



October 2021

Volume 64 Issue 10

Inside this Issue

Presidents Cockpit	2
New Members	2
Bulletin Board	3
Builder's Corner	5
Scrapbook	10
Tips and Technique	7
Classifieds	13
Name the Plane	14
Calendar	15
Contacts	16
<i>Please see our sponsors!</i>	17
Country Store	18

Next Event

**Oct 9
9 AM**

**Chapter
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: Andrea McGilvray
 eaa35news@gmail.com

To Buy or Rent a Aircraft?

By Andrea McGilvray

Who in the world ever thought (not me) that I would be giving advice on buying a airplane. If you had asked me 6 years ago, I would of thought you were smoking something funny, but here I am. AND This is not the whole story, but so far what I have learned. I have lots more to learn too!

So far I have owned 6 aircraft and each one has taught me things to look for. With more research and continued research, this list of what to look for will grow, but here are a few things that you may whan to look for before hiring a professional when buying an airplane. Also what to get together and be ready to provide a potential buyer. It is less stressful for both sides if all the information is available.

Rent: PRO you do not need to pay for unexpected repairs or updates.

Con Rent = You get what they give you.

Buy as a single owner: You don't have to schedule with anyone and as long as the aircraft is kept in good condition, you can go and fly anytime you want. BUT it has to be flown on a regular basis. The cost/vs renting comes into how much you need your

own aircraft and if you have the means to fix when something does break. The cost of annuals, and new AD's issued from the FAA. Some are not cheap!

Multi-owner/club ownership: That has also great advantages, is in between owning it outright and renting it. You will have to book it, and if something goes wrong, you will have to have the funds to fix it (your share) but what happens if one partner does not have the money to pay for the repairs? AND what if one or a few folks always fly it and you are not fast enough to book it? GET to know the other owners and make sure this type of partnership is good for you and them.

So what do you look for when you are buying a airplane.

What is the purpose of the airplane? What does it need to do for you and why do you want it? Play or go and get there?

1. Fly for breakfast/FUN
2. Be fully instrument rated and get you when you need to get there? CAUTION! Are you ok to fly it in those conditions? IFR aircraft have more inspections vs a VFR airplane.
3. OR somewhere in between?

(Continued on page 4)



Pancake Breakfast & Fly-In.

PRESIDENTS COCKPIT

DARREN MEDLIN



President's Cockpit

It's been an action-packed month. Last meeting reminded me of a good Dr. Suess story with lots of interesting visitors, including 3 pilots named Ben from Bulverde. A big thankyou to Ryan Newman of our local FSDO for an educational and humorous presentation on air-



space.

The next weekend was even better with a gaggle (OK, just 3) of Light Sport Airplanes descending on the BBQ capital of Texas, Lockhart (50R), for an impromptu interview with airport manager, Tom, who offered us the courtesy car, or his truck, to sample the local fare. We opted instead for the free bottled water and copies of the 2021 Texas Airport Directory. There are 394 airports listed;



gotta love Texas for aviation. We had a great discussion about Burt Rutan, among other things, and it didn't cost a cent. The flight back saw us dodging a pop-up rain shower which gave the grass around our airpark a respite from the heat.

The next day I was privileged to give one of our visi-



tors from the previous chapter gathering an Eagle ride. Angelica is a USAFA grad and schoolteacher whose husband is training at Randolph AFB. She comes from a



family of flyers and is interested in learning to fly herself. After talking about the plane, doing a walk around and reviewing our route on a sectional, we had a serene Sunday morning aerial tour of Lake Medina and environs. Eagle flights are like Young Eagle flights but have a more defined role for you as a "mentor pilot." In fact, the kit even includes a patch with a (scowling?-maybe we should have scowled for the photo) eagle so you can brag about your role. After

the flight we reviewed possible next steps in her journey. I expect her to practice a landing or two at 8T8 with an instructor soon.

I look forward to seeing you at our pancake breakfast gathering and two weeks later, at our October Young Eagle rally. More

to follow.

Fly Safe, Darren Medlin



From the Cruise Director Chuck Fisher, Vice President

Cruise Directors Notes

October is Fly-In season! We will hold a Fly-In pancake breakfast October 9th. Bring your planes, fill the flightline and tell your friends. Plan on being there a little early to help. We'll start serving sometime around 0900.

WAIT THERE'S MORE! At 10:00 Ryan Newman, our FAAST Team representative and Chapter member will discuss the FAA's awards programs and then will award the coveted Wright Brothers' Master Pilot Award to our own chapter member Mr. Dean Howard. This is a big deal! The award represents a lifetime of flying and this recipient has been an instructor, mentor, friend and colleague to our San Antonio aviation community for decades. Please, everyone turn out to congratulate our chapter's sixteenth Master Pilot!

We apologize for the short notice cancellation of the September VMC club. Life happens. We plan to resume VMC club the Friday following the gathering as usual. This month will also be our first in a while movie on the lawn, weather permitting. Bring your favorite beverages and a date for a pleasant evening under the Texas stars.



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VMC Gatherings

Third Friday of the Month
Meeting: 6:00 p.m.

Location

San Geronimo (8T8) 15464 Culebra Rd
San Antonio TX 78253

EAA Chapter 35

eea35vmcclub@gmail.com
eea35.org



VMC_CHAP_PS_200

October 9 AM!

Pancake breakfast & Fly-In.

Menu....well....pancakes.

Sausage, bacon...lots of bacon, coffee, drinks.

Please feel free to bring anything else you'd like to share

And bring your friends, new pilots, wannabe pilots, and anyone else so we can make this a big successful fly-in.

Finally, thank you to everyone who continues to make our gatherings so successful by shopping, cooking, serving, and cleaning up. It takes a lot of work and everyone has a role, and thank you for helping.



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Are you Safety Minded?
Watch your e-mail for VMC Club
Topic for August

6 PM 15 Oct the Clubhouse
Register via your FAA WINGS account for Wings Credit

PLEASE stay after the presentation and help clean up. After every gathering the trash needs to be taken out, dishes done, serving items put away, carpets vacuumed, etc. It is all of OUR clubhouse, please help keep it nice.

(Continued from page 1)

Get a Pre-Purchase inspection! BUT BEFORE YOU DO, here are a few things you can do to eliminate some of the time and costs to make sure you get what you want.

1. Are all the AD's complied with? AND WHAT ARE THEY?
Some are every annual and are \$\$!
2. Go to this website and type in the N# <https://www.nts.gov/layouts/nts.aviation/index.aspx> - Damage history that has been reported.
3. Get a list of all of the AD's
4. IS the aircraft worth what they are asking? How do you know? Here is a link that will help you get started, but if new avionics etc have been installed or a new overhaul, this may not get you the true value. <https://www.aopa.org/go-fly/aircraft-and-ownership/buying-an-aircraft/vref-aircraft-valuation>
5. When was the interior updated? Many good older aircraft are updated, so don't discount a older aircraft and ALSO WATCH for the lipstick on the potential money pit!
6. Google the N#. You would be quite surprised on what you will find!
7. Get a digital copy of the log books, You will see what maintenance, repairs and how much the aircraft has flown each year.
8. Get a copy of the logbooks to your pre-purchase mechanic.
9. Where has the airplane lived? Coast or in Nevada?
10. Has it regularly been flown its whole life? Or has there been a time it sat for more than 6 months? - This also depends on engine type. Continental vs Lycoming.
11. Are there any liens against the aircraft? HERE is where you can go check it out. There are other companies out there and I personally do not know anything about them but google for some. <https://www.aerospacereports.com/>
12. Age, N #, Total airframe time, Engine time including last overhaul - details

NOW how are you going to pay for the costs of single or partnership airplane costs?

Here are some costs that you may not think of. AND this will be updated as I get time.

1. Insurance - You need to have "in type" time
2. Hangar space \$200-\$500+ per month
3. Annuals the actual inspection can be low, but if the IA finds things that need to be fixed or a AD needs to be complied with, that is not included. IE Cessna has issued a BIG AD for all strut - Semi cantilever wings. - <https://www.flyingmag.com/story/aircraft/high-wing-cessna-airworthiness-directive/#:~:text=The%20FAA%20published%20its%20final%20AD%20on%20inspections,directive%20goes%20into%20effect%20on%20November%2012%2C%202020>.

4. Belonging to AOPA can help you in many ways. It can save you money and also help with some legal direction, but what happens if you have a incident or accident? (TRUE, this is a problem if you rent also, but your overhead is not there) Here is a great link for more information. <https://www.aopa.org/go-fly/aircraft-and-ownership/buying-an-aircraft/tips-on-buying-used-aircraft>
5. Regular maintenance - FIX it when it is broken, do NOT wait for the annual.
6. What can you do as a owner? Here is a PDF link that can give you some guidance <https://www.faa.gov/files/gslac/library/documents/2011/Aug/56398/FAA%20P-8740-15%20Maintenance%20Aspects%20of%20Owning%20Your%20Own%20Aircraft%20%5bhi-res%5d%20branded.pdf>
7. Many items have a Time to replace parts. IE Magnetos, Engines, Fuel servo's
8. Spark plugs cost \$35-\$40 each and there are 8 of them!
9. FUEL
10. Oil changes - Every 25-50 hrs of flight or time!! IF the airplane is sitting on the ground and it is only flown a few hrs, the oil becomes acidic and needs to be changed. Oil/Filter cost is aprox \$200!
11. An overhaul for a engine is at least \$25,000 (IO360 180 hp) A overhaul for a Fuel servo is \$1500-\$1800
12. Altimeter and Airspeed, Transponder Check aprox cost \$350-\$400 every 2 years
13. ELT replace battery \$200-\$300+ ever 2 years.

What can keep your costs of ownership down is learning how to do some of the basic owner allowed maintenance. Also fixing things as they need it vs waiting for a annual.

Sometimes you can also partake in the annual, learn and help, and sometimes not. That all depends on the IA. BUT learning what happens can also provide that knowledge of prevention and help get you ready for the major costs when they do come up.

IF you like to read here are 3 books from the same author that are excellent.

Mike Busch on Engines:

Mike Busch on Airplane Ownership (Volume 1 and Vol 2): BOTH can be found on Amazon.

Also AOPA has a free Podcast "Ask the A&P" All of the shows have been excellent and can answer some questions you would never of thought of asking. <https://www.aopa.org/news-and-media/podcasts/podcasts/ask-the-a-and-ps>



Craftsmen's Technique

by Mark Julicher

Next Level Paint Job

Last time I described how to prepare, mask, and lay a good finish on your plane. I left off by saying that paint often bleeds under the masking tape and that there are ways to correct that, so let's begin there and take this paint job to the next level.

Disclaimer: I am not a professional painter. This is all based on my experience, and I bet a dollar to a donut that there are better techniques than mine. The bottom line is to do the job that makes you happy. There are perfectly happy pilots out there who painted their planes with rollers.

But if you did get bleed under your masking tape – read on.

I find there are three primary causes of bleed under. Either the masking tape did not stick well enough, the spray gun pressure was too high, or the spray angle forced air under the edge of the tape. In fact, these are all just three ways of saying about the same thing. Tape lifted when it should not. So how can this be prevented or at least minimized?

The first thing is to make sure the surface to be taped is clean. No dust, no fingerprints, no contaminants. Clean that surface with any of the commercial paint preparations such as Cromax Prep-Sol, or Eastwood PRE, (there are many other products too.)



Photo 1: One of many available cleaning solvents.

These remove silicones, oil, and wax very well. If all else is unavailable, isopropyl alcohol will do decent job too. DO NOT use acetone or MEK or your finish gets really messed up. Did I have to tell you that? I hope not.

With a clean smooth surface, lay out your trim using fine line tape. Recall last month we described some techniques for getting the trim pattern onto the working piece, so I won't repeat that here.

Cotton or nitrile gloves are excellent for preventing hand oils from contaminating your work.

Fine line tape comes in different widths. If you are making tight corner the fine line tape should be perhaps 3/32 wide. Long, straight runs are more easily done with 1/4 inch or wider fine line tape.



Photo 2: Fine line tape comes in different colors and widths.



Photo 3: Laying out trim color. Oops, it was not the best idea to use green masking tape on the green paint.

Once the fine line tape is down and your trim pattern is outlined, use good masking tape to mask out your trim the rest of the way. Definition: Good masking tape sticks well and releases cleanly. It should not petrify in place if you leave it on too long. Every painter has a different favorite but be assured you probably will not be happy with the old traditional brown masking tape.

So now, fine line is done, masking is done. Choose one of three approaches here:

- ◆ You can run your (gloved) finger down each fine line tape and give it a last pressure/stick-on and then with your spray gun to just barely mist on some trim color. Do this while at an angle that does not lift the tape.
- ◆ Approach two is almost the same, but you mist on CLEAR paint. In both cases, the object is to use tiny droplets of paint to seal the edge of the fine line tape and prevent edge lift. With practice, this is good technique, but it takes extra effort.

(Continued on page 6)

(Continued from page 5)

- ◆ Approach three is to shoot the trim color at low pressure and from a slightly greater distance than normal spraying. Perhaps from about 10 inches away and at 10 psi below what your gun usually likes. Dial the paint flow down to minimum. The objective is to slightly wet the edges of the fine line tape without lifting it.

Once the edges of the fine line tape are sealed down, you can lay on trim color with a lot less worry; however, if you have a spray gun that likes higher pressure you must still be careful not to drive air under the fine line tape. The big dollar spray guns can spray excellent mist down to about 15 psi. I have used cheaper guns that needed 40 psi to produce the desired, fine mist. You can get away with the cheap gun if your trim pattern is mostly straight lines. Otherwise beg, borrow, or steal a good gun.

No matter how hard I try, I still get some edge lifting. What can be done about that?

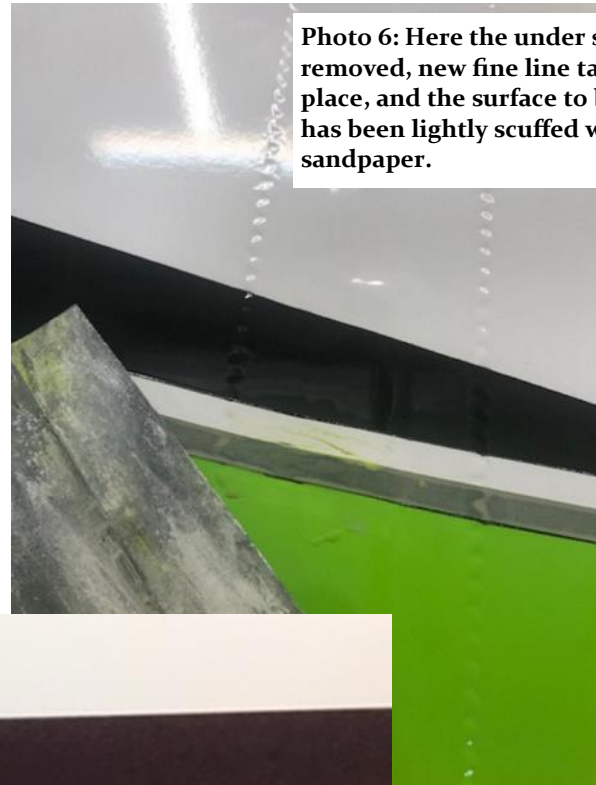
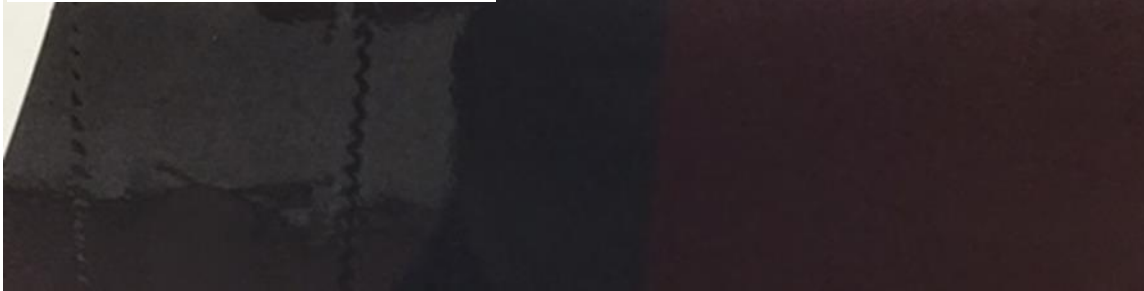


Photo 6: Here the under spray has been removed, new fine line tape is going in place, and the surface to be touched up has been lightly scuffed with 400 grit sandpaper.

Photo 4: Rough black edge is under spray.



Now you want a good airbrush!

Good airbrushes lay tiny amounts of paint in very small spaces with virtually no overspray. Airbrushing is a huge topic and there are reams writ-

My favorite technique is to use an X-Acto knife, (the Sword of Exact Zero if you are a LEGO movie fan.) A single edge razor blade will also do nicely. Use the tip of the knife to gently scrape away the bleed under. **TAKE YOUR TIME.** If you scrape away too much that is no problem, because in a minute I will show you have to make it right. But get rid of that under spray! With a light touch you will be pleased at how well the under spray can be removed. It takes patience of course and if you have 20 yards of under spray it gets old.



Photo 5: Scrape off under spray. This photo is a bit misleading. Use the edge of the blade for scraping not the tip

ten about them, so rather than try to duplicate the internet here, let me show/describe my “good airbrush” and if further investigation is needed you will have a starting point for your research.

My airbrush is an Iwata NEO TRN-1. It features a trigger instead of a top control button because I am more used to this trigger style, and I am not an artist. It features top cup with gravity feed which requires insanely small amounts of paint; put in two drops from an eyedropper and you can start doing touch up. The parts are stainless steel and cleanup is quick.

Of course, no tool stands alone, and an airbrush is no different. My complete system connects from shop air, goes through an airbrush sized regulator/water separator, and finally through a quick-disconnect hose to the Iwata. An airbrush holder keeps the airbrush handy and prevents spills. Eyedroppers are appropriate for mixing paint. I mix ¼ ounce of paint at a time...miserly for certain. With a bit of practice, you can sign your name with an airbrush – we are talking fine lines here!



Photo 7: Iwata NEO TRN-1 in airbrush holder



Photo 10: Touched up aileron cove. The red top surface of this wing was easy to shoot but going over the corner and into the aileron cove was much easier to do with an airbrush afterwards. A lot depends on how complicated the paint scheme happens to be.

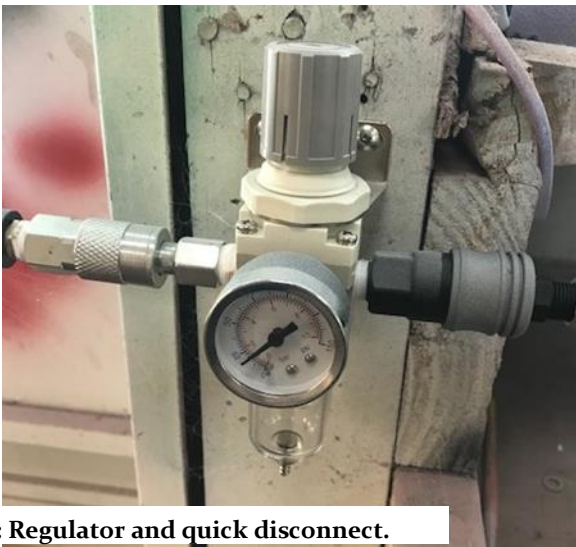


Photo 8: Regulator and quick disconnect.

The last step is very simple. Open the airbrush output a small amount and carefully shoot the touchup area. As always, take your time, sneak up on it, don't make more runs and problems for yourself. Several light spray passes with the airbrush will do a good job.

Done? Maybe. This paint can get better! Next month I will go into buffing out the finish.

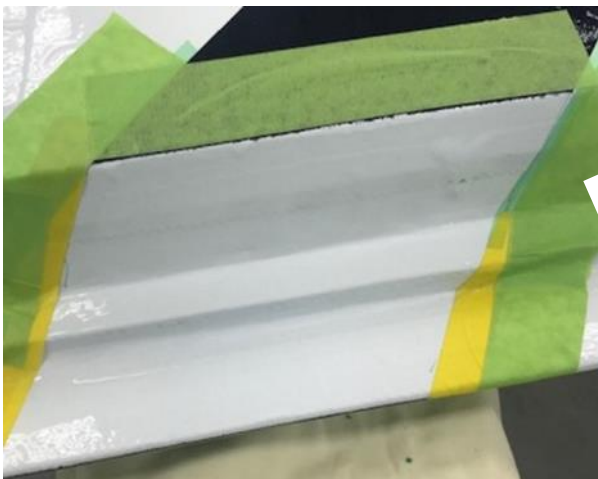


Photo 9: A masked area in an aileron cove ready for black touch up paint. A big spray gun was unwieldy for this small area.



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10 September 2021. Kickoff meeting for EAA Ray Scholarship Recipient Gabriella Pfang administered by Chapter 35, San Antonio. Pictured from left Brian Wells, Flight Instructor, Frank Covington, Scholarship Coordinator, Gabriella Pfang, and Dr Raymond Pfang, Father. Gabriella will be training to earn her Private Pilot License flying out of Stinson Airfield.



Posed in front of the CAF Tex Hill Wing North American SNJ-4/AT-6 Texan, "Ole Yeller" is Frank Covington, Brian Wells, Gabriella Pfang, and Dr. Raymond Pfang.

Dear Chapter Member,

We are fortunate to be members of a vibrant, fiscally sound and active EAA Chapter. We have well programmed monthly Chapter Gatherings, a successful Young Eagles program, an award winning newsletter, a new full featured Chapter website, our own Chapter hanger, and a fantastic Tool Crib. This is so because of the many years of quality leadership that has served our Chapter

We Need You!

In November we will elect new Chapter Officers who will serve for one year. These officers will serve the Chapter as it's: President, Vice-President, Secretary and Treasurer. If you would like to serve as an officer of EAA Chapter 35, please advise our 2021 Nominating Committee through Ian Heritch at: iheritch@gmail.com or 210-421-1295



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Ad Expires Oct 2021



Falcon, Kit Plane. recently completed 100%. Ready to fly, plane has many extra's with a Bombardier Rotax engine Type 277. with very little engine time. .Need hangar room to bring home my Citabria. \$8500.00 obo. call David Ducharme 210-380-6942 for more information, pics or to schedule a time to see it at San Geronimo Airpark. **Ad Expires Oct 2021**



**To post a classified—contact the editor at
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- 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!!
- You must contact the editor by e-mail or phone to extend your ad beyond the expiration date

NEW MEMBERS!

By Ronald O'Dea

Welcome!

1. Donnell and June Dalesandro; The Dalesandro's live in San Antonio and he is the Demonstration Pilot for Texas Aircraft in Hondo, TX. He has Commercial, Instrument, MultiEngine, CFI, CFII ratings and is a retired Combat Medic. He will be participating in the Young Eagle Flights. You may contact Donnell at: Donl.Dalesandro@gmail.com
2. Christopher and Molly Spradleg; Chris is from San Antonio, is a student pilot and is in the Civil Air Patrol You may contact Chris at: Chris.Spradley@gmail.com
3. Benjamin and Laura Bott; Benjamin is from Garden Ridge, was an USAF RF-4C WSO and Navigator Instructor and is now employed with UPS as a Captain on B-757/767 aircraft. Additionally, Ben has an RV12 SLSA and is building an RV14A! You may contact Ben at: bbott2233@gmail.com

4.R. David and Robin Ducharme; David is from San Antonio, is self employed and is currently restoring a Citabria. You may contact David at: R.Davidnsa@gmail.com

5. Rebecca Southard; Rebecca is a Master Sgt in the USAF having spent the last 21 years maintaining Fighters, Bombers, and C-130's. Additionally, she has volunteered to Chair the Chapter 35 Young Eagles Program! She is looking for pilots and ground support folks. You may contact Rebecca at: C130enginechick@gmail.com

6.Christopher Goth and Lisa Uribe; Christopher is from San Antonio, is a Private Pilot, an A&P with IA, and owns a C-150B! You may contact Christopher at: Christopher.Goth@yahoo.com

7. Thomas and Jennifer Kyler; Thomas is from San Antonio, He is self employed in aircraft design, engineering, and a mechanic. He has been employed in Flight Simulator software development! You may contact Thomas at: tkyler@satx.rr.com.



SEPTEMBER MYSTERY PLANE REVEALED!

DOUG APSEY

Congratulations to David Baker for correctly identifying the September mystery airplane as the Fairchild F-11 Husky. The Husky was built by Fairchild Aircraft Ltd of Canada and first flew on 14 June, 1946. It was designed primarily as a bush plane to replace the pre-WWII bush planes such as the Noorduyn Norseman. The Husky incorporated several features that were suggested by bush pilots

such as the rear fuselage door with a loading ramp as well as side doors. Its large cabin could be configured to carry either eight passengers or, with the seats removed, a fair amount of cargo. The upswept rear fuselage, rear door and large cargo area made loading relatively easy compared to other bush planes with only side cargo doors. The Husky could easily accommodate an eighteen foot canoe in its cargo area while most other bush planes of that era required that the canoe be tied to the float struts outside of the airplane.

The Husky used a high aspect ratio wing and slotted flaps giving it STOL performance. The fuselage and empennage were all metal but the wings were fabric behind the main spar. Control surfaces were fabric covered as well and the rudder and elevators were interchangeable. It was powered by a 450 hp Pratt & Whitney Wasp Jr radial engine. Maximum speed was 138 mph while normal cruise speed was around 121 mph. It had a stall speed of 58 mph. Empty weight was 4540 lbs and gross weight was 6300 lbs. Most Huskys were operated on either skis or floats.

While a promising design, the Husky was underpowered with the P&W Wasp Jr engine. Bush pilots could easily overload the airplane if not careful. Fairchild looked at options for a larger engine but had difficulty finding a suitable power plant with increased horsepower. By 1948, Fairchild was in financial trouble and eventually went bankrupt. The bankruptcy of the company along with stiff



Mediastorehouse.com



competition from the de Havilland Beaver meant the end of the Fairchild F-11 Husky. Production ended in 1950 with only 12 Huskys being built. Six airframes (one source says 4) were upgraded to the F-11-2 Super Husky in the early 1950's by replacing the P&W Wasp Jr with a 550 hp Alvis Leonides radial engine which significantly improved performance.

Several Huskys were still actively flying into the 1980's although none are known to be still airworthy today. The Western Canada Aviation Museum, Manitoba and the Canadian Bushplane Heritage Centre in Sault Ste Marie, Ontario have restored examples in their collections.

Sources for this article include:

https://en.wikipedia.org/wiki/Fairchild_F-11_Husky

<https://www.bushplane.com/bushplanes/bushplanes-husky/>



NAME THE PLANE


DOUG APSEY

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

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



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

2021		EAA Chapter 35 Activities Calendar	
OCTOBER		9 15	0900 FLY-IN BREAKFAST 6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movie Night
NOVEMBER		13 19	11:30 <u>Annual Membership Meeting</u> and Chili Cookoff 6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 Movie night
DECEMBER		11 17	<u>CHRISTMAS PARTY</u> - 11:00 Social Hour; 12:00 Lunch (Catered—see newsletter for details) Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details) 6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 pm Movie Night



Young Eagles Rally

Located at: San Geronimo Airpark - Need Pilots and Ground Crew!

When: October 23, 2021 09:00 a.m. - 11:00 a.m.
(weather permitting)

Contact 507.210.0504, YoungEagles@eaa35.org <https://youngeaglesday.org/>

Upcoming Events:

- Oct 1-3 Ranger Antique Airfield Campout and Airshow
- Oct 15-16 Hill Country Hammerfest (IAC) International Aerobatic Club— Llano KAQO
- Oct 22-24 REKLAW—Flying M Ranch
- November 13—Sweetwater WASP Memorial flyout. KSWW

EAA Chapter 35 Leadership



Officers

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Secretary	Paul Wurster	(530) 933-8264	secretary@eaa35.org
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Member At Large	Andrea McGilvray	210-413-7392	cowgirlcapital@att.net
Member At Large (en lieu of PP)	Kris Kelly	210-621-5405	krisikekelly@att.net
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Newsletter Editor	Andrea McGilvray	210-413-7392	eaa35news@gmail.com
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VMC	Matt Van DeWalle		eaa35vmclub@gmail.com
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Young Eagles	Brian Smith	210-693-9816	youngeagles@eaa35.org
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Membership	Ron O'Dea	210-488-5088	members@eaa35.org
Webmaster	Ian Heritch	210-421-1295	webmaster@gmail.com
Safety Officer	Ron O'Dea	210-488-5088	r2av8r@gmail.com
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Builder's Coordinator	Kris "IKE" Kelly	210-621-5405	krisikekelly@att.net

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

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Technical Counselors	Nick Leonard	830-765-7481	ohlson38@gmail.com
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Pd Thru Dec 2021



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By RICHARD VINAS

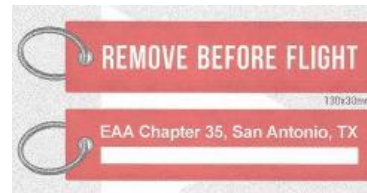
By the time the August meeting rolls around, a few more people will be wearing bona fide Chapter 35 shirts! The year is flying by (no pun intended) and there are still plenty of products for wearing around, protecting your clothes while you are cooking, protecting and cleaning your airplane, and impressing your non-flying friends. The July meeting was great fun and by now, many of you are at or have just returned from Airventure 2021. There are only a few days left before the August meeting, so come prepared for fun and fellowship. And as always, let me know if you have any ideas for products you think we might put in the Country Store that would be in demand by the members of the Chapter. See you all

soon!

Rick Vinas



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



TEXAS FLAG POLO SHIRTS	Sold Out - If you want one, let me know!	\$39.00
TEXAS FLAG FISHING SHIRT	One Medium- Men's	\$46.00
YELLOW POLO SHIRTS	One Small	\$31.00
	One Medium	
YELLOW FISHING SHIRT	ONE Small Men's	\$40.00
KHAKI FISHING SHIRTS	ONE MEDIUM	
	ONE LARGE	
TEXAS FLAG APRONS	3 left	\$26.00
Additional Items available		
BASEBALL CAPS (with logo)	SIX NEW ONES	\$12.00
CHAPTER 35 DUFFLE BAGS	Only 2 left	\$31.00
COFFEE MUGS	EIGHT	\$7.00
REMOVE BEFORE FLIGHT KEY TAGS	Plenty	\$5.00
KOOZIES	Plenty	\$4.00
BUMBER STICKERS, DECALS AND PATCHES	Lots of them	\$1.00 - \$3.00
ALUMINUM WHEEL CHOCKS	3 Double sets	\$40.00
WASH WAX PRODUCTS	Limited supply	\$8.00 & up

ALL You Need to Keep it Looking New!

Water-Based, Non-Corrosive, Alcohol & Ammonia Free. Meets Boeing Aircraft Spec. D6-17487P & D6-7127M



Wash Wax ALL
All purpose cleaner/wax that you can safely use on everything you clean. Leaves an anti-static protective coating on aircraft, cars, boats, motorcycles, and RVs. Lifts dirt without scratching.
Spray On - Wipe Dry



Wash Wax ALL Degreaser
All purpose Degreaser/wax that you can safely use for those tough, greasy, oily cleaning jobs such as, aircraft engine and exhaust areas, landing gear, car wheels and tires, boat transom and water line. Removes dirt and black streaks without scratching.
Spray On - Wipe Dry



Belly Wash
The quickest and easiest way to clean the dirtiest aircraft bellies, engine areas, and landing gear. Safely removes grease, oil, hydraulic fluid, and exhaust soot without scratching the surface.
Spray On - Wipe Dry



PlexALL
leaves an anti-static protective coating on all aircraft windows, both plastic and heated glass. Plex ALL is also safe to use on cockpit instruments and displays.
Spray On - Wipe Dry

NEW

Waterless Wash Wax Mop - Faster, Easier, Safer.

NEW

The only mop with two sides, one wet and one dry. Now you can waterless wash and wax with the reach and leverage of an extension pole. This allows you to clean a much larger area faster and with less effort, while also eliminating the safety hazards associated with

constantly climbing and moving a ladder. Our customers report time savings of up to 50% over waterless hand application.



Aero Scrubber
Soft, non-scratching, long-lasting, reusable scrubber pad. Use with Wash Wax ALL for removing bugs from leading edges and for tough cleaning jobs such as aircraft bellies and engine areas.



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



AeroDiaper
Soft, absorbent, lint-free, 100% cotton 1-ply diaper for all your cleaning and polishing needs.



NEW

Waterless Wash Wax Mop Starter Kit
All you need to get started with the new Wash Wax Mop.



Starter Kit
All you need to get started with Wash Wax ALL.



Leather/Vinyl Kit
All you need to clean, restore and protect leather and vinyl in one kit.



Cabin Cleaner
Cleans and removes beverage spills and stains from carpets, seats, tray tables, side panels, cockpit, and galleys.



SafeSolv
All purpose citrus solvent. Removes tar, oil, hydraulic fluid, adhesives, and gum. A safe, effective, alternative to toxic chemicals that is safe to use on paint, plastic, glass, bare metal, carpet, and seats.



Leather Soap
Safely and gently cleans leather and vinyl. Removes dirt, grime, body oils, and lotions.



Leather Care
Restores, moisturizes, conditions, and protects leather and vinyl. Repels dust and dirt without leaving oily residue. Provides long lasting protection.



Rubber Care
Easy to use water-based rubber and de-ice boot care product. Restores and protects rubber, giving that new semi-gloss look, without leaving an oily residue. Excellent on weather stripping, tires or any rubber or plastic item.



Water Spot Remover
Quick, easy, safe way to remove hard water spots from paint, plastic, vinyl, clear coat, gel-coat, bare metal, and other hard surfaces. Use Wash Wax ALL to prevent hard water spots.



PolishALL
Easy-on, easy-off liquid polish. Removes oxidation and fine scratches from paint, plastic, aluminum, silver, and other metals. Can be used by hand or with power polisher.



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



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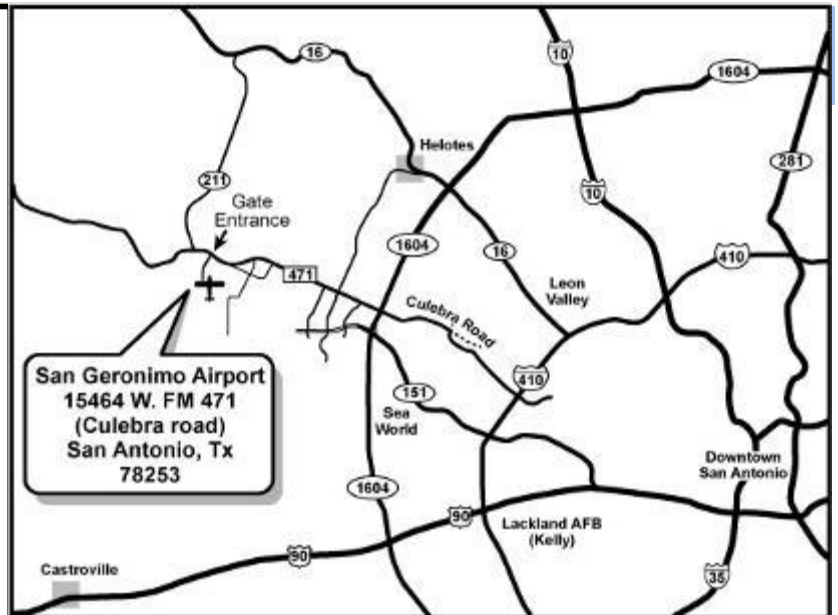
Sold By: THE EAA CHAPTER 35 COUNTRY STORE

NEXT EVENT

9 October

Chapter 35 Clubhouse

8T8 (San Geronimo Airpark)



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

For over 60 years Chapter 35 has represented aviators of creativity who share a passion for flying. Come join us!

[Click Here for Link to 8T8 on AirNav.com](#)

Ron O'Dea, Membership Chairman
15464 FM 471 W., #14
San Antonio, TX 78253

Paste Address Label Here

Runway 35—The Official Newsletter of EAA Chapter 35, San Antonio, Texas
www.eaa35.org & www.facebook.com/ea35/

EAA Chapter 35 Data Information Sheet

Date: _____ Check #: _____ (make check payable to EAA Chapter 35) Cash: \$ _____ Chap 35 Life Member?
(National EAA Membership Required – to join or renew call 1.800.564.6322, please mention Chapter 35)
*****PLEASE PRINT CLEARLY*****

Please complete all of the applicable blanks below. Dues for new members are pro-rated the first year you join based on the number of months left in the current year. Annual dues for regular members are \$24.00 and must be paid NLT the February meeting of the current year. (Hand to/or mail to: Ron O'Dea, Membership Chairman EAA Chapter 35, 15464 FM 471 W #14, San Antonio, TX 78253 - Phone: 210.488.5088, e-mail: r2av8r@gmail.com)

NAME _____ SPOUSE NAME _____

ADDRESS _____ CITY _____ STATE _____ ZIP+4 _____

HOME PHONE _____ BUSINESS PHONE _____ CELL _____

FAX _____ E-MAIL _____ NATIONAL EAA # _____

Do you have a particular area of interest or Hobby? (USE BACK IF NECESSARY) _____

Type of employment (optional) i.e. Retired, Student, etc. _____

Previous employment aviation related: _____

Military experience: _____

We are a volunteer organization! Please review the following and check areas you would be willing to help with:

How did you learn about Chapter 35? _____

Aircraft currently building: _____ Status: _____

Aircraft currently restoring: _____ Status: _____

Aircraft you have built or restored in the past: _____

Aircraft you own: _____ Aircraft you fly: _____

Pilot certificates (please check): A – Private ; B – commercial ; C – Instruments ; D – Multi-engine ; E – ATP ;

F – Seaplane ; G – Helicopter ; H – CFI ; I – CFII ; J – Ultralight ; K – Student ; L – Ready to start ; M – Glider ;

N – Ground School Instructor ; O – Light Sport ;

Aircraft Maintenance Skills (please check): 1 – A&P ; 2 – IA ; 3 – Sheet metal ; 4 – Dope & fabric ; 5 – Composites ;

6 – Welding ; 7 – Wood ; 8 – Electrical ; 9 – Engine maintenance ; 10 – Avionics ; 11 – Auto Engines ; 12- FAA Certified

Light Sport Repairman with Maintenance Rating for Aircraft

Other talents: _____

Most interesting/unusual aircraft you've been associated with (use back if necessary): _____

OFFICE USE ONLY

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