



The Leader In Recreational Aviation

RUNWAY 35



January 2011

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Next Event

January 8th

- Fly-in Meeting 10AM
- Rotax Maintenance Presentation
- Burgers served afterwards



PHOTOS CONTRIBUTED BY: R. HECKER, D. BAKER, K. BAKER

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B-17 RUDDER TALK

By RB "Doc" Hecker

CAF Life Member #2783

EAA Technical Counselor #5453

I was recently asked to recover a spare aircraft control surface, more specifically a rudder, for an antique airplane that was manufactured in 1945 for the US Army and was subsequently transferred to the US Navy for patrol work as a PB-1W. The aircraft was designed by the Boeing Aircraft Company of Seattle, WA, and this particular model was built by the Douglas Aircraft Company in Long Beach, CA as B-17G, SN 44-83872, with delivery accepted by the US Army on July 12, 1945. As one of twenty Douglas built B-17Gs to be transferred to the US Navy in 1945, it was flown directly from Long Beach, CA to the Naval Air Station, Johnsville, PA, where it arrived on July 16, 1945. The US Navy assigned this machine Navy BuNo. 77235 and transferred it to the Naval Aircraft Modification Unit supply pool at NAS Johnsville where it was converted to PB-1W status. Beginning in May, 1947, it was assigned over the next 7 years to VX-4 and its succeeding unit, VW-2 at NAS Quonset Point, Rhode Island. NAS Norfolk was its designated overhaul and modification station. The nomenclature plate for the spare rudder carried a Boeing PN and a NAS Norfolk overhaul identification plate on the rudder post. Of interest, the manufacturer's data plate stated that this rudder had been constructed by the Aircraft Division of the Briggs

Company of Detroit, MI in 1945. This aircraft currently is registered as N7227C and is the Commemorative Air Force's (CAF) beloved "Texas Raiders" that is meticulously maintained by the Gulf Coast Wing of the CAF located in Tomball, TX. "TR" has been in the CAF inventory since September 22, 1967.

Briggs started out as a coach manufacturer, and antecedent to WWII, the Briggs Company was a major supplier of stamped auto body metal structures to the auto industry. During World War II, the Briggs Company gradually became a major metal component supplier to the US Armed forces, producing over a billion dollars' worth of stamped steel and aluminum products. A record workforce of 31,000 men and women built the following assemblies for the US Government during the latter part of the war: Aircraft gun turrets, doors and bulkheads for the Martin B-26C Marauder, outer wings, ailerons, and wingtips for the Douglas A-20G Havoc, outer wings, wing tips, horizontal stabilizers, ailerons, flaps, vertical stabilizers, rudders and ducts for the Boeing B-17G, and flaps, aft bomb doors, forward bomb doors, nose wheel doors, and outer wings for the Boeing B-29. Other war material produced by the Briggs Company included tank hulls for the T-26-90 and T26-105 (M26 Pershing) in addition to tools, dies, fixtures, truck cabs, tops, hulls and ambulance bodies, etc. for the Dodge Corporation. Despite its long history in the automotive

(continued on Page 6)

CHRISTMAS PARTY PHOTOS

By David 'Artist' Baker



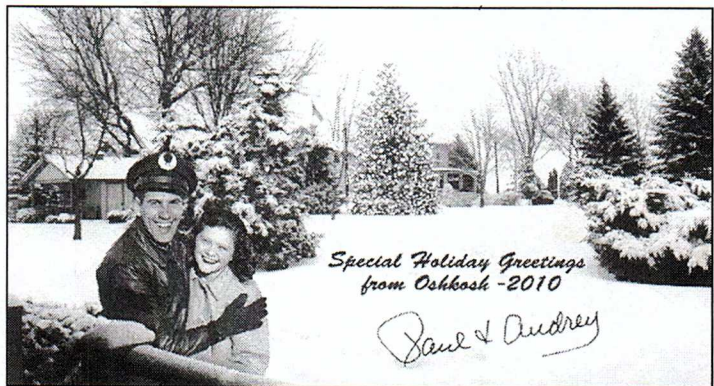
PRESIDENT'S COCKPIT

By Dave Baker

Our chapter had a very good year in 2010. We recovered from the flood in 2009 and then replacing our roof in 2010. We had several members who stepped up and donated some much needed funds to help pay for this as well as two people who donated aircraft and aircraft parts that we sold and raised even more funds. Our treasury is almost back to where it was before the leak repair and new roof! We will have our Board of Director's meeting after lunch at the meeting in January. This is a very important meeting in that we will be setting our calendar of events for the whole year. We would like to solicit your input as to any "event" that you would like us to consider. You can submit your requests to me or any of the officers / board members and we will discuss these at the BOD meeting. You will find their contact info in this newsletter. Everyone is welcome to attend this meeting and make suggestions as to the subjects discussed. I personally would like to have at least three "Pancake Breakfast" fly-ins during the year and a "fly-in" for our picnic in June. I have also had requests to have more "daytime" meetings during the summer to allow more people to fly in and then have enough daylight to fly back to their home bases. An important issue that we will discuss is the existing mortgage on the Chapter' hangar. We presently have one source of income for that and it is only 1/7th of the note payment. We need ideas on fund raisers to help pay off the note. I would like to tell you that the chapter ended the year 2010 with a very successful event. Brad Doppelt sponsored the Boy scouts for their "winter campout at the Airpark. The scouts also earned their Aviation Merit Badges which Brad supervised. Brad had some excellent support from several of our members. The seven pilots who showed up and not only flew the scouts but also helped with the ground school portion are: Ron Paduh, Jim Feighny,

Ron O'Dea, Doug Jenkins, Richard Riley Johnny Becker and of course, Brad. These gents flew a total of 45 scouts (Boys & Girls). The ground crews were led by Jodi Doppelt along with their sons, Ryan and Andrew. Other ground support personnel were Ed Seurer, Danny Beavers, Dennis & Gail Scheidt, Lew Mason and yours truly. There were a lot of smiles on the faces of these young people and they were very appreciative of the opportunity to get to fly! What a marvelous way to say goodbye to 2010 for our Chapter. In closing we had a very good time at the year end Christmas party. I presented the "President's Award" to Gail Scheidt because of her enduring work on the clubhouse and making sure we had meals for each meeting. Gail is truly an example of one who definitely "goes above and beyond" the norm for our Chapter. As you probably know, you will have the same Officers and Board members for 2011. We hope you approve of our efforts on your behalf. We look forward to your involvement in 2011 to further our Chapter's improvement.

Thank you,



*Special Holiday Greetings
from Oshkosh - 2010*

Paul & Audrey

To all the fine members of your Chapter, Merry Christmas and a joyous New Year to all. Thank you for being a part of our family.

Time sure flies!

- Paul and Audrey

(Photo: Paul and Audrey Poberezny/1943)

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NEWSCLIPS

JANUARY PROGRAM

STARTING AT 10:00 a.m. @ the Chapter Hangar

ROTAX ENGINES

THE INS AND OUTS, FACTS, RUMORS AND MAINTENANCE TIPS.

The program will be presented by Bill Holmes, of Born 2 Fly Aviation.

The following information was taken from his web site:

At Born To Fly, we can show you the fastest growing segment of aviation: the powered parachute. We are a full service dealer. We offer sales, service, parts and supplies to meet all of your needs. We are factory authorized dealers for the Hughes Aero Predator. We are an authorized Rotax repair station. Authorized by South Mississippi Rotax Service Center, our repair station is located in Seguin, Texas at Huber Airpark. We also have or have access to many new and used planes of various makes and models as well. We offer Icom radio and intercom sales including the popular LYNX system.

In our efforts to provide you with greater service and convenience, along with being a Rotax repair station Bill has obtained his Light Sport Repairman-Maintenance rating for Powered Parachutes as well as Airplane and Weight Shift. This means that he is qualified to complete ANY repairs, maintenance, and annual/100 hour inspections on your ELSA/SLSA aircraft.

Two Chapter members will make their Rotax equipped airplanes available for demonstrations.

"Shifty" from Chuck Yeager

We're hearing a lot today about big splashy memorial services. I want a nationwide memorial service for Darrell "Shifty" Powers.

Shifty volunteered for the airborne in WWII and served with Easy Company of the 506th Parachute Infantry Regiment, part of the 101st Airborne Infantry. If you've seen Band of Brothers on HBO or the History Channel, you know Shifty. His character appears in all 10 episodes, and Shifty himself is interviewed in several of them.

I met Shifty in the Philadelphia airport several years ago. I didn't know who he was at the time. I just saw an elderly gentleman having trouble reading his ticket. I offered to help, assured him that he was at the right gate, and noticed the "Screaming Eagle," the symbol of the 101st Airborne, on his hat.

Making conversation, I asked him if he'd been in the 101st Airborne or if his son was serving. He said quietly that he had been in the 101st. I thanked him for his service, then asked him when he served, and how many jumps he made. Quietly and humbly, he said "Well, I guess I signed up in 1941 or so, and was in until sometime in 1945." at which point my heart skipped. At that point, again, very humbly, he said "I made the 5 training jumps at Toccoa, and then jumped into Normandy, do you know where Normandy is?" At this point my heart stopped. I told him "yes, I know exactly where Normandy is, and I know what D-Day was." At that point he said "I also made a second jump into Holland, into Arnhem." I was standing with a genuine war hero and then I realized that it was June, just after the anniversary of D-Day. I asked Shifty if he was on his way back from France, and he said, "Yes. And it's real sad because, these days, so few of the guys are left, and those that are, lots of them can't make the trip." My heart was in my throat and I didn't know what to say.

I helped Shifty get onto the plane and then realized he was back in Coach while I was in First Class. I sent the flight attendant back to get him and said that I wanted to switch seats. When Shifty came forward, I got up out of the seat and told him I wanted him to have it, that I'd take his in coach. He said "No, son, you enjoy that seat. Just knowing that there are still some who remember what we did and who still care is enough to make an old man very happy." His eyes were filling up as he said it. And mine are brimming up now as I write this.

Shifty died on June 17, 2009 after fighting cancer.

MORTALITY IN ARMY AVIATION - 1914

In this multi-part series, Ron Paduh presents a unique view into the then-new endeavor of heavier-than-air flight. From the earliest days comes a sobering analysis of flight accidents, their causes, and their unfortunate results. This historical perspective reveals that while much more is known today about weather, materials, aerodynamics, and human factors, we continue to make the same mistakes.

This is article 8 of 12, to be published each month covering the first 11 fatal aircraft accidents in the Army 1908 – 1914. Each month will be a different accident and the last month will be a general discussion of all 11 accidents. This information comes from a copy of an original letter from the Signal Corps to the Chief of Staff.

Accident No. 8:

Extract from Proceedings of Board of Officers held at San Diego, Cal. September 5, 1913:

All witnesses agree to the following facts:

Lieut. Love left the field at 7:23 a.m., September 4 in Wright machine No.18. He climbed to approximately 2,000 feet and flew at that altitude until 8:01 a.m., when he started a volplane. After completing a right turn at an altitude of approximately 1,000 feet, he continued on a straight-away glide very little, if any Steeper than the normal gliding angle of his machine. At an altitude of about 300 feet he was observed to put on power. He continued gliding at approximately the same angle as before for quite a perceptible interval of time. Then the angle of glide gradually became steeper and steeper, the machine becoming vertical. There is a difference of opinion as to whether the machine went beyond vertical or not, but the majority of witnesses are of the opinion that it did, striking the ground on the top plane first. The position of the machine seemed to bear this out. Witnesses are uncertain as to whether power was kept on until he struck the ground. The machine was a total wreck, but examination showed all wires intact. Up to the time of the final dive Lieut. Love seemed to be flying well, with the machine under through control, and as far as anyone could tell there was no collapse of any part of the machine in the air. The machine was thoroughly examined before Lieut. Love went up and had already been flown several times that morning.

The Board is therefore of the opinion that the accident was due in no way to any defect in the aeroplane itself. The air at the time was slightly puffy, but not dangerously so. The machine at all times up to the final dive seemed to be under thorough control, therefore the only reason that can be given for the accident are either that Lieut. Love became unconscious in the air or that the dive was caused by bad air. Immediately after the accident full details were telegraphed to Mr. Orville Wright, who telegraphed in reply that he was convinced the accident "was due to a light gust when descending at too great speed and too small an angle of incidence."

Probable Cause of Accident: Stalling.

B-17 RUDDER TALK (CONTINUED)

(Continued from Page 1)

industry dating from the early 20th Century, and its prodigious manufacturing output during the Second World War, this precision metal manufacturing company was essentially out of business in the mid-1950s after the cessation of the Korean Peninsular police action.

The B17-G rudder is an impressive symmetrical metal and fabric surface airfoil structure that is roughly 11 feet tall by 4 feet wide. Most visitors to my hangar workspace who viewed the rudder while it was on its repair table thought that it was the wing of a small airplane. A massive rudder post attached to the main extruded aluminum spar is turned by a control cable operated chain drive. The skin forward of the vertical spar is covered in 3 sections of 0.020" – 0.025" 2024-T3 aluminum sheet, and the rear surface is fabric covered. The trim tab is aluminum covered, and is operated from the cockpit as a cable driven rotating drum within the rudder frame that actuates an internal jack screw to move the trim tab.

As the spare rudder was furnished to me without its fabric covering, it was difficult to tell what the prior choice of covering material had been. Upon structural inspection, some exfoliating corrosion was noted on the two lower rib sections that appeared within the lines of a mud mark. It was quite likely that this rudder had been stood upright near dirty water at some time in the past. External and internal inspection of the aluminum skins revealed surface corrosion. Loose and smoking rivets were identified which indicated fastener separation from the underlying rib cap strips. All of the fiber lock nut plates for the inspection panels were dried and worn. The aviation technician who had previously covered this control surface had used paper masking tape as reinforcing tape, and this was dried, cracked, and difficult to remove. All of the rib cap strips had been drilled for blind rivets. The Boeing Technical Order describes blind riveting metal strips over the fabric covering at the cap strips to secure the envelope to the frame.

The entire structure was completely disassembled, cleaned, primed, and the damaged ribs were then repaired where necessary per Boeing Technical Order instructions. The two lower skins that were



Fig. 1: Exfoliative Corrosion

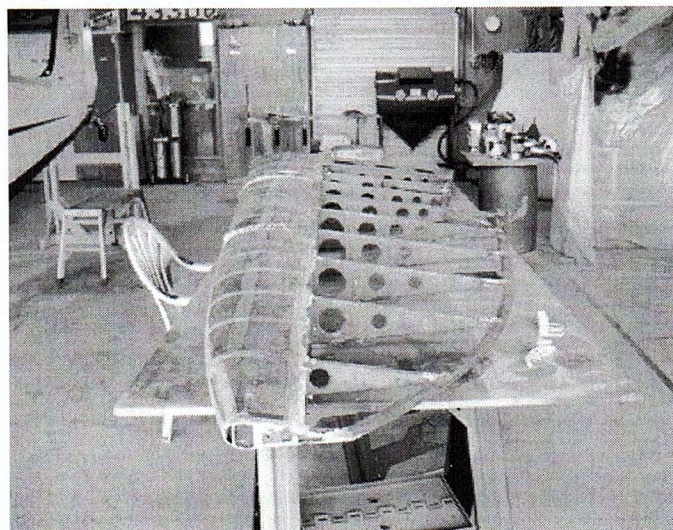


Fig. 2: Preparation Work

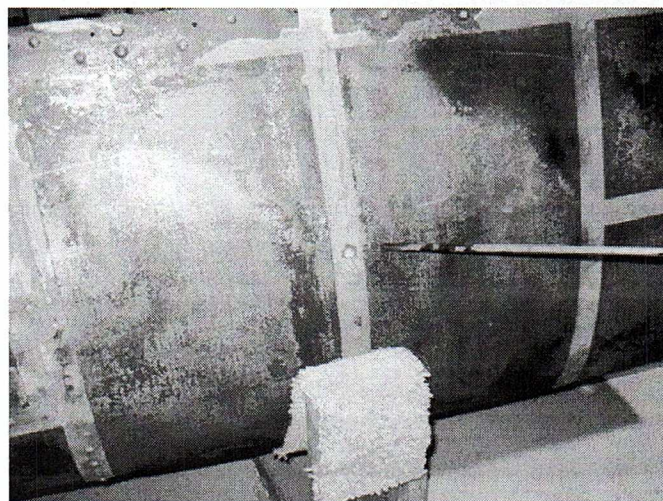


Fig. 3: Corroded Rivet

(Continued on Page 7)

B-17 RUDDER TALK (CONCLUSION)

(Continued from Page 6)

replicated and completely replaced due to non-repairable corrosion were fabricated from new 0.025" 2024-T3 stock. All nut plates were replaced with NOS metal locks. New inspection doors were also fabricated from 0.025" 2024-T3 and flanged to fit the original access hole edge depressions with a hand roller.

An initial telephone discussion with Mr. Jim Irwin of Aircraft Spruce and Specialty Company, Corona, CA was completed with his recommendation that I further contact Mr. Jon Goldenbaum of Consolidated Aircraft Coatings located in Riverside, CA. Mr. Goldenbaum's company holds the Supplemental Type Certificate (STC) rights to both the Poly-Fiber and Ceconite covering processes. Both of these polyester fabric processes are approved for the Boeing B-17F/G, with the Poly-Fiber Process approved under STC No. SA-1008-WE in 1965, and the Ceconite Process approved under STC No. SA-4503-NM in 1967. My personal preference was to use Heavy-Duty (3.4 oz) Poly-Fiber fabric, and all parties were in agreement. As I was donating my time and expertise in this project, both Mr. Goldenbaum and Mr. Irwin generously offered to help offset the cost of the covering materials by an appreciable amount. The Gulf Coast Wing of the CAF assumed the residual costs of materials, fasteners, coatings and incidental expenses.

The rudder was covered via the blanket technique in accordance with the Boeing Aircraft Company recommended practices and the Poly-Fiber Procedure Manual No.1, Revision No. 20, July, 2001. Nine coating layers were used. An initial three layers of Poly-Brush were applied followed by three layers of Poly-Spray. Finally, two top coats of Poly-Tone color Federal 14087 (Olive Drab) were applied, with the final third color coat being an application of a specialty formulated flattened Olive Drab in Poly-Fiber Aerothane to match the aircraft paint scheme. All access plates and the trim tab pushrod cover were primed and coated with the Aerothane finish. The trim tab assembly was reinstalled, access plates mounted, and the rudder was balanced to "0" per the Boeing T.O. An FAA Form 337 was prepared for the

rudder structural repair, and another FAA Form 337 was prepared for the rudder recover. The repaired rudder was hung on "Texas Raiders" and the original rudder given to me for refurbishment over the winter period. After this, the other spare control surfaces will receive the same treatment.

I wish to thank Mr. Ed Santiago, A&P, who performed the expert sheet metal repairs, and Mr. Mark Julicher, A&P, IA, who both collaborated on and supervised my work on this project. Mr. Ron Dietes, A&P, IA, helped with cleaning and preparing the structure for repair. My sincere gratitude and thanks go to both Mr. Jon Goldenbaum of Consolidated Aircraft Coatings, and to Mr. Jim Irwin of Aircraft Spruce & Specialty Co., for their unqualified advice and financial support of this project.

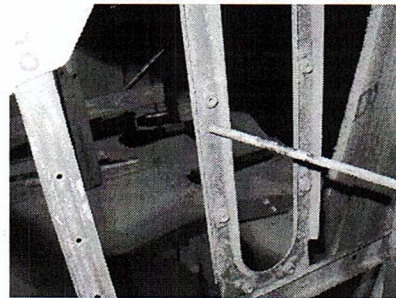


Fig. 4: Worn out Fiber Nut Plates

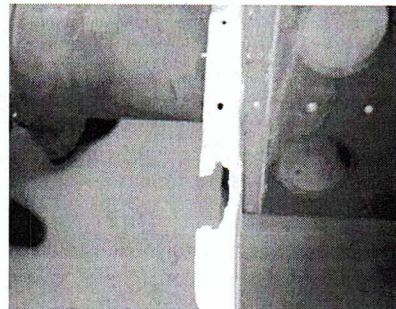


Fig.5: Severe Rib Corrosion

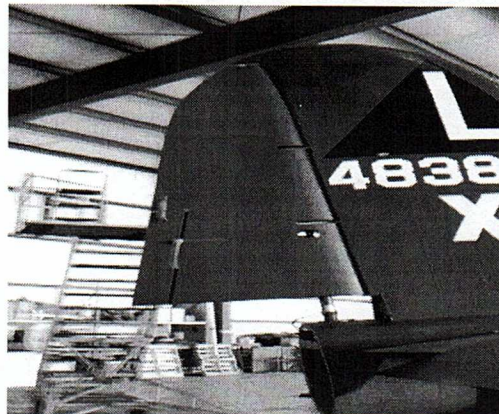


Fig. 6: Finished Rudder

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CHAPTER CALENDAR

JANUARY	08	PROGRAM Bill Holmes Rotax Ins and Outs	EAA Hangar	10 AM Lunch @ 12 PM BOD Meeting @ 1:30
FEBRUARY	12	PROGRAM		
MARCH	12	PROGRAM		
	19	YOUNG EAGLE FLYING		PILOTS AND VOLUNTEERS NEEDED
APRIL	09	PANCAKE BREAKFAST AND FLY-IN		PANCAKE BRAKFAST @ 8:00AM
MAY	7	CHAPTER WORK PARTY @ HANGAR		DINNER
	14			MEETING
	21	CAPTAIN BILLS AEROEVENT		
JUNE	4	CHAPTER WORK PARTY @1000		WORK PARTY LUNCH @ 1200 BOD MEETING @ 1200
	11	CHAPTER PICNIC		BURGERS/DOGS/FIX'NGS @ 12:00
	18	YOUNG EAGLE FLYING		PILOTS AND VOLUNTEERS NEEDED
JULY	09	PROGRAM TBA		
	25	EAA AIRVENTURE 2011	25-31	OSHKOSH WISCONSON
AUGUST	13	PROGRAM		DINNER
SEPTEMBER	10	PROGRAM		
		CAPTAIN BILLS AEROEVENT		
	17	YOUNG EAGLE FLYING		PILOTS AND VOLUNTEERS NEEDED

EVENTS CALENDAR

Dates	Event Name	Location	Distance
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No local Fly-in information available for this issue of the news letter.

Aviation Calendar of Events web sites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-in calendar <http://www.flyincalendar.com>
- Fly-ins <http://www.flyins.com>

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This newsletter is also available online and in color. Please visit the following URL:

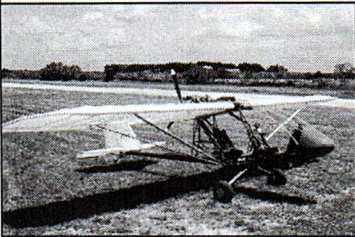
http://www.eaa35.org/ENL/Jan_11/Jan_11.pdf

WANTED AND FOR SALE

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

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

FOR SALE: Fun Flying RANS S18 Stinger II



Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$27,000 firm, Jim Havens, (210)680-7882 home, (210) 347-2455 CP

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FOR RENT: EAA Chapter 35 Hangar Space.

Rent a 10' x 20' space & get free use of hangar Equipment & tooling. Please call John Kuhfahl (210) 365-0120

FOR SALE: Thundergull 2000. Single seat,



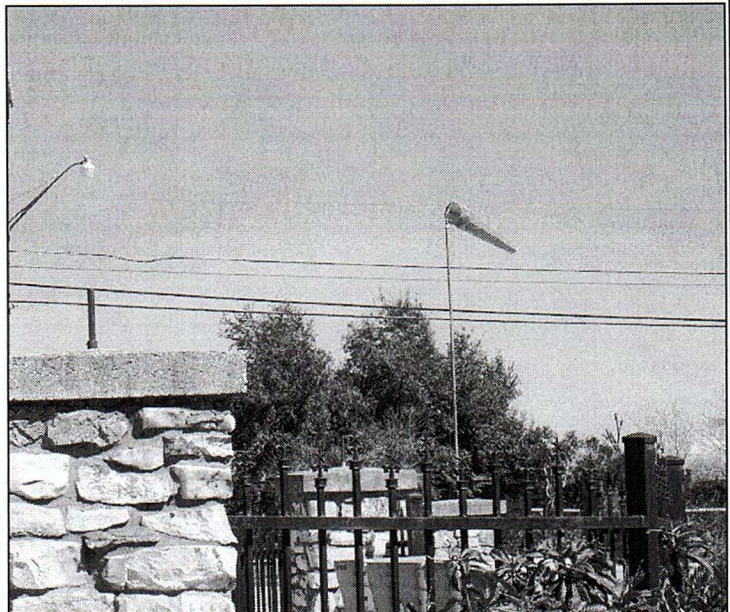
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Flight Instructor Available. Chapter member David Larson is a CFII and based at Boerne Stage (5C1). He is available for advanced instruction (BFRs, Instrument and Commercial). Emsil drlarson@usa.net or call (281) 222-2858

FOR SALE: Breezy 1/4 Fractional Ownership. Contact John Latour at 830 612.-2232

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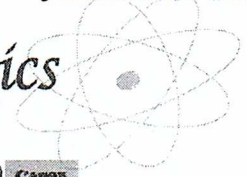
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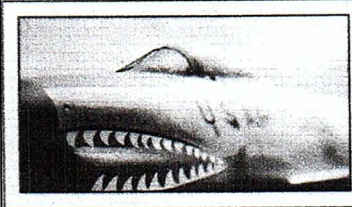
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Senior Aviation Medical Examiner

Assend Dragon
AVIATION

CP: (210) 391-1072
Fax: (830) 980-8866
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Leaves a non-stick protective coating on every thing you clean
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It's that easy!

Wash Wax All
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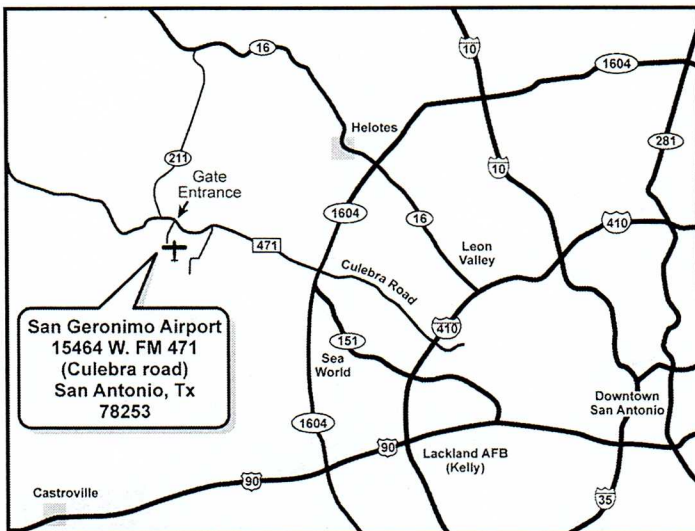
Wash Wax All
Degreaser
For Dents: Paint to
clean under dent
is removed
rust, oil, grease
stains, wheels, and
tires. Also cleans
body panels.

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Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
San Antonio, TX 78253

The Official Newsletter of EAA
Chapter 35, San Antonio, TX

Please support those businesses that support YOUR local EAA chapter. Thanks!



When Do You Meet?

Second Saturday of the Month

January 8th

- Fly-in Meeting 10AM
- Rotax Maintenance Presentation
- Burgers served afterwards

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