



**DID YOU REMEMBER TO RENEW?**

**CLICK HERE—PRINT, UPDATE AND MAIL TODAY!!**

**February 2021**

Volume 64 Issue 2

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**Next Event**

February 13th

11:30

ZOOM link via e-blast

Or email

vicepresident@eaa35.org

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

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## Will You Be There?



Chuck Fisher

It goes without saying that we are all tired of being restricted to limited contact, small gatherings, ZOOM meetings and dreaming.

But Maybe, Just Maybe, all that dreaming can pay off this year. As the nation rolls out effective vaccinations the risk will not go away, but everyone has a chance to mitigate their risk, and the risk they would pose to others. A vaccine not only protects you, it

also prevents the virus from using your body as a “virus factory” to infect others. Get your vaccine as soon as you can... please. More on that in a minute.

As of right now (January 2021) Sun & Fun and AirVenture are ON!

Obviously it is reasonable to assume that although they are large outdoor events, there will have to be significant changes for them to be pulled off in a safe

*(Continued on page 4)*

## NEXT EVENT

**Round-Table—AirVenture and Sun & Fun planning.**

*Don't forget... Valentines day. Your honey might really like a new EAA Chapter 35 logo shirt or cap to wear to AirVenture!*



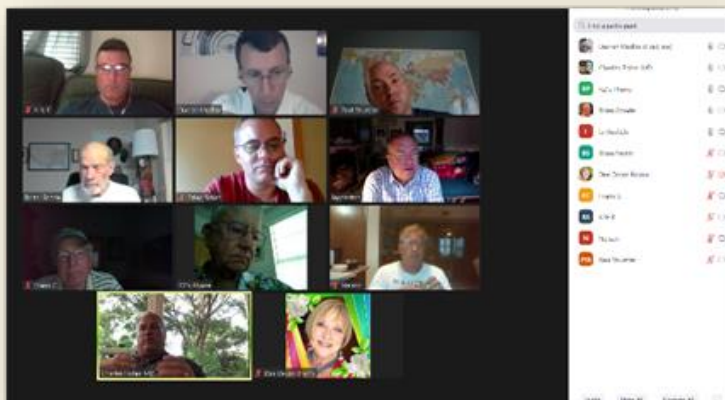
## PRESIDENTS COCKPIT

DARREN MEDLIN



Welcome to the latest edition of your chapter newsletter. Even with COVID preventing our meeting in person you have kept the chapter vital and busy supporting multiple activities and this will only increase as we slowly move to a post pandemic world. Great things keep happening. A recent success was the physical delivery of the flight sim computer and peripherals that your Young Eagle volunteer efforts earned. Details of how that came to be are in last month's column.

To help keep all the business of the chapter flowing smoothly your chapter leaders (the people on the expanding leadership page in the



newsletter) are gathering once a month online. Budgets, addressing deadlines for EAA programs, arranging for the amazing video interviews you saw at the last meeting and many other topics quickly fill the hour. Even with that it seems like we may be missing opportunities to link up, what could be mutually supporting programs. We are all volunteers, and to me, your time is priceless, so I want to make sure we are supporting you and the committee chairs and coordinators in a way that takes advantage of everything we have to offer as an EAA chapter. That might be through better defining and coordinating our youth focused activities, creating a finance committee to ensure a sound funding path into the future and many other ideas that have been discussed in these monthly business sessions. If you have ideas on how to improve the way we operate let me, or your favorite person on the leadership page know. We can always improve.

Another reason to look forward to meeting in person was delivered recently. After money and AVGAS, the next most essential aviation fuel is coffee. A big thank you to Ms. Christine Crowley who donated to the chapter what I declare is practically the Buc-EE's Gas Station of coffee makers. This commercial station will produce coffee

fast enough to keep up with the busiest breakfast line you can imagine and is a worthy sidekick to our Memorial Mike Logan Grinnin' Griddle of pancake breakfast fame.

And speaking of donations I want to recognize to Damian Ketchum and the Stuart Foundation for their donation of \$5,000 for our Young Eagle youth outreach activities. Damian reached out in November of last year and, as an aspiring pilot, was excited by what he saw you all doing. The generosity of Damian and the rest of our community is really inspiring. More on this gift in a future column.



In the meantime, fly safe and stay well,

Darren



## Cruise Director's Notes

In the back of this issue you will see the approved ...tentative... schedule for 2021. We are very hopeful that by mid-spring we will be able to return to at least limited outdoor gatherings and by Summer much larger outdoor gatherings.

I think although right now the world is "locking down" again, there is a lot of hope that after a year of intense training most folks have mastered the art of physical distancing and using a mask. If you are still challenged by that... let me know and we can help.

And with that, we are hopeful that outdoor events will be able to resume. But we will have to be smart and responsible to do so.

If you missed it, Ike Kelly took us into the builders lair in January. He introduced us to a highly experienced technical counselor Steve Formhalls, who is an RV expert from the hangar in Boerne, then over to Hondo for a behind the panel look at a new Radio/ADI installation in Andrea's Pitts, then to Ike's facility where he walked us through the installation of a dual G5 IFR installation in his Lancair.

None of this would have been possible at the clubhouse!

So, though we are all tired of ZOOM virtual gatherings...these are great, and well worth attending. The video is at <https://youtu.be/YOchIVi8wZQ>

Finally, at YOUR request, we will do a round-table discussion of planning for AirVenture (and Sun & Fun) next month. Bring **your** best lessons learned to share with everyone. We are ALL dying to get back to the big show!



# CHAPTER BULLETIN BOARD

## YOUR AD HERE!

### Advertisement Prices for EAA 35 Newsletter

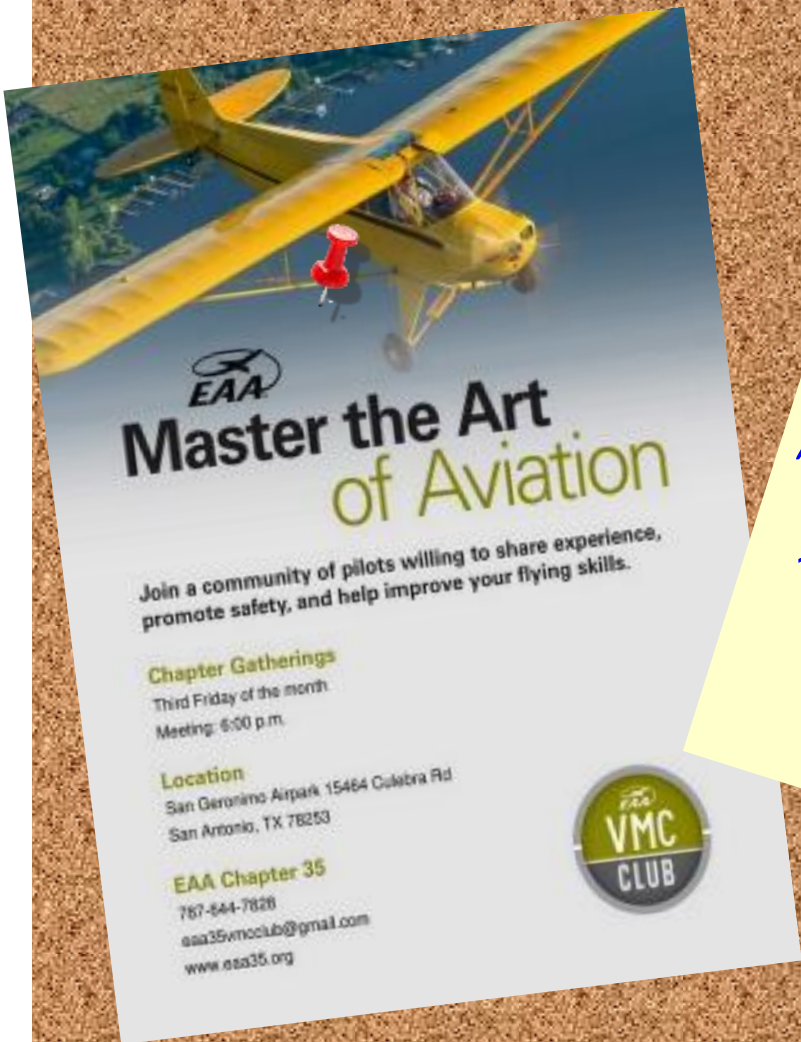
Size (percent page)	Monthly	Per YEAR	Savings
10% (business card size)		\$ 35.00	
25%	\$ 8	\$ 86.40	10%
50%	\$ 15	\$ 153.00	10%
100%	\$ 30	\$ 324.00	15%
Classified ads	(Members Only)		Free

### HELP WANTED


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

**VMC CLUB Coordinator:** - Wanted a pilot with a passion for education and flight safety. Rafael has done a superb job and hosted attendees from around the nation—but work/schedule prevent him from continuing.

The role is to plan and host the VMC discussion group once a month. This is a group that has had attendees from around the nation and is a super experience. Are you the one! Contact president@eaa35.org or eaa35vmclub@gmail.com



**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 Airpark 15464 Culebra Rd.  
 San Antonio, TX 78253  
**EAA Chapter 35**  
 767-644-7828  
 eaa35vmclub@gmail.com  
 www.eaa35.org



*This is important:  
 Need a new VMC coordinator please!*

## Will YOU Be There? (cont.)

(Continued from page 1)

fashion. And, both will be affected by the local conditions and by the regulations and rules of the area they fall within.

We are living that right now as Bexar county prohibits group gatherings of more than 10 people. Although it would certainly be possible to find creative ways around that rule, and certainly lots of folks are doing so, the bottom line is that those are the rules.

So, AirVenture, Sun & Fun and various airshows will have to comply with what their local municipalities require.

And more importantly everyone running any event in any venue has forefront in their minds the need to do so safely. Everyone of the attendees at an event is a friend, colleague, fellow pilot, family member, or valued guest. Every venue must ensure that the frailest attendee is not exposed to risk of illness or injury.

For the first time in a very long time, event organizers must devote as much effort and planning to HEALTH protection as much as they do SAFETY protection.

Here are the general measures the folks at Sun & Fun ( Lakeland FL, APRIL 13-18, 2021) have posted for that event.

- *Even though the event is outdoors, all guests are strongly encouraged to wear masks except while seated viewing the air show and separated from other groups by at least 6 feet. There are areas where masks will be required due to local regulations. Guests may remove face coverings while actively eating or drinking but should be stationary and maintain appropriate physical distancing.*
- *During our events, our guests will have:*
- *Available masks*
- *Convenient access to hand sanitizing stations*
- *Restroom facilities that are cleaned and sanitized to meet or exceed CDC standards*
- *Outdoor dining areas that are cleaned to meet or exceed CDC standards and adhere to social distancing guidelines*
- *Ample space in parking, queues, viewing and camping areas to observe social distancing practices*
- *Access to contactless payment for tickets*

### Health Safety Guidance

- *If you feel unwell at all, stay home.*
- *Wear a mask when outside your home.*
- *Wash your hands often with soap and water for at least 20 seconds especially after you have been in a public place, or after blowing your nose, coughing, or sneezing.*

- *If soap and water are not readily available, use a hand sanitizer that contains at least 60% alcohol. Cover all surfaces of your hands and rub them together until they feel dry.*
- *Avoid touching your eyes, nose, and mouth with unwashed hands.*



- *Stay at least 6 feet (about 2 arms' length) from other people. Keeping distance from others is especially important for people who are at higher risk of getting very sick.*
- *Cover your mouth and nose with a mask when around others*
- *Cough or sneeze into a tissue or your elbow, not your hands.*

That's all good advice, but as an attendee you must assess **your** risk and take precautions appropriate for you and others. What does that mean?

**Get vaccinated if you can.** That does not mean you won't have to wear a mask, you still must. But it does mean you can rest a little more comfortably that you will be less likely to become ill at the event and that you are not the virus factory spewing lethal viruses to others. It's part of your pre-flight safety margin...sort of like making sure you have that extra half hour of fuel...

By the way...the earlier we all get vaccinated, the earlier we can safely resume Young Eagles activities. So please watch the news and e-mails for immunization opportunities this spring.

**Wear a mask that protects YOU** if you will be in crowds or near other folks. Cloth masks protect others, but don't protect you. So if you will be in crowds, purchase some N-95 or at least KN-95 (Chinese) masks that fit tightly. How do you know they work? You should not smell very well if the mask fits tightly as it is keeping particles from your nose.

**Use Care in Restrooms and porta-potties.** Poor ventilation and ... well... lots of particles. If you can try to use less trafficked restrooms and keep your (good) mask on. Wash/Sanitize well afterwards.

**Pack your own food.** Restaurants are higher risk because you tend to be close to others in line, at tables and take masks off for eating and drinking. If you can, picnic often.. Take your food and dine far away from others.

**Maintain a couple arm's length separation** from others. We've been doing this for a year...I think we should've figured it out by now!

We may be in the home stretch and will soon be able to enjoy the greatest outdoor events imaginable...if we all work together to make it possible.

Will you be there?



# Craftsmen's Technique

by Mark Julicher

## Aircraft Maintenance Back in the Day

Once in a while we run across something in an old airplane that is puzzling and difficult to repair. Usually, a bit of research will reveal the techniques and materials needed to fix an old plane. Recently, Dan Martinez gave me a copy of Aircraft Maintenance. Copyright 1940, by Daniel Brimm and H. Edward Boggess. This book proved to be a gem of old information, and I shall share a bit of that here.

Now according to the introduction, this book was written to provide a study guide and a handbook for aviation mechanics because up to that time, the authors had not found another complete book on the subject. Note that both authors were instructors in the aviation trades at certain points in their careers.

So that sets the stage for some fun information. For example, were you aware that silk is no longer used as an aircraft covering because it is too expensive? And, since modern, quality dope is good at strengthening Grade A cotton, cotton now is preferred over linen due to cost and weight considerations. This is important to know!

Think for a moment. I'm rather sure that 80 years from now our flying technology will be anachronistic too. Have a laugh, but Adcock Ranges were still in use a few places when I got my wings. I used HF radio, Omega, Loran A, and I have seen a real live Airway marker – you know, that white light on your marker beacon with the letter A on it?

Taylorcraft that had all the cable eyes done with Roebling Roll splices. They are intricate and very beautiful to look at.

Apparently, it was once acceptable to join fabric with a roll stitch or a baseball stitch. The fabric books today and also AC43.13 call out only a baseball stitch. Similarly, there were other rib lacing knots besides the modified seine knot, but none of them are taught or acceptable anymore.

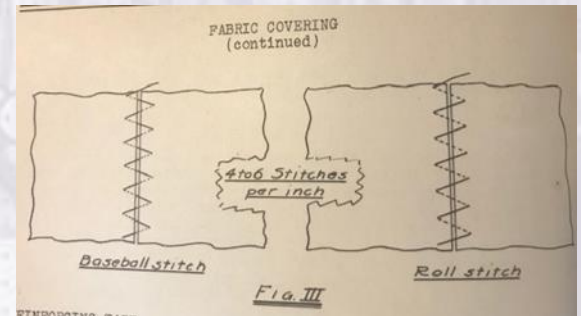


Photo 3: Joining fabric either way was OK in 1940

Here is a bit of ancient jargon that we still use

at Hangar 64. "Mousing" is the practice of binding rope or wire around point and shank of a hook. This is to prevent a load from dislodging from the hook if lifting cable goes slack. The etymology apparently comes from "mouse tail" and not from a Tom and Jerry cartoon. Doubtless you have seen a spring-loaded latch across the opening of a hoist's hook. We use mousing to prevent the steering cables from popping off of a tailwheel steering arm.

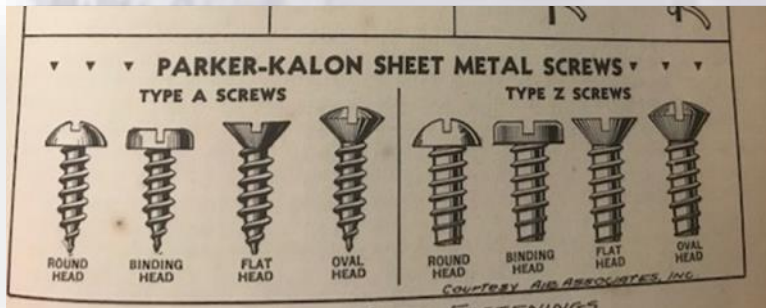
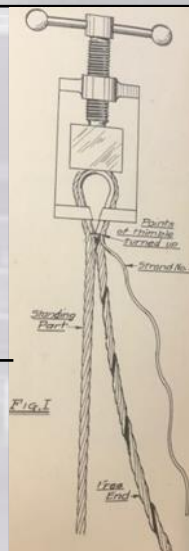


Photo 1: Parker-Kalon screws

Here is another gem of ancient lore. We all use PK screws in our projects, and it is easy to order such screws by calling them by that name. PK is shorthand for Parker-Kalon Corporation which is now a subsidiary of Emhart Technologies which is owned by Black and Decker. So, like 'aspirin' and 'Kleenex' the etymology of the trade name is obscure.

Now here is something for which I am thankful. I have never had to do a Five-Tuck Navy splice or a Roebling Roll. These two methods of fabricating an eye in a cable have been replaced by Nicopress Swages at a huge savings in time and effort. But still, you can obtain a splicing clamp and have a go at it if you wish. A few years ago, I rebuilt an early

Photo 2: Splicing Clamp and the start of a five tuck splice



Regardless of whether a chain or rope is used to fasten the chain hoist, the hanger hook of the hoist should be "moused." That is, after the hook has been passed through the loop of the chain or rope, the open throat of the hook should be closed by wrapping soft wire or twine around the tip of the hook and the shank, as shown in Fig. I.

Photo 4: Reference to "mousing".

Apparently, it was a rare shop that had hole saws or a drill press. In order to make a round hole. One of two methods were employed. Either by using overlapping drill holes and then filing the edge smooth, or by using closely spaced drill holes and applying a cold chisel to connect the holes. The term 'cold chisel' referred to a chisel intended for use on cold metal.

This makes me love my instrument punches more than ever.

(Continued on page 6)

## Craftsmen's Technique Continued

(Continued from page 5)

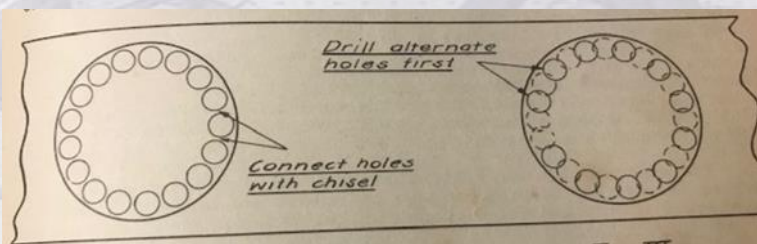


Photo 5: How to make a hole

Finally, next time you are in New York, check on this air terminal. It looks to be much more convenient than LaGuardia. Of course, the passenger lounge appears to be a bit rustic.



Photo 6: Long before airport security lines

## SAFETY NOTICES

### [AD 2020-26-16 Piper Aircraft, Inc.: Amendment 39-21371](#)

Effective Date February 16, 2021

The FAA is adopting a new airworthiness directive (AD) for certain Piper Aircraft, Inc. (Piper) Models PA-28-151, PA-28-161, PA-28-181, PA-28-235, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, PA-28RT-201T, PA-32-260, PA-32-300, PA-32R-300, PA-32RT-300, and PA-32RT-300T airplanes. This AD was prompted by a report of a wing separation caused by fatigue cracking in a visually inaccessible area of the lower main wing spar cap. This AD requires calculating the factored service hours for each main wing spar to determine when an inspection is required, inspecting the lower main wing spar bolt holes for cracks, and replacing any cracked main wing spar.

### [SAFO Safety Alert for Operators 21001 : 01/06/21](#)

The FAA is alerting aircraft operators that improper installation or maintenance of oil filter adapters for Continental engines, first manufactured by F&M Enterprises and later produced by Stratus Tool Technologies of the Tempest Aero Group, has been linked to "multiple accidents." The adapters, which enable the use of spin-on

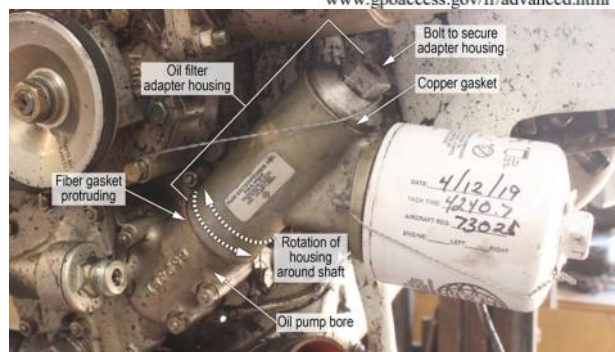


FAA  
Aviation Safety

## AIRWORTHINESS DIRECTIVE

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

oil filters on the engines instead of the original brass oil screens, have been associated



with power-loss accidents caused by oil starvation, including a fatal accident involving a Cessna 182P airplane on May 1, 2019.

The FAA acted to raise awareness of the problem by issuing a Safety Alert For Operators (SAFO) on January 6. The SAFO applies to airplanes equipped with Continental Motors Inc. O-470, IO-470, IO-520, IO-550, TSIO-520, GO-300, IO-360, TSIO-360, C-125, C-145, and O-300 model engines that have had the adapters listed in the SAFO installed under supplemental type certificates.

# The Builders Corner

by Kris "IKE" Kelly

## Challenger II refurbishment Challenge!

It was a bit of a dreary morning, low drizzly January ceilings, so the original plan for a 30 minute flight in my gyroplane from my home base of 5C1 (Boerne) to 53T (Cannon) was not to be ... so my Honda Civic would have to do instead. Having flown around San Antonio since 2009, I've never set foot on Cannon Field, so it was neat to learn that this 2,900 ft grass field is home to the Alamo Liaison Squadron. The field has numerous tail draggers and WWII era military aircraft. I've added it on my list of local "to do" flights the next time they have an event ... very cool, check them out online.

The field is also home to Tim Carter and his Challenger II. I must start with a huge "thank you!" Tim has been an EAA 35 member for just about a year and a half, but already completed 12 months volunteering as the chapter grounds maintenance officer, so thanks for everything you've done for the chapter thus far!

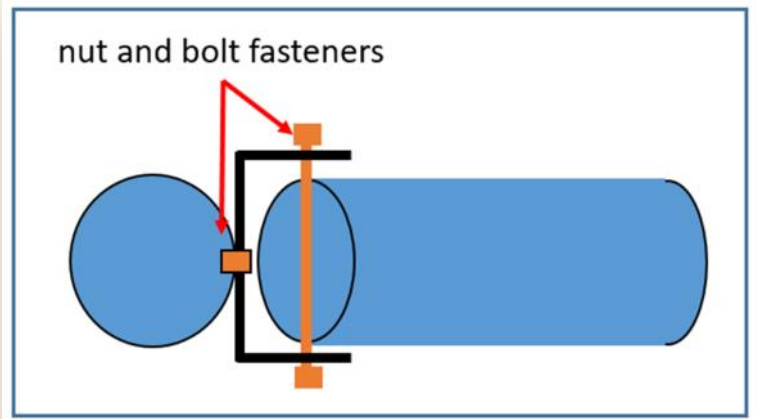


Tim's story sounds like an aviation fairy tale: he's recently retired, traded his Harley for a Challenger II that was in Mississippi that needs a little TLC, and has dreams of using it as his "motorcycle in the sky" to explore the US and maybe Canada. He just needs a little help with two items: an instructor to help him learn how to fly and a mechanic to help him get the aircraft airworthy! If you are a CFI or CFI-S or an A&P willing to help advise on a Challenger II project, please send Tim a note ... he would love some additional assistance.

Tim was drawn to the Challenger II due to its' reputation as a "gentle" aircraft: easy to fly and economical operating costs, with a 50hp Rotax 503 powering it.

Tim feels he is close to doing a taxi test. In addition to going over the aircraft for general structural integrity, Tim noticed a "feature" in the design of the Challenger II that was in need of improvement, and

in some instances (but not all) had been addressed by the manufacturer with optional kits. Basically, a number of spars and struts are made of hollow metal tubes that are connected with simple square metal brackets, kind of like this:



(this bracket has conformal shims on the left that brace the square bracket against the round tube on the left, which is under the aircraft fabric.)

It doesn't take a structural engineer to understand that there are stress and load issues with this type of a design. It's not that it can't work, it's more that it could work better. The two key issues are hollow tube spars that can't have a bracket and bolt torqued down without risking crushing or deforming the tube, and fastening the flat backplate of a bracket to a round tube. The graphic here also does not connote what loads are on the joints and components, so tension, compression, torque, and shear all present different chal-

(Continued on page 8)

(Continued from page 7)

lenges and potentially different solutions. So Tim is working through those, a number of which are already known to the Challenger II community, with various kits and fixes, but he wants to make sure he's covered all his bases.

Another issue is the Rotax 503, a two-stroke engine which went out of production in 2011. While Rotax is a ubiquitous engine with plenty of Rotax factory trained specialists in the San Antonio area, Tim has been unable to find a local expert for this particular engine to figure out what needs to be done to make sure it is ready for flight. There are a number of options in the US and Canada to ship this engine to an expert for inspection and repair, but it would be nice to have a local expert take a look before just shipping it to someone.

One bright spot is that Chapter 35 and the San Antonio area have plenty of experts on tubular construction (and refurbishment) and fabric repair/replacement. If you are familiar in these processes, don't be surprised if you get a call from Tim asking for advice and help.

I think Tim is in some ways representative of why we created the Sport class of aviators and aircraft in the United States; just the right blend of increased capability over ultralights while maintaining economy and simplicity in training, design, and maintenance. It's great to see EAA and EAA 35 represent his and other Sport aviation endeavors. We wish Tim continued success as he refurbishes his Challenger II ... can't wait to see it fly into San Geronimo for a future fly-in or get together.

Kris Kelly, EAA 35 Builder Coordinator.



Zenith Aircraft Company is coming to southwestern Texas to host its popular hands-on kit aircraft building workshop. The two-day workshop will be held **February 19 & 20, 2021**, with an informal regional Zenith fly-in on Saturday, at the South Texas Regional Airport (KHDO), Hondo, Texas, Details: <http://www.zenith.aero/profiles/blogs/texas-workshop>

Gain Hands-On Kit Aircraft Building Experience: We invite you to join us at the February workshop to gain hands-on experience in building your own Zenith aircraft kit. To sign up click [HERE](#):

If you've always dreamed of building your own airplane, or simply want to learn more about all-metal aircraft construction, Zenith Aircraft Company is providing you with the opportunity to learn all about building a Zenith kit airplane at one of its workshops, where you can actually start building your own airplane. The workshops are coordinated by Zenith Aircraft staff. Small group sizes make the workshops very productive and educational.

During the educational workshop you start building your own Zenith kit aircraft (the rudder tail section of either the Zenith CH 650 or CH 750 series). <http://www.zenithair.com/events>

. Come prepared to work and experience first-hand how you can build your own kit airplane! You don't need any experience, skills or tools to attend.



## MEMBER NEWS

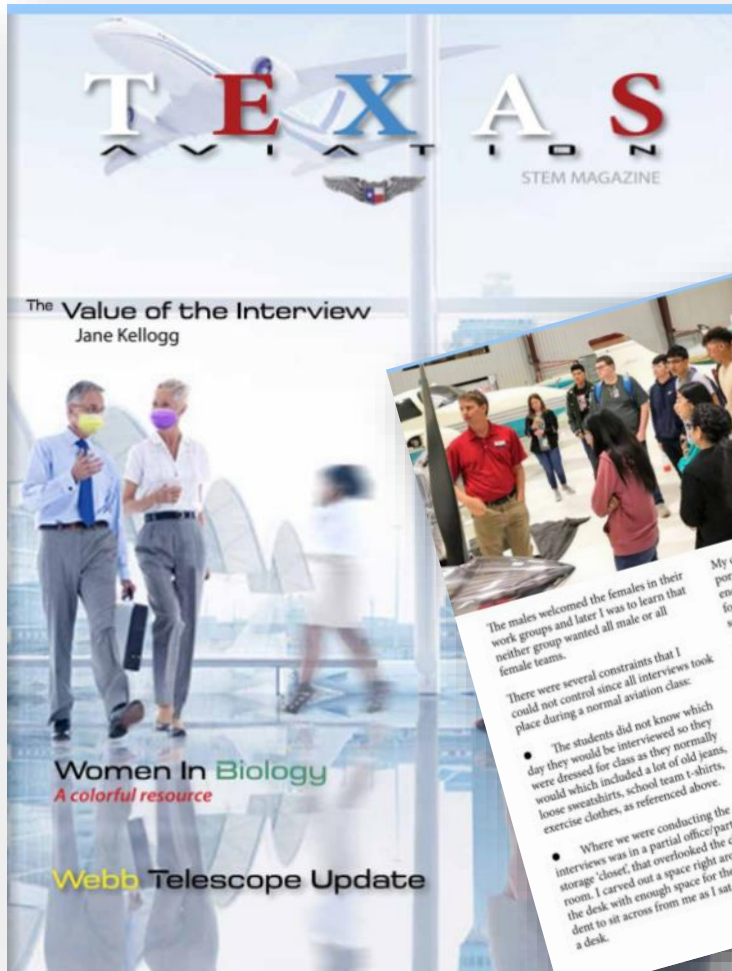
## EAA 35 Jane Kellogg—Texas Aviation STEM Magazine

Chapter 35 Board Member Jane Kellogg not only is an accomplished CEO in her own right, a volunteer instructor at SW High School, and an avid supporter of youth aviation, but she also tells the story for the world to see!

Jane edits Texas Aviation STEM magazine, an incredibly professional, content packed journal for students and aviators.

Readers will often find Chapter 35's Young Eagles, sponsored student and volunteer mentors featured in the magazine. Check it out!

<https://www.stemmagazine.com/tNOV20/viewer/desktop/>



## New Members

Ron O'Dea Membership Chairman

Our CHAPTER needs you...and your aviation enthusiast friends!

Chapters are the very life-blood of EAA. They are the venue where people meet others with like interests and passion. We are very fortunate to have a large, vibrant chapter, and as soon as we can, we will again be a busy chapter too!

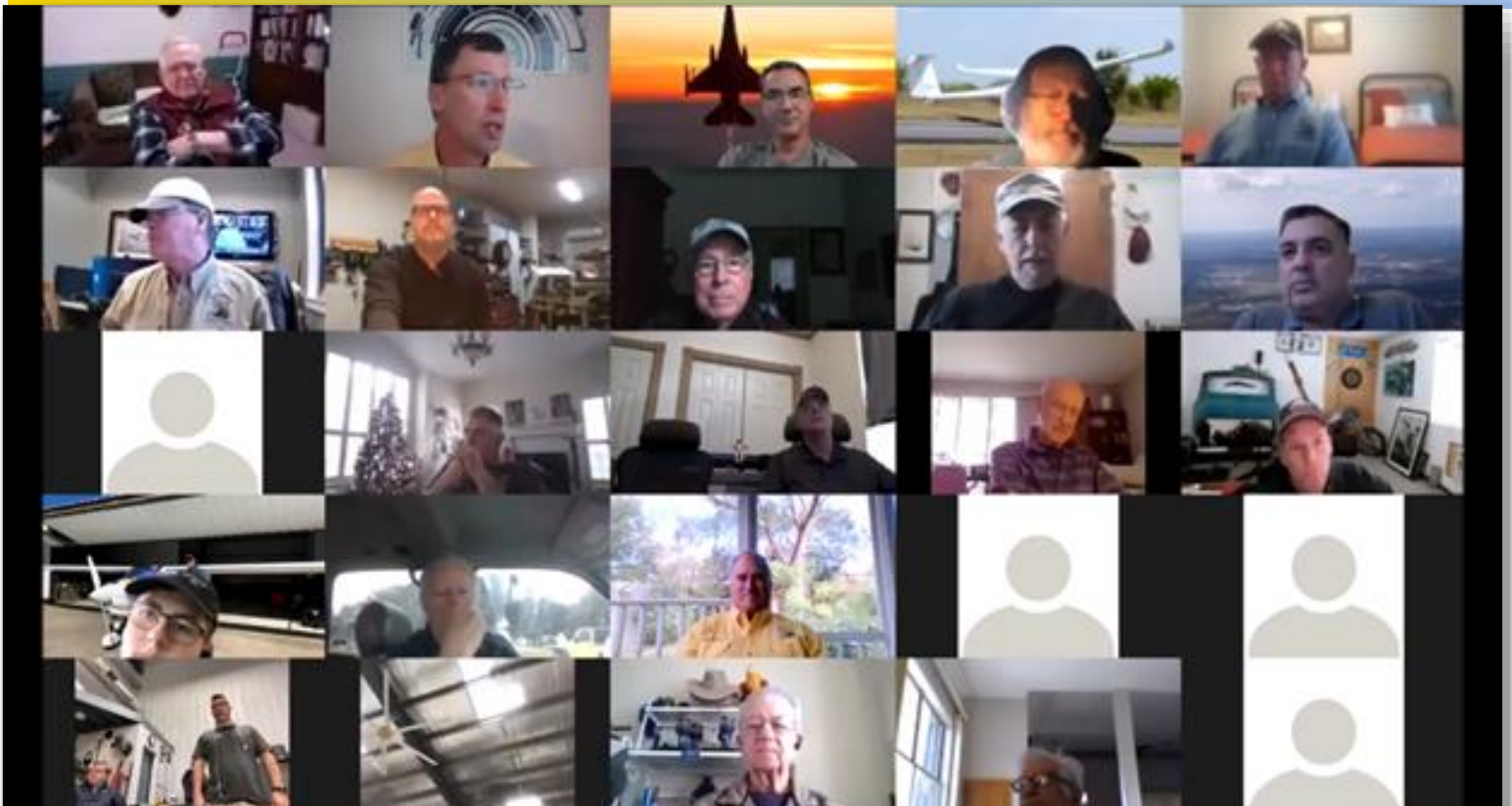
So, if you have not yet re-joined, please do so. We all need you and we need your talent and energy to pull us out of the COVID-19 doldrums. See the member renewal form on the back.

Also, please make sure your info is current so we can issue a new

directory shortly.

By the way...do you know someone who is dreaming of airplanes but doesn't have an EAA home.

Help them by introducing them to our chapter as a new member. It is cheap enough *you could even buy them a membership!* And you can help them join EAA and get the great magazine and perks by giving them a free EAA six month membership. Any EAA member can invite another to join at <https://www.eaa.org/apps/joineaa/ChapterTrial.aspx>



**January Chapter Gathering.** Introducing Technical Counselor Steve Formhalls, broadcasting from Boerne Stage, JR Sawyer installing a radio and ADI system in Andrea’s Pitts in Hondo, and Builder Coordinator Ike Kelly demonstrating his Dual G5 IFR installation and lessons learned. View the entire gathering at <https://youtu.be/YOchIVi8wZQ>



### Garmin IFR upgrade

- ▶ Lancair 320/360, VFR steam gauges → IFR
- ▶ GNX 375 WAAS GPS w/ txpndr ADS-B IN/OUT
  - ▶ GAE 12 altitude encoder
- ▶ G5 x2
- ▶ GAD 29 avionics data bus
- ▶ GMU 11 magnetometer
- ▶ Trutrak A/P after I modify engine/cowl



Jan2021 EAA35 Online Gathering

## Upcoming EAA online builder resources:

▶ Later this month there will be a series of events and training sessions specifically for prospective and current builders. We need to actively get the word out for folks to take advantage of the excellent free training they can get!

[Chapter Video Magazine January 2021](#)

**What You Can Expect**

In January's Chapter Video Magazine, Jack Pelton looks forward to 2021 as he discusses expansions to the AirVenture grounds and the EAA Aviation Museum. Charlie Becker welcomes new chapter leaders and details training sessions available coming months. Charlie notes that Ray Scholarship applications are due by the month and EAA Homebuilders Week kicks off on January 26. Happy New Year!

In addition, there is a feature video collection and Hints for Homebuilders section on the video site, which includes a variety of interest areas. There you can pick which video in each category you want to show that month, and you'll have the ability to download those videos.

[Download Content](#)



Jan2021 EAA35 Online Gathering

## Upcoming EAA online builder

**Topics Covered**

**Construction Basics**  
Tune in as accomplished professionals cover the basics of welding, sheet metal, composite construction, fabric covering, and woodworking. [Register!](#)

**Design Selection**  
Choosing your aircraft design is arguably the most important step in your building journey. Hear from kit manufacturers as they discuss their kits and plans offerings for homebuilders. [Get started!](#)

**Avionics Options**  
Experts from Dynon, Garmin, and more will offer their knowledge on panel planning and avionics selection. [Attend!](#)

**Fly Your Homebuilt**  
Prepare your aircraft for FAA inspection and yourself for flight testing by tuning in to presentations that cover the "need-to-knows" on getting your aircraft certified to fly. [Sign up!](#)



# RAY SCHOLAR UPDATES

[ea35scholarship@gmail.com](mailto:ea35scholarship@gmail.com)



As most of you know, Evan has moved to North Texas. But he remains an active member of our Chapter and has been flying a new very high performance motor glider! He's already soloed the Pipistrel, but not the new higher performance plane...just yet. Up there they have this inconvenience called WINTER. Yuck. He should be done soon though!

Mary Jane, I am told, took to flying like a duck to water. Her instructor is impressed with her dedication...and her discipline. She will be sitting for her written very soon and is well on her way.



Members...you have a lot to be proud of, and please continue to encourage your chapter's pilots in the making!

On that note:

**Chapter 35 has an opportunity to obtain a 2021 EAA Ray Foundation Scholarship for youth between the ages 14 and 18 to obtain training and licensing/certification for Private Pilot, Sport Pilot,**

or Glider Pilot. Scholar requirements are:

- Ages 16 –19 for powered flight training (PPL or Sport Pilot)
- Ages 15 –19 for glider training
- Student Pilot Certificate
- FAA Medical (PPL students only)
- Start training within 60 days
- Complete training in 12 months
- At least two hours of volunteer service per month
- Preferably a Young Eagle/Eagle Flight participant

If selected to participate, Chapter 35 would be provided up to \$10,000 to administer scholarships for the following training programs and amounts: \$10,000 for Private, \$7,500 for Sport Pilot, \$5,000 for Glider

If you know of any really enthusiastic qualifying youth you would like to suggest for scholarship award, should Chapter 35 be selected to participate, contact Frank Covington at email address

[ea35scholarship@gmail.com](mailto:ea35scholarship@gmail.com)



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**LOOKING FOR A FLYING CLUB?** EAA Chapter 35 members are looking for individuals interested in joining a LSA Partnership Flying Club. Please call or text Mark Holden at (210) 488-4219 or email [USAFGear@gmail.com](mailto:USAFGear@gmail.com).

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**JANUARY MYSTERY PLANE REVEALED !**

**DOUG APSEY**

Congratulations to David Baker, Charlie Brame and Paul Wurster for correctly identifying the January mystery airplane as the Martin B-10 bomber. There were several versions of this airplane including the B-12, B-13, B-14, Model 139 and Model 166 with engine upgrades and minor modifications but all used the same basic airframe.

The prototype for the design was the Martin Model 123 which first flew on 16 February, 1932, and was a private venture by the Glen L. Martin Company. After delivering the prototype to the US Army in March of 1932 for initial evaluation, it was returned to Martin for modifications. The result was the XB-10.

The initial production version of the B-10 entered service in June of 1934 and was the first all-metal bomber to be used by the US Army Air Corp. It incorporated several improvements over previous bombers including closed cockpits for all the crew, a rotating gun turret, retractable landing gear and, unique to bombers of that era, an internal bomb bay. The design immediately made the existing bomber fleet obsolete. It is said that its performance was superior to most of the US Army Air Corp pursuit aircraft of that era.

The initial fourteen B-10's ordered by the US Army Air Corp were powered by twin 675 hp Wright R-1820-19 engines. The main production model, the B-10B was powered by twin 775 hp Wright R-1820-33 engines that gave the bomber a top speed of 213 mph and a cruise speed of 193 mph. It had a range of 1,240 miles. Empty weight was 9,681 lbs. and gross weight was 14,700 lbs. The B-10B carried a crew of three (earlier versions carried four). Armament consisted of three 7.62 mm Browning machine guns and it could carry a bomb load of 2,260 lbs.

The US Army Air Corp ordered a total of 166 variants of the B-10



B-10 cockpit (pinterest.com)

before it became obsolete due to the rapid advances in bomber design. By the start of WWII, the B-10 had been replaced primarily by the Boeing B-17. However, Martin was given permission by the government to continue building and exporting the B-10. The export versions were



B-10B's during a bomb drop exercise

called the Model 123 and the Model 166 and were exported to the Netherlands, China, Turkey, Argentina, Siam and even one to the Soviet Union. The Model 166 was the final iteration of the B-10. It



B-10 on display at the AF Museum (a Model 139W originally sold to Argentina in 1937 or 38 (flicker.com))

had a redesigned wing, larger engines, and external bomb shackles that doubled the bomb load. While the B-10 never saw combat with the US Army Air Corp, some of the exported models did see action in China and the Dutch East Indies.

In all, a total of 348 variants of the B-10 were built. Of these, 166 were used by the US Army Air Corp and 182 were exported. The only surviving B-10 in on display at the National Museum of the United States Air Force at Wright-Patterson AFB, Day-

ton, Ohio. This particular aircraft was originally sold to Argentina in 1938 and was still in use by their Air Force until the 1960's. It was gifted to the US by the Argentine Government in 1970 and was stored here in San Antonio at Kelly AFB in the mid 1970's then shipped to the Air Force Museum where it remains on display today.

Sources for this article include:

[https://en.wikipedia.org/wiki/Martin\\_B-10](https://en.wikipedia.org/wiki/Martin_B-10)

<https://www.nationalmuseum.af.mil>

<https://weaponsandwarfare.com/2020/04/29/martin-b-10/>



**NAME THE PLANE**

**DOUG APSEY**

Here is your mystery airplane for this month.

I was having trouble finding an airplane for February so decided to resurrect one of the mystery airplanes I used from a few years ago. I always loved this rare little airplane and finally had a chance to see one up close at Sun'n'Fun in 2012. Who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about this month's mystery airplane?



- What is its designation/name?
- Who designed it?
- What aircraft manufacturer built it?
- What year did it first fly?
- How many were built?
- Who else wants one in their hangar?

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

2021		EAA Chapter 35 Activities Calendar
January	9	11:30 ZOOM gathering PROGRAM 12:00 BUILDERS CORNER
FEBRUARY	13 19	11:30 ZOOM gathering PROGRAM 12:00 Planning for the Big Show! [tentative] 6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail)
MARCH	13 19	11:30 ZOOM gathering PROGRAM 12:00 BUILDERS CORNER 6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail)
APRIL	10 16 16	(Tentative) 09:00 SPRING CLEANING FOLLOWED BY ANNUAL CHAPTER 35 MEMBERS PICNIC 6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail) 7:30 Movies on the lawn (weather permitting)
MAY	8 14 18	11:30 RE-EMERGENCE FLY-IN BBQ and new plane unveiling! (if permitted) 6:00 pm VMC Club (see FAA Wings page and e-mail) 8:30 Movies on the lawn (weather permitting)
JUNE	12 18	0900 FLY-IN BREAKFAST (if permitted) 6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail)
JULY	10 16 26-01	11:30 Social/12:00 Program: Oshkosh planning 6:00 pm VMC Club (see FAA Wings page and e-mail)  <i>AirVenture</i>
AUGUST	14 20	11:30 Social / 12:00 Program: BUILDERS CORNER 6:00 pm VMC Club (see FAA Wings page and e-mail)
SEPTEMBER	11 17 17	1130 Social/1200 Program: Summer wrap-up 6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movies on the lawn (weather permitting)
OCTOBER	9 15 15	0900 FLY-IN BREAKFAST (if permitted) 6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movies on the lawn (weather permitting)
NOVEMBER	13 19	11:30 Annual Membership Meeting and Chili Cookoff 6:00 pm VMC Club (see FAA Wings page and e-mail)
DECEMBER	11 17	CHRISTMAS PARTY - PLANS TOTALLY PENDING 11:00 Social Hour; 12:00 Lunch Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details) 6:00 pm VMC Club (see FAA Wings page and e-mail)



# EAA Chapter 35 Leadership



## Officers

President	Darren Medlin	210-875-9971	president@eaa35.org
Vice President	Chuck Fisher	210-878-5561	vicepresident@eaa35.org
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Flight Advisors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
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## Technical Counselors

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Technical Counselors	Mark Julicher	210-382-0840	mjulicher@earthlink.net
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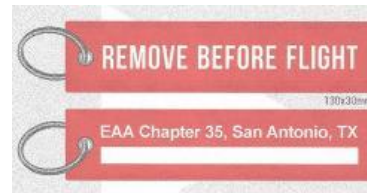
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Rick Vinas

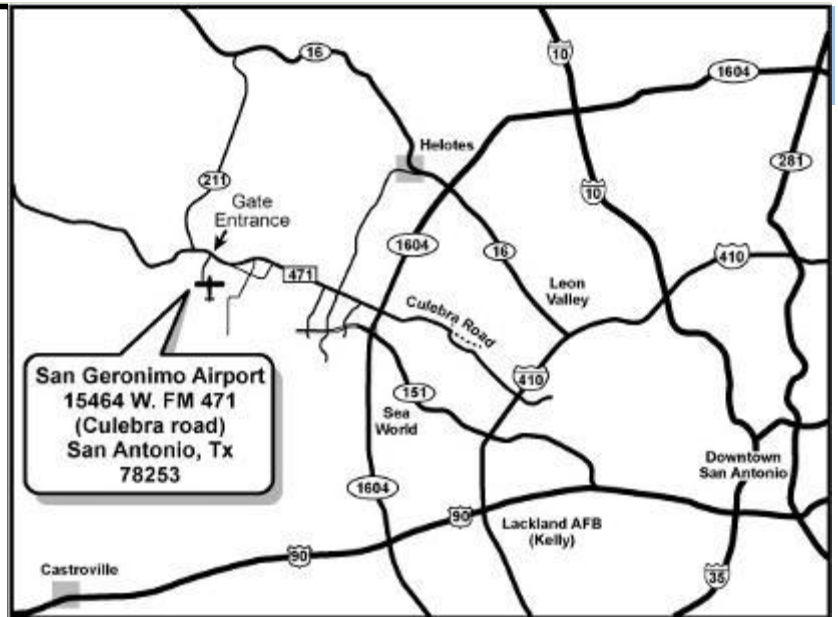


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For 60 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

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# EAA Chapter 35 Data Information Sheet

Date: \_\_\_\_\_ Check #: \_\_\_\_\_ (make check payable to EAA Chapter 35) Cash: \$ \_\_\_\_\_ Chap 35 Life Member?   
(National EAA Membership Required – to join or renew call 1.800.564.6322, please mention Chapter 35)  
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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](mailto:r2av8r@gmail.com))

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Do you have a particular area of interest or Hobby? (USE BACK IF NECESSARY) \_\_\_\_\_

Type of employment (optional) i.e. Retired, Student, etc. \_\_\_\_\_

Previous employment aviation related: \_\_\_\_\_

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**We are a volunteer organization! Please review the following and check areas you would be willing to help with:**

How did you learn about Chapter 35? \_\_\_\_\_

Aircraft currently building: \_\_\_\_\_ Status: \_\_\_\_\_

Aircraft currently restoring: \_\_\_\_\_ Status: \_\_\_\_\_

Aircraft you have built or restored in the past: \_\_\_\_\_

Aircraft you own: \_\_\_\_\_ Aircraft you fly: \_\_\_\_\_

Pilot certificates (please check): A – Private ; B – commercial ; C – Instruments ; D – Multi-engine ; E – ATP ;

F – Seaplane ; G – Helicopter ; H – CFI ; I – CFII ; J – Ultralight ; K – Student ; L – Ready to start ; M – Glider ;

N – Ground School Instructor ; O – Light Sport ;

Aircraft Maintenance Skills (please check): 1 – A&P ; 2 – IA ; 3 – Sheet metal ; 4 – Dope & fabric ; 5 – Composites ;

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

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