



THE EARLIEST YOUNG EAGLES

By Chuck Fisher

Maggie was ten. The little blond girl with braided pigtailed stood out, not just because of her fair hair, but because she bubbled with energy and excitement. She was the one.

On the soft grass around her gathered two dozen classmates from her school. There was continuous motion and there was a soft rumble of chatter as kids are wont to do; but every eye was fixated on the pretty lady in front of them. She was so young.

The lady, clad in the long skirt fashionable in the day, smiled easily and was so likeable, yet she exuded an air of confidence and strength as she walked around and pointed to the long, curved wings, explaining how the air pushes up on them to raise the craft up. She moved to the front and moved a pair of sticks and showed them how moving the stick fore and aft moved other wings to make the craft climb or dive. She explained how the enormous propellers spun very fast pushing through

the air to give the craft power. And she explained to them, that if a pilot is respectful of the plane, and doesn't take needless risks, it was all very safe.

And now it was time. Maggie took her place in the seat next to the pretty lady. She fastened a belt

around her waist that would help keep her from falling out. She wasn't really scared, but she was certainly anxious. Her teacher gently wrapped a long shoelace around her ankle length skirt. Even for a 10-year-old, having your skirt flapping about would be really embarrassing.

Maggie had been selected by her classmates to be the first of them...to fly.

A helper, the pilot's younger brother, grabbed the huge propeller and the engine clattered to life. Now it was so

loud Maggie couldn't hear anything her pilot said, so she just hung on. Then the aircraft started to bump forward, faster and faster, and in just a moment the bumping stopped. Craning her head over her shoulder

(Continued on page 4)



Aviatix Katherine Stinson (1917). From <http://www.earlyaviators.com/estinkat.htm>

October 2018

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Next Event

October 13,
2018

Fly-In Pancake

Breakfast 0900-1200

Chapter 35
Clubhouse

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



October Fly-in

Pancake Breakfast

0900-1200hrs

Bring your appetite

See the Massive Mike Logan

Grinnin' Griddle in Action AGAIN!

PRESIDENTS COCKPIT

STEVE JONES



Making a Difference. Darren Medlin summarized his SWISD build initiative: Monday 17 September, the students were briefed on the major airframe components using two new blue print posters of their plane then they went to the computer lab to finish up their school mandated OSHA training and certification. There is a great looking EAA builders table now in the workshop that the Construction class next door knocked out in 3 hours. The small parts storage system is labeled and ready to be filled up with hardware from the kit. There are great looking tool walls in the tool locker just waiting to have outlines drawn and cool plane tools hung up on them.

Upcoming Events

Saturday, 22 September 11 am to 1 pm: Kit unboxing and inventory by the students and a pizza lunch. While not all students may be able to attend I think we will get more parents then if we did this during the week. Helping parents and guardians understand what a unique project this is pays long-term dividends. Even if you've not been to a class come celebrate the start of something great (and eat some pizza :-). You'll be inspired talking to the students.

Saturday, 29 September 10 am to 2 pm: Young Eagles Rally at Castroville airport. EAA Chapter 1608 will be hosting and would welcome any help. Their goal is to fly all the SW HS aviation students that attend.

Any questions or suggestions please call/text Darren at (210) 875-9971.

Young Eagles Rally! Supporting the local Women in Aviation Alamo Chapter's Girls in Aviation Day Camp, EAA Chapter 35 is holding a rally Saturday, October 20th, 9:30 AM to 1:00 PM. We expect a phenomenal turn out, so volunteer pilots, static display aircraft, instructors and ground support personnel are desperately needed. That's you! Contact Phil Vaneau today to volunteer.

Air Academy. Maarten Versteeg was successful in locking in a slot in Session 1 of Air Academy 2019, July 16-24, 2019. We're asking you to reach out to young men and women that you know, ages 16-18, who show the aptitude and desire to fly, to take on a career in aviation, or even take it a step further and become our nation's next astronauts. Don't put this off! This is one of the most important and rewarding aspects of membership in EAA Chapter 35. We get to change lives! For more information, contact Maarten Versteeg.

A Special Thank You

A special thank you to Lt. Col. Paul Wurster for his incredible presentation on piloting the near spaceship U-2 surveillance aircraft. Believe it or not, nothing he revealed was classified, just awesome.

Donation – RV-7 empennage and wing kits. EAA Chapter 35 would like to thank J.D. Bell for his generous donation of a partially constructed RV-7 empennage and wings. Your board is meeting to discuss the best way to honor this gift and provide funding for your chapter educational outreach initiatives. More to follow soon!

October Pancake Breakfast Fly-in. Saturday October 13th 9:00AM to Noon. Enjoy all-you-can-eat pancakes and bottomless cups of coffee. There will be orange juice and sausage on offer, and a fruit medley to top off your pancakes. In a word, incredible. All this for \$5.00. Drive in, fly in, but don't miss this. We're rolling out the heavy artillery: the Memorial Mike Logan Grinnin' Griddle, a massive four-foot diameter rotary griddle that takes propane, electricity, and a crew of volunteers to operate. With room for thirty flapjacks at once, you can bet you won't have to wait for your breakfast! Twenty-seven aircraft lined up at bucolic San Geronimo Airpark in July. Think we can beat that? Fire up your flying machine and join us! Tell the treasurer which plane you flew in (from another airport) - PIC does not pay!

Board Meeting. Saturday October 13th, 12:30 PM. Following the pancake breakfast, your board of directors, fighting a post-pancake breakfast nap, will meet to decide the fate of the chapter. It's OK, we do this once a quarter and no one has proposed blowing up the Earth yet. This is an open meeting. You're welcome to attend.

September Meal. Fried Chicken, sumptuous mashed potatoes, and bacon-kissed green beans. It doesn't get any more Southern Comfort than this food. Thank you to everyone who participated. I'm not at liberty to discuss the list of eleven secret herbs and spices, but let's just say the Colonel would be proud.

Movie Night. Did ever wonder how it was made? No, not sausage or law. NO one wants to see that. Braving driving rain and flooded streets, six intrepid Chapter 35 members watched transfixed as directors, special effects artists, actors and naval aviators described what it was like to film Top Gun in the age before computer generated graphics. It was intense!

What Would We Be Without You? Your chapter, over 150-strong, needs you. Do you have a skill or experience you want to share? Do you see something that needs just a little of your time to make it right? Brian and June Goode have done a magnificent job running the country store and would like to mentor you as you take over this vital chapter function. Contact Darren Medlin, Brian Goode, June Goode or myself.

Until we meet again, fly safe and have fun doing it.





Elm Creek Airpark, Seguin, TX

22nd Annual Fly-In

Saturday, October 20th, 2018

10am to 3pm

Hamburger Lunch w/sides & dessert begins at 11:30 for \$8/person
201 Tailwind Drive - Raffle at 12 pm

New this year for pilots arriving early! – We are also hosting an optional free FAA Runway Safety Program titled "Keep Safe as You Taxi" from 10am – 11am. Our guest speaker will be Travis Uhlhorn, a professional pilot and an air traffic control specialist. This program will be held at 301 Tailwind Drive across the street from the fly-in hangar.

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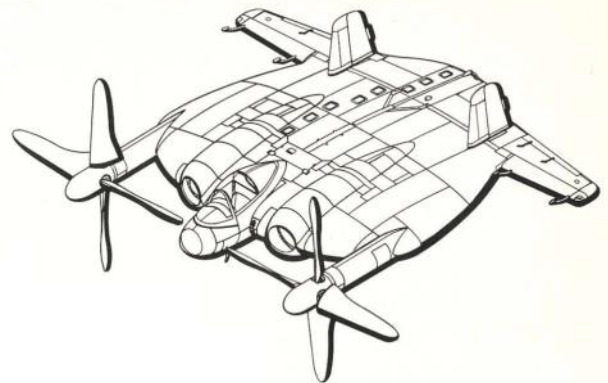
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Aviation related questions?
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email: sjewell@gmail.com

Sponsored by Elm Creek Homeowner's Assoc. Social Committee
For prior fly-in photos see www.elmcreekairpark.com
Carol Sewell – Publicity – 210-844-2155 or casewelltx@gmail.com

CHAPTER BULLETIN

Chapter 35 Pancake Breakfast Fly In



Main Course: Fluffy Flapjacks formed on the massive Memorial Mike Logan Grinnin' Griddle! Eat them plain, with syrup or topped with a fresh medley of fruit.

Side Dish: Pancakes. Oh, sausage, too.

To Drink: Orange Juice, Coffee, and water

Desserts: Pancakes. (use your imagination or bring the))))))))))))))



Shout Out: Thank you to all our volunteers and preparers who supported the fried chicken meal!

Preparers

- Roxanne Beavers – Keeper of the secret herbs and spices
- Freda Jones – Chicken Butcher (gastly)
- Steve Jones – Fry Meister and keeper of the time

Contributors

- Roxanne Beavers – Thirty pounds of exquisite mashed potatoes
- Lynn Morgan – Baked carrots
- Pam Paduh – Two vegetable trays
- Ulf Balldin – Pecan pie
- Dee Brame – Apple pie
- Goergia McCarley – Oatmeal cookies
- Susan Smith – Brownies



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THE EARLIEST YOUNG EAGLES

CONTINUED

(Continued from page 1)

der as her pigtails slapped her face, Maggie could see her classmates and the two small buildings receding behind her. She was flying. SHE WAS FLYING!

Her pilot gently banked the aircraft to the right and she could see all of San Antonio in the distance. Miss Stinson leaned over and

housed on a field at Fort Sam Houston as she was providing flight instruction for army aviators (many from Canada and abroad). In a time long before women entered the workplace in large numbers, imagine their surprise when they found they'd be learning from a lady pilot.

But the best part of the year was when she was not touring, had few students and could devote cool afternoons to San Antonio's chil-



A group of West Texas Military Academy cadets gathered around Miss Stinson in front of her Wright biplane.

yelled "what do you think?".

"Yaaaaaaaay" was all she could choke out. What else could she say?

Maggie is fictional, but the story is real. It was 1915. Aviation was still in its infancy in the United States and aviators were daredevils and heroes. Katherine Stinson was already famous, a genuine aviatrix, a girl who could fly.

Katherine Stinson loved to fly and had proven herself quite adept doing so. More than that, though, she loved to share her passion. And so, when she wasn't on an exhibition tour, she devoted her afternoons to visiting schools around San Antonio, and she personally invited the students to see her airplane and even offered the schools a chance to let a student fly. And the students came. Ms. Stinson's airplane at the time was

dren.

The EAA's "Young Eagles" program officially started in 1992, but

aviators had been sharing their love for flying since long before then. Katherine Stinson may have been among the first and most passionate of the era to do so as recounted in these photos and article reprinted from a century old article in the national publication *Aerial Age*.

So, as we join with Women in Aviation, our local schools and our communities to introduce a new generation to aviation, each of us has a chance to continue a 103-year San Antonio tradition begun by Katherine Stinson, perhaps San Antonio's first "Young Eagles" pilot.



Miss Stinson instructing the World's youngest aviatrix.

(Continued on page 5)

THE EARLIEST YOUNG EAGLES

CONTINUED

(Continued from page 4)

Flight is a gift only a pilot can give, and the reward is a memory only a child can return. Though we no longer secure long skirts with shoestrings, a child's first flight is still an amazing, potentially life-changing moment for them. And, 103 years later, just like young Miss Stinson did in her open Wright Flyer, each modern Young Eagles pilot still has an amazing, unique ability to hear that once in a lifetime exuberance of a child's first flight.

Yaaaaaaaaay!

We are each a link in the long chain of history, and young "Maggie" at your side, may be the next to continue this tradition. See you on the flightline!

Pictures and sidebar article courtesy of *Aerial Age*, 22 Mar 1915 edition.

Miss Stinson's Commendable Work

MISS KATHERINE STINSON has been flying at San Antonio, Texas, and devoting considerable of her time to promoting interest in aviation in the schools. Every student of the San Antonio schools has been receiving instruction, some by actual rides in the air.

Beginning with cadets of the Peacock Military College she has been giving exhibitions for each school in San Antonio, devoting one afternoon to each school. She has allowed each school the privilege of selecting one of the student body to go up with her as a passenger.

The Peacock cadets turned out in full force and in uniform, and marched to the aviation field, where an informal reception was held for them. Taking a circular formation around the aeroplane, in which sat Miss Stinson, one of the cadets, selected by his fellow students, presented the girl aviator with a large bouquet of red and white carnations, making an address of presentation.

Miss Marjorie Stinson, a younger sister, who recently obtained an air-pilot's license after completing a course in aviation at the Wright school in Dayton, Ohio, also will make practice flights in the Wright biplane. When the accepted "aviation season" opens with the advent of Spring, both young women will start out on an exhibition tour. Miss Katherine Stinson will be equipped with a new Wright machine of the latest model, and Miss Marjorie Stinson will use the biplane which they now have at the Fort Sam Houston hangar.

As chief assistants and mechanics to the two girl aviators are their two brothers, one older and one younger than either of the young women. Both of the boys are now being instructed in aviation and expect soon to have pilot's licenses themselves.



YOUNG EAGLES

PHIL VANEAU

Young Eagles Rally

Saturday, 20 Oct 2018

Fellow Young Eagles Volunteers,

We will be teaming with Women in Aviation and several local STEM schools for a Young Eagles Rally at San Geronimo on Saturday, 20 Oct, 0930-1300.

We need your help as we are planning on having A LOT of Young Eagles for this event. We need Pilots, Static displays, Ground instructors, Escorts, Ramp Safety. Admin help (Registration, Certificates, Photographer, Runners). Please sign up early by sending me an email at pvaneau@gmail.com. Any help/amount of help would be appreciated. If you know of any other area Pilots or Ground Volunteers, let them know about this worthwhile event.

Please feel free to advertise this event with your family, friends, coworkers, etc.

As a friendly reminder....All Young Eagle PILOTS need to complete Youth Protection Training and submit a Background Check. It only takes about 20 minutes. Just sign into your EAA account, select "My Account," then "Go to Training." This needs to be accomplished about 2 weeks prior to flying a Young Eagle.

Thank you all for your continued support for these events. Feel free to send me an email, pvaneau@gmail.com, or call at (210) 887-3135 with questions.



Did You Know?

Did you know that, in Santa Fe, New Mexico, Katherine Stinson is not remembered for any of her aviation exploits? When in Europe during WWI, she contracted tuberculosis. She was told by her doctors she could not fly any more, and that she must move to a dryer climate to lessen her symptoms. She retired from flying in 1920 and moved to Santa Fe, NM. There, she became interested in preserving the Spanish Colonial architecture of the area. She studied architecture and started a design business specializing in Pueblo and Spanish Colonial architecture. She is best known in Santa Fe and the surrounding areas for her preservation work and design work. We have her to thank for the saving and restoration of the many beautiful Spanish Colonial buildings that Santa Fe is known for. She met her husband, Miguel Otero, a veteran aviator and future district court judge and married there. She lived there until her death in 1977, at the age of 86, and was buried in the Santa Fe National Cemetery.



OCTOBER ANNOUNCEMENTS

33rd Annual FLYING M RANCH FLY-IN & CAMPOUT & 2nd Annual STINSON GATHERING, REKLAW, TX OCT. 26-28, 2018



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Elm Creek Air Park, Seguin, TX

22nd Annual Fly-In

Saturday, October 20, 2018

10am to 3pm

Hamburger lunch plus sides & homemade desserts at 11:30am

Cost of lunch is \$8.00 per person- Raffle at 12 pm

New this year for pilots arriving early! – We are also hosting an optional free FAA Runway Safety Program titled “Keep Safe as You Taxi” from 10am – 11am. Our guest speaker will be Travis Uhlhorn, a professional pilot and an air traffic control specialist. This program will be held at 301 Tailwind Drive across the street from the fly-in hangar.

Driving In? Fly-In lunch will be held at 201 Tailwind Drive, Seguin, TX, 78155,

(Approx. 1 ½ - 2 miles west of the intersection of State Hwy 46 and FM 467, South of Seguin).

Please follow and obey all signs. Aircraft have right-of-way on our streets.

Yield to aircraft taking off, landing, and taxiing.

Questions? Contact: Carol Sewell 210-844-2155 or casewellt@gmail.com

For photos of previous fly-ins go to www.elmcreekairpark.com

A Thank You

Thanks to all of the support we have received from all of you over the last three years, yesterday DHF and Southwest ISD officially launched our Pre-K thru 12 Aeronautical STEM program at Bob Hope Elementary, Judith A. Resnik Middle School, and Southwest High School. Thanks to the great collaboration we have received from SWISD, Dr. Lee Siudzinski and Blue Sky Educational Foundation, Col. Darren Medlin and EAA Chapter 35, Women in Aviation Alamo Chapter, and AirLife, it was a very special day for DHF, SWISD, and most importantly for the students. To borrow a phrase from an old song “we have only just begun”. So as I said to the students, fasten your seat belts folks, we are taking off. As with all DHF educational programs, the goal is to develop the program at SWISD as a model and over time role it out to other schools and school districts in the San Antonio Metropolitan Area primarily focused on students from underserved areas of our community. To learn more about the event and the program, please visit DHF social media by clicking on the icons below and visiting the following links:

https://www.expressnews.com/news/education/article/Southwest-ISD-launches-aeronautical-program-for-13261188.php?utm_campaign=facebook-premium&utm_source=CMS%20Sharing%20Button&utm_medium=social#

SWISD FB page - <https://www.facebook.com/SWISDsats/>

SWISD webpage - <http://www.swisd.net/>



CHAPTER NEWS & FROM MEMBERS

AIR ACADEMY

MAARTEN VERSTEEG

EAA Chapter 35 Advanced Air Academy Scholarship Application

For ages 16, 17, and 18

Session 1: July 17-25, 2018

The EAA Advanced Air Academy provides an atmosphere for mature students to become totally immersed in the world of flight. Ground instruction and introductory recreation flight experiences highlight this meaningful, action-packed camp. It combines "in-the-air" and "on-the-ground" hands-on activities.

The EAA Advanced Air Academy also includes full participation (access to forums, flightline and all associated activities) in EAA AirVenture Oshkosh, the world's premier aviation event!

Flight Training Ground School

Fundamentals of flight science, Aircraft systems, Aircraft preflight, Flight controls and systems, Weather, Aerial navigation, Flight training requirements

Construction, Restoration and Maintenance Skills

Welding, Sheet metal work, Fabric covering, Composite fabrication, Aeromodeling and woodworking

Airplanes - Learn about aviation history and flight

Tour the EAA AirVenture Museum, Fly EAA's flight simulators, Visit Pioneer Airport, Experience the thrill of flight in both an airplane and helicopter

An academic study of the history and technologies of aviation presented in the Buehler Leadership Center at the EAA Aviation Center.

Workshop experiences, including an introduction to many of the skills required for the construction, restoration and maintenance of aircraft. This is accomplished in workstations by working with aircraft parts, the construction of full size aircraft components and Aeromodeling projects.



www.pinterest.com

EAA AirVenture will provide an exciting element to the Academy program. The forums, workshops, exhibits, aircraft, and air shows provide an aviation and personal experience without equal.

Special activities may include field trips to area aviation facilities are also included to familiarize participants with a wide segment of the aviation community and its activities.

Applicant Actions:

- **Check with your parent or guardian to make sure you are available to travel to and from Wisconsin by commercial airline on the dates highlighted above.**

- **Complete a 1 to 2 page double spaced typed essay introducing yourself. Describe what interest you about aviation and what future plans you have that would benefit from this opportunity. Include your and your parent or guardian's contact information (name, phone, address and email address) with the essay.**

- **After returning from camp be available to address one of the monthly EAA Chapter 35 meetings (2nd Saturday of the month) to share your experiences and impressions from your adventure.**

If you have any questions please ask the person who provided you this form.

Thanks!

Maarten Versteeg

EAA Chapter 35 Air Academy Coordinator

EAA Chapter 35 will pay academy tuition and transportation costs to get our candidate to and from the awesome Air Academy Lodge in Oshkosh, Wisconsin. The tuition includes meals.

CHAPTER NEWS

Other News in the Chapter

Vans RV-7 Empennage and Wing Kit for Sale

Take this opportunity to start your Van's RV-7 build! EAA Chapter 35 is selling a partially completed RV-7 empennage and wing kit for best offer. Current price for these kits combined is \$10,350 plus crating and shipping. You can start your journey for significantly less. Email your offer to ea35pres@gmail.com today. The deadline for submitting offers is 8:00 PM CDT Friday, October 12th.

Some components are already built. These include Rudder, Elevator, Fuel Tanks (2), and a partially built left wing. The project includes the builder's log and other documentation. See the kit here: <https://www.dropbox.com/sh/7uqq6ex26jo9vxl/AACXraEmLEnl27uTzXYXUiuia?dl=0>

Chapter member Kyle Jester volunteered his hangar to store the parts until the kit is sold. If you would like to see the kit in person at San Geronimo Airpark (8T8) please contact Kyle at (210) 929-7491.

Please email your offer to Steve Jones at ea35pres@gmail.com. Buyer is responsible for full payment no later than October 20th by cash or check made out to EAA Chapter 35 and must pick up project from Kyle Jester's hangar by October 27th. If you can make the October Pancake Breakfast Fly-in Saturday, October 13th and pay Treasurer Dee Brame, you'll be the hit of the breakfast.



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SEPTEMBER MEETING– SEE MORE AT <https://www.facebook.com/ea35/>

RICHARD POENISCH

We had another excellent meeting, thanks to Col. Paul Wurster, for his MORE than excellent presentation on his experiences flying the U-2 Dragon Lady. Our cooking crew did an excellent job, as always, with the fried chicken and fixin's. Some of us had reservations about the meal, as fried chicken can be a total disaster if not watched like a hawk, but we were very pleasantly surprised by the meal, as it was FLAWLESS! The chicken was moist and tender and the fixin's were equal to the chicken. Many thanks for a job WELL DONE. After the meal, Col. Wurster gave his presentation on his time flying the Dragon Lady. No one realized that the presentation went almost two hours, as it was SO interesting. He had a STUNNING visual presentation and answered any and all questions surrounding the U-2 and his deployment comrads, including their mascot in Korea, a black cat. We also noted that we have several concurrent events scheduled for the same weekend as our Young Eagles Rally. Elm Creek sent a message that they would hold over some

hamburgers for us at their fly-in just south of Seguin so we would not go hungry when we got there. In addition to Elm Creek, the Wings Over Houston airshow going on also. It is one of the CAF's premier airshows and one of the last of the season. The chapter is also planning on sponsoring one Young Eagle candidate for the Young Eagles Advanced Aviation Academy 2019. The chapter would like to have all nominees in by the January meeting to give the directors plenty of time to choose and vet a nominee for the academy. The chapter has secured one slot in Session 1 of the Academy for the week of 16-24 July 2019, thanks to the hard work of Maarten Versteeg. Darren Medlin is also in need of mentors for our chapter's sponsorship of South West ISD's STEM aircraft build class. These future pilots need all the encouragement they can get.



SEPTEMBER MEETING— SEE MORE AT <https://www.facebook.com/ea35/>

PHOTOS BY CHUCK FISHER



Apology from the Editor

Readers and Members, this editor offers his sincere apology for the lateness of this newsletter and for the lack of pictures from the September meeting. Computer difficulties caused me to lose over 100 photos from last month's meeting and I have not been able to recover them before the deadline for the newsletter. Again, my apologies for the lack of photos. My thanks to Chuck Fisher for the photos he so graciously sent me.

THE BUILDER'S CORNER

Mark Julicher

Corrosion and Dissimilar Metals

How many different metals are in your airplane? More importantly, how many dissimilar metals are touching each other somewhere on your plane? This is not an idle question, but a very important con-



Photo 1: Nose strut of a Musketeer. Several different metals. The large white fairing is magnesium.

sideration for airframe design and in my world – aircraft inspection.

Lets start with the basics. When two different metals are in contact with one another in the presence of an electrolyte, then electrons flow from the more negative metal to the more positive. This is galvanic corrosion. Somewhere on your airplane galvanic corrosion is happening right now. So again, how many metals are in your aircraft?

Here is a short hierarchical chart of metals listed from most noble, (i.e., cathode, accepts electrons,) to least noble, (i.e., anode, gives up electrons.) Noble metals do not easily corrode whereas the least noble metals can corrode very quickly.

Graphite, Gold, Titanium, Stainless Steel, Nickel, Lead, Steel, Cadmium, Aluminum alloys, Copper, Zinc, Magnesium.

I say this is a rough hierarchy because various alloys move the metals up or down on the list. In any event, when two different metals come together, electrons will be exchanged. The farther away two metals are on the hierarchy, the faster that exchange happens.

Perhaps you have heard that you should never mark on aluminum using a pencil. A look at the hierarchy quickly shows that graphite willingly accepts electrons from the aluminum and the aluminum

disintegrates. From the chart you can see why cadmium plating on steel fasteners protects aluminum by reducing the electric potential between the aluminum and the steel. From the chart it is easy to discern why copper cables attached to the lead terminals on a battery will eventually grow a “green flower” which is an oxide of copper.

It is virtually impossible to construct an aircraft without two different metals coming in contact with one another; however, corrosion can be minimized using techniques such as alodining, anodizing, plating, and painting. Keeping the aircraft in a dry hangar helps considerably! For good information about preventing corrosion please refer to Advisory Circular 43.13-1B Chapter 6.

This all leads to a brief discussion about fasteners.

The traditional cadmium plated bolt is actually a very sophisticated item. Imagine, if you will, a cadmium plated steel bolt, nut and washer clamping some aluminum parts together. Over time, the cadmium gives up electrons to the steel and the cadmium slowly disappears. The aluminum mostly ignores the slight electrical difference between itself and the cadmium, but when the cadmium is finally gone, the aluminum becomes the electron source for the steel, and the aluminum corrodes. Furthermore, the cadmium was protecting the steel from rusting, but once the cadmium is gone the steel fastener begins to rust. When various bolts show rust, it is a good time for replacement. (In a whole different discussion, many cadmium ions have washed into the soil around aircraft wash pads, but that is a subject for another time.)

Photo 2: Corrosion around screws attaching a windshield skirt to the fuselage. These screws appear to be from the local hardware store.



SEPTEMBER MYSTERY PLANE REVEALED

DOUG APSEY

Congratulations to Charlie Brame and Jim Humphries for correctly identifying the September mystery airplane as the Schweizer RU-38 Twin Condor. The Condor was designed by Leslie Schweizer and built by Schweizer Aircraft Corporation as a covert reconnaissance aircraft. Designated the SA 2-38



RU-38A (no longer registered with the FAA) www.thefullwiki.org

by Schweizer, the prototype first flew on 31 May 1995 and became operational in May of 1997. They were used by both the US Coast Guard and the US Department of Justice to provide both low altitude, quiet, over water or hostile terrain reconnaissance and high altitude standoff surveillance.



The RU-38 was a direct descendent of the Schweizer SGM 2-37 motor glider. A reconnaissance version of the 2-37, designated the RG-8, was developed by Schweizer and used by the CIA, US Army and US Coast Guard for border security and surveillance mis-

sions. The Coast Guard decided to upgrade their two RG-8's to increase their nighttime surveillance capability by adding more sensors. Schweizer agreed to modify the USCG's two RG-8's plus build a third aircraft. The result of this agreement was the RU-38 Twin Condor. Only two RU-38's were delivered to the Coast Guard because one of the RG-8's crashed before it could be modified.

Two versions of the RU-38 were built. The RU-38A was a two seat version with pilot and co-pilot seated side-by-side. The RU-38B had the option to add a third seat behind the pilots to accommodate a sensor operator. The wingspan of both versions of the RU-38 was over 84 feet. The wing did not have flaps but rather top and bottom dive brakes similar to its motorglider ancestors. Maximum speed for the RU-38B was 168 knots while cruise speed (mission speed) was 83 knots.

The RU-38A was powered by two Continental GIO-550 engines. The twin boom pods allowed the RU-38 to carry multiple sensors including radar, forward looking infrared and a low-light enhanced vision system. The first RU-38A was tested at Edwards AFB on behalf of the Coast Guard starting in July 1998 and was delivered to the Coast Guard in September of 1999. The Twin Condors were used for drug interdiction over the Gulf of Mexico and the Caribbean. The airplane would typically use both engines until reaching the mission area and then the rear engine would be shut down for "quiet" surveillance mode during the mission. One source states the USCG's

RG-38A's were taken out of service in 2000 because they did not meet mission requirements.

The RU-38B's were an improved version of the RU-38A with increased payload capability in both the fuselage and the tail booms. The improved tail booms allowed easier installation and removal of sensor packages to meet different mission requirements. The RU-38B was powered by two Rolls Royce Allison turboprops that increased maximum weight to 7200 lbs. vs. the RU-38A's 5300 lbs. While flying its missions, the RU-38B's propellers could be reduced to as little as 1000 rpm while still keeping the airplane airborne thus greatly reducing propeller noise during low level surveillance. Two RU-38B's were delivered to the US Department of Justice, one in 2004 and the second in 2005.

As late as 2011, the RU-38B was still being marketed by Schweizer Aircraft (now owned by Sikorsky Aircraft Company). A few interesting things about these aircraft. Sources say that a total of five were produced (two RU-38A's and three RU-38B's) but the articles I used as references only account for four. So where is the fifth one?? None appear to be currently registered with the FAA. Also, these airplanes were never certified by the FAA so were all considered "experimental" aircraft. And finally, and most interesting of all, Jim Humphries' son actually got to fly these during the AF's testing of the aircraft.

Sources for this article include:

https://cgaviationhistory.org/aircraft/_schweizer-ru-38-twin-condor/

https://en.wikipedia.org/wiki/Schweizer_RU-38_Twin_Condor

<https://www.globalsecurity.org/intell/systems/ru-38.htm>

NAME THE PLANE

DOUG APSEY

Here is your Mystery Airplane for October. Who will be the first to email me at dapsey@satx.rr.com with the following information about this unique airplane?

1. Which company built it and who designed it?
2. What was its model number and name? (Ex. C-172 Skyhawk, PA-24 Comanche, etc.)
3. What year did it first fly?
4. What was the intended purpose of the design?
5. How many were built?



THE BUILDER'S CORNER (CONTINUED)

(Continued from page 12)

Sometimes aircraft owners swap cadmium plated fasteners for hardware store bolts or perhaps stainless steel. Lets look at both of these possibilities.

First, stainless steel. Thousands of stainless steel screw kits have been sold to Cessna owners to replace nasty, rusty sheet metal screws on the inspection covers. This is fine as long as the paint is still good on the various inspection covers and if the plane is kept dry, but on an aircraft that sits outdoors the aluminum will begin to corrode at the stainless steel screws. Additionally, stainless steel is

Photo 4: The remains of an airway beacon on top of a hill in Fernley, Nevada. The drive up the hill was scary to say the least. About 80 years old, but there is not much rust in the desert.



softer than the original steel screws, and that softer steel will eventually wear out under the pressure of a poorly-wielded screwdriver. I'm not saying not to use the stainless steel screw kits – it is a tradeoff between old, ugly, rusty screws and shiny, but possibly aluminum-corroding stainless.

Next, consider screws from your friendly hardware store. Shiny hardware from the fastener aisle is plated with zinc. Zinc gives up electrons rapidly. Common flashlight batteries use lots of zinc as a source of electrons... so I suppose you might be able to make your airplane glow by using zinc fasteners, (I'm still working on that and it will be known in the future as an STC to replace all other aircraft lighting.)



Photo 3: Water trapped at the bottom of this rudder has rusted the structure

When steel is coated with zinc it is known as galvanizing. The Navy bolts blocks of zinc onto carrier-based aircraft to reduce corrosion on the rest of the plane. Are you getting the picture? Hardware store fasteners are not the wisest choice. Not only is the steel rather soft by comparison to AN hardware, you can expect corrosion to set in fairly soon.

Now that I have bad-mouthed zinc, you may have noticed that airplanes from European manufacturers are not using any cadmium plated fasteners. Just zinc. So if you have one of the new, light-weight planes from Europe, it would be wise to obtain a good bench stock of metric fasteners plated to European standards to keep your air machine supplied with OEM fasteners and looking good. Right now it takes a little effort to locate European standard aircraft hardware, but I suspect it will be getting more common in the future because of the adverse effects of heavy metals such as cadmium.



Photo 5: Nothing to do with corrosion, but I have obtained about 500 packages of dataplate tacks used for attaching dataplates to engines etc. I will gladly give anyone a handful of these packets.





BRIAN GOODE

Inventory Reduction Sale Almost Over

At the last Chapter meeting, we cleaned out some inventory, but there are a few things left that need to be sold:

- Ladies Fishing shirts – An Extra-large size Yellow short sleeve
A Small size Khaki short sleeve
- Men’s Fishing Shirt – A Medium size Short Sleeve Texas Flag shirt
- Safety Yellow Polo Shirts – We have one each of small, medium and Large
- Duffle Bags – Red ones that will fit in the overhead compartment on the airliners or under the seat in your aircraft.
- Coffee Mugs – There are about 2 ½ dozen left to be sold
- Koozies – About 50 or so left in the box they came in.



We have ordered all of the Texas Flag Fishing Shirts that we had orders for. They should be in the Country Store by the October meeting, which is a Fly-In breakfast event.

Don’t forget about other NEW ITEMS IN THE STORE

The Duffle Bag that goes where you want to go. You can use it as an airline carry-on bag or carry it on your own aircraft.

It will let you stow the bag within itself. You can take it along on a



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trip folded up inside another piece of luggage and then put it to use for the trip back home.

We have a few in inventory so buy one for a Christmas gift.

FISHING SHIRTS	Color	Size	Regular Price	SALE PRICE
Men’s Short sleeve	Yellow	Large	\$39.00	\$35.00
	Texas	Medium	\$39.00	\$39.95
Lady’s short sleeve	Khaki	Small	\$39.00	\$35.00
	Yellow	Extra Large	\$39.00	\$35.00
POLO SHIRTS	Yellow	Small	\$30.00	\$27.00
	Yellow	Medium	\$30.00	\$27.00
	Yellow	Large	\$30.00	\$27.00
DUFFLE BAGS	Red	4 to go	\$30.00	\$27.00
COFFEE MUGS	Logo	2 ½ dozen	\$7.00	\$6.00
KOOZIES	Blue	Lots	\$5.00	\$4.00
LOGO PATCHES	Blue	200	\$3.00	\$2.00
DECALS	Logo	50	\$1.00	\$0.25
BUMPER STICKERS		Plenty	\$1.00	\$0.25

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

 OCTOBER	13	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
 OCTOBER	20	YOUNG EAGLES RALLY Sponsored by EAA Chapt 35, Women in Aviation, and San Antonio STEM schools	EAA Chapter 35 Clubhouse 0930-1300hrs local
 NOVEMBER	10	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
 DECEMBER	8	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Local/Texas Events and Airshows

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

Oct 5-7	Ranger Old School Fly-in and Airshow Ranger Municipal Airport (F23) Ranger, TX
Oct 06	Angelina Airfest 2018 Angelina County Airport Lufkin, TX
Oct 12-13	Ft. Worth Alliance Airshow Ft. Worth Alliance Airport Ft. Worth, TX
Oct 12-13	Texas Antique Airport Fall Festival of Flight Gainesville Municipal Airport (KGLE) Gainesville, TX
Oct 20	Hidden Valley Airpark Fly-in Lunch Hidden Valley Airpark (5TX0) Shady Shores, TX

Oct 20	Elm Creek 22nd Annual Fly-in Elm Creek Airpark (OTX6) Seguin, TX
Oct 20-21	Wings Over Houston Ellington Field Houston, TX
Oct 20	EAA Chapter 1088 Flying L Fly-in Flying L Airport Bandera, TX
Oct 26-28	CAF Wings Over Dallas WWII Airshow Dallas Executive Airport Dallas, TX
Oct 26-28	33rd Annual Flying M Ranch Fly-in & 2nd Annual Stinson Gathering Reklaw, TX
Nov 17-18	Red Bull Air Race (Last Air Event in TX) Texas Motor Speedway Ft. Worth, TX

Please send me any and all aviation activities that you may know of or come across in your travels. These are the last airshows in Texas for this year.
Thanks.



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R. B. "Doc" Hecker has 2 T-Hangars for rent, 30A and 30B. Interested parties may contact him via phone or email.

Ph: 210-391-1072 **Email:** faexamdoc@yahoo.com

Web: assenddragonaviation.com

<wwoldtu@hotmail.com> for further information.

~~Hangar Home for Rent - Lot #61 @ 8TB~~

Contact Marshall Property Realty
No longer available

~~Phone: 210-865-4683, email: marshall@allproperty.com~~

FOR SALE: 1961 Piper Colt, N5050Z, restored by John Kuhfahl. Excellent condition, great time builder. Hangared at Spirit Field, SC (3SC2) \$12,500. Contact Bernard Groceman (314) 258-1917

FOR SALE: "as delivered from factory" and untouched Velocity

SE kit for sale to be sold for pennies on the dollar. It was bought complete, even with the seats factory upholstered! It is a fixed gear model with many, many accessories.

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Phone: 210379-3885, **email:** robinream@gmail.com

Jeanette Hunt has 1 T-Hangar for rent, 30G. Interested parties can reach her by **phone:** 210-688-9264.

To post a classified—contact the editor at eea35news@gmail.com

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
- **PLEASE Notify me when your item sells!!**
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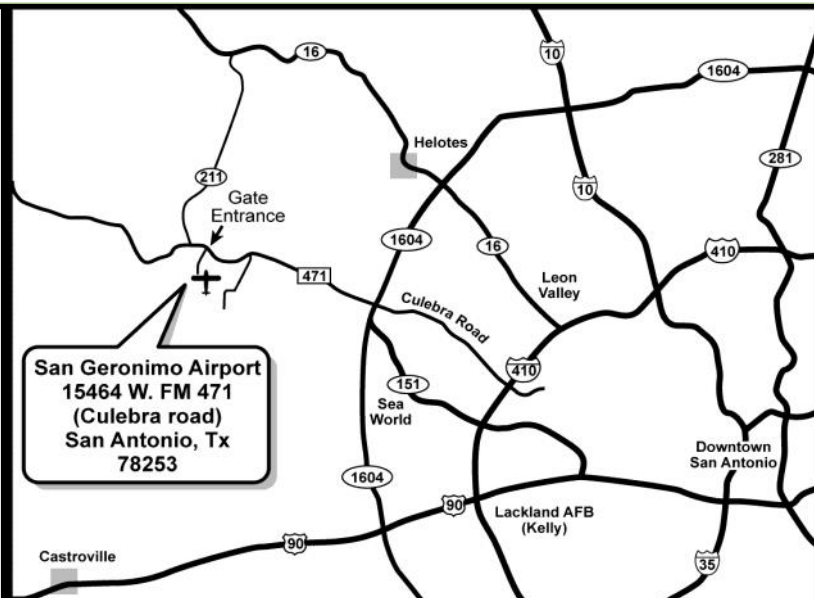
Chapter 35 meets
Each Second Saturday of the Month

October 13th

Fly-in Pancake Breakfast

0900-1200hrs

Chapter 35 Clubhouse



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.

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