



RUNWAY 35



June 2010

Volume 52 Issue 6

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Next Event

June 12th

Annual Picnic/Fly-in

- San Geronimo
- 11:00am to 2:00pm



PHOTOS CONTRIBUTED BY:
D.BAKER, O. ZUNIGA, S. JONES

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ED SEURER, EDITOR-IN-CHIEF

PAINT TALK

By RB "Doc" Hecker

EAA TC #5453

Polyester Fabric Coverings

Although there are many aircraft fabric covering systems in use today, I will limit this brief article to using the polyester fabric processes known as "Poly Fiber or Stits Process", and "Ceconite or Randolph Process". Both processes use the same polyester fabric material which is heat shrinkable, but the sealing and finishing coatings are not interchangeable. There is a Supplemental Type Certificate available for each process. Both processes and coatings are now owned by the same company, which is Consolidated Coatings.

The Poly Fiber process uses a vinyl based matrix in which each additional coating chemically joins, or blends into, the underlying coating. The solvents essentially melt the previous coating and volatilize out to form a continuous coating. The finish colors do not have a high-gloss sheen, although a sheen can be realized with the use of additional top-coat reducers and retarders (slow drying = higher sheen). This process is fairly easy to use, although protective equipment and respirator use is necessary. A dedicated paint booth is essential. This booth can be easily con-

structed using a simple wood frame with plastic sheeting for the walls. Fabric shrinking is accomplished by using electric irons that need to be calibrated to specific temperatures. Due to the chemical bonding associated with this process, finished paint can be easily repaired or rejuvenated.

The Ceconite process uses traditional non-tautening nitrate and butyrate dopes. The finish colors used with this process are known for their high gloss and sheen. This process is more labor intensive than the Poly Fiber process, and the volatile nitrate dope is extremely flammable. The "dopes" are more toxic than the chemicals used in the Poly Fiber process, and protective clothing and respirator use is essential for safety. Electrical safety is paramount when using this process as many fires have occurred when using nitrate products. As an aside, nitrate groups provide the brisance noted in explosives. The finish coating is not easily repairable.

High volume low pressure (HVLP) painting equipment is generally used to apply the coatings for both processes. It is important to have a dedicated air supply with an in-line drying apparatus. Small air tanks will not suffice for this kind of work, and usually require a large →

PAINT TALK (CONTINUED)

(Continued from Page 1)

stand-up type of reservoir holding pressure at 90 psi. Primary and secondary air pressure regulators are essential, and I do not rely on a secondary pressure regulator on the spray gun itself. When using Poly Fiber, I select a spray gun with an orifice of ~1.4 – 1.5 mm due to the higher solid (heavier particles) content. When using dopes, I select a spray gun with an orifice of ~1.2 – 1.4 mm. If you can only procure a single gun, then a 1.4 orifice would be acceptable. I typically use 3 guns as heavy spraying requires frequent cleaning. There are now many cheap spray guns available on the internet which give good service. The ones that come with their own secondary pressure regulator appear to give better service, although I do not rely on that regulator as my only step-down pressure.

How many steps are in the Poly Fiber (Stits) process?

There are just six basic steps:

- Glue on the fabric with our Poly-Tak fabric cement; tighten it with the heat of a calibrated clothing iron.
- Brush on a coat of Poly-Brush fabric sealer.
- Rib lace, and then apply gussets and finishing tapes with more Poly-Brush.
- Spray on two more coats of Poly-Brush.
- Spray on three cross coats of silver Poly-Spray to block ultraviolet radiation.
- Spray on two or three coats of top coat paint, either Poly-Tone or Aero-Thane.
- Total coats: 8-9

How many steps are in the Ceconite process?

There are just 7 basic steps:

- Glue on the fabric with our Super-Seam II cement; tighten it with the heat of a calibrated clothing iron.
- Brush on a coat of either: Blue, green or clear non-tautening nitrate dope.
- Rib lace, and then apply gussets and finishing tapes with more non-tautening nitrate.
- Spray on 2 coats of non-tautening nitrate dope.
- Spray on 3 coats of clear non-tautening butyrate dope.
- Spray on 4 cross coats of silver butyrate to block ultraviolet radiation.
- Spray on 2-3 coats of top coat paint.
- Total coats: 12-13

The process you choose is up to you. My personal choice is to use the Poly Fiber process due to fewer coatings, and somewhat less toxicity and danger compared to the nitrate and butyrate dope process. I have recovered a Taylorcraft BC12-D in the Poly Fiber process, and am finishing an Aeronca A7AC in the Ceconite process. My next project is to recover a B-17G rudder in the Poly Fiber process. Stay tuned.



PRESIDENT'S COCKPIT

By Dave Baker

The flight this year has been mostly smooth air although we have experienced some turbulence along our path so far! We had our second Young Eagles Flight day interrupted by high winds. Our next YE event is scheduled for June 19th so lets hope for smooth air and sunny skies that day.

Our Chapter house has a NEW roof on it now and it survived the 8.5" of rain we received over the week-end of May 15th. I want to say THANK YOU to those members who were able to contribute a little extra \$\$\$ to help offset this unplanned expense to our chapter. Your generosity is greatly appreciated:

Ronald Paduh, James Feighny, Ed Seurer, Kris Niswonger, Dave Baker

If you did not contribute yet but would like to, the treasurer is always willing to take your donation and you will receive a tax receipt for your donation to use against your income tax.

The first "Hondo Aviation Day" sponsored by the Tex Hill Wing of the CAF was completed on Saturday, May 15th. Our chapter volunteered to park the general aviation aircraft and direct the war birds to their area. We also put up our canopy and Roxanne and Danny Beavers took on the responsibility of handling the "country store" selling T-Shirts and Caps with our Chapter logo on them. We had sales of \$56.00 so I believe this was successful for the first event. The stats are : 1300 people thru the gates, 420 cars parked, 20 war birds flew in and 12 general aircraft attended. I want to acknowledge and say a BIG Thank You to the following Chapter members who helped make this a great showing for our Chapter to the Tex Hill Wing of the CAF in support of their event: Roxanne & Danny Beavers, Ron O'Dea, Dennis Scheidt, Mark Landry (Dennis's Grandson), Ron Paduh, Lew Mason, Richard Gramling, Ed Seurer and Brian Goode. The planning has already started for next years event and our Chapter will be involved again with AC parking.

Bill Bartlett's Aero event scheduled for Saturday, May 22nd was a "blow out"! Literally the winds were to gusty for anyone to get off the ground!! We will

have another fly-out scheduled for July 17th. These are a lot of fun and we appreciate the efforts Bill puts into these for your enjoyment.

The Chapter workday is June 5th starting at 10:00am and we will concentrate on the grounds and the interior ceiling of the chapter building to get it ready for our annual picnic on Saturday, June 12th starting at 11:00am. This is a great event to bring the whole family to. We will have hamburger and hot dogs (and all the trimmings) provided by the chapter. We ask for individuals to bring chips, deserts, etc and your favorite choice of beverages. If you can, fly-in and let everyone see your plane and ask questions if they wish too.

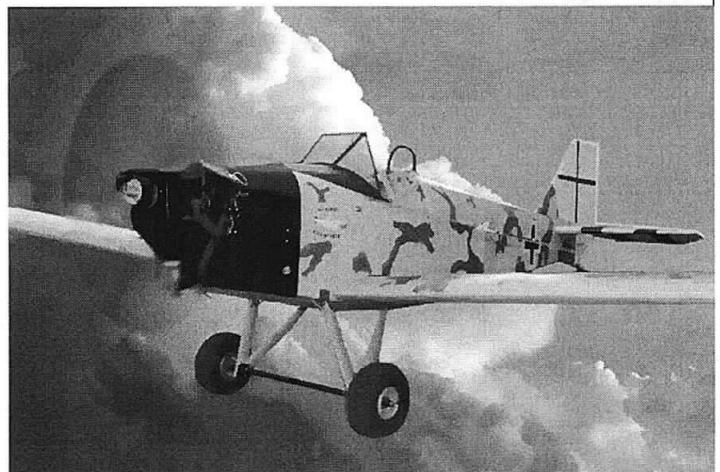
Jim Feighny needs your help in producing programs for future meetings. Just about any aviation related subject / practice will be considered so PLEASE see Jim and volunteer to put on a program to benefit your fellow chapter members.

Ok folks, the seat belt sign is still off so you can still move around and help your chapter as we cruise through this year on our flight. By being involved YOU will make a difference in the success of our flight. so please join in and lets have some great fun!

Bidding for Jim Thomas' hanger, storage building and trailer ends June 13th. If you're interested, contact me for more information.

Thanks, Dave

In unrelated news, folks claim they've seen an unmanned aerial vehicle in the vicinity of San Geronimo Airpark.



Artist's depiction of rumored pilot-less drone at 8T8

MORTALITY IN ARMY AVIATION - 1914

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

WAR DEPARTMENT
 OFFICE of the Chief Signal Officer
 Washington

February 28th, 1914

MEMORANDUM For the Chief of Staff:

SUBJECT: Mortality in Army Aviation

Since the beginning of aviation in the Army in 1908, there have been 11 fatal accidents, resulting in the death of 12 commissioned officers, 1 non-commissioned officer, and 1 civilian. Of those killed, 9 were pilots - 8 military, 1 civilian - and 5 passengers, as follows:

Place	Date	Pilots	Passenger
1. Ft. Myer, Va.	Sept. 17, 1909	Mr. O. Wright*	Lt. Selfridge
2. San Antonio, Tex.	May 10, 1911	Lt. G.E.M. Kelly	
3. Collage Park, Md.	June 11, 1912	Mr. A. Welsh	Lt. Hazlehurst
4. College Park, Md.	Sept. 28, 1912	Lt. Rockwell	Corpl. Scott
5. San Diego ay, Cal.	Apr. 8, 1913	Lt. Brereton**	Lt. Chandler
6. Olive Cal.	May 9, 1913	Lt. Park	
7. Texas City, Tex.	July 8, 1913	Lt. Call	
8. San Diego, Cal.	Sept. 4, 1913	Lt. Love	
9. Manila Bay, P.I.	Nov. 13, 1913	Lt. Rich	
10. San Diego, Cal.	Nov. 24, 1913	Lt. Ellington	Lt. H. Kelly
11. San Diego, Cal.	Feb. 9, 1914	lt. Post	

*Mr. Wright escaped with leg broken.

**Lieut. Brereton unhurt; Lieut. Chandler having been drowned by entanglement in the wreckage of the machine.

Brief description of accidents and probable causes.

Accident No. 1:

Mr. Orville Wright was flying the original Wright type of machine in Acceptance test at Fort Myer, Va., with Lieut. Selfridge as passenger, on September 17, 1908, when one of the propellers broke, the machine being at that time about 75 feet from the ground. The machine side-slipped and nose-dived, striking the ground with such force as to fatally injure Lieut. Selfridge and break Mr. Wright's leg. Cause of accident: Breaking of propeller and consequent loss of lift in the machine. Lieut. Selfridge's death can no way be connected with any question of type of machine or skill of pilot.

STAN SHANNON'S BUSHCADDY FLIES

By Norris Waner, EAA 9701

I'm glad to report that the first flight of Stan Shannon's BushCaddy was accomplished, May 18, 2010. The take-off was at 6:00 PM local, with a slight crosswind of 10 to 15 mph, and lasted about one hour. The magneto check was shown to be a "no drop" of RPM, thanks to electronic ignition on the Jabiru 3300 (120 hp). The carb heat check was likewise uneventful, as it uses two layers of electric heat coils (separately switched) and so I could not detect a blip on the volt meter—We'll have to make sure that that novel system is really working.



The takeoff roll at the ranch airport is down hill, and by the time I had things straightened out and was able to cross-check the tachometer, I was airborne. That antique 4412 airfoil is still a good choice! The elevator trim system is also a novelty (or perhaps a mistake). It is a spring tied to the elevator push-pull tube, with a cable from the spring winding around a 1/2 inch shaft running across the cockpit, under the seats—with a hand wheel on each side to tighten or loosen the spring. Quite obviously, there is no way to determine the correct setting for the first flight, so it was what it was—fortunately, the BushCaddy was designed with adequate tail surfaces, so this was a non-problem for the first takeoff, and I was able to roll in proper trim for approach speeds with no difficulty.

Back to the takeoff—the airplane actually lifted off from the three-point attitude after a ground roll of only 200 feet or so, and we were climbing out at around 55 mph, but surprisingly, the tachometer was pegged at 2400 rpm, and not the 3100 rpm I was expecting. The airplane clearly had enough power to climb out of ground effect, so I proceeded to fly a normal pattern. Earlier in the afternoon I had broken in the wheel brakes by taxiing downhill and riding the brakes to get them hot—and then letting the airplane sit to allow them to cool off. In doing this twice, I was a bit concerned that the cylinder head temps were getting up to the redline limit, and so during the first few minutes of flight, those gauges were constantly in my

crosscheck—and they were running cooler than on the ground (?). O.K., I'll take it! All of the other engine indications were "in the green" and so we slowly climbed up to 3000 feet above ground level, all the while feeling out the coordination of the controls, one step at a time. The aircraft has no nasty habits that I could tell during this one-hour test flight. I guess one could say that those Canadian designers got it just right! Of course, I was in constant communication with my ground crew, Jack Ridgway, son Norris II, and Richard Gramling, and reported my every observation. Stan's widow, Nanette, had a handheld radio also, so she was abreast of all of the proceedings.

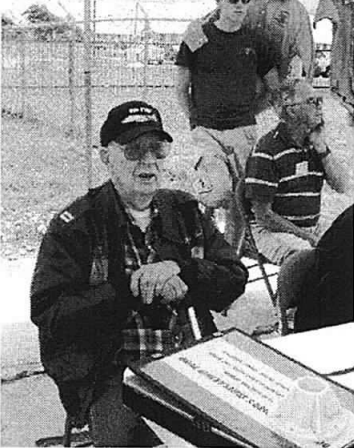
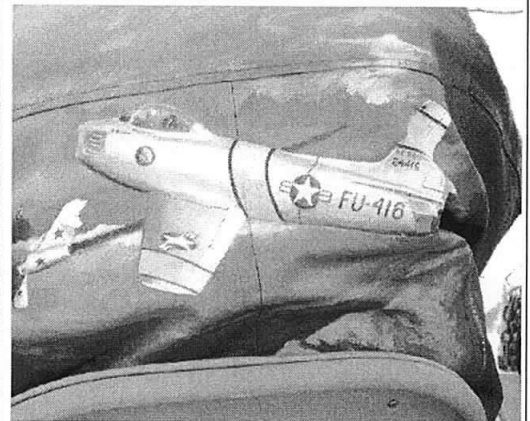
I did approach the stall at a couple of different power settings, and determined that 35 mph (really—no flaps) was the stall speed. My ground crew computed my approach speed as 45 mph, and that felt quite correct. The landing rollout was a no brainer, and I taxied in towards the ramp and a very warm reception from Nanette, daughter Stacy, son-in-law Ray and the guys.

Now we have to figure out if I'm getting full throttle travel at the Bing carburetor, or if the propeller pitch is just taking too much of a bite. It is ground-adjustable, so if that's what it takes, it is an easy fix. We did cross-check the tach with an optical rpm reader after flight, and it concurred with the panel-mounted tachometer. We will install a temporary second tach in the cockpit just to be certain of what we're really getting out of that beautiful Australian-built flat six. I can report no oil usage or leaks.

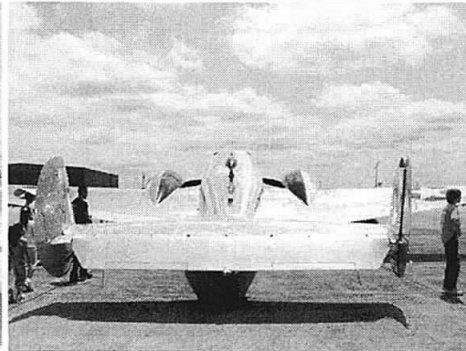
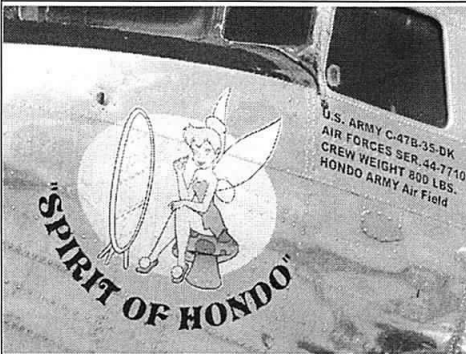


When Stan became more and more ill about one year ago, I promised that his fourth "experimental" would be completed, and so now it is a fact. Several friends gave willingly of their time to finish this project—among them were Jack Ridgway, Richard Gramling, Joe Parchesky, Ken Gilmore, Mike Jewett, Will McCormick, and son Norris II. Stan passed away on January 3, 2010, RIP.

TEX HILL CAF MEET PHOTOS



TEX HILL CAF MEET PHOTOS (CONTINUED)



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	MARK JULICHER	210.382.0840	mjulicher@earthlink.net

CHAPTER CALENDAR

February 13	Program - Nelson Amen Building the Starlite	Meal Business Mtg	5:30pm. 6:30pm
March 13	Program - Mike Lovelace "Applying Risk Management to Aviation Projects"	Meal Business Mtg	5:30pm. 6:30pm
April 10	Pancake Breakfast Fly-in	8:00 to 11:00am	
April 24	Young Eagles Rally - Brad Doppelt	San Geronimo	9:00am
May 8	Hangar work party Program -Thomas Moore American Institute of Aeronautics & Astronautics (AIAA)	Work Party Meal Business Mtg	3:00pm 5:30pm 6:30pm
May 22	Captain Bill Bartlett Aero Event	Pilots Meeting	9:00am
June 5	Chapter workday	Work Party Lunch BOD Mtg	10:00am Noon 1:00pm
June 12	Annual Picnic / Fly-in Hamburgers / Hotdogs	San Geronimo	11:00am to 2:00pm
June 19	Young Eagles Flying Pilots and volunteers needed	San Geronimo	9:00am

June 12 is the Annual EAA Picnic / Fly-in from 11am -2pm, Hamburgers and Hot dogs will be served. Chapter is requesting side dishes, deserts and items for burgers toppings. Would you like to help with cooking or setup, you are very welcome. Have not come to a EAA function this year, everyone has missed you. gailps@att.net

EVENTS CALENDAR

Dates	Event Name	Location	Distance
Jun 11-13, 2010	EAA Sport Air ELSA Airplane Repair- Inspection	Waco, TX	157 miles
Jun 12, 2010	EAA Chapter 35 Annual Picnic	San Antonio, TX	
Jun 26, 2010	Fly In and T-38 Dedication, Honoring Our Vietnam Veterans	Mineral Wells, TX	233 miles

Aviation Calendar of Events web sites

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

ELECTRONIC EDITION

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

http://www.eaa35.org/ENL/Jun_10/Jun_10.pdf

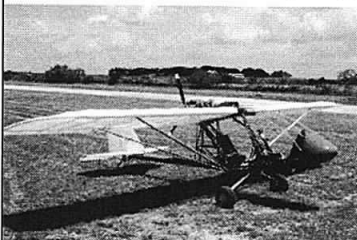
WANTED AND FOR SALE

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

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

FOR SALE: RV-9A Empennage completely finished / primed. \$700 or best offer. This set comes with the electric trim pkg. Original value over \$1700.00 (in kit form). Project donated to the Chapter by member Bob Guthrie. Please contact Dave Baker (210-410-9235) if interested and / or want to see finished product.

FOR SALE: Fun Flying RANS S18 Stinger II



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

FOR RENT: EAA Chapter 35 Hangar Space. Rent a 10' x 20' space & get free use of hangar Equipment & tooling. Please call John Kuhfahl (210) 365-0120

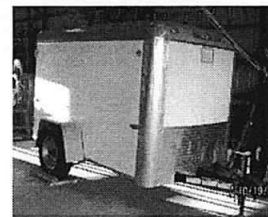
FOR SALE: Thundergull 2000. Single seat, 20ft aluminum wing, composite fuselage, Rotax 503 oil injected with 360 hrs TTAf, 3 blade



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FOR SALE: 5x8 Enclosed Trailer. Licensed, Cargo Door, Good Tires, \$1800.00 OBO, Brian Goode 727-709-1159



FOR SALE: 1976 Beechcraft Sundowner C-23



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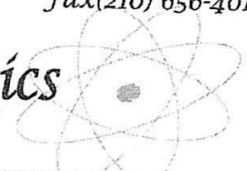
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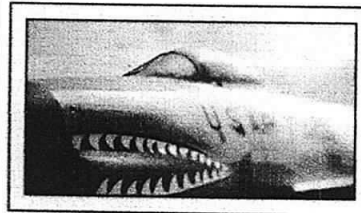
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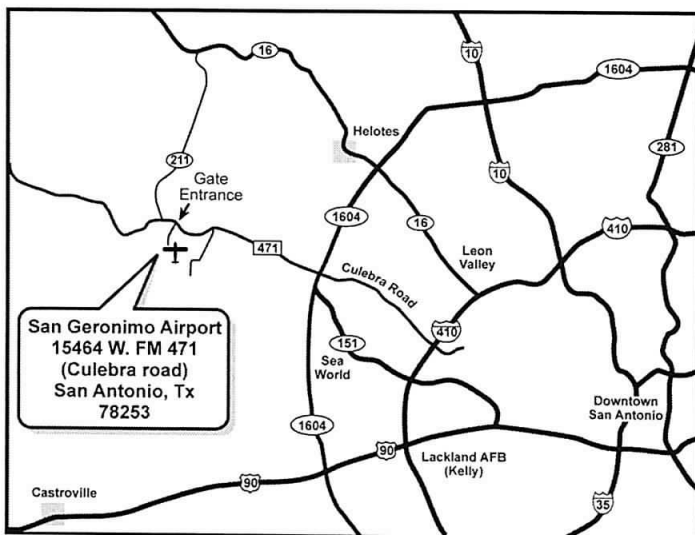
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The Official Newsletter of EAA
Chapter 35, San Antonio, TX

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When Do You Meet?

Second Saturday of the Month

June 12th

Annual Picnic/Fly-in

- San Geronimo
- 11:00am to 2:00pm

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