 503-933-8264	Paul Wurster <i>secretary@eaa35.org</i>	Treasurer: 210-493-5512	Dee Brame <i>DeeB@satx.rr.com</i>

Board of Directors

Past Presidents	At Large
Nelson Amen (2012-2014) 210-834-1991 <i>nelson.p.amen@gmail.com</i>	Ron O'Dea 210-488-5088 <i>r2av8r@gmail.com</i>
Vacant	Brian Goode 727-709-1159 <i>ladybgoode@msn.com</i>
Andrea McGilvray, Director 210-413-7392 <i>cowgirlcapital@att.net</i>	Jane Kellogg 580-421-5998 <i>jkellogg@kelloggllc.com</i>

Chairpersons

Facilities: (210) 875-9971	Darren Medlin (Acting) <i>eaa35facility@gmail.com</i>	Newsletter Publisher: 210-878-5561	Chuck Fisher <i>eaa35news@gmail.com</i>
Air Academy: 210-256-8972	Maarten Versteeg <i>maarten.Versteeg@sbcglobal.net</i>	Newsletter Editor: 210-413-7392	Andrea McGilvray <i>eaa35news@gmail.com</i>
VMC: 787-644-7829	Rafael D. Cortes <i>eaa35vmclub@gmail.com</i>	Builders Academy: 210-688-9072	Lew Mason <i>lewnan@sbcglobal.net</i>
Young Eagles: 210-693-9816	Brian Smith <i>bscycleman@gmail.com</i>	Groundskeeping: 210-289-1780	Tim Carter <i>TexasTimCarter@gmail.com</i>
Tool Crib: 210-688-9072	Lew Mason <i>lewnan@sbcglobal.net</i>	EAA Hangar: 210-688-9072	Lew Mason <i>lewnan@sbcglobal.net</i>
Public Affairs:	Jose Garcia <i>eaa35pr@gmail.com</i>	Membership: 210-488-5088	Ron O'Dea <i>r2av8r@gmail.com</i>
Website Host: 408-708-8698	Kyle Jester <i>kyledesu@gmail.com</i>	Country Store: 210-912-1699	Richard Vinas <i>vinas@sbcglobal.net</i>
Safety Officer: 210-488-5088	Ron O'Dea <i>r2av8r@gmail.com</i>	Builders Coordinator:	Vacant

Flight Advisors

RB 'Doc' Hecker 210-391-1072 <i>tcflyingdoc@yahoo.com</i>	Mark Julicher 210-382-0840 <i>mjulicher@earthlink.net</i>
Ron O'Dea 210-488-5088 <i>r2av8r@gmail.com</i>	

Technical Counselors

RB 'Doc' Hecker 210-391-1072 <i>tcflyingdoc@yahoo.com</i>	Mark Julicher 210-382-0840 <i>mjulicher@earthlink.net</i>
Nick Leonard 830-765-7481 <i>ohlson38@gmail.com</i>	Lew Mason 210-688-9072 <i>lewnan@sbcglobal.net</i>

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All purpose cleaner/wax that you can safely use on everything you clean. Leaves an anti-static protective coating on aircraft, cars, boats, motorcycles, and RVs. Lifts dirt without scratching.
Spray On - Wipe Dry



Wash Wax ALL Degreaser
All purpose Degreaser/wax that you can safely use for those tough, greasy, oily cleaning jobs such as, aircraft engine and exhaust areas, landing gear, car wheels and tires, boat transom and water line. Removes dirt and black streaks without scratching.
Spray On - Wipe Dry



Belly Wash
The quickest and easiest way to clean the dirtiest aircraft bellies, engine areas, and landing gear. Safely removes grease, oil, hydraulic fluid, and exhaust soot without scratching the surface.
Spray On - Wipe Dry



PlexALL
leaves an anti-static protective coating on all aircraft windows, both plastic and heated glass. Plex ALL is also safe to use on cockpit instruments and displays.
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Waterless Wash Wax Mop - Faster, Easier, Safer.

The only mop with two sides, one wet and one dry. Now you can waterless wash and wax with the reach and leverage of an extension pole. This allows you to clean a much larger area faster and with less effort, while also eliminating the safety hazards associated with



constantly climbing and moving a ladder. Our customers report time savings of up to 50% over waterless hand application.



Aero Scrubber
Soft, non-scratching, long-lasting, reusable scrubber pad. Use with Wash Wax ALL for removing bugs from leading edges and for tough cleaning jobs such as aircraft bellies and engine areas.



Aero Towel
All purpose microfiber towel. Super soft, absorbent, long-lasting, and lint-free. The best towel for all of your cleaning needs.



Aero Diaper
Soft, absorbent, lint-free, 100% cotton 1-ply diaper for all your cleaning and polishing needs.



NEW

Waterless Wash Wax Mop Starter Kit
All you need to get started with the new Wash Wax Mop.



Starter Kit
All you need to get started with Wash Wax ALL.



Leather/Vinyl Kit
All you need to clean, restore and protect leather and vinyl in one kit.



Cabin Cleaner
Cleans and removes beverage spills and stains from carpets, seats, tray tables, side panels, cockpit, and galleys.



SafeSolv
All purpose citrus solvent. Removes tar, oil, hydraulic fluid, adhesives, and gum. A safe, effective, alternative to toxic chemicals that is safe to use on paint, plastic, glass, bare metal, carpet, and seats.



Leather Soap
Safely and gently cleans leather and vinyl. Removes dirt, grime, body oils, and lotions.



Leather Care
Restores, moisturizes, conditions, and protects leather and vinyl. Repels dust and dirt without leaving oily residue. Provides long lasting protection.



Rubber Care
Easy to use water-based rubber and de-ice boot care product. Restores and protects rubber, giving that new semi-gloss look, without leaving an oily residue. Excellent on weather stripping, tires or any rubber or plastic item.



Water Spot Remover
Quick, easy, safe way to remove hard water spots from paint, plastic, vinyl, clear coat, gel-coat, bare metal, and other hard surfaces. Use Wash Wax ALL to prevent hard water spots.



PolishALL
Easy-on, easy-off liquid polish. Removes oxidation and fine scratches from paint, plastic, aluminum, silver, and other metals. Can be used by hand or with power polisher.



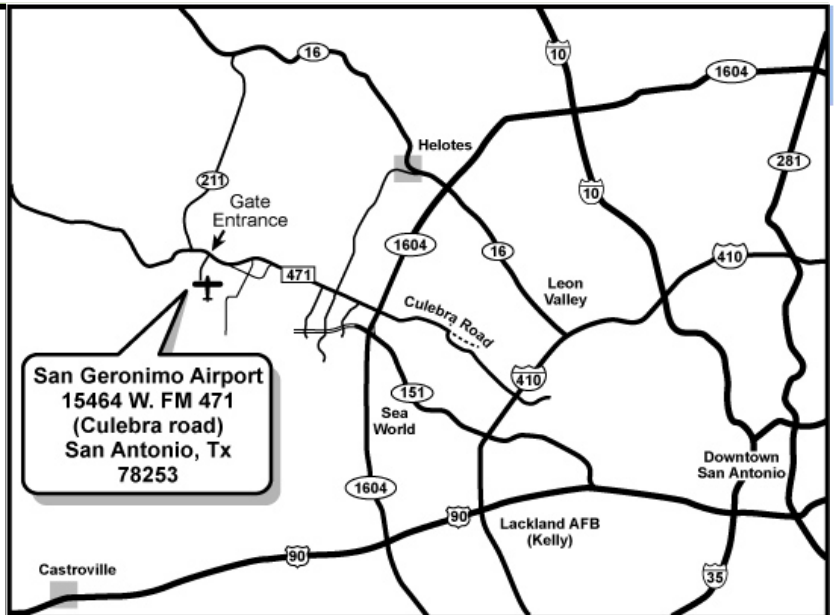
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Chapter 35 meets Each Second Saturday of the Month



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

[Click Here for Link to 8T8 on AirNav.com](#)

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