



**July 2020**

Volume 64 Issue 7

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**Next Event**

**July 11**

**12 noon**

Link via member e-blast or contact [vicepresident@eaa35.org](mailto: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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## Stewart Systems EcoPoly By; Mark Julicher

I have put fabric covering on about ten planes. I have used Polyfiber, Ceconite, and Air Tech systems. I have used Certified Coatings and experimented with Superflite, but up until recently I had never used Stewart Systems. That changed when I had the opportunity to spray Stewart Systems on a Super Cub.

In a previous article I described how I applied EcoPoxy primer and some of the surprises and lessons learned. In this article I will describe my experience with EcoPoly.

**Photo 1: Stewart Systems EcoPoly**

EcoPoly is the Stewart Systems color coat for applying over fabric. Stewarts has other products recommended for metal finishing, but fabric needs extra flexibility and for that trait the company recommends EcoPoly. Like other Stewart Systems products, EcoPoly is waterborne, has low VOC (Volatile Organic Compounds), and is considered



by Stewart Systems to be non-hazardous. I will say more on this last point a bit later.

EcoPoly is a two part urethane. I mixed it in quart size cups according to "mix by volume" directions. That is three parts color to one part hardener, stir well, then add distilled water until it is sprayable. It is important to get the mix just right because successful spraying requires excellent atomization. The trick is to use a viscosity cup. In this particular case that meant a Ford, number four, viscosity cup and a drain time of 18 seconds.

I readily admit that I have sprayed other coatings without using a viscosity cup and I am pretty good with just eyeballing viscosity, but this was just not the case this time. When I relied on the viscosity cup I got much better results. Viscosity cups are simple, inexpensive, and worth the little extra trouble.

**Photo 2: Ford Viscosity Cup**



There is no induction time for EcoPoly. Mix it and shoot it. However, because it is wa-

*(Continued on page 4)*



IMG 0008

## NEXT SPEAKER

**Paul Wurster**  
**Beginning the RV-14 Build**  
**1200 July 11**

VIA ZOOM - Look for login link by EMAIL or contact [vicepresident@EAA35.org](mailto:vicepresident@EAA35.org) for a link

## PRESIDENTS COCKPIT

DARREN MEDLIN



Welcome to your (even more) award-winning June newsletter. Our newsletter editor, Andrea McGilvray, was selected as an EAA National 2020 Newsletter Editor Award winner! See the great article inside.

Our success as a chapter depends on good leadership and great members. One of those stand-out leaders (6 years as a chapter officer with

4 as president, many more as an informal leader) has been Steve Jones. Steve is an EAA National 2020 Major Achievement Award winner! For more details see that well deserved recognition see the article inside.

During a normal year Andrea and Steve would be invited to come to AirVenture and be recognized on-stage during the Oshkosh Chapter Leader's breakfast. This year is better. Instead of being recognized just in front of those chapter officers who can attend in-person at AirVenture, this recognition will be broadcast for everyone to see as part of the EAA Spirit of Aviation Week taking place the week of July 20, 2020. Stand by for more on when to tune in.

Our June Spring cleaning and member picnic was a rousing success, and a welcome dose of safe socializing with friends. Check out the new picnic table and eleven (yes 11) new chairs under the old oak tree, the refurbished planting beds, trimmed bushes/trees and swept and cleaned chapter hangar. The veteran's photo boards in the clubhouse were relocated to make room for more member aircraft photos and our movie screen was patched where it was coming apart.

Peggy Fisher led a super organized and COVID compliant serving team as we enjoyed the charbroiled treats of grill master Chuck Fisher. Paul Wurster found a great chair design for the new outdoor furniture and you couldn't help but relax in their ergonomic design as we put the new chairs through their 40 hours of Phase 1 testing, just like any good EAB/homebuilt project.

Thanks to everyone that generously donated their tools, time, and talent to enhance our chapter facilities and grounds. It was awesome!

Keep your eye out for Facebook or email scheduling updates about our July meeting. It's always fun to get together in person but we may need to shift to an online meeting. Stay tuned.

V/R - Darren



## Flying Dogs for Canine Companions for Independence

I'm involved with a national organization, Canine Companions for Independence, who provides guide dogs to the disabled at no charge. Sometimes they seek volunteer pilots to fly puppies or adult dogs for training or breeding. Would you share this opportunity with our EAA chapter? Below is some information, attached documents, and a form to complete. Flights can be intrastate or coast-to-coast, depending on one's plane and willingness. For example, I've offered to fly puppies from the Dallas area regional HQ to anywhere in Texas. Thanks! -

Robert Moehle

[www.linkedin.com/in/rmoehle](http://www.linkedin.com/in/rmoehle)

[robert.c.moehle@gmail.com](mailto:robert.c.moehle@gmail.com), (316) 990-3242



### JULY NOTES

**Fly-In Postponed - again:** We are truly disappointed to have to postpone the July Fly-In. It is just the responsible thing to do at this point in time. We will have one...someday. So please be safe in the meantime.

Thank you VERY much to Peggy and BJ, Roxanne, Nancy, and Jane for spending hours setting up and serving a delicious meal for our picnic!

And, wow, what a great productive workday! Thanks to Danny Beavers for fixing the women's toilet. Thanks to Paul Wurster and team for making awesome Adirondack chairs and another picnic table for all of us; Lew and Jim for meticulously repairing our Spruce Goose; and for everyone who tended the landscape, cleaned and repaired things in the clubhouse and who moved the veteran posters so we have more places to hang airplane photos.

**VMC club** is back ON. Friday July 17, 2020 @ 6PM. *Cross-Country in Marginal Weather*. Link and instructions will be distributed via e-blast and FAAST invitation.

**Movie Night:** We will try to resume a (socially distanced) outdoor movie night using the excellent new chairs and tables. This will be announced also by e-blast to members.



## CHAPTER BULLETIN BOARD

### July Menu and Notes

**There will be no planned July Meal at this time.**

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



### **Please follow guidance to protect yourselves and others from COVID-19**

Stay home if you can.

Assume the last person to touch something might have been infected, so use tissues to grab handles and items.

Sanitize or wash your hands after touching any public surface.

Maintain distance between yourself and others.

***Your Chapter will be ready to resume activities as soon as it is safe to do so!***

### **EAA Spirit of Aviation Week™**

While we can't gather in Oshkosh, we can still share The Spirit of Aviation. EAA Spirit of Aviation Week on July 21-25 will celebrate the entire aviation community by showcasing the spectrum of flight in a virtual way. Share your favorite aviation experiences on social using #EAAtogether!

See <https://www.eaatgether.org/> for complete schedule of events as they are locked in!

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](mailto: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](mailto:r2av8r@gmail.com), 210-488-5088

**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  
[eaa35vmclub@gmail.com](mailto:eaa35vmclub@gmail.com)  
[www.eaa35.org](http://www.eaa35.org)

**EAA VMC CLUB**



## Continued ... Stewart Systems EcoPoly By; Mark Julicher

(Continued from page 1)

terborne, the environment is very important. Humidity and temperature significantly affect EcoPoly. Too cold or too humid and it will *really* orange peel. Too hot and it produces a finish like sandpaper. Furthermore, this coating must be sprayed much differently than solvent based coatings.

Before I go on with my experiences, let me tell you that the Stewart Systems web site has comprehensive training videos - free! You won't find anyone that provides better support for their products. Now back to spraying.

A good spray gun that atomizes well is a must. Yes, you may get good atomization from an inexpensive spray gun at high pressure, but this technique will blow parts around. You find yourself spraying moving targets. Stewart Systems recommends the DeVilbiss Finish-line spray gun. This is a moderately priced, High Volume Low Pressure gun and I can vouch that it does a good job.

Start spraying with a "dust coat" aka "tack coat" just like any other spray application. However, with EcoPoly you continue shooting dust coats. Depending on conditions, you wait five to fifteen minutes between dust coats. Repeat until you achieve the desired depth of color. I found that five or six dust coats were needed to get the results I wanted. If I sprayed too heavily I got sags and runs. I found it hard to be patient enough, but after sanding out some poor coats and re-doing the work I forced myself to be patient. A shout-out to Stewart Systems here - the training videos help a lot.

Now if you are spraying "on the flat" you can get away with a tad of impatience, but if you are spraying a vertical surface you just need to go slow.

Here is a critical fact - the paint should not shine as you shoot. Instead, as the water evaporates, the urethane spreads out to a shiny coat about four or five minutes *after* you shoot it. This is NOTHING LIKE the standard solvent based shooting technique where the person spraying is looking for the glare during each pass. You do NOT want to see shiny glare as you shoot or a sag will surely follow. With EcoPoly, after you have good depth of color you mist on a somewhat heavier color coat and WAIT. After a few minutes it starts to shine. It is difficult get used to this, especially if you have been applying other products.



**Photo 3: Spray hood used with forced air**

So how about that "non-hazardous" advertisement? Well, that maybe so, but I think my definition of hazardous might be somewhat different. I sprayed a couple passes without a mask ... bad mistake. If coal miners get Black Lung, well, I'm sure I had Cub Yellow Lung. You really don't want to breathe the mist and yes I do know better - chalk that up to momentary stupidity. It will make you choke and have shortness of breath, I quickly switched to a charcoal respirator and had good results breathing using the respirator, but I still had Trouble with a capital T. After a few minutes of spraying, my eyes were burning something fierce! I'm not qualified to say if this was a long term health hazard, but I know I can't spray EcoPoly without full eye protection.

I found two good methods for preventing burning eyes. First method is a respirator hood. If you have an air source such as a Hobby Air compressor then the hood is a good bet. A second method gives good protection, does not make you drag around an umbilical hose, and provides better visibility - this is a respirator/mask combination. See photos for better understanding. No matter which technique you use, you will want to use some clear plastic wrap to protect the transparency on the hood/mask. If you apply solvent to clean the hood or mask it will destroy the transparency. A tear-away layer of Saran Wrap will make your equipment last longer.

A brief trip around the internet will locate good spray hoods. Get a Tyvek paint suit while you are at it, and go spray!

**Photo 4: Mask/Respirator combination**



**Photo 5: Heater and EkoPoly. DON'T try this with solvent based sprays!**



## Steve Jones Wins an EAA Chapter Major Achievement Award: by Darren Medlin



The opening line from the recognition announcement sums it up nicely. *“Your years of hard work to contribute to the success of your chapter, your commitment to the local aviation community, and your personal achievements are recognized.*

*You are truly deserving of this award. As a recipient of this award, you have exhibited the dedication to EAA, to your chapter, to your community, and to the aviation community as a whole.”* Steve is quick to point out that he (and our chapter) do not do anything alone, but rather “we stand on the shoulders of giants.”

Steve’s aviation journey started as an excited youngster; ask him about running after a departing Beech D-18 and getting hung up in barbed wire. His time with EAA Chapter 35 started 14 years ago. In that time, he spent six years working in front, and behind, the scenes on our nationally recognized newsletter. Steve’s technical expertise exposed us “hunt and peck” keyboard typers to the latest online collaboration tools, more functional website options and other skills that have allowed our chapter to continue to function while many others are on an extended hiatus due to the COVID-19 restrictions. While he worked (literally) night and day to support our chapter, and aviation in our city, he also earned his FAA Part-107 UAV Remote Pilot Certificate.

Steve’s enthusiasm and tireless energy (when do you sleep?) helped create a “golden age” for our chapter. From the restoration of historic WWII fighters (F4F Wildcat) and transports (C47) Steve arranged speakers or trips to learn about these rare warbirds being brought back to life. Members learned from local remote control (RC) clubs, UAV experts, balloon pilots and

plane builders in talks, hangar visits and outdoor demonstrations. Tool tips, an aviation art show, and regular visits by the FSDO FAAST Coordinator to recognize Master Pilots made the meetings “do not miss” events. The expanding membership and attendance attested to his effectiveness.

It was fitting that in the final year of Steve’s service as President; Chapter 35 was recognized as a Gold Medal EAA Chapter for achievements in 10 different areas that define strong chapters. Only 2% of all EAA chapters earned this recognition in 2019.

We also know Steve as one half of the dynamic duo that he and his wife, Freda, have been for our chapter. We are one lucky outfit. Steve, you have clearly joined the ranks of the “giants.” Congratulations, and thank you.



### Virtual VMC Club

VMC Club Date: Friday July 17, 2020

Time: 6PM

Location: Virtually on Zoom

Title: Cross-Country in Marginal Weather

Topic: Cross-Country in marginal weather, should we go or not.

Rafael Cortes EAA Chapter 35 VMC Club Program Coordinator

Description:

In a new partnership between **VMC Club** and **Boldmethod**, we’ll discuss a cross-country flight scenario with marginal weather. We will need to make Go / No-go decision based on the weather and route in the article we will read during the virtual meeting

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





## Masks, Virus and Keeping our Members Safe: by Chuck Fisher

Well, it was nice while it lasted...the downward trend in virus cases, news stories on something other than virus (well sort of), and relaxation of local restrictions that gave us a brief respite when we could have a small, but pleasant chapter picnic. However, as folks have become more restive, safety measures seen as political, and social distancing ignored, the virus has reminded us it is still very much with us; and still very much lethal. The new cases being reported are not in senior citizens, but in active young adults. This portends badly for future activities, and I am very disappointed to say will make it unwise for us to host our scheduled July Fly-In. Allow me to explain why.

First off, like most of the medical community, outside a small circle of virologists and infectious disease specialists, I have to acknowledge that I, too, was naïve to how deadly this variant of Coronavirus is. I won't bore you with all the details as to why; but unfortunately, this booger is not going to just fade away like SARS did. Right now, a total of less than 8000 total cases and less than 100 fatalities (as I write this) out of about 2 Million folks in Bexar county sounds relatively small. But what has happened is that the number of new cases per day has more than doubled. It could again spread logarithmically, and if so it won't take long for it to become widespread. And, it is a bad actor.

This virus, like all Coronaviruses, requires a mammalian host in which to reproduce. Humans are the host for this one. It behaves similar to a grass-fire. The fire will flame brightly as long as there are fresh blades of grass to burn and will jump from that blade to all of those around it quickly. Australia knows a little about these fires. But, when it reaches a clearing where the blades of grass are too spaced out for the flames to jump to, it will smolder and eventually go out. Thus, as flames jump from one flaming blade of grass to several nearby, this virus will reproduce logarithmically as long as it has fresh humans within reach to infect.

The problem with THIS virus is that it is unique. Unlike the SARS virus, typical Coronaviruses and most influenza viruses where victims become ill before they shed large volumes of virus; COVID victims shed the live infectious virus for a couple of days BEFORE they begin to have a cough or fever. So things like



temperature scans and symptom questionnaires, that were so effective in allowing us to isolate SARS victims before they could infect other folks, are not as helpful for THIS virus. By the time a victim starts to have a fever or cough, he or she could have infected dozens or hundreds of other folks.

This virus is transmitted by respiratory droplets. Period. Although we can grow virus from surfaces in a lab; in practice the "dose" people get from touching surfaces is rarely high enough to cause an infection (unless the surface is wet or gooeey...which is just gross). Nope, you get this from breathing someone else's exhaled breath. And, where would people exhale a lot? When talking loudly, yelling, cheering, screaming, playing a wind instrument, exercising in a gym or singing. And, obviously a single cough or a sneeze can fill a room with particles. So, an activity like choirs, sports bars, sports events...and rallies/parades, etc. are very high risk.

So, this brings us to masks. Despite all the political discourse about

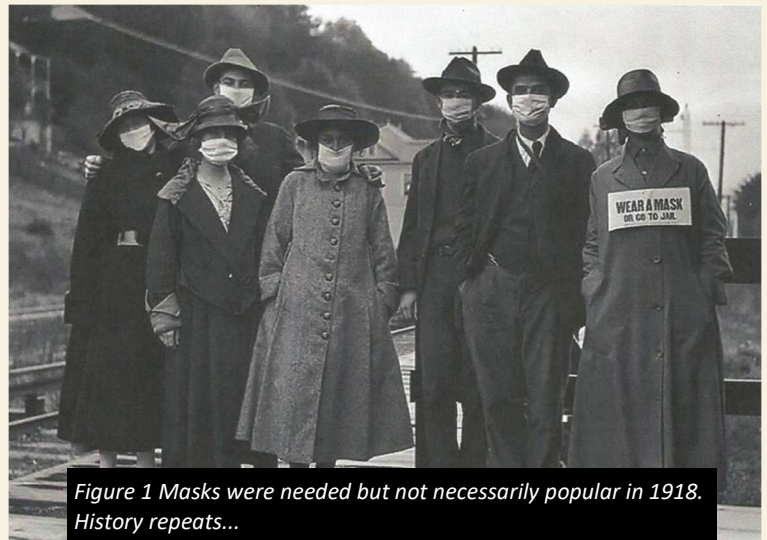


Figure 1 Masks were needed but not necessarily popular in 1918. History repeats...

personal liberties, rights, wants, desires, fashion...and so on; other than isolating yourself, wearing a mask is the one and only thing you can DO to slow this virus down. But all masks are not created equal or even do the same thing.

**Cloth face masks.** A whole industry has grown around making cloth face masks. Some are pretty cute. These have been used in every pandemic outbreak for centuries. Cloth face masks catch the liquid droplets YOU make when you exhale. By absorbing those, your zone of infectiousness is less. They are generally too porous to protect YOU from someone else's viral exhalation cloud, though, as the tiny virus particles slip through the gaps in the fabric. In big studies over the past century the general sense is that regular use of a

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## Continued... Masks, Virus and Keeping our Members Safe, by Chuck Fisher

(Continued from page 6)

cloth face mask of any sort, may reduce your likelihood of getting the illness by about 10%. So why wear one? Because, since this virus spreads *before* you have symptoms, you must assume that *YOU* might already have the virus; and you are protecting *OTHER* people around you. It is the responsible thing to do when you will be near anyone else.

Some of the multilayer cloth masks with inserts may be much more effective, but to my knowledge there are no really good confirmatory studies. There aren't probably a lot of volunteers stepping up to see if they get sick when exposed....

**N95 and similar masks:** Healthcare workers typically use N95 facemasks, and those who are working with known cases are in positive pressure garments...fully enclosed with pumped in filtered air. Positive pressure suits are probably a bit of overkill for going to a chapter gathering and health grade N-95 masks should not be used outside the healthcare setting. However, there are several grades of particulate masks, and if you look in your cabinets, you may have masks marked N95 that you, like me, acquired for painting. Or you may see masks on Amazon or Facebook vendors marked KN95 or FFFP2. The "95" indicates that these remove 95% of particles that you INHALE and KN95 (Chinese) and FFFP2 (European) are similar. So, in theory, these masks will reduce the likelihood of YOU inhaling someone else's virus, and will protect YOU. Remember, though, that all the virus particles are now imbedded in the outside of the paper...so touching it contaminate your fingers. So N95 masks have to be removed using the band, and thrown away.

The problem with some masks is that they have a one way exhalation valve. Those masks filter air you breathe in, but some mask exhalation valves do not have a filter for air going out. So, they blow unfiltered exhalation outward. This is basically a blow-hole aimed at whomever you are talking too. Those masks, then, protect the wearer but might actually expand the exhaled cloud of virus for the folks around them. So the best type mask for public use, then, is one that protects you AND others by filtering air both ways (so does not have an exhalation valve or has a filter over the valve), is reusable with washing, and is not competing with healthcare worker needs. Know what mask you are using.

So, circling back to why this is in your chapter newsletter.

Each of us has to be super vigilant in all of our activities to protect

all of our members. Remember, any one of us could be actively infected and spreading the virus...and have no idea we are doing so. So everyone has to be assumed to be carrying it.

Food services have to be provided in such a way that servers are separated from each other, and separated from customers. Our "kitchen crew" demonstrated excellent technique and a safe way that can be done during our picnic. And, to enhance safety, we will be making up partitions to use in the near future to make it even better.

The hard part, though, is that EVERY person has to be very careful to keep our respiratory cloud from invading someone else's space. Your cloud, without breathing hard, yelling, coughing or sneezing, is generally considered to be two arms' length from your face. So, anything closer than 2 arms-length requires us to use a mask. For chapter activities, that is really a challenge, and it is sooooo tempting and easy to let down our guard and step too close. For your chapter to be insured for an event, we must certify that we will adhere to ALL of the CDC, State and Local guidance. That means that in most instances everyone would have to be 2 arms-length apart, and/or in a mask. If the city or county again limits numbers of gathering folks, we have to adhere to those rules...even if we are outside. So, many of our typical social activities are clearly impacted. There is simply no way to keep two arms-length distance when giving young-eagles flights, and EAA has made it pretty clear that unless we can figure out a way...we would not be able to make the necessary certification of safety to insure a rally. So, as far as I know most every chapter has cancelled their Young Eagles rallies indefinitely. For small chapter gatherings like our picnic, we are able to comply while outdoors as there is sufficient space, if all of our members can and will respect social distancing and mask wear guidance. Indoors, though, there is just not enough space to ensure a safe distance for our members, so it is not likely we will have events inside the clubhouse any time soon.

We are starting to see fly-ins re-appear on the schedule and we are scheduled to do one next month. However, our fly-in will almost certainly be impacted, though, because a) it will be very hard for us to enforce mask wear and social distancing guidelines by our guests and b) it is likely the City and County will tighten guidance on public gatherings. So, although we know we can do our food safely and we have adequate outdoor seat-



(Continued on page 11)



# EAA 35 Safety Brief— Safety Wire by Ron O’Dea from FAASTeam



Failure to properly secure aircraft components can compromise powerplant and control system operation, leading to system and component failures. Properly secure aircraft components with safety wire, ensure that hardware locking mechanisms are properly installed on your aircraft, and check them often to confirm they are taut and ready for flight.

## Safety Wire ... It Can Save Your Life

Loose hardware or components have led to accidents, many of them fatal. Safety wiring, or positive wire locking, is a type of locking device that is the most positive and satisfactory method of securing or safetying cap screws, studs, nuts, bolt heads, and turnbuckle barrels, which cannot be safetied by any other practical means. It is a method of wiring together two or more units in such a manner that any tendency of one to loosen is counteracted by the tightening of the wire. Safety wire is necessary in areas where a bolt could loosen during vibration. Used properly, it will lock so that the wire remains taut and prevents further movement. Think of it as wearing a belt with your suspenders.

If you notice a piece of hardware on your aircraft with loose or missing safety wire, be sure to ask about getting it replaced. Safety wire must be new upon each application. It is single use and disposable. You don’t want to lose functionality of an aileron actuation arm, a throttle cable, or an elevator flight control cable while you’re in flight. Make sure any safety wire and/or hardware locking mechanisms are installed on your aircraft properly, and check that they are taut and ready for flight. Ensuring that hardware locking devices are properly installed can save your life!



*This oil filter was not properly safety wired. The wire is routed in the right direction, but there are too few twists per inch. The arrow points to the section with no twist.*

## Fasteners, Wires, and Fast Facts

Safety wire is not intended to take the place of the proper installation of fasteners. Always make sure that the fasteners or components are tightened to the proper torque first, then install the safety wire. Safety wire should always tend to tighten the bolt, nut, or fastener. When installing or inspecting safety wire, ask yourself, does it pass the “Righty-Tighty” test, i.e., does the installed safety wire cause the bolt to “Tighty.” If you’re doing owner-performed maintenance, make sure that you know what you’re doing, and get a second set of eyes to look at your work after you’re done.

Here’s some more tips to keep things tight:

- Inspect your aircraft carefully before each flight to check that all fasteners and hardware locking devices are properly installed.

- Safety wire should be tight and maintain a light tension when secured. You should notice about 6 to 8 twists per inch with a good safety wire job.
- When inspecting fiber or nylon locknuts, make sure the bolt or stud extends at least the full round or chamfer through the nut. Turnbuckles should either have safety clips or safety wire.
- Castle nuts require a cotter pin to lock them down.

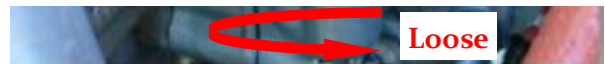
## Keep it Locked

There are three basic methods to prevent the disengagement of hardware or components: 1) safety wire, 2) cotter pins, and 3) self-locking nuts.

- **Wire:** usually stainless steel, used on cylinder studs, control cable turnbuckles, and engine accessory attaching bolts.
- **Cotter pins:** used on aircraft and engine controls, landing gear, and tailwheel assemblies, or any other point where a turning or actuating movement takes place.
- **Self-locking nuts:** used in applications where they will not be removed often; repeated removal and installation will cause the self-locking nut to lose its locking feature.



The safety wire is twisted properly but it’s backwards. It’s pulling the filter loose.



There are many other parts that require safety wire or other means of locking. FAA Advisory Circular AC 43.13-1B outlines the various locking methods and the proper safety wiring procedures.

Resources: AC 43.13-1B, <https://go.usa.gov/xv6An> & AMT Handbook – General, FAA-H-8083-30A, Vol. 1, pgs. 7-76 to 7-81. <https://go.usa.gov/xvMSr>



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





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



Welcome to EAA Chapter 35  
Picnic  
Health and Safety Rules

- 1) Wear Face Mask
- 2) Maintain Social Distance
  - \* Follow X'S on Floor \*
  - \* Follow Arrows (→) on Floor \*
- 3) No Cell Phones (Pay attention to Servers)
- 4) No Contact with facial items. You will be served. Pick up your plate from the table at the end
- 5) One (1) way traffic at all times in Club house →
- 6) No indoor Seating
- 7) Facilities use in OPS Building
- 8) Deposit all trash outside

The Ladies of EAA Chapter 35



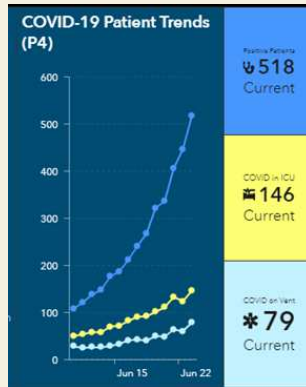


## Continued... Masks, Virus and Keeping our Members Safe, by Chuck Fisher

(Continued from page 7)

ing and space; given the level of public concern over rapidly rising new cases we will have to be very judicious in how we limit the number of folks we can accommodate for an event. And, given that those who attend may have no way to know they have been infected, one person could unwittingly spread this thing. Thus, the more folks who attend (like for a fly-in)...ordinarily our goal... the higher is the risk to our members and volunteers.

As aviators, we preach and teach to err on the side of safety. Always take the lowest risk option. And if you have to convince yourself something is safe...it isn't. So, in this environment your chapter leaders have to weigh every activity against possible risk. And, as no social gathering is worth a member's life or health, we will take the safest, most conservative choice...as desperately as we want to be together again.



### NEW MEMBERS:

Please welcome:

**George Schlefier:** George and his wife Karen reside in Spring Branch. George is a Software Engineer, a private pilot, has an RV-12 and is building an RV-14A! You may contact George at: georgew2052@gmail.com.

**Mark Holden:** Mark and his wife Julie reside in San Antonio. Mark is retired USAF where he was an avionics technician on F4's and C-130's. He is currently a Boeing Flight Sim Technician and is interested in avionics, aircraft building and flying. You may contact Mark at: USAGGEASR@gmail.com

**Christian Miller:** Christian is our new youngest member who is currently finishing his Sr. year of high school. Being raised in an Air Force family he has always had an interest in flying. He is a Cadet 2ng Lt in ROTC and is involved in many after school volunteer activities. You may contact Christian at: miller.chris9801@gmail.com.

### CLASSIFIED ADVERTISEMENTS

For Sale: Stratus GPS/ADS=B in receiver. This is a stratus 1, works fine and interfaces with Foreflight and most other software. Includes suction cup mount and dashboard pad \$200 OBO. I don't need them, so make an offer. Chuck Fisher [cfisher555@aol.com](mailto:cfisher555@aol.com)

Mike Smith had an unfortunate injury last September. He is building an RV-10. He has completed the tail kit. As a result of his injury he is not going to complete the project and the tail kit is for sale. Link: <https://www.barnstormers.com/classified-1568594-Vans-RV10-Tail-Kit.html?catid=23352>



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## MAY MYSTERY PLANE REVEALED

DOUG APSEY

Since we were all sheltering at home (or at least supposed to be) during the past few months I thought folks would have plenty of time to re-research our June mystery airplane but apparently everyone was too busy binge watching old reruns or I finally found a mystery airplane that no one could identify. The June mystery airplane is the Falconar F12A Cruiser, a Canadian homebuilt designed by Chris Falconar back on the 1060's. It was originally offered as a kit by Falconar Avia but now only the plans are available. The F12A evolved from an earlier Falconar de-



[www.all-aero.com](http://www.all-aero.com)

Australia acquired the rights to many of Chris Falconar's designs after his death in 2018 and they have made the plans available for most of them including the F11, F12 and the two-thirds scale Falconar SAL Mustang. I've included their website below in case anyone would like to look at all the plans they currently offer.

Sources for this article include:

<https://www.google.com/search?q=Falconar+F12&oq=Falconar+f12&aqs=chrome..69j59j35j39j0l6.3958j0j8&sourceid=chrome&ie=UTF-8>  
[https://en.wikipedia.org/wiki/Falconar\\_F12A\\_Cruiser](https://en.wikipedia.org/wiki/Falconar_F12A_Cruiser)  
<http://mannaaviation.com/Falconar-Aircraft-Plans>



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sign, the F11 Sporty which is a homebuilt version of the French Jodel D.11 airplane. Falconar designed and built several experimental aircraft during his aviation career including a two-thirds scale P-51 Mustang.

The Cruiser has a larger cockpit than the F11 (and Jodel) and can be built with an optional third seat. The wing and fuselage structure are both made of wood with fabric covering. The outer section of the twenty-eight foot cantilever wing can be folded for easy ground transportation and storage. Recommended engine size is 150 to 180 hp. The builder has the option of conventional or tri-cycle landing gear and can add wing flaps if desired. Gross weight is 1,800 lbs and expected empty weight is approximately 1,170 lbs. The advertised cruise speed when powered by a 180 hp Lycoming O-360 is 150 mph and the stall speed is listed at 51 mph. Rate of climb is advertised as 1200 ft/min. Typical fuel tank size is forty-four gallons giving the F12 a range of about 615 miles.

As of 2012, there were six completed F12's registered in Canada, two in the UK and one in the US (N70ML). Wikipedia states as many as twenty may be flying worldwide. Manna Aviation out of

## NAME THE PLANE

DOUG APSEY

Here is your mystery airplane for the month of July. This one is a rerun from a few years back and many of you will immediately identify what airplane it is even if you don't remember that article. However, this particular airplane has an interesting history. Just to give you a little background, many of the aircraft on static display around the parade ground at Lackland AFB are being repainted in an attempt to put them back to their original paint schemes. This airplane was in the middle of being repainted when the work was interrupted by the Covid-19 shut-down at Lackland. So, who will be the first to email me at [dapsey@satx.rr.com](mailto:dapsey@satx.rr.com) with the following information about this month's mystery airplane?

1. What is it?
2. Is it really being painted this strange color and if so, Why? (I.e. what was this airplane used for)?
3. What nickname was given to this particular version of the airplane?



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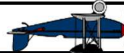


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## CHAPTER CALENDAR — CONTACT EAA35VP@GMAIL.COM - PROGRAMS ARE TENTATIVE AND SUBJECT TO CHANGE!

JULY	11	1200 Noon: Virtual Gathering – Paul Wurster – Beginning the RV-14 For both ZOOM sessions – watch E-mail for dial in instructions
	17	6:00 pm VMC Club; via ZOOM
AUGUST	8	11:30 LUNCH; Program: Casey Fox – Reincarnating a Warbird (T-6)
	14	6:00 pm VMC Club; 7:30 pm Movie
	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>B-17 Aluminum Overcast Media Day 8<sup>th</sup>, Ride/Ours 9-11. Volunteers needed!!!</b> 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 <u>Annual Membership Meeting</u> and Election of Officers CHILI COOKOFF and Awards immediately following the meeting
	20	6:00 pm VMC Club; 7:30 pm Movie
DECEMBER	12	<u>CHRISTMAS PARTY</u> 11:00 Social Hour; 12:00 Lunch Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for
	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

July 4th, New Braunfels Airshow.

July 25, CAF Tex Hill Wing airshow at Stinson: We expect 3 T6s, 2 P-51s, 1 B-25, Stearman and hopefully a P-40.

# EAA Chapter 35 Leadership



## Officers

<b>President:</b> (210) 875-9971	Darren Medlin <i>president@eaa35.org</i>	<b>Vice President:</b> 210-878-5561	Chuck Fisher <i>vicepresident@eaa35.org</i>
<b>Secretary:</b> 503-933-8264	Paul Wurster <i>secretary@eaa35.org</i>	<b>Treasurer:</b> 210-493-5512	Dee Brame <i>DeeB@satx.rr.com</i>

## Board of Directors

Past Presidents	At Large
Nelson Amen (2012-2014) 210-834-1991 <i>nelson.p.amen@gmail.com</i>	Ron O'Dea 210-488-5088 <i>r2av8r@gmail.com</i>
Kris Kelly, Director 210-621-5405 <i>krisikekelly@att.net</i>	Brian Goode 727-709-1159 <i>ladybgoode@msn.com</i>
Andrea McGilvray, Director 210-413-7392 <i>cowgirlcapital@att.net</i>	Jane Kellogg 580-421-5998 <i>jkkellogg@kelloggllc.com</i>

## Chairpersons

<b>Facilities:</b> (210) 875-9971	Darren Medlin (Acting) <i>eaa35facility@gmail.com</i>	<b>Newsletter Publisher:</b> 210-878-5561	Chuck Fisher <i>eaa35news@gmail.com</i>
<b>Air Academy:</b> 210-256-8972	Maarten Versteeg <i>maarten.Versteeg@sbcglobal.net</i>	<b>Newsletter Editor:</b> 210-413-7392	Andrea McGilvray <i>eaa35news@gmail.com</i>
<b>VMC:</b> 787-644-7829	Rafael D. Cortes <i>eaa35vmclub@gmail.com</i>	<b>Scholarship Coordinator:</b> 210-528-1076	Frank Covington <i>eaa35scholarship@gmail.com</i>
<b>Young Eagles:</b> 210-693-9816	Brian Smith <i>youngeagles@eaa35.org</i>	<b>Groundskeeping:</b> 210-289-1780	Tim Carter <i>TexasTimCarter@gmail.com</i>
<b>Tool Crib:</b> 210-688-9072	Lew Mason <i>lewnan@sbcglobal.net</i>	<b>EAA Hangar:</b> 210-688-9072	Lew Mason <i>lewnan@sbcglobal.net</i>
<b>Public Affairs:</b>	Jose Garcia <i>eaa35pr@gmail.com</i>	<b>Membership:</b> 210-488-5088	Ron O'Dea <i>r2av8r@gmail.com</i>
<b>Website Host:</b> 408-708-8698	Kyle Jester <i>kyledesu@gmail.com</i>	<b>Country Store:</b> 210-912-1699	Richard Vinas <i>vinas@sbcglobal.net</i>
<b>Safety Officer:</b> 210-488-5088	Ron O'Dea <i>r2av8r@gmail.com</i>	<b>Builders Coordinator:</b> 210-621-5405	Kris "IKE" Kelly <i>krisikekelly@att.net</i>

## Flight Advisors

RB 'Doc' Hecker 210-391-1072 <i>tcflyingdoc@yahoo.com</i>	Mark Julicher 210-382-0840 <i>mjulicher@earthlink.net</i>
Ron O'Dea 210-488-5088 <i>r2av8r@gmail.com</i>	

## Technical Counselors

RB 'Doc' Hecker 210-391-1072 <i>tcflyingdoc@yahoo.com</i>	Mark Julicher 210-382-0840 <i>mjulicher@earthlink.net</i>
Nick Leonard 830-765-7481 <i>ohlson38@gmail.com</i>	Lew Mason 210-688-9072 <i>lewnan@sbcglobal.net</i>

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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.



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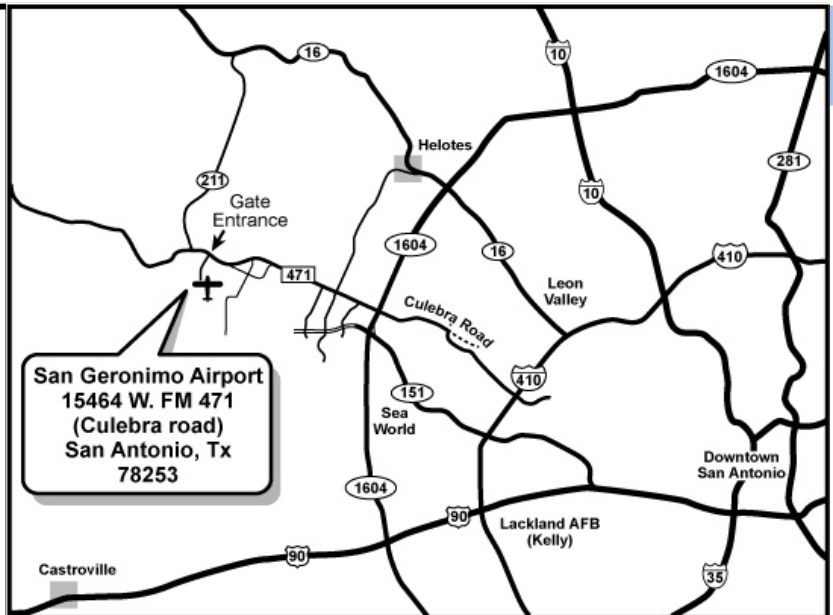
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