



Chapter Memories

By Dave Baker, & Chuck Fisher, Photos courtesy Julius Braun & Chapter Archive

August 2020

Volume 65 Issue 8

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Next Event

August 8

11:30

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

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

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Dave Baker

Recently I asked Dave Baker, former chapter president, founding member of San Geronimo Airpark and Devoted member for forty years to share a little of the history of our chapter through his eyes. He has moved to north Texas now, but remains very much a part of our chapter, and what he experienced very much shaped who we are today as a chapter. I've edited this slightly for brevity and the old photos are courtesy of Julius Braun (crf).

The Bug:

Shirley, I and our two children, David Jr and Lisa, moved to San Antonio in February of 1975. I was a store manager for Handy Dan Hardware in Houston I was offered a job as a Buyer based in San Antonio, Head Quarters of Handy Dan. While in Houston I had purchased a magazine (Popular Mechanics) that had a picture of a home-built airplane on the cover, a KR-1. I was awed by the design and after ordering the plans (\$12.00) I decided to pursue looking into building one.



Somehow I heard about a group of guys that were into building their own planes and was told that I could probably find some at a small private airport off Heimer Rd near (San Antonio International Airport) called Twin Oaks. We drove out there one Sunday afternoon and as luck would have it there were several guys with a pickup and trailer unlocking the gate to enter the airport. I introduced myself and met three or four guys. On the trailer were the remains of an airplane that looked like it had crashed. Found out it was a Volksplane that had been built and crashed by Danny McCormick, a member of EAA Chapter 35.

One particular person I met that day was David Beckett. He informed me that the Chapter met at their own clubhouse at Westside Airport off Hwy 90 and Ray Ellison Dr. I was invited to come to their next meeting which was the following weekend. I and the family drove out to Westside that next Saturday to attend their meeting. I was im-

(Continued on page 5)

Featured Speaker

Jeanette Hunt

San Geronimo AirPark: A pilot's dream

By ZOOM 11:30 Social

12:00 Presentation

Link will be sent out by e-mail. If you do not receive your link, please contact the president or VICE president



PRESIDENTS COCKPIT

DARREN MEDLIN



Welcome to the June 2020 edition of your award winning EAA 35 Newsletter. Things look a little different in front of the clubhouse thanks Tim Carter, Chuck Fisher, Danny Beavers, Evan and his Dad and Don Woodham. They took on the task of removing one dead, and one dying tree that lined the sidewalk. The light pole by that area has also been temporarily removed

because there is more to come. At the recent chapter cleanup and picnic it appeared our ancient (300 yrs?) oak shade tree might be getting a case of the leans. You may remember last year a big branch came down on a corner of the roof.

In partnership with our San Geronimo Airpark Property Owners Association, your board approved funds to pay half the cost of trimming the big oak and supporting the heaviest branches with supports coming up from the ground. After that work is complete we should continue to enjoy shade from that tree for years to come.

If you have a push mower or string trimmer/Weed Eater tool that you no longer need please consider donating it to the chapter. Our donated push mower and string trimmer are both way past TBO and need replacing.

During this time of physical distancing, increased hand washing and other hygiene steps to prevent getting a virus, don't forget about the kind of virus that can infect your computer. I was contacted by two chapter members that received emails that appeared to come from me asking them to collect, and then forward, funds for a non-existent charity. Please check the underlying email address and not just the name that might appear in place of the actual address. Often clicking on the name will reveal the full email address. If you don't recognize the address do not reply or click on any links or attachments. Use some other method to contact the person the email purports to be from and let them know. As we hunker down for COVID19 we may be spending even more time on our electronic devices so it's especially important to practice good email hygiene.

A hygienic :-) and very successful online chapter activity was our July VMC club meeting. Rafael Cortes led an online VMC club meeting with participants from seven states and set an attendance record for an EAA 35 VMC club meeting. Besides the scenario and resulting discussion we took an online quiz. The material and format keep getting better and sharing experiences with other aviators is a great way to expand your pilot tool kit, and often earn FAA WINGS credit as well. Keep your eyes open for details on August's VMC club meeting.

Though we may be physically separated you still have an opportunity to take on a big role in the chapter. Membership chair Ron O'Dea is looking for his successor. A strong membership program makes for a strong chapter and this is your chance

to learn from the best. Text, email or call and let me know you're interested.

Until We Meet Again, Fly Safe and Stay Well,
Darren



Virtual VMC Club

VMC Club for July set a new record with 22 participants, including our loyal chapter's VMC Club member and some out of state participants. We had a great discussion! Thanks to Darren, Chuck, Ron O'Dea, and everyone else for the help and support for this great VMC Club!

VMC Club Date: Friday August 14, 2020

Time: 6PM

Location: Virtually on Zoom

Our next VMC Club will be on August 14th VMC Club, and the subject will be: Scattered Storms Are Building On Either Side Of Your Route, Would You Go or No-Go?

Description:

In another collaboration with Boldmethod, the EAA Chapter 35 VMC Club will be discussing a scenario where we, as pilots, will have to make a Go/No-Go decision based on legal requirements, current and forecasted weather, our experiences and our personal minimums. Would you decide to go, or no-go? Join us virtually on Zoom on August 14th at 6pm and let's discuss your decision.

Rafael Cortes
EAA Chapter 35
VMC Club Program Coordinator

This webinar has been scheduled and airmen have been notified.

Earn your WINGS to get a chance to win a cash prize. Go to www.mywingsinitiative.org for more info. Join us on Facebook: <https://www.facebook.com/groups/GASafety/>

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CHAPTER BULLETIN BOARD

After 14 years as EAA Chapter 35 Membership Coordinator it's time to share the fun. I am ready to share with others.

The Membership Coordinator is a great chapter position. If you like to meet people, keep track of the members, help recruit new members, this is the job for you!

Contact EAA Chapter 35 President Darren Medlin,
president@eaachapter35.org to apply.

I will be available to help with the transition. It's been great working with everyone over the years and I'll be happy to help in any way I can.

Please contact Ron O'Dea:
r2av8r@gmail.com, 210-488-5088

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.

FINISH/SEAL ADIRONDACK CHAIRS – 2 volunteers needed to seal the new Adirondack chairs using either spray or brush finish. Contact Paul Wurster secretary@eaa35.org

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 jkellogg@kelloggllc.com

HISTORY AND ARCHIVES – 1 motivated individual needed to assimilate and maintain chapter historical archives and ensure plaques and memorabilia are correct and current – contact Chuck Fisher vicepresident@eaa35.org

WEBSITE CONTENT MANAGER – 1 motivated individual who can update and ensure currency of our website. Probably requires a few hours a month. Contact Darren Medlin president@eaa35.org



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
787-644-7828
aaa35vmclub@gmail.com
www.eaa35.org

EAA VMC CLUB



There will be no planned Meal at this time.

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

Andrea Wins EAA Newsletter Editor Award!, by Chuck Fisher

Chapter 35's newsletter editor Andrea

McGilvray has been recognized as among the best in the global EAA organization. This is, I think, the fourth award for our Chapter's newsletter and editor.

There are more than 200,000 members of the 900+ chapters in EAA. Each of those chapters strives to advocate for their members and communities, and there are a heck of a lot of really talented people in this organization! So it is a real honor to have our newsletter editor again recognized as one of the best.

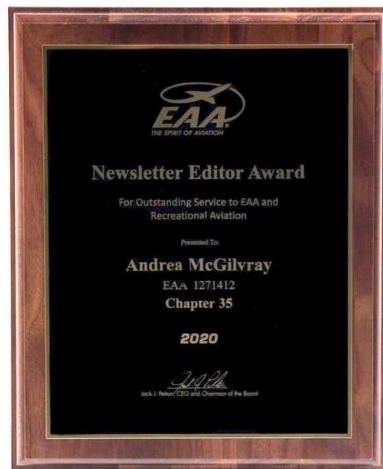
In addition to a nomination by a chapter leader, EAA national staff reviewed several of our monthly newsletters. They were looking for things like photographs, safety features, chapter contacts and event calendars of course; but what separates a great newsletter from a good one, is that it is captivating and interesting to new and prospective members as well as veteran members. Ours is that!

And about the editor:

"For our chapter, the newsletter is the tie that binds us. The editor not only solicits, begs, and coerces members to write of their experiences, but also feels the pulse of the chapter and helps to push it to greater levels of achievement.

Andrea volunteered to take on the complex role to learn new-to-her software; taught herself to edit, format and build the newsletter having never done this before. And, she did it in a crisis. The prior editor had an unexpected event that prevented him from continuing or even affecting a hand-off of information. But with guidance from a prior editor, she jumped in with gusto.

Not only did she do so as editor, but in that role she stepped into a very active role on our Board of Directors and was even selected as an at-large member.



She is truly driven in her passion for aviation, and infects (maybe not the best term right now...but accurate) the members with her enthusiasm and energy. Even more remarkable is that she has done all of this while operating two busy small businesses herself and completing an advanced degree program. Her product stands for itself. She ensures there are topics relevant to builders, aviators and educators alike and keeps the chapter informed on their successes, schedule, leaders, and instills pride in the organization."

We are really proud of Andrea and thankful for her excellent work. Congratulations!

Here is a link to the video to see the whole <https://www.eaatogether.org/live/hangarflying/6173676275001>



IT TAKES lots of people to make a newsletter this great, It takes those dedicated to write a article every month and love to share your knowledge. Shared knowledge is worth this effort to put it together. I think this award should be shared and given to all those that contribute!

Why did I take on this task?

I, Andrea McGilvray have been a pilot for over 30 years but only got seriously flying the past 5 years and currently have the aerobatic virus/bug. I joined the EAA Chapter 35 to stay in touch with like minded folks and our prior president Steve Jones had mentioned that all directors should be submitting an article. I was a new director so that started my interest in writing articles. My infatuation in aviation provided multiple articles to write about for our own newsletter and when I had volunteered to help and got put to work. Our chapter members have a wide variety of knowledge and are very active. No one has to go far to get an answer for a builders question and lots of this information is shared on a monthly basis in our newsletter. My background is varied and graphic arts/publishing was not something new to me.

Since I have started writing myself, two of my articles, with the help of Lorrie Penner have been published in the Sport Aerobatics magazine.

I enjoy getting all of this good information out to fellow aviators and have plans of making this newsletter even better than it currently is using technology.

My Full time life is helping folks buy or sell their homes or property as a Owner/Broker of Cowboy Capital Realty and my other full time until NEXT may is A&P School. Life is quiet full at the moment!



Continued ... Chapter Memories, By Dave Baker, & Chuck Fisher, Photos courtesy Julius Braun & Chapter Archive

(Continued from page 1)

pressed how many people were actually building and flying their own homebuilt airplanes so I joined, dues were a whopping \$12.00 a year.

David Beckett had just been elected as President succeeding Dan

Huebscher. Bill unexpectedly died of a heart attack in 1979 (I believe) and I was elevated to President. I served that capacity until January 1982.

SWRFI

In those days Chapter 35 was the “base chapter” for the Southwest Regional Fly-In held at Kerrville, TX the third weekend in September each year. SWRFI (as it was known) was the third largest fly-in in the nation of EAA Nationally sponsored events and had been held every year since the early 60's. One year we had over 700 airplanes. It was a big deal.

There was a five member board and each Texas Chapter President and one other designated chapter member were the “voting membership”. I held a board position for five years.

But, after years of successful events, the existing board and membership voted to move the fly-in to Abilene as they thought Kerrville was too small. That was a bad idea and the next five years the fly-in lost money. It was then moved to New Braunfels for two years then to Hondo. The second year in Hondo the event was back up to over 500 planes. The city of Hondo built RV hook-ups, constructed showers and improved parking ramps, made parking areas for autos and more.

However, EAA National was involved in a legal action somewhere in the Northeast and suddenly decided not to sponsor any more regional fly-ins. Within only a couple of weeks, the SWRFI was cancelled, after 44 years of success. This was a very bitter time for many of our members.

San Geronimo Airpark

In 1981 a group of sailplane pilots operating as Alamo Soaring out of Castroville Airport were looking for a new home as their glider operations did not mix well at Castroville. One of the members of Alamo Soaring, Their leader Bob Bruce had located an 87 acre section of land off FM 471 (Culebra Rd) approximately six miles west of Loop 1604. Bob got in touch with Dan Cerna and told him of their idea of building their own airport and wondered if anyone in EAA

(Continued on page 6)



MOVE OVER RED BARON!

San Antonian Dave Beckett brings back memories with his scarf, headgear and open-cockpit airplane.

seater open-cockpit airplane in the garage of his home. He gets assistance from friends who are members of the local chapter of the Experimental Aircraft Association.

It is a childhood dream come true for Beckett, who says he has always been fascinated with airplanes and flying.

He became interested in joining EAA and building his airplane when he went to a sport aviation air show at Westside Executive Airpark in 1971. He talked with some of the

EAA members at the show, and he was hooked.

IT WASN'T A split-second decision to build an airplane for Beckett.

He had a wife and three children to support and bills to pay — that didn't seem to leave much time to projects like building a full-scale airplane.

Fortunately for Dave, his wife,

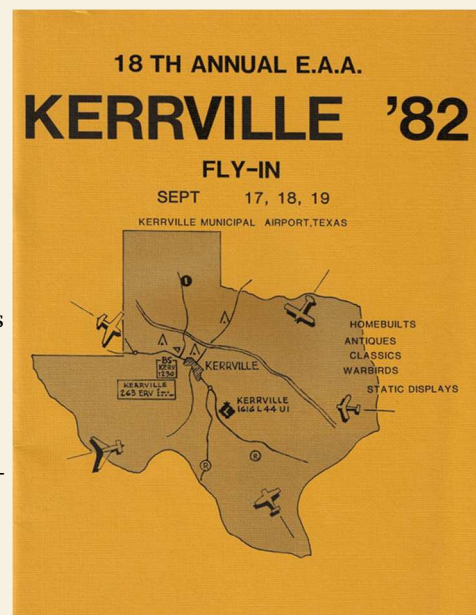
Mary, also was hooked on flying, and he soon was on his way.

He has been working on his plane, called the VP2 for three years. The Volkswagen-powered aircraft is only about 50 per cent complete at this time, and Dave has long since given up trying to set a completion date.

But he says he's happy. "I honestly don't know what I would do if I didn't have this airplane to work on."

Beckett must have a masochistic streak in him, because he made that statement while he and a friend were glueing together the framework for the fuselage. Nothing seemed to be going right, as the

See OPEN-COCKPIT, Page 8.



Cerna and would take over on January 1, 1976. He asked me if I would be the Newsletter Editor for the next two years during his term as President. I inquired what all was involved and basically was told that I would request articles from members or other sources, arrange these in a “magazine” format, type and produce it, make copies for all members, the other Texas Chapters of EAA and some for local distribution. I agreed and performed this duty for the next several years! I would hand write the articles, Shirley would type it leaving spaces to paste pictures (if any) on paper around the articles, I would take it to the printer, make copies (about 75 or so then), bring home and we would fold, put address labels on, staple, place stamps on each and then I would take to the post office and mail. I enjoyed this job and it helped me to meet and understand about our members as one section back the was titled “What our Members are doing” and each month I would either take info sent me or go interview a member and write about them, their project or other interest in aviation.

I was elected V. President of the chapter in 1978 working under Bill

Continued ... Chapter Memories, By Dave Baker, & Chuck Fisher, Photos courtesy Julius Braun & Chapter Archive

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Chapter 35 might be interested in investing in this endeavor.

Dan arranged a meeting with Bob and several members of Chapter 35 that might be interested. The group formed a "Joint-Venture" consisting of ten people which included eight members from Alamo Soaring and two from Chapter 35. The two from chapter 35 were Dan Cerna and Lew Mason. I missed out on this opportunity, but a few weeks later I received a call that there were two openings. I took one position and David Beckett took the other. Building the airpark and our homes is an whole other story!

Chapter 35 Moves to San Geronimo

Chapter 35 had a nice clubhouse and stable operation over at Westside airport northwest of the intersection of Route 90 & Kriewald Road between what Highway 410 and 1604. In about 1985 I was

President of the Chapter (again) and was called by Tony Crosby, owner of Westside Airport and he informed me that he had sold the airport to a developer and we had thirty days to move our chapter building off the property! Fortunately, when I called the developer and explained that we had the Clubhouse building located on the airport, they told me to "take as much time as you need, we are not going to start development for at least a year". I was relieved.

Next I contacted the other "Joint Venture" members about offering the Chapter a "land lease" agreement if the EAA chapter would want to move their building to San Geronimo property. The members all agreed to offer a "Ten Dollar a year lease for ten years, renewing this for ten years consecutively". I presented this offer to the chapter members and they also agreed.

To move the clubhouse building to San Geronimo was going to be very expensive (over \$8K) and was out of the Chapter's capability at the time. So, we decided to sell the building and . I received an offer of \$3,000 and ran it by the chapter members and got 100% agreement to the buyer agreed to pay to move the building.

The Chapter took that money, had Dan (Cerna) draw up plans and using the money from the sale of the chapter building we poured the slab for our new building. Over the proceeding next year we held raffles, garage sales, donations and other events to raise the money to

build our chapter clubhouse. Many members volunteered to frame, mix mortar, run electrical wiring, put on the roof, install sheetrock, tape, float, install fixtures, paint and almost everything to finish our building. Bubba Hunt provided the guidance and labor in setting the building blocks and building our beautiful fireplace. The chapter building we now have, was built, by hand, by the chapter members.

Chapter Hangar

I served as President of the chapter again about 2009. During that time, the San Geronimo Airpark decided to build 4 large hangars that were 50'w by 44'd with large horizontal bi-fold powered door, fully electric and some lighting. I proposed to the chapter that we buy one for a chapter hangar. The SGA leadership, very involved with the chapter, agreed to a good deal and to not charge the Chapter the "Maintenance Fees" for that piece of property since the chapter is a 5013c organization.

But now we had to pay for a huge investment. The chapter asked for donations and Ron O'Dea suggested we sell "Life Memberships" for about \$350.00. He took on this task, organized it, managed it, sent out requests, received the monies, tracked all of this and handed it to the treasurer. This, along with the donations amounted to a substantial sum but we were still short on the total amount. Our distinguished member, John Killian, agreed to loan

the chapter the difference at a very low interest rate. And, the chapter was able to retire the loan in a short period of time.

The Chapter was incorporated as a "Non-Profit", and Norris and Joann Warner did the hard work to get the chapter qualified as a Texas tax exempt organization, and I was able to get Bexar County to qualify the chapter ex-

empt from County and school taxes.

I know this is a little long, but it is a story that needs to be told. San Geronimo Airpark would not have become the premier Airpark Community it is without the presence of EAA Chapter 35, and the Chapter could not have flourished without dedication and support of the owners of the Airpark. I am really proud of our chapter, and it is a great example of what an organization can accomplish with the right leadership and supporting members.

Being involved with EAA Chapter 35 and the development of San Geronimo Airpark has been a large part of my life. The memories and people I have met and befriended over all these years will be with me for eternity. As Bob Hope used to end his USO shows with I just want to say "THANKS FOR THE MEMORIES"



Drilling Holes, By Mark Julicher

Drilling holes is the most common function in constructing an airplane. So, as you might imagine, a lot of science and technique are employed in drilling holes. Here then is a brief discussion about making precision holes.

Let's start with definitions. For this article, the drill shall be the motive tool turning a drill bit. *In some trades, the drill bit is called a drill and the motive tool is called a drill motor.* But most of us call the electric or air powered tool the drill and it turns a drill bit.

Most of airplane construction requires holes in aluminum, steel, or wood. Drill bit selection is important depending on what you are drilling.

Small holes in wood are drilled using drill bits with 118-degree points. Larger holes in wood are made with spade bits. Really large holes in wood are done with hole saws. That is all I shall say about drilling in wood.

Drilling metal is altogether different than drilling wood. The drill bit should be HSS, or High-Speed Steel. The tip angle for harder materials is larger, 135 degrees is typical for steel and aluminum drill bits.

What does that mean in layman terms? It means that wood bits are pointy and metal bits have "flatter" tips.

Photo 1: Titanium coated drill bits.

Now the drill bit selection in your favorite hardware store is huge. Let's sort that out a bit. High Speed Steel bits may be Plain Steel, Black Oxide, Titanium Coated, or Cobalt. Leave the Plain Steel bits for weekend Do-It-Yourself projects. For most work, Black Oxide and Titanium Coated are just fine; however, if you plan to make a lot of holes or for drilling stainless steel, Cobalt is the best option. They cost more but they last longer and cut through the tougher stainless steel.

What about split-point, notch-point, and chisel-point drill bits? They work well. If you have them by all means use them. These special points are designed so that they won't "walk" off the hole and they require less drilling pressure. If you don't have these special bits, then center punching is essential for keeping the drill bit centered as you begin to drill.



Photo 1:

Photo 2: Center punches – manual style. Automatic center punches are nice too.

Let's get back to actually drilling a hole in metal.

Safety first. Secure the work! Small pieces should be clamped lest they fly across the room or slice your hand. Safety glasses are a must. If you use a drill press – know how to use it right!

Measure and center punch your work. I like Sharpie or Pilot markers for this. Don't use pencil on aluminum!

Put a *sharp* drill bit in the drill chuck and tighten it. I like the hand operated Jacobs chuck, but some of my drills still use chuck keys, some use threaded bits, and some have hex shanks. Your drill bits are not sharp? Replace them or get a Drill Doctor. You can ruin parts and snap off drill bits using dull points.



Photo 3:

Photo 3: Drill Doctor, there are several types and they will do 135 degree points.

Put cutting oil on the bit or on the work. A squirt can of 30 weight oil is OK. A bottle of high sulphur cutting oil works well. A stick of Boelube is probably optimum. All these lubricants do two things. They help cool the drill bit by reducing friction and they prevent galling. Aluminum in particular will gall on a hot steel drill bit and diminish the accuracy of your hole. In some circumstances galling can ruin the part.



Photo 4:

Photo 4: Boelube melts as the work heats and delivers a steady supply of lubricant as the drilling progresses.

Now don't just mash the GO button on the drill and expect to make a good hole. No, you need to sneak up on it. Start at low speed and low pressure. If your drill is not variable speed put it in your wood shop and get a variable speed drill for airplane work. Increase speed and pressure until you are making little helixes grow out of the drill hole – perfect! The speed and pressure are just right when little metal spirals are growing out of the hole.



Photo 2:

(Continued on page 11)

EAA 35 Safety Brief Human Factors— by FAA Safety Briefings



By Andrea McGilvray—not yet a A&P but in Training. **What are Human Factors?** During my short term at A&P School, I have been exposed on a very regular basis the errors that are part of the “Human Factors” I thought most of this was just common sense, and it is, but it has been studied and when you understand them as a situation, not a outcome, a Pilot or mechanic has the ability to make a more “logical” verses a emotional or non logical decision. Our instructors have asked us what could go wrong and why and identify the “human factor”. Some day one of those students will be a supervisor and they will have the opportunity to make or break the rules. AND when a supervisor does not understand these important “Human Factors”, they will put peoples lives in danger.

It’s almost axiomatic to say that human factors are somehow involved in every aviation incident or accident. That includes drone accidents. While officially known as “unmanned aircraft systems,” most drones still have pilots — and the remote pilot of a drone is as human as any other pilot. The very nature of human beings carries the inevitability of mistakes. Even though designers and engineers have worked very hard over the years to design machines that are immune to, or at least tolerant of, mistakes by those who fly and fix them, human beings have a remarkable way of finding new ways to make errors.

We all know that those errors can be deadly in aviation. That’s where human factors research comes in. In the United States, the more formal discipline of human factors started during the World War II era. The combination of mechanical and procedural advances has dramatically reduced the ugly numbers that were almost viewed in that era as a “cost of doing business.” But even one accident is too many, and so the work aimed at reducing both mechanical and human factors causes continues. That’s also why the team is devoting this issue of FAA Safety Briefing to a fresh look at the discipline of human factors.

The Abstraction Distraction If you think the term “human factors” sounds very abstract, I agree with you. Some may even regard it as a largely meaningless cliché. It’s neither an abstraction nor a cliché! So, before we go any further, let’s nail down what we mean by “human factors” and why this branch of science merits your attention. A traffic accident investigator named William Messerschmidt deftly describes it as “the way people interact with the human-made or influenced environment.” Specifically: People make things, others interact with those things, and we’re curious as to how those interactions are likely to end up. (...)

We’re often asking how we can make those interactions safer, more efficient, or better in some way. A more formal definition calls hu-

man factors “the study of how humans behave physically and psychologically in relation to particular environments, products, or services.” The same source goes on to note that “factors of humans” (emphasis mine) include attention, detection, perception, memory, judgment, reasoning, and decision-making. All these factors play a role in aviation safety, not only for those who pilot aircraft, but also for those who design, manufacture, and maintain them.

A Look Ahead Here’s a preview of the magazine team’s take on this crucial topic. At the time of this writing, stress is quite literally a global condition arising from the pandemic coronavirus health emergency. So, we’ll launch with a look at stress,

which the FAA Safety Briefing editor characterizes as the “ultimate” human factor. Magazine alum Sabrina Woods, whose passion for human factors science led to her recently earned Ph.D. in this topic, leads a discussion of bias and its potential for behavior adverse to safety.

We devote another feature to the “humans behind human factors” research and application in the FAA, whose work is even more important in light of issues that contributed to the B-737 MAX accidents. You will meet one of the FAA’s leading “humans in human factors,” Dr. Kathy Abbott, in this issue’s FAA Faces department. Other topics include fatigue, workload and task management, and much more. If you are among the many whose aviation activities have been sidelined by the pandemic, we hope you will use any stay-at-home time that remains to join us for this deep dive into the multifaceted world of human factors — and, once released for normal activities, that you will take the time to ensure that you are ready for a safe return to the sky.

[Here is a Great article by the FAA that gives GREAT examples.](#)



Human Factors In Maintenance



“The Dirty Dozen”

Lack of:

Communication
Resources
Assertiveness
Awareness
Teamwork
Knowledge

Abundance of:

Pressure
Stress
Norms
Fatigue
Distraction
Complacency

The factors that usually aggravate others are:

Stress Fatigue Pressure



Understanding Human Factors help make us safer in the Aviation Industry!

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

I want to say THANK YOU to Steve and Freda that did so much for this Chapter. Steve encouraged me and was one of my cheer leaders. This award is very deserved! Last month there was a article about Steve, but the last few days the awards just came out, so. I wanted to share this.



Chapter and Young Eagles Awards

July 21, 2020 | 29 Views

Presentation of Chapter Web Editor, Newsletter Editor and Major Achievement awards as well as Young Eagles Coordinator, Ground Volunteers and Phillips 66 Leadership Award. Also includes messages from Young Eagles Co-Chairman Sean D. Tucker and Jimmy



EAA 35
Builder
Coordinator
Kris "IKE" Kelly

So what is it you say you do?

Kris K

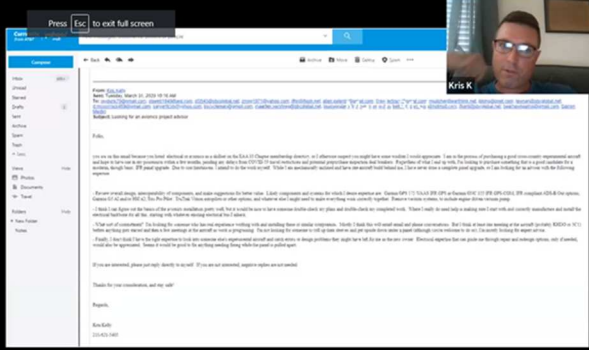
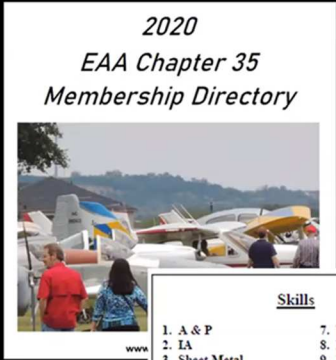
Builders Corner

Hey! Remember me? I'm flying now!

- Remember Jason Camack?
- Flight test complete
- Took brother as first passenger
- Congrats!!!
- Paul Wurster (EAA builders log)
- Tracey Johnson
- IKE Kelly
- So you want to buy a project plane?

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

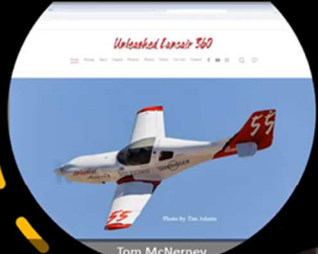
Networking, a story:



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| | | K. Student |
| | | L. Ready to start |
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| | | N. Ground School Instructor |
| | | O. Hang Glider |
| | | P. Light Sport |
| | | Q. Balloon |
| | | R. Light Sport Repair w/ Maint |

Special Thanks to:

Tom McNerney,
Jason Camack,
Danny Beavers,
Steve Formhals,
Darren Medlin,
Paul Wurster,
Tracey Johnson,
and many more ...



- What can you do?
- Lots!!
- Ask for help
- Volunteer expertise (keep your info in the membership directory current) or just offer a second set of hands



Vice President Notes:

I hope this finds all safe and well! Please remember that PHYSICAL distancing, does not mean you must be Socially isolated. Keep as engaged with your friends, family and groups as you can. It is healthy!

If you missed it last month we had the great chance to go INSIDE the garage-workshops of three of our chapter builders. We would NEVER have been able to do that as a group. So, this current situation and remote gatherings...does have a silver lining. The session was recorded and is available online. It will be posted via YouTube to our webpage within the next few weeks.

And on that note, we will gather on our computers again via ZOOM on August 8th at 1130

We will socialize for the first ½ hour, just like we do in the clubhouse. You can bring your favorite food or beverage to your computer. At Noon we will get to hear Jeanette Hunt share the fascinating story of how San Geronimo Airpark came to be, who the founders were, and some of the hard work that went into its creation. This is our heritage...you don't want to miss it!

Dialing into ZOOM is super easy and you can do it from a computer, smart phone, iPad or tablet. We will send the link out to members the week prior. I don't publish the link to prevent disruption by uninvited guests. If you are not a member, though, and would like to join us, please contact vicepresident@eaa.org or president@eaa.org to obtain login information. When you all log-in, please enter your name when asked so we know who is joining us! We will continue to hold VMC club, also by computer this month, the Friday following our chapter gathering at 1800. Rafael has done a superb job and had several dozen attendees from around the nation at our last session. Come join us!

Upcoming events: I wish I could predict the future, but I cannot. We are hoping to premier a new aircraft in September (Casey Fox) and as of the time I am writing this, the B-17 tour and related events are still a "go" but pretty tentative given the current situation.

So back to my opening line; Your chapter leaders are fully engaged and devoting enormous effort to keep things moving along and to provide activities of interest to you. The situation changes daily, and behind the scenes, we are adjusting, re-adjusting, scheduling and re-scheduling and adopting a whole new business paradigm.

Please make this effort meaningful. DO participate in our on-line gatherings, DO stop by hangars and say hi (from a safe distance), DO keep flying, DO engage in all the educational and safety activities you can. And DO look forward to rejoining your friends as soon as we can do so while guaranteeing your safety.



(Continued from page 7)

Photo 5: Helical shavings whilst drilling.

When the drill bit goes through the work piece you are not quite done. De-burr the hole! Lightly deburr the exit hole using sandpaper or a deburring tool or even by just hand-spinning a larger drill bit in the exit hole.

What if you need a precision hole? For real precision use reamers and once again you sneak up on the work. When using reamers, you drill the hole slightly undersize and then ream it to final size. Reamers are very precise, and they leave virtually no tool marks in the cylinder of a deep hole. That makes for a stronger part (no stress risers) and a nearly perfect circular hole for precision parts like landing gear attach bolts that must have zero play.

Photo 6: Reamer

I hope this brief article makes your building tasks easier. Until next month...



Photo 6:



This is just a reminder that EAA expressly prohibits the following activities at a chapter gathering or fly-in.

- Aerobatics - Paid or Unpaid (Does not include IAC contests)
- Airshow requiring Waivered Airspace
- Anything with respect to waivered airspace
- Balloon Breaking
- Endurance Flights Involving Fuel Exhaustion
- Flour Bombing
- Night Airshows
- Parachute Jumpers
- Participation in an uninsured event
- Pyrotechnics/Fireworks
- Racing of any kind
- Ribbon Cutting
- Sale of Alcoholic Beverages
- Simulated Aerial Combat
- Wing Walking

Add valid until August 2020

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Zeith 750 STOL project. Fuselage and tail assembly complete, wing kit not started yet. I would like help on a good price and to find it a home. Call Robert Duke, 281-467-4239 or robertduke1955@gmail.com

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

- You must be an EAA Chapter 35 member.
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MAY MYSTERY PLANE REVEALED

DOUG APSEY

Congratulations to David Baker and Richard Elder for correctly identifying our July mystery airplane as the Bell Aircraft RP-63G King Cobra nicknamed the “Pinball” or “Flying Pinball Machine.” Many of you probably figured out that this was a P-63 King Cobra but there are a few things about this particular model, in addition to the bizarre color, that are different from a standard P-63. This particular model lacks the large intake located behind the cockpit on a standard P-63. What you can't see is the additional ton of aluminum protective armor on the wings and forward fuselage and the one-inch glass that this aircraft has on it.



RP-63G at JBSA-Lackland before being repainted

As American bomber losses mounted in Europe, the US Army Air Forces began to look for improved methods to train its B-17 and B-24 gunners. Initially they were trained using moving ground targets or banners towed behind aircraft and even simulated combat images



forums.spacebattles.com

projected on a movie screen. Using actual aircraft as targets and shooting from a flying aircraft was obviously the best way to train the gunners but two major obstacles needed to be overcome. First, a projectile had to be developed that had similar characteristics to a real bullet but would not penetrate the target aircraft's skin. By 1943, a .30 caliber frangible bullet made of powdered lead and bakelite had been developed that showed promise in overcoming this first obstacle. The second major obstacle was coming up with an aerial target to

shoot at. The answer was a highly modified P-63 designated the RP-63. Under the heavy protective armor were microphone sensors that would detect when the aircraft had been hit. When a gunner was lucky enough to hit the target aircraft, lights mounted in the nose and wingtips would come on indicating he had scored a hit. Thus, the nickname “Pinball.”

The first five “Pinballs” were modified P-63A's designated RP-63A's. Another ninety-five P-63A's were modified into RP-63A's while still on the assembly line. These were followed by a production run of 200 RP-63C's that were a

modified version of the P-63C that had a different power plant and a ten inch shorter wingspan than the A model. The final iteration of the RP-63 was the G model. The USAAF took delivery of only thirty-two G models before the production contract was cancelled. The RP-63 was re-designated the QF-63 shortly before the program was shut down in 1948.

(Continued from page 15)

NAME THE PLANE

DOUG APSEY

August Mystery Airplane

Here is your mystery airplane for the month of August. 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? (There might be two correct answers to this).
2. What aircraft manufacturer built it?
3. What year did it first fly?
4. How many were built?
5. What was its primary mission but what did the USAAF use it for?



warhistoryonline.com

(Continued from page 14)

Despite the additional armor, the Pinballs still suffered damage at times and a few were even shot down. The tail section was not modified so they often suffered damage to the empennage. If the plane got too close to the bomber during a run, the frangible bullets could still penetrate the skin and at least one RP-63 was shot down when a bullet penetrated the skin and damaged the engine. Several were also lost when bullet fragments entered the air intake and damaged the cooling system causing the engine to overheat and forcing the pilot to either bail out or dead stick the crippled airplane in for landing.



If you stop by the JBSA-Lackland parade ground you can see a RP-63G on display. For many years this airplane had a traditional P-63 paint scheme but it is currently being repainted to the bright orange color that many of the RP-63's used.

Sources for this article include:

https://en.wikipedia.org/wiki/Bell_P-63_Kingcobra

www.P63kingcobra.com

<https://www.airspacemag.com/military-aviation/just-shoot-me-57581298>



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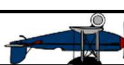
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CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

| | | |
|---|------|--|
| AUGUST | 8 | 11:30 ONLINE GATHERING: Jeanette Hunt – San Geronimo Airpark – a Pilot’s Dream |
| | 14 | 6:00 pm VMC Club VIA ZOOM (see FAA Wings page and e-mail; |
| | 15 | Optional Activity (Fly-Out/Rally) TBA  |
| SEPTEMBER | 12 | 11:30 LUNCH; Program TBA |
| | 18 | 6:00 pm VMC Club; 7:30 pm Movie |
| | 19 | Optional Activity (Fly-Out/Rally) TBA  |
| OCTOBER | 8-11 | B-17 Aluminum Overcast Media Day 8th, Ride/Ours 9-11. Volunteers needed!!! |
|  | | Board of Directors Meeting to follow |
| | 16 | 6:00 pm VMC Club; 7:30 pm Movie |
| | 17 | Optional Activity (Fly-Out/Rally) TBA  |
| NOVEMBER | 14 | 11:30 Annual Membership Meeting and Election of Officers CHILI COOKOFF and Awards immediately following the meeting |
| | 20 | 6:00 pm VMC Club; 7:30 pm Movie |
| DECEMBER | 12 | CHRISTMAS PARTY 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 |

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>

Instructions and select the online course you are interested in by using the Enrolment key: FlyPipistrel

Our local distributor Dave White will honor the free flight is from Boerne Stage (5C1) His Phone # is 830-388-0120

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All Y’All; Some good news in these “Interesting Times”

Apparently, the regulations do not allow for Medical Certificates to be extended, so the FAA has moved to Plan-B. Medical Certificate expiration will NOT be enforced. Read the attached “[Enforcement Policy](#)” for details.

Did I mention these “Interesting Times”???

Hope that all of you are staying safe from this virus and that you are keeping your families protected too. I’ll let you know if I receive any additional news that is appropriate for the GA community.

Now – Go wash your hands!!!

**Ryan Newman
Mescalero-13**

Ryan B. Newman, FAASTeam Program Manager

San Antonio Flight Standards District Office

Office (210) 308-3310

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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| Ron O'Dea 210-488-5088 <i>r2av8r@gmail.com</i> | |

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| Nick Leonard 830-765-7481 <i>ohlson38@gmail.com</i> | Lew Mason 210-688-9072 <i>lewnan@sbcglobal.net</i> |

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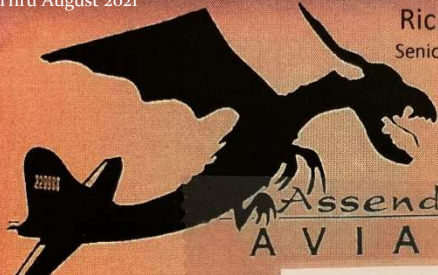
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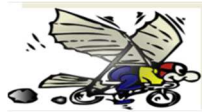
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Country Store

By RICHARD VINAS

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are staying within the social distancing guidelines! With the July fly-in now cancelled, we will have to

try new things to help you get the merchandise you need. I am again open for sugges-

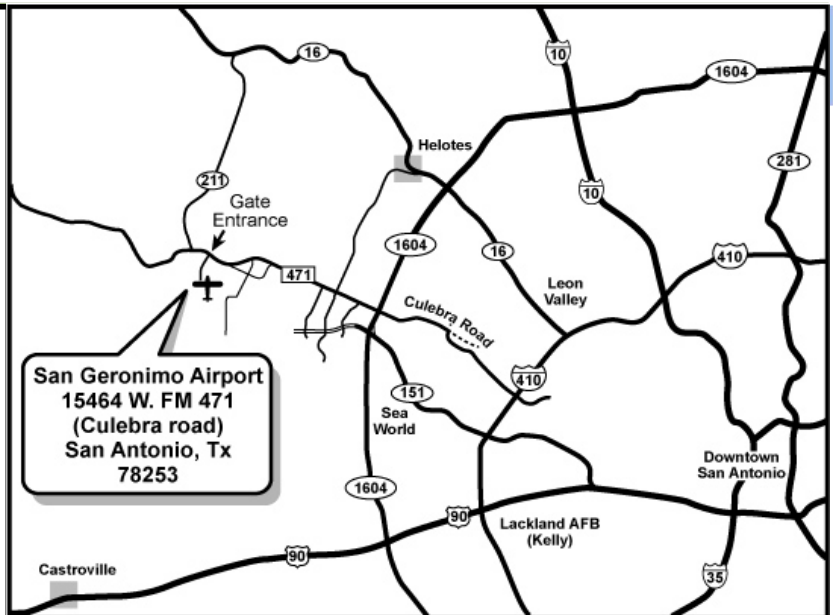
tions, especially for merchandise for the big B-17 flight at Stinson in October. Don't forget, we have lots of keychains, mugs, koozies, and stickers for those who are running out of gifts for friends.



These "Scrubbers" are great for de-bugging the leading edges of your wings.

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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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