



Nov. 2020

Volume 63 Issue 11

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Next Event

November

11:30

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

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ea35news@gmail.com

Cooler Weather & Bad Fabric

By Mark Julicher

Cooler weather is here and that brings up some operational things for flyers to think about.

Start by thinking about your engine. Most likely it will need an extra shot or two on the primer to get a reliable start because cold gasoline does not vaporize like warm gasoline. How about cold oil? Many of us switch to multi-weight oil in the colder months. Not only does the lower viscosity oil flow more quickly to the bearings, but also it saves wear on the starter.

Airframes need some consideration too. Plastic parts are more brittle in cold weather. Well, here it is not insanely cold as it is on the Northern tier where plastic stuff shatters, but still, be nice to the plastic parts. Of course, there is ice to think about. Ice on the outside of a plane is sort of obvious, but ice in the gascolator or fuel sump is more subtle. If that quick drain is hard to actuate it might be ice causing it to stick. Forcing the quick drain could tear the rubber O-ring inside, so now your problem is no longer ice but a fuel leak instead.

Critters looking for warm places may find their way into the cowling or airframe. The summer hazard of mud-dauber wasps and nesting birds is now substituted with mice, racoons, and perhaps

snakes in the hangar. Occasionally a cat will curl up on a nice warm engine.

Photos 1, 2 and 3: Mouse nest, mouse urine, and mouse feces in a fabric wing. This much build-up took time to develop. One can only speculate as to why it was not caught during an annual inspection. Cold weather brings in the mice.

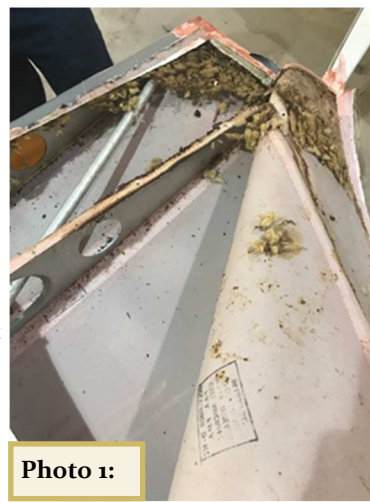


Photo 1:



Photo 2:

(Continued on page 4)

The runway at San Geronimo Airpark (8T8) will be CLOSED from 0900 CST, Monday, November 9, 2020, until 0859 CST on Tuesday, November 10, 2020. This is to facilitate the repainting of the "runway designation markings" and the centerline stripes. That's the big 17 and 35 that are on the ends of the runway. The paint manufacturer says **NOTAM that the paint requires a 24 hour curing time before it can withstand aircraft landing on it. Big Yellow "X's" will be placed on the ends of the runway, signifying that the runway is closed. There is also an official FAA NOTAM being published. Another E-blast will be sent out prior to that time as a reminder. Thanks, Brian Goode, Pres. SGAPOA**

PRESIDENTS COCKPIT

DARREN MEDLIN



Welcome to this month's award-winning newsletter. If you were lucky enough to join our October online meeting you learned about aerobatics through the eyes of our newsletter editor, Andrea McGilvray. Andrea was getting ready for an upcoming competition and she shared the ups and downs (and loops and rolls) and other details of how the

competition works and what pilots do to prepare. It was fascinating. October's VMC club was an educational discussion about a distracted pilot taxiing across a runway without clearance. He just missed colliding with a plane departing from the same runway. Talking through these situations on the ground, and more importantly ways to avoid them is a great safety practice.

We had hoped to have the November meeting in person on the clubhouse grounds and hold our traditional chili cook-off and membership meeting. As as of this writing Bexar county guidance still restricts gatherings of more than 10 so we will rally online or somewhere else, or both, so keep your eyes peeled for an email.

VOTE! The annual membership meeting is a requirement for our organization and members will be voting on proposals that you should have received by email. Since our meeting is in flux, I recommend you respond to the email ballot with your choices and allow a board member to vote your selections as your proxy. This way, once your vote has been electronically returned, we can meet our requirement to have at least 25% of the eligible membership participate.



School is in session and Southwest High School has seen an increase

in the number of students working on the RV-12iS project. Mentors Jon King and Frank Pisz have done a great job getting the students back up to speed on their building skills. The Rotax 912iS fuel injected motor and propeller crate arrived allowed a quick photo of this year's builders. Some students are still following along online but the shop is beginning to fill up again.



This week's work was focused on the roll bar/canopy latch assembly during this build sessions. Until we meet again remember to vote and stay well.

Darren Medlin

Oct 16-17 Hammerfest Llano

I want to say, Thank you all that came to see this event and watch us fly.

I am proud to say that in my 1st flight I was in 1st place but I made a mistake well before competition day for my second flight. I was practicing something different than what was written. This mistake won't happen again, but it was a valuable lesson learned. Yet, we had fun! There were 32 pilots, two of us were lady pilots. This gathering is like coming home to family, even if you don't know them yet, you will. The fellowship is very hard to describe. Your competitor helps you and you help them, from giving unasked for advice to just listening and sharing war stories.

One of the pilots flew in to compete from California! That is dedication and longing for a gathering. We were all masked up and social distancing was required.

The crosswinds were harsh and if we were graded on landings, I think we all got 10's. The wind was hard on us in the Box and on landings. In the Box the winds were 0 degree 25-30 mph and on the ground we had a 90 degree 15-20 gusting too.

Saturday was a wash since the ceiling would not lift so we all flew home with high winds, low clouds and sadness that it has ended for another season. Watchout for next year!



CHAPTER BULLETIN BOARD

Virtual VMC Club

VMC Club Date:

Friday November 20, 2020

Time: 6PM

Location: Virtually on Zoom

Please watch for your

Rafael Cortes
EAA Chapter 35
VMC Club Program Coordinator

Earn your WINGS to get a chance to win a cash prize. Go

to www.mywingsinitiative.org for

more info. Join us on Face-

book: <https://www.facebook.com/groups/GASafety/>

HELP WANTED

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

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

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

FACILITY MANAGER – 1 motivated individual who can maintain a schedule of clubhouse events and maintenance needs. Position includes chapter provided enterprise email account (facility@eaa35.org), calendar and other online tools. Coordinates meal service plans for meetings and keeps the board of directors informed about facility maintenance needs.

There will be no planned Meal at this time.

PIONEER FLIGHT MUSEUM

WINGS & WHEELS

NOVEMBER 14, 2020

**Classic + Vintage + Antique
AIRCRAFT & VEHICLES**

**FOOD TRUCKS & OTHER VENDORS
REENACTOR DISPLAYS**

OLD KINGSBURY AERODROME

Bring the Whole Family! GATES OPEN 9 AM
(DONATIONS GRATEFULLY ACCEPTED AT THE GATE)

EAA

Master the Art of Aviation

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

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

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

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

The VMC CLUB

Next Gathering
Live at and from
The Pioneer Flight Museum
November 14th, 11:30
In person or via ZOOM
(see e-mail for dial-in Instructions)

Continued ...Cooler Weather & Bad Fabric , By Mark Julicher

(Continued from page 1)



Photo 3:

Stay heads up, don't get complacent, and try to avoid that super abbreviated pre-flight inspection as colder weather sets in. I recently received a call from pilot with a tail wheel spring problem. Every time he taxied on grass, the steering springs on the tail wheel arm would pop off. Now some taildraggers can operate with a free-swivel tail wheel, but most can't. Furthermore, most older planes don't have sufficient differential brakes to taxi without at least some tail wheel steering. This problem is actually fairly common and sometimes

tail wheel springs will even disconnect while taxiing on paved surfaces. The solution is to mouse the springs. Say what? How about a picture...

Photo 4: Moused and not moused springs



Photo 4 shows the near spring moused and the far spring not moused. I like to use .041 safety wire and get it tight enough to make strong friction between the tail wheel spring and the safety wire. Check these on each preflight and consider replacing the safety wire at

Photo 5: A forest of fabric planes in Hangar 64. Skybolt, 7GCBC, 7KCAB, Christen Eagle, L-16, Hatz, Legal Eagle... all in various stages of work.



annual inspection.

The last topic for this month is a celebration because somebody is alive to fly another day.

I received a fabric-covered airplane a short while back and was asked to do a fabric repair. Now we really enjoy doing fabric aircraft. In fact, look at the next photo.

Upon close examination of the airplane to be repaired, we found that the fabric had been applied incorrectly. That's right. Applied incorrectly MANY YEARS AGO! Look closely at Photo 6.

Photo 6: Fabric being peeled away from a wing rib.



Now for those that don't do fabric work very often, let me tell you about what you are seeing. Fabric is supposed to be glued to the wing structure and then it is shrunk. After it is shrunk, reinforcing tape is applied along the top of each rib. Reinforcing tape gives extra toughness where the fabric fasteners are applied. Various fabric systems use clips or wires or rib lacing or rivets to fasten the fabric to the ribs. Without the reinforcing tape, the fabric is not strong enough to withstand lifting loads.

Allow me to digress a moment. If you have ever driven a convertible car you may have noticed that at high speed the soft top is lifted up and tries to pull away from the car's roof. The convertible fabric is fastened to metal bows or ribs to keep it from stretching and ripping away. It is the same with a fabric wing.

Rib lacing, or rivets in the case shown in photo 6, are to keep the fabric snugly attached to the ribs and maintain the airfoil shape. If the fabric detaches from the ribs it means disaster.

In a nutshell, fabric fasteners go through the reinforcing tape which is on top of the fabric and holds the fabric to the rib. This system is strong. However in photo 6 you can see the reinforcing tape was applied UNDER the fabric. The rivets are bearing directly on the fabric without benefit of reinforcement. Photo 7 shows how the fabric rivets are able to cut through the un-reinforced fabric.



Photo 7: Unreinforced fabric has been cut by a fabric rivet. Reinforcing tape can be seen UNDER the fabric where it does no good.

Continued ...Cooler Weather & Bad Fabric , By Mark Julicher*(Continued from page 4)*

One torn-through rivet is not a big problem but remember the whole top of the wing is being lifted just like the car's convertible top. Serious pressure is being applied to that fabric. Photo 8 shows a series of

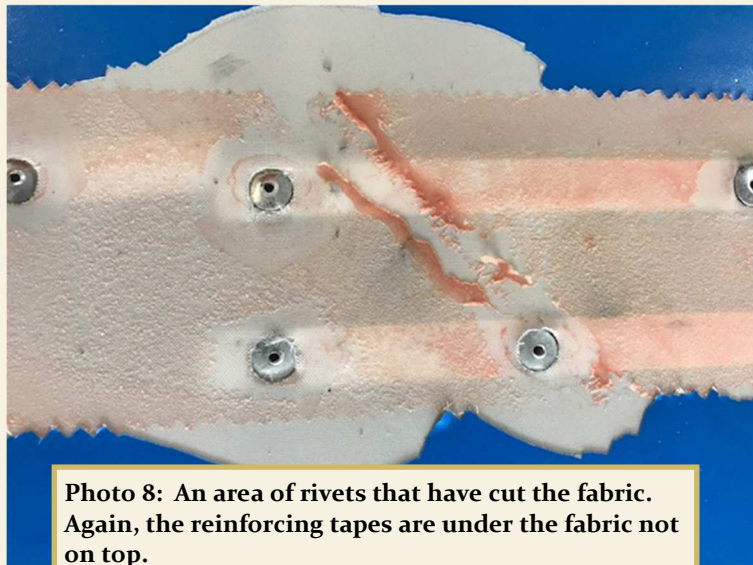


Photo 8: An area of rivets that have cut the fabric. Again, the reinforcing tapes are under the fabric not on top.

rivets that have cut through the fabric.

In photo 9 I am gently lifting the fabric and it is plainly visible that the fabric is separating from the wing. What is pernicious here is that all these rivets are hidden under the finish tapes. Finish tapes are those two-inch-wide strips that cover the entire row of fasteners. In photos 8 and 9 you can see the white strip where the finish tapes were removed. It is almost impossible to detect the incorrect fabric work. An experienced fabric person could see that lack of a subtle ridge caused by the reinforcing tape under the surface tape, but then again, it is hard to detect that something is missing. That just is not in your mindset when doing a preflight inspection, or even, in this case, many annual inspections.



Photo 9: Fabric easily lifts away from the rib .

Vice Presidents Notes for November 2020

Bottom line first: Bexar county still has in place an ordinance prohibiting groups more than 10 and with cases of the virus again on the rise, I don't think that will change in time for our November gathering and chili cook-off. I know that right now I cannot assure EAA that we will be in compliance with all state and local guidance.

So, with a heavy heart ... We will NOT hold the chili cookoff in November.

Please read on: The November gathering will be a live feed from Kingsbury beginning at 1130 on November 14th!

We will be LIVE at the Pioneer of Flight Museum "Fall Wings & Wheels" Fly-In and the coincident "Hatz Texas Fly-In". If you can make it in person, we will have a gaggle of 35ers there Saturday, November 14th at the Old Kingsbury Aerodrome (85TE) near Sequin, Texas. And, if you can't join us in person, please dial in to join me as we walk around and see what and who we happen to run into. It should be fun...and totally unrehearsed.

This NOVEMBER gathering is our annual members meeting. This is the only one of the year in which we vote on bylaws changes and new officers. This year we do not have any officer slots to fill, so just bylaws changes. I have e-mailed ballots and proxy agreements to everyone. It is weird, I know, but we have no provision in our bylaws for simple mail-in or email ballots. Nor do we have a provision for ZOOM virtual gatherings of the group. So, the vote has to be taken of breathing humans "at" the meeting. So, if you will not be at Kingsbury "At" the meeting, please send your proxy to the Board and one of us who is there...will vote on your behalf. I have had computer issues...so if you did not get a proxy agreement, please send me a note at vicepresident@eaa35.org and I'll get one to you right away.

By the way, if you missed Andrea's amazing introduction to aerobatics – it was AMAZING. You can check it out on our website or YouTube at <https://eaa35.org/content/aerobatics-andrea-mcgilvray>. Also, we held the last-of-2020 Movie Night to watch The Spirit of Saint Louis on a chilly evening. We will resume in the spring with a new crop of classic films...and maybe repeat the past couple along the way.

Finally, Peggy and the board members are mulling over options for our Holiday party in a COVID world. With cases increasing in other parts of the country, we will be watching carefully and totally understand that some of you are desperate for an in-person get-together...and others not. We welcome your ideas for how we can all celebrate together!

Please be safe, careful and stay in touch with your friends and organizations. We all miss each other! We'll see you either in person or online at Kingsbury on the 14th!

The Builders Corner

by Kris “IKE” Kelly

Dear EAA 35 Members,

Those of you who have been attending the chapter Zoom meetings have had the opportunity to hear from me as your builder coordinator and even better, from our builders. The chapter leadership team continues to find opportunities to make content available via multimedia. For example, you can watch and re-watch the July 2020 meeting that covered three builders at:

https://uso2web.zoom.us/rec/share/-5ZqCO_AzntLSM-R7krva5F9Qabhaaa803BM-qdczkopfir5rrrTtEK7kC-RNiUE Password: 1U+3w@94

The builder portion starts around the six-minute mark.

Here are the priorities on my RADAR right now:

- Provide/connect builders with resources: experts and tools
- Provide chapter membership with awareness of ongoing builder activity
- Advise Board of Directors (BoD) on chapter hangar utilization options
- Purchase and facilitate availability of tools (especially infrequently used items such as scales, prop balancer, paint booth, and so forth)

So, let's talk about chapter awareness of ongoing builder activity for a minute. Do you know that there are over a dozen active builders working on more than 17 aircraft or projects? Here are some: Kitfox, Pipistrel Sinus, Lancair 360, Citabria, Christen Eagle, Skybolt, Legal Eagle, Taylorcraft, Zenith CH750, Glasair 1RG, RV-7A, RV-14, Hummel Ultracruiser, Challenger II, RV-10, Bearhawk Patrol, RV-14A. If I missed your project, please send me a note! I know this list isn't all inclusive; some of our Technical Advisors are involved in multiple projects, and numerous flying aircraft are in a state of constant improvement/modification and experimentation. By my count, Mark Julicher gets extra brownie points, with at least four projects in the works right now of which I'm aware.

This year we've featured Paul Wurster's RV-14 build, Tracy Johnson's RV-14A

build, Jason Cammack's RV-7A build (completed and now flying) and my Autogyro Calidus and Lancair 360



Hummel Ultracruiser file photo

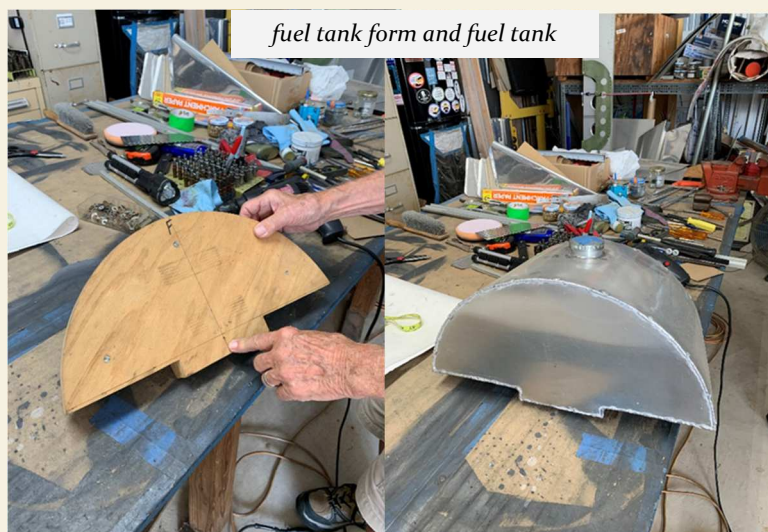
projects. In this article, we're going to switch gears from kits that are known for ease of assembly and talk about building from scratch:

BUILDER SPOTLIGHT: RICHARD GRAMLING AND THE HUMMEL ULTRACRUISER

My first reaction is that the plane reminds me of part WWII fighter plane, part ultralight, and part crop duster ... all things that I love. But in talking with Richard, I learned a lot about how his build process is different from my experience and what I've learned from the multiple Vans RV projects in our chapter.

This is not a kit. This is a scratch build from plans. Richard started this project by purchasing parts and plans in 2004 and says he got serious about it around 2006-2007. A number of years ago, he decided to switch from working on weekends to weekdays because of all the wonderful weekend distractions at San Geronimo that slowed his progress. He now spends most weekdays building in the hangar from about 9:30am to 2:30pm.

The more I've learned about aircraft building the more I realize how



fuel tank form and fuel tank

doggone easy my project or something like an RV kit is compared to a scratch build project that Richard is doing. Richard shared that his situation is particularly challenging as his plans are an early version, so he does not benefit from clever solutions or new information that has been added to more recent versions as from when some of the first Ultracruisers were built. Between omissions of information in the plans and his own errors in fabrication, he has made numerous components more than once. When I asked him to characterize his project, suggesting it as a back burner hobby or something that must get done by a certain date; Richard answered simply: "yes, goal setting is very im-

(Continued on page 7)

(Continued from page 6)

portant.” Richard’s subtle yet profound statement reflects both the desire to get flying and the reality of scratch building.

He wants this plane to fly sooner rather than later (who doesn’t?) and is putting in serious hours every week, but the reality is that absent a multiple build background or training in engineering and fabrication, a scratch build project is about as daunting as you can get. Richard, by the way, retired from a technical career in television engineering, previous to that repaired bomb/nav systems on the B-52, and is also knowledgeable on working on older Porsches... certainly not a technical novice.

Richard Gramling and the Hummel Ultra-cruiser empennage, vertical stab, and rudder.



IMPORTANCE OF GOOD DOCUMENTATION

His advice was familiar, but I think I heard it with greater significance this time. He and I have both been mentored by Steve Formhals. In the July 2020 chapter meeting, I shared how Steve introduced me to the importance of electrical diagrams and documentation (something I don’t find particularly exciting, but I am learning). Richard also appreciates Steve’s tips for good documentation and not just for electrical systems: document, record, and did I mention document? Good documentation is priceless.

Personally, I just want to put the thing together and go fly. However, aircraft are machines, and machines break. For example, if you have a gremlin in your electrical system, and you don’t have the documentation on how it was put together, you may find out after hours of frustration, that yanking out the old wiring and redoing it all is the your only option. Good documentation is worth every ounce. Richard emphasized this is even more important for a scratch build. First, there is more room for the builder to make changes and modifications to the design throughout the build, and second, the build will certainly take longer than a modern-day fast build kit. The thought that you are going to remember how you made modifications to something years ago that is now covered by aircraft skin or some other component is unlikely, and a future owner of the aircraft will have no chance of knowing what you did. So, invest time and resources into documenting your build.

PEN AND INK

Speaking of documentation, Richard learned first-hand the importance of the term “pen and ink.” For your documentation, in general, start with a plan, for example a wiring diagram, check off which parts you’ve completed as you go, annotate changes, and then catalog that piece of paper in a safe place so that it is retrievable at a later date. So, the “document” is often a diagram or plan with pen and ink on it. Richard started a lot with pencil so that he could erase notes and have a cleaner final archival copy. Problem is his early pencil notes have already faded and many are no longer legible. So “pen and ink,” folks!



fuel tank form and fuel tank

LESSONS LEARNED

Without years of prior experience, scratch-building can be tough and frustrating, so first-time solo builder should be aware. Richard suggests unless you’re sure you want to do all of your own fabrication and design options, go with a kit and always get every fastbuild option there is, even if time is not a factor. It will benefit your mental health and the joy of the build.

MORE LESSONS LEARNED

Also, Richard decided to go with a polished aluminum finish. Sometimes you don’t need EAA to teach you a valuable lesson, it might come from observing your own neighborhood: Richard was aware of an RV builder at 8T8 who decided after his build was complete to go with polished aluminum. Everything was fine until the underside of the aircraft had to be done. Holding a polisher over your head against gravity for hours is probably some form of torture. Richard has been polishing his aluminum one piece at a time on a table at an ergonomically convenient height prior to assembly and says in comparison to holding a polisher over your head, it’s a piece of cake. In hindsight, this seems totally obvious, but was first heard for me as a technique.

Finally, Richard shared a cryptic note about distractions in the build process: watch out for cousins! ☹️

This article was submitted by Kris “IKE” Kelly, EAA 35 Builder Coordinator. All photos of Richard Gramling’s build were provided by Darren Medlin, EAA 35 President; editing assistance was provided by Paul Wurster, EAA 35 Secretary.



EAA 35 Safety Brief -Advanced Preflight After Maintenance



By FAAST TEAM

Maintenance-related problems are one of the most deadly causes of accidents in general aviation. Contributing to this is a pilot's failure to identify maintenance discrepancies because of a lack of knowledge and improper techniques used during the preflight of the aircraft.

So What Can Pilots Do?

Conduct an Advanced Preflight that goes beyond the normal preflight checklist. Advanced preflight is a program that helps you become more aware of all the safety-related data on your aircraft, and focuses on a detailed approach to your preflight inspection, based on your aircraft's maintenance history. While this requires some time, consider developing an additional items checklist that can be used in conjunction with the aircraft's preflight checklist for all future preflight inspections. It is a valuable tool whether you own, rent, or borrow an aircraft.

Put Yourself in the Right Mindset — assume that there is something wrong, even if you used the best mechanic. Mechanics typically do an excellent job, but if you assume that all is right, you'll miss catching any possible mistakes, worn items or improperly rigged items, or whatever else might be wrong. Always look over any part of the aircraft that has maintenance performed on it.

Use Your Senses, and a notepad, to write down anything you sense is not right. LISTEN to the airplane (not just the engine!). Do you SMELL anything abnormal? Fuel? Oil? Does it vibrate more than usual (FEEL)? Do you TASTE (or smell for that matter) any of that acrid smoke that comes with burning electrical items? Step 10 to 15 feet back from the airplane. Does anything LOOK out of place? Be prepared to abort takeoff if something goes wrong or doesn't feel right.

Before Your First Flight After Maintenance:

- ⇒ **Learn all you can about the maintenance that was performed.** Discuss all work that was done with the mechanic. Ask what to look out and watch for during the first flight. Do not just accept that the work was done. Ask: What was touched, repaired, or replaced, and what was accomplished?
- ⇒ **Don't assume the part(s) replaced are the only parts removed.** Ask what was removed and/or disconnected to facilitate the work performed. Often disassembly needs to be done to get to the inoperative part.

For example:

- Upholstery / seats, tracks, floors / emergency exits
- Interior and exterior access panels especially in hard-to-see places of the aircraft
- Yokes / control cables, linkages, and surfaces

- Equipment and appliances / wires and connectors
 - Hydraulic / vacuum / brake / pitot and static / fuel lines
- ⇒ **Pay attention to trim positions. Check for unimpeded flight control surface deflections. Make sure they go in the proper direction!**

The General Aviation Joint Steering Committee (GAJSC) and the National Transportation Safety Board (NTSB) have determined that a significant number of general aviation fatalities could be avoided if pilots were to conduct more thorough preflight inspections of aircraft that have just been returned to service. In-flight emergencies have been the direct result of maintenance personnel who have serviced or installed systems incorrectly.

Make sure all inspection panels are secure and their fasteners are tight. Inspect all control fasteners for missing cotter pins. Inspect locknuts, making sure the bolt or stud extends at least the full round or chamfer through the nut. Flat end

bolts, studs, or screws should extend at least $\frac{1}{32}$ inch through the nut. Check all visible bolts. If there's a hole in the bolt, it requires safety wire in it. See FAA Advisory Circular AC 43.13-1B for procedures.

- ⇒ **Check fuel tank for water, sediment, and proper fuel grade.** Use a sampler cup to drain a small quantity of fuel. Place it in front of a white (not blue) background to see what's in the fuel. Pull out the strainer drain knob for about four seconds to clear it of water or sediment.
- ⇒ **After an oil change, always check the engine oil level to ensure it has the proper amount of oil.**
- ⇒ **Always check your logbook and paperwork prior to flight to ensure the correct records have been entered.** Check for proper log entries for the work performed and the return to service, or the aircraft isn't legal to fly. Always ensure you have your aircraft's correct documents (e.g., airworthiness certificate and registration) onboard.
- ⇒ If you see a warning tag / sign on the aircraft, or on the sign-out or status board, **DO NOT FLY THE AIRCRAFT!** Check with the maintenance facility prior to taking the aircraft.

- ⇒ **Participate in, or observe your mechanic perform, an annual or 100 hour inspection.**

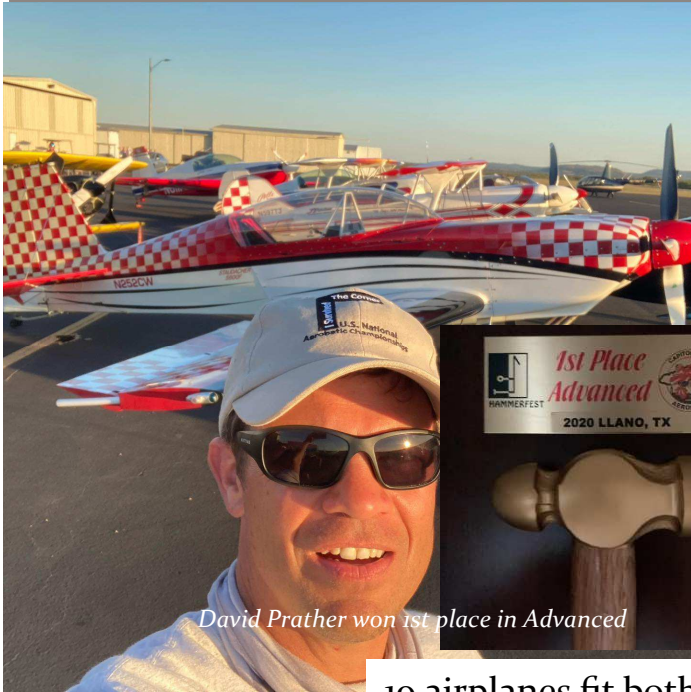
It's a great way to learn about your aircraft's systems, components, and any areas prone to failure or weakness.

Resources

- NTSB Safety Alert — Advanced Preflight After Maintenance: <https://go.usa.gov/cK7Py>
- FAA's Advanced Preflight Pamphlet: <https://go.usa.gov/xVy44>
- "Advanced Preflight," FAA Safety Briefing, Mar/Apr 2012: <https://go.usa.gov/cK7ma>



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



David Prather won 1st place in Advanced



Photo taken by Jeff Peterson

19 airplanes fit both nights and no one got bit while we were sleeping.
Hangar space was donated to us for the event!



Photo taken by Jeff Peterson



Photo taken by Jeff Peterson

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

Oct 2020 EAA 35 Online Gathering

BY ANDREA MCGILVRA

Dreams come true!

SAFETY FIRST!

Oct 2020 EAA 35 Online Gathering

SPORTSMAN 20

We received 3rd Place. Top two, retired military and professional pilots, 4th place also retired air force

Oct 2020 EAA 35 Online Gathering

BOX AND THE SYSTEM

- 3280x3280x3000 box
- Min Altitude 1500 for Primary and Sportsman Judges and corner judges.

Oct 2020 EAA 35 Online Gathering

COMPARING SIC AN

Oct 2020 EAA 35 Online Gathering

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1	1001	1001	1001
2	1002	1002	1002
3	1003	1003	1003
4	1004	1004	1004
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9	1009	1009	1009
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11	1011	1011	1011
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Oct 2020 EAA 35 Online Gathering

PATTY WAGS ALLEN CHIEF FL INSTRUC

Movie Night – Lindbergh tries to sleep...while the rest of us try to stay warm!



Office of University Strategic Communications

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Contact: Bruce Forey, UTSA

University Strategic Communications

Cell: 210-551-1625

bruce.forey@utsa.edu

Aviation pioneer Dee Howard's legacy lives on at UTSA

(SAN ANTONIO, October 8, 2020) – San Antonio aviation industry legend, **Dee Howard**, is internationally recognized for his development and certification of numerous aircraft safety and performance improvements, and refinements in aircraft flight characteristics. Af-

ter his passing in 2009 at the

age of 88, his family and friends began collaborating with the UTSA College of Engineering (COE) to honor his legacy. Within the last decade, three endowments

and a certification program have been established to support COE students and faculty, including the *Wayne and Julie Fagan Fellowship in Mechanical Engineering* created in 2020.

"I have always tried to be involved in the community and my wife supports my passion, so we felt like establishing this fellowship in the hopes that it might motivate others to support the university while honoring the impact that The Dee Howard Foundation has already had on UTSA. The fellowship is meant to serve as another tool that will help Dr. Browning and the College of Engineering build the aviation aerospace program," said **Wayne Fagan**, former legal counsel for The Dee Howard Co.

In 1947, Dee Howard founded his first company, Howard Aero, in a small one-room building on the ramp at San Antonio International Airport. By 1960, Howard Aero had grown to over 1,000 employees and was the largest manufacturing company in San Antonio. In 1964, Howard founded The Dee Howard Co. and in 1970, Fagan began working as the company's legal counsel.

Fagan and Howard worked together for 38 years. Fagan was directly involved with the scaleup of the Dee Howard Co. and often traveled to Europe, Asia and the Middle East to represent Howard in front of CEOs, heads-of-state, and industry leaders. Fagan and Howard developed a cherished friendship over time, which inspired Fagan to work with Howard's family on establishing multiple funds and a certification program for COE students and faculty.

After Howard's passing, his children, Fagan and colleagues estab-

lished the Dee Howard Foundation in 2013 and Howard's children endowed the *Dee Howard Fellowship in Mechanical Engineering*. **Christopher Combs** currently holds the professorship in the UTSA Department of Mechanical Engineering. His primary research interest is in the development and application of non-intrusive diagnostic techniques for compressible flows.

Additionally, with the support of a grant from The Dee Howard Foundation, an aerospace engineering certificate was created in the fall of 2019 to prepare mechanical engineering degree-seeking students and non-degree-seeking students with a mechanical engineering background with the fundamental knowledge necessary for successful careers in the aerospace industry. In 2020, the certificate was officially named the *Dee Howard Memorial Aerospace Engineering Certificate*.

The Dee Howard Foundation also established the *Dee Howard Endowed Scholarship*, which assists first-generation college students and students from underserved communities.

Most recently, the Fagans

created the *Wayne and Julie Fagan Fellowship in Mechanical Engineering*, which will be awarded to a faculty member to advance research and scholarship in mechanical engineering as well as help the college drive UTSA's mission to become a nationally-recognized research institution.

"The Wayne and Julie Fagan Fellowship in Mechanical Engineering allows the UTSA College of Engineering to help students from a diverse set of backgrounds realize their dreams of joining the Aerospace industry as an engineer. This gift provides resources that can make that critical difference to a student between doubting whether the dream is realistic, to knowing it is now achievable. And this realization occurs on two levels: financially, of course, but also the sense of confidence demonstrated through this award that the student belongs in our professional circle. We are incredibly grateful to the Fagans for realizing that they can make this difference in student lives and for making it happen," said dean of the College of Engineering, **JoAnn Browning**.

Dee Howard's legacy will continue to live on at UTSA through the research of the endowed fellows and the work of the scholarship recipients. Memorabilia from the Dee Howard Foundation is also on loan to the College of Engineering and can be seen on display in the lobby of the Engineering Building on the UTSA Main Campus.

Nearly \$250,000 have been endowed to support students and faculty in the UTSA College of Engineering - Mechanical Engineering Program.



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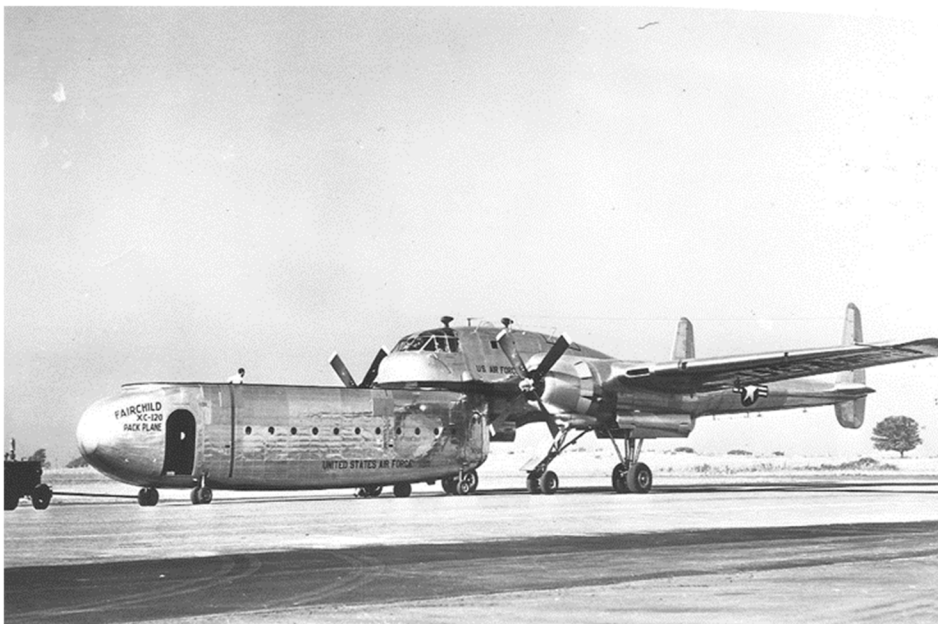
SEPTEMBER MYSTERY PLANE REVEALED

DOUG APSEY

Congratulations to Charlie Brame and David Baker for correctly identifying our October mystery airplane as the XC-120 Packplane designed and built by Fairchild Aircraft. The airplane first flew on August 11th, 1950 and only the prototype of this unique airplane was built.

Following the success of their C-119 "Flying Boxcar", Fairchild decided to experiment with a modified version that had a removable cargo pod. An issue with the C-119 or any cargo aircraft is that they often need to be reconfigured for different missions. The airplane may be carrying cargo on one mission and then need to be reconfigured to carry troops or drop paratroopers or airdrop cargo on the next mission. This often required additional hardware to be built into the cargo bay so it could be easily reconfigured to fit mission needs but this added additional weight. It also took time to reconfigure the cargo area if the airplane was needed for a different mission. The idea behind the XC-120 was to build pods that were configured for specific missions that could quickly and easily be removed and replaced with a different pod to meet the mission requirements. Another advantage when carrying cargo was that the pod could be quickly dropped off at a forward location and unloaded while the airplane flew back to pick up another cargo pod. This would result in significant time savings and, in a war zone, additional safety to the airplane and crew since the airplane did not have to sit on the ground while being unloaded.

The prototype Packplane began life as a C-119B. The fuselage was cut off just below the flight deck and the wings angled downward between the fuselage and twin booms which raised the fuselage several feet. The landing gear was moved to the booms and redesigned so that it consisted of a main tire wheel attached to the landing strut and a smaller wheel mounted well forward of the main that functioned as the nose wheel. A scissor-jack mechanism on the landing gear was used to raise and lower the fuselage to facilitate attaching and removing the cargo pods. The cargo pods had their own set of wheels so that they could be rolled into place under the fuselage which was then lowered onto the pod.



The XC-120 had a maximum gross weight of 64,000 lbs and could carry 20,000 lbs of cargo. It was powered by two Pratt & Whitney R-4360 radial engines producing 3250 hp each. It was intended to carry a crew of five consisting of the pilot, co-pilot, flight engineer and two load masters.

During flight testing it was discovered that the airplane was stable when carrying the cargo pod but became unstable when flying without the pod. Although the concept behind the Packplane seemed promising and the prototype underwent extensive flight testing at Eglin Air Force Base, the design was ultimately not accepted by the Air Force and flight testing ended in 1952. The prototype was eventually scrapped.

Sources for this article include:

<https://www.historynet.com/flying-container-ship-xc-120.htm>
https://en.wikipedia.org/wiki/Fairchild_XC-120_Packplane



NAME THE PLANE

DOUG APSEY

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

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



For Sale,
 My long time project is coming to an end. Accordingly, I am selling my tail-dragger. Powered by a water-cooled Ford V-6 engine, which puts out more power than the Maul M5 200hp engine. Firewall configured for 180hp Lycoming if you don't like water. Other features include 4-place, seaplane doors on both sides; fishing rod tube; nice interior; skylight; and Scott 3200 tailwheel. Take-off distance 450ft on sod. Always hangered.

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Paid Thru May 2021

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

NOVEMBER	14	11:30—The Pioneer Flight Museum Flyin 2 Kingsbury 85TE—In person or Via ZOOM. See email for dial-in Instructions 
	20	6:00 pm VMC Club; 7:30 pm Movie
		Optional Activity (Fly-Out/Rally) TBA
DECEMBER	12	<u>CHRISTMAS PARTY</u> 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)
	18	6:00 pm VMC Club; 7:30 pm Movie

Pilots:

The FAA has issued a second extension to the SFAR extending the validity period of medical certification for medical certificates that expire in October 2020 to Jan 31, 2021.

Extended expiration dates for medical certificates are as follows:

certificates expiring July 2020 are valid until Oct 31, 2020

Certificates expiring August 2020 are valid until Nov 30, 2020

Certificates expiring Sept. 2020 are valid until Dec 31, 2020

Certificates expiring Oct. 2020 are valid until Jan. 31, 2021

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>

November 14, Hatz fly-in Kingsbury—Fall Wings & Wheels Fly-In 85TE.

November 7th 1pm to Sunday Nov 8th 9 am, KCVB—1st Annual Taildragger Convention and Swine Tasting. Join the Castroville Municipal Airport on 07 November 2020 for the first annual Taildragger Convention and Swine Tasting. All airplanes will be parked and displayed on the grass area

located south of the apron. Bring your chairs and aviation stories to be shared. The event will kick-off with the Young Eagle flights hosted by the EAA. We will then shift to the taildragger (and all other GA planes) rally. Pigs will be cooking the entire day. Bring what you would like to drink and enjoy this General Aviation fest. All who plan to eat MUST RSVP on the Facebook Event. We will need a count for the amount of Swine!

November 21, Flyin Hondo (KHDO) 11AM-3Pm. Airplanes! What else is needed? **YOU!** For more information call 210-413-7392. Call/TXT

<https://www.facebook.com/events/3731731446841827>

EAA Chapter 35 Leadership



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Kris Kelly, Director 210-621-5405 <i>krisikekelly@att.net</i>	Brian Goode 727-709-1159 <i>ladybgoode@msn.com</i>
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A Challenge to Members to Share the Gift of EAA

By David Leiting, EAA Lifetime 579157
Vice President of EAA Chapter 252
EAA Membership Development Manager

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.

One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul

Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

Once you identify whom you'd like to sponsor, simply visit

www.EAA.org/Legacy to register EAA's newest member. After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch. EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!



Gone West. Terry "Ski" Slawinski

EAA lifetime and former Chapter member Terry "Ski" Slawinski flew west this morning after an epic struggle with Cancer.

Many of us remember him as a formation instructor, leader of the "red stars", glider instructor at Boerne Stage. He was an F-16 pilot, SWA pilot and flew his beloved YAK 52TW and amazing Taurus motorglider until recently. He was a passionate patriot and as recently as July 4th stood before dozens and recited his nation's declaration and narrated for a Ceremonial flyover he had planned. He introduced many of us to Airventure the Warbirds way and created a little chapter 35 enclave.

Today we have all lost one of our own.





Country Store

By RICHARD VINAS

I'm keeping my fingers crossed that we will be meeting in person for the November meeting, at which time I will have the Country Store open for business right in the clubhouse. I'll be taking and/or filling orders for anything we have on hand and anything you might want to order that we don't have right now in the inventory. As usual, you can get those special shirts, koozies, stickers, and even WashWax-All for sprucing up the airplane after all this fall leaves (and especially butterflies) floating around in the air, getting your plane dirty. Christmas is right around the corner, so plan ahead for those "Remove Before Flight" keychains, coffee mugs, stickers, and even wheel chocks as stocking stuffers. Even after

we are back to normal, I will continue to try to fill orders between monthly meetings. You can email me at vinas@sbcglobal.net, although I have been known to go a few days without checking my messages. You can always call/text me at (210) 912-1699 if you need a home delivery of any products, shirts, or any merchandise from the Country Store. We can meet somewhere between our respective locations, if need be.

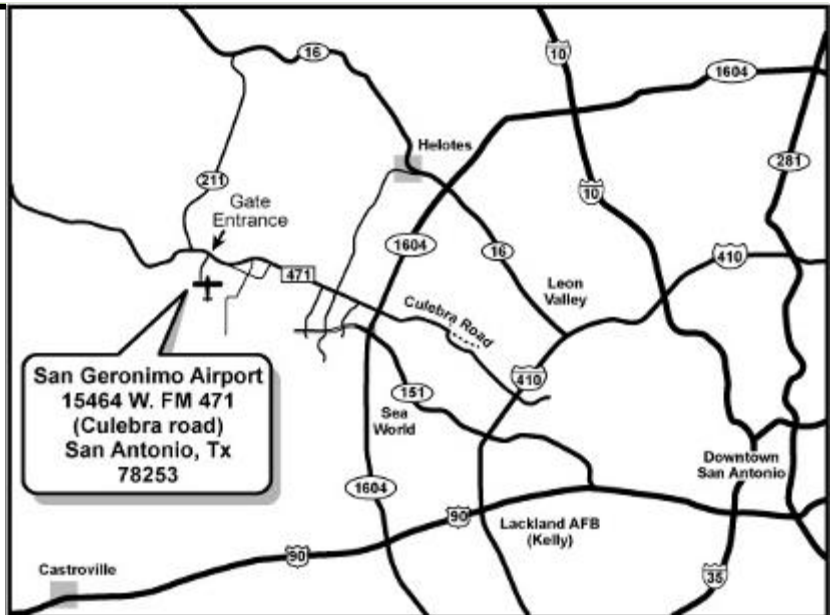
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Chapter 35 meets Each Second Saturday of the Month



EAA Chapter 35 is part of the worldwide network of EAA chapters. EAA embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 170,000 plus members enjoy the fun and camaraderie of sharing their passion for flying, building and restoring recreational aircraft. Our clubhouse and building facilities are located at San Geronimo Airpark (8T8) located off FM 471 (Culebra Rd) West of San Antonio.

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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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.



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



AeroDiaper
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.



Wash Wax Clay
Safely removes surface contaminants allowing wax to bond better. Removes overspray, tree sap, acid rain, & rail dust. Safe to use on paint, plastic, glass, chrome, gelcoat, and other hard surfaces.



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