



FIRST FLIGHT—LT. BENJAMIN FOULOIS—PART 1

July 2017

Volume 59 Issue 7

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This is the first installment of a multipart historical examination of the origin of military flight—here in San Antonio. This was prepared and presented by Col (ret) Jim Humphries.

James Humphries Jr, Col, USAF (Ret)

A remarkable man came to San Antonio late in the year 1909 to accomplish aviation first that this city celebrated recently. He was ordered to make the first flight of an Army airplane, piloted by an Army officer, and do that right here on the parade ground at Fort Sam

Houston on March 2, 1910. The man was Army Lieutenant Benjamin D. Foulois. His airplane was "Old Number One," a Model 1909 Wright Type-A biplane with twin counter-rotating, pusher pro-

pellors. The airplane had no wheels. Instead it sat on skids not unlike Santa's sleigh. On that March morning, the airplane was balanced on a fifty-foot-long, wooden launching rail, laid out along the grass pointed directly into the light, 8 miles-per-hour breeze.

This was not a sideshow to set a record that Lt.

Foulois was to be the first Army pilot to fly an Army airplane. That was incidental to the fact that he was ordered to be the test pilot on the first airplane the Army (and the United States)

owned. He would lead the development of uses and tactics for a military airplane. His flight did, however, set a record first. Indeed, Benny Foulois was the first

(Continued on page 4)



Wright Model 1909 Type-A Flyer. Painting by Keith Ferris



Next Event
JULY 9

FLY-IN BREAKFAST

**EAA Chapter 35
Clubhouse**

9:00-12:00 am

Runway 35 is published monthly
by EAA chapter 35.

Publisher:
Editor: Chuck Fisher
eaa35news@gmail.com

Next Event!

JULY 8 FLY-IN BREAKFAST EVENT

Chef, Prep Cooks, Servers Needed

EAA Chapter 35 Clubhouse

9:00-12:00 am

PRESIDENTS COCKPIT



Kudos to Phil and Susan Vaneau and their team of volunteers for making the Stinson Young Eagles Rally a great success. The date was pushed a week for weather, and the weather was dodgy with low ceilings for the rain date. In spite of these setbacks, the team pulled it together and flew 32 young eagles on the flight of a lifetime. On returning, one young man had serious questions about aviation careers and how he might pursue a scholarship. Two brothers marveled at the experience as one described the other taking the controls to fly an aircraft for the first time. We were blessed to have the support of fellow aviation enthusiasts like Lena, from the San Antonio chapter of Women in Aviation.

A special thank you to all the members who participated in our annual member picnic. The runway was lined with aircraft for this event – over a thousand feet of flying machines of every shape and size – even a Rotorway helicopter. The event was well attended with 59 members and guests enjoying hamburgers, hotdogs, borracho beans, green beans, and outstanding desserts. The facilities team and volunteers went all out this time. The ice cream was presented on dry ice, the cake was simply amazing. There were cobblers...did I mention dessert? Ron O'Dea reports that eight new members joined our ranks on Saturday during the picnic. Chapter 35 is a vibrant and growing chapter!

And we had some trailblazers. Roxanne Beavers recommended we try something new – arts and crafts to go along with the picnic. Mary Ann Schlattman led with her exquisite and eminently affordable bead jewelry. Lew Mason revealed his artistic flair with his aviation-inspired watercolor paintings. I think we have other artisans in Chapter 35, so I look forward to next year's event.

Thank you also to Janet Paduh for her donation of a very capable riding lawnmower. If you liked the new-mown grass on Saturday, we have Janet to thank for that.

Gary Stamper, from the San Antonio Flight District Standards Office, arrived early and briefed pilots in a circle under the oak tree. He apologized for the informal briefing and the timing, but did take a moment to praise Chapter 35 for our programs, having our heads in the game when it comes to safety and for our exceptional relationship with the FSDO. He announced he's retiring soon. I trust this means he'll have more time to join us as a new member of Chapter 35. Gary left presentation materials with our FAA's Team member and chapter safety representative, Ron O'Dea. We're looking forward to reviewing some of this safety information during upcoming meetings.

We've gotten a number of inquiries from parents and teachers, asking about EAA Chapter 35, and our educational outreach. Science and technology seem to be enjoying a rebirth in our local school districts. With new schools opening all over the city, and especially on the west side, I'll be looking to chapter members to see who might want to present at local schools or help mentor young men and women as they explore a future in aviation.

Which brings me to two of our newest members, Joe and Linda Roberts. Joe and Linda are heading up a church outreach program to build a Van's RV-12 at the Hallmark Institute on San Antonio International. They're looking for volunteers to help mentor these young adults as they lay hands on tools and build an RV-12 stage by stage. If you're interested in helping, let me or Ron O'Dea know. As new members their contact information may not yet appear in the chapter membership directory, but they sure want to hear from you!

It's an honor and a privilege to serve as President of EAA Chapter 35. If you enjoy giving back to your community, won't you consider volunteering your time and talent? Chapter 35 is still seeking a leader to champion our nascent, self-organizing grounds maintenance crew. The local schools are looking for your talent, your skills and your knowledge as they present science, technology, engineering and math career possibilities to our next generation. Do you see a need that isn't being met? Let me know! I really look forward to hearing from you.

Until we meet again, fly safe and have fun doing it. (remember...drones)



MEMBERSHIP

Please welcome:

Pat and Lisa Boone. Pat lives in San Antonio, and is with the Kelly ANG. He is a Commercial Pilot with Single and Multi-Engine ratings, owns a Ran 7, and flies a Silver Eagle. You may contact Pat trigger@satx.rr.com

Joseph and Linda Roberts Joseph lives in San Antonio, is a retired Air Traffic Controller and an A&P Mechanic. You may contact Joe at joertexas@earthlink.net

Alan Graf We are welcoming Alan back to Chapter 35! He is now a self employed, semiretired business owner. He was the Chief Pilot for All American Aviation and an Flight Instructor at Kelly AFB. Alan is a Commercial Rate Pilot with CFI, CFII, Instrument and Multi-Engine ratings. You may contact Alan at casadri@phil45.com

Darold Carpenter Darold lives in San Antonio He is retired USAF and ran the Aero Clubs. You may contact Darold at Daroldcarpenter0079@yahoo.com

Humberto and Denisse Vivanco Humberto resides in Uvalde, TX and is the Sales Manager for Lancair International! Humberto is also a Commercial pilot who flies a C-172, J3, and Waco VNF-5. Additionally, he has invited chapter 35 members to visit the Lancair facilities at any time. No advanced call required. Just show up and they'll you around! He is also volunteering to participate in our Young Eagles Program. You may contact Humberto at 210-835-6381 or humberto@lancair.com

Joshua Johnson Joshua resides in Uvalde, TX and is the Piston Aircraft MRO Manager for Lancair International! He is an A&P and IA. He extends his invitation to visit and have a tour of the Lancair facilities also. You may contact Joshua at 816-678-3037 or joshua@lancair.com

CHAPTER BULLETIN BOARD



Going to OSHKOSH? Please drop a line to ea35news@gmail.com with a good TEXT number so we can contact all the chapter members. We'll plan on a group photo, and perhaps can get together for dinner. See you there!!

Remember
ADS-B \$500 rebate ends Sept 18. ! Re-claim some of your taxes—Git 'er done!

July Menu

First, I would like to thank everyone that brought sides and deserts for our June picnic. Everything was delicious.

I was very pleased to see so many people at our picnic. I believe the count was 59. I would like to thank each of you for coming out to enjoy our picnic. I hope you all did because I certainly enjoyed serving you all.



In July, We will be hosting an

all you can eat fly in pancake breakfast.

Servers, helpers and breakfast sides are always appreciated!

Hope to see you all there.

Freda

PUNCH LINES

THANK YOU FOR CONTACTING YOUR NEW PRIVATIZED AIR TRAFFIC CONTROL.

FOR INCREASED EFFICIENCY WE'VE OUTSOURCED LANDING OPERATIONS TO OUR CALL CENTER IN BANGLADESH.

TO ENSURE QUALITY YOUR LANDING MAY BE RECORDED...

Hangar Space Available

Building a Project? Assembling a kit?

Chapter 35 has a First-Class building space wⁱll be available for a nominal fee. You are not li^ke to find a fully equipped wide access hangar anyw^here in the San Antonio area. First to contact Lew M^o... 210-688-9072 lewnan@sbcglobal.net gets it—hurry.

YOUR Articles Needed

This Newsletter is YOUR newsletter. I put the articles in it, but **you** have to write 'em! Your chapter needs YOUR contributions. Please share your experiences, skills and wisdom, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author—send me your words, I'll buff up the grammar if needed. Send input to: ea35news@gmail.com

FOULOIS—PART 1 (CONTINUED)

(Continued from page 1)

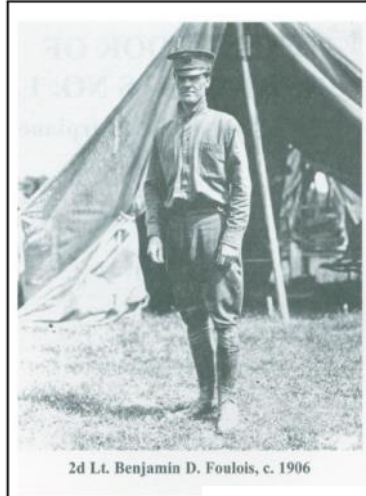
Army pilot to fly an Army-owned airplane. But what makes the story so unusual is the fact that Lt. Foulois was not yet a qualified pilot!

Visualize his airplane positioned on its launching rail on the grass of the parade ground, a lovely, fragile, great white bird poised to fly. Lt. Foulois was in the pilot's seat with the little twenty-five horsepower engine loudly revved up for takeoff. The twin propellers were blowing dust back past the catapult tower that would launch the plane. But one element was quite out-of-the-ordinary. The pilot was not fully-trained to fly this unique airplane. In fact the pilot was not officially a pilot! None-the-less, his orders were to fly the airplane, and he was ready to go.

Benny looked around at hundreds of cavalry troops along the edges of the parade ground watching his death-defying flight. He was ready to launch, but you can be sure he only he could pull this off successfully. A catastrophe couldn't have been far from his mind, for he told us later what he was thinking,

"This airplane had already killed one man. Lt. Thomas Selfridge was the first man to die in a plane crash. The smash-up during the Fort Myer test had also severely injured Orville Wright. But for this accident, my friend Tom would probably have been the first military aviator to fly a military airplane. Now, in the same machine, modified and re-built, I was to have the distinction."

When he had assured himself that the wings were level, he signaled with arms outstretched that he was ready to fly. And, with both hands back on the control levers, he fired the catapult. The Wright Flyer shot along the rail and lifted into the air – his first-ever take-off. He climbed above the trees, and turned back to circle the crowded field. Around and around he flew as the soldiers followed his every move. But soon, as Foulois flew, he remembered what Wilbur Wright had told him on the single instruction flight he had received the previous year. "Coming down is the most critical part of flying." His first flight would last just seven minutes. But Foulois was elated. He wrote, "Soaring above soldiers, tents, horses, I discovered my natural element, the sky."



2d Lt. Benjamin D. Foulois, c. 1906



Ground crew placing the plane on the rail

The poet, Gill Robb Wilson, wrote, "The man's the thing. If he be right, the sky cannot be wrong." Somewhat later in his flying career, not worrying about making his first landing, Foulois wrote, "I had learned to love the smell of airplanes, the blast of wind in my face, and the exhilaration that only flying can give a man." But that special morning, as he was beginning his round-out on short final approach, just as he cut the engine, an old doctor drove his [Model T Ford] "Flivver" directly across his path. A collision was imminent. But instinctively, Foulois pulled back on the stick, zooming just above the automobile, and, with his last bit of flying speed, slid to a stop on the parade ground. He wrote, "Friends, curiosity seekers, even cavalrymen, rushed onto the field to congratulate me. Inasmuch as I could walk away from it, I could not help but agree with them that I

had executed a 'splendid landing.'"

You've gotta love a man like that! As the day went on, Foulois, buoyed by his success, made three other flights. He wrote that the last one ended disastrously, damaging the airplane. But he wrote, "I had executed my first takeoff, my first solo,

my first landing and my first crash on the same day!" He loved to tell that story. He would embellish it by announcing that he went on to learn to fly by correspondence. He would attempt a flight, crash and damage the airplane. Then, while the airplane was being repaired, he would write the Wright brothers about what had happened, and they would kindly respond with sage advice. Then he'd go try again with what he'd learned. Try to imagine learning to ride a bicycle by correspondence, and you'll have an inkling of what Foulois was up against that morning!

I had the pleasure of hearing retired Major General Benny Foulois tell this tale at a dining-in fifty years after his historic first flight at Fort Sam Houston, and nearly sixty years ago. General Foulois, near the end of his long life, was living in retirement at Andrews AFB, Maryland. Coming out of years of obscurity, he was making the rounds of Air Force bases telling his fascinating life story. I was a young lieutenant when he came to our base to give his delightful

(Continued on page 5)

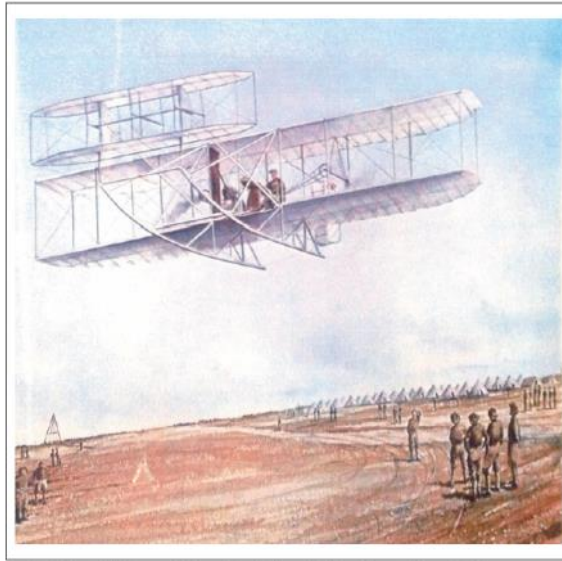
FOULOIS—PART 1 (CONTINUED)

(Continued from page 4)

presentation. When introduced by the wing commander, he asked how much time he had to tell his story. When told that he had an hour, he laughed and said, "Well, in an hour I can only take you up to 1910!" We laughed, not knowing at the time how much he had done in the years before and after his historic flight. The general finished his career as Chief of the Air Corps just prior to World War II. I had a similar challenge at the 107th celebration, trying to tell his story in just over twenty-two minutes! Afterwards, one man told me, "Well, you busted that!" The difficulty, as those who have given this talk before can attest, is deciding what parts of this extraordinary account to leave unsaid.

You might wonder why Lt. Foulois was not qualified as a trained pilot. And you could wonder what commander in his right mind would be responsible for issuing an order for an untrained officer to fly the country's one-and-only airplane. Let me go back a bit and answer those questions.

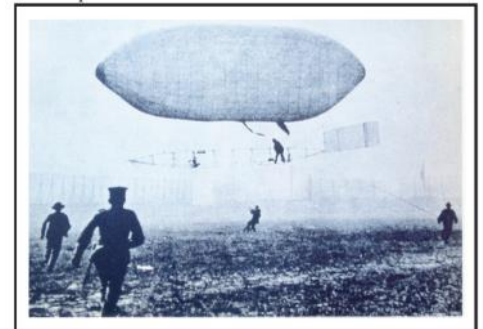
The U.S. Army, in the first decade of the 1900's was enamored with the first generation of dirigible balloons, meaning steerable, elongated, sausage-like, hydrogen-filled balloons with an engine and control surfaces suspended below. These were crude craft, not elegant like the magnificent, rigid Zeppelins of a later era. The U.S. Army Signal Corps had established an Aeronautical Division to evaluate these primitive "gas bags," to use Foulois' words. Flight testing and pilot training were conducted at Fort Myer, Virginia, near D.C. Several airmen whose names are familiar had qualified as dirigible pilots by 1907. Included was none other than Lt. Benny Foulois, along with Lt. Thomas Selfridge, and Frank P. Lahm. Foulois qualified for dirigible license No. 1, though his affection for flying "gas bags" was one hundred percent transferred to the Wright airplane on first sight. And this was the first airplane Foulois had ever seen. At the time, Army



Foulois' first flight would have looked much like this artist's painting.

They didn't even include it in the annual budget.

The Signal Corps solicited contracts in 1907 and '08 with a request for proposals for another medium-sized dirigible balloon and a single "aeroplane." At the time, the War Department scarcely believed that the airplane was a practical reality. And besides, there was no money in the budget to buy one! Guess who paid for the first Army airplane? In the absence of normal funding, President Teddy Roosevelt, who had let it be known that he wanted to fly as a passenger in the Wright plane, agreed to dip into special presidential funds to pay the acquisition cost.



A dirigible (steerable airship) about 1907. A "gas bag!"

The Wrights submitted a proposal on December 23, 1907, for "an

(Continued on page 6)

GOING TO OSHKOSH?

This is our chapter's 60'th year. If you are going to AirVenture this year, and we hope you will, please send an e-mail to the editor at ea35news@gmail.com with a good phone number and e-mail to contact you. We will plan to rendezvous for at least a group photo if not a few....mmm....beverages.

FOULOIS—PART 1 (CONTINUED)

(Continued from page 5)

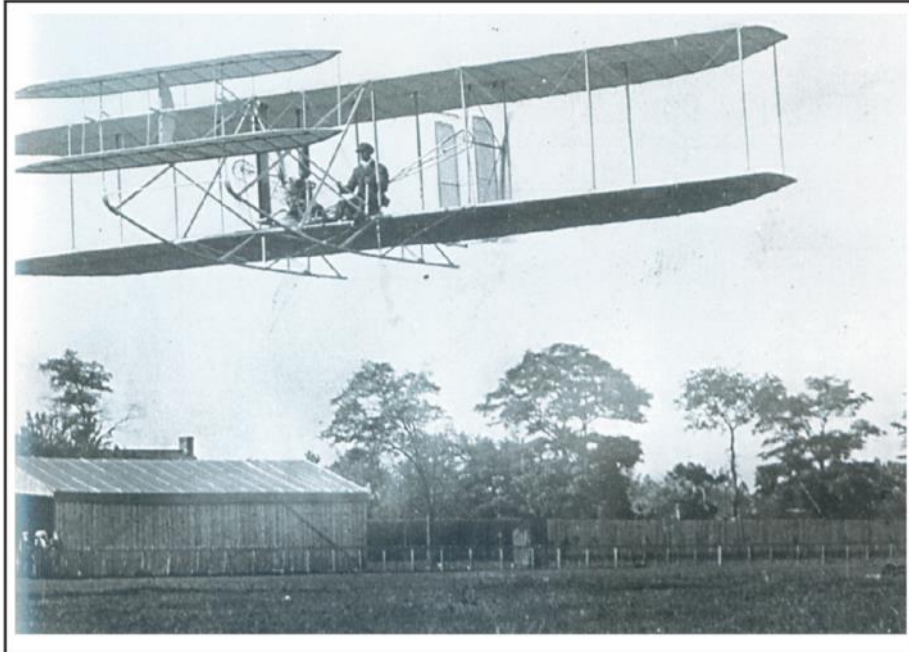
aeroplane capable of carrying two occupants" at a speed of 40 miles per hour, to remain aloft for at least one hour, land without damage, and be capable of dismounting and loading on an Army wagon to be transported." Finally, they promised that the machine would "permit an intelligent man to become proficient in its use within a reasonable length of time."

The Model 1908 Type-A biplane, with double canard elevators out in front, intentionally destabilizing in pitch, was presented to the Army for acceptance testing that same year [1908]. The Wrights had replaced the prone position of the pilot, used on their 1903 prototype, with two seats, side-by-side, on the leading edge of the lower wing.

The airplane was fitted with skids for takeoff and landing. Takeoffs from level ground required a catapult to achieve flying speed. The catapult and wooden rail were always laboriously aligned directly into the wind during the trials. The airplane was lifted onto a wheeled platform that would roll easily along the rail as the plane accelerated.

Benny Foulois, with a burning desire to fly the Army airplane, set his hopes on being the first Army pilot to fly it. He made his way over to the airplane trials at Ft. Myer, Virginia. He was attracted to the Wrights as he watched them prepare their airplane for flight. He offered to help them with assembly, maintenance and repair of the plane. When he questioned Wilbur Wright about flying, Wilbur told him, "There are no books worth reading on the subject of flying.

You get your hands on that machine over there if you really want to learn about it."



The Model 1908 Wright Flyer at Ft. Myer, Virginia. The first, the only, and the most beautiful airplane Benny Foulois had ever seen.



The crash that killed Lt. Thomas Selfridge and seriously injured Orville Wright.

Foulois leaped at the opportunity, and told us, "I was delighted. I donned my coveralls, stuck a pair of pliers, a screw driver, cotton waste, and a bar of soap in my pockets as I had done before, and got to work!" [He was being facetious, quoting Glenn Curtiss who let him help with the engine on the dirigible balloon. Curtiss told him to come ready to get his hands dirty, and gave him the same list of essential items to bring, which Foulois quoted verbatim.]

Acceptance trials of the Wright airplane began at Ft. Myer in the fall of 1908. On September 9th, Orville flew Lt. Frank P. Lahm, and circled the field 6 1/2 times. On September 12th, he flew Major George O. Squier, president of the Army board to evaluate and accept or reject the airplane. But then, on September 17, 1908, tragedy struck. A fractured propeller severely damaged and broke loose the tail structure, and led to a nose dive into the ground, killing Lt. Thomas Selfridge and seriously injuring Orville Wright, who was piloting the craft. Lt. Selfridge, a 26-year-old

West Point graduate, had volunteered to fly as an observer with Orville on that fateful flight. He held the best chance of being the first military man to fly an airplane.

(To be continued next issue)



SAFETY NOTES & NOTAMS

CARELESS OR RECKLESS OPERATION



I just caught this article in the AOPA E-Briefs. Thought you might find this interesting because Kathy Yodice points a general gray area that might get someone in trouble. It's also a good wakeup call that we need to pay attention to what we're doing up there and just be safe!

So, Keep Your Brain In The Game! (be safe out there)

Ron O'Dea; Chapter Safety Officer

June 1, 2017 By Kathy Yodice

It's hard to imagine that with all the regulations that have been on the books for so many years that the FAA missed covering any part of a pilot's behavior in operating an aircraft safely.

The FAA has been quite thorough. But, still, they could not cover every circumstance. That is the reason for the FAA's regulation that prohibits, generally, a pilot from operating an aircraft in a careless or reckless manner so as to endanger the life or property of another, whether on the ground or in the air. In the regulations, 14 CFR 91.13 is a catchall provision that can serve as a basis for an FAA enforcement action, independent of any specific regulation.

So, what could possibly be an example of a pilot's operation of an aircraft that is not already covered in the regulations, at least in some measure? Let's examine a gear-up landing. There is nothing in the regulations that requires an aircraft to be landed with the gear down, and there is nothing in the regulations that prohibits the aircraft from being landed with the gear up. But, the FAA and the NTSB have pointed to the inherent danger in failing to lower the



gear as supporting a regulatory violation and warranting a suspension of a pilot's certificate: "Landing an aircraft with the landing gear retracted clearly creates the potential for injury, death or significant property damage, not only to the aircraft and those aboard it, but to those persons or property that are, or reasonably could have been, in the vicinity of the runway."

The presence of actual danger is not required to be shown, but rather the potential for danger is enough to satisfy the FAA's burden of proving a violation. Of course, a mechanical malfunction or an emergency situation that results in a gear-up landing can be a valid defense to any FAA charge of carelessness or recklessness. But, neglecting to extend the gear because of inattention or distraction can subject you to FAA charges of a regulatory violation.

While there are a few of these cases on the books, our experience has shown that the FAA does not usually choose to take enforcement action in these situations, choosing instead to handle the matter administratively with a reexamination request or remedial training in order to be sure the pilot has the proper procedures in place to prevent a recurrence. Presumably, the FAA also recognizes that the agony a pilot goes through in the aftermath of a gear-up landing is also enough to prevent a recurrence.

FAA expects pilots to exercise appropriate judgment and skill in the operation of their aircraft apart from any specific regulatory requirement. That's why it's important to keep in mind our regulatory obligation to guard against careless or reckless conduct.



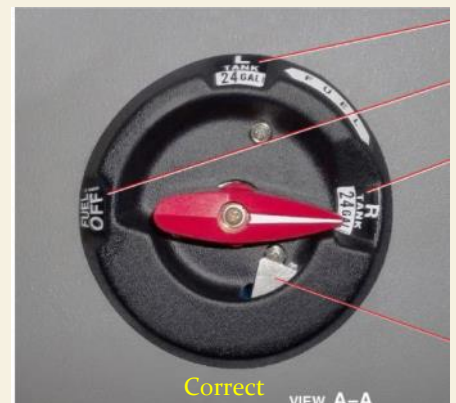
[SAIB Stresses Inspection of Cessna Main Landing Gear Actuator Assembly](#)

On June 9, 2017, the FAA issued a Special Airworthiness Information Bulletin (SAIB) for Cessna Models 172RG, R182, TR182, FR182, and all variants of 210/T210/P210-series airplanes with the exception of the Models 210 and 210A airplanes. The SAIB emphasizes the importance of inspecting main landing gear actuator assemblies for cracks following Textron Aviation Inc. supplemental inspection documents (SIDs)

applicable to each model to prevent gear extension and retraction malfunctions. To view the SAIB and all related SIDs, go to <https://go.usa.gov/xNVE7>.

[Reversed fuel selector placards prompt FAA concern](#)

The Federal Aviation Administration sent AOPA an airworthiness concern sheet to notify operators of all Piper PA-28 single-engine airplanes that it has received a report of a fuel selector cover with the left and right fuel tank placards reversed. [Click Here for More](#)



THE BUILDER'S CORNER

Reduction of Hazardous Substances and Equipment Lists

Mark Julicher

Restriction of Hazardous Substances (RoHS)

Directive 2002/95/EC was enacted by the European Union in 2002. Initially the directive restricted the use of six substances in products entering the EU. Subsequently the list was expanded to ten substances: Lead, Mercury, Cadmium, Hexavalent Chromium, Polybrominated Biphenyl's, Polybrominated Diphenyl Esters, Bis(2-Ethylhexyl) Phthalate, Dibutyl Phthalate, and Diisobutyl Phthalate.

No, I can't pronounce them either.

These chemicals are mostly associated with the electronics industry, but look closely at the first four substances. We homebuilders are known to have these on hand and most of us do not know the associated hazards. So let's think about these for a minute.

Lead. Most of us know that lead is serious business if ingested. Lead was long ago removed from nearly all paint in the USA. Lead has been removed from plumbing solder. But we airplane enthusiasts still handle lead as control counter weights and electrical solder. Battery terminals are often made of lead too. Wear gloves or wash your hands to minimize lead exposure, and for goodness sakes don't hold a length of solder in your mouth when you need an extra clamp during soldering operations.

Mercury. Mercury is a very hazardous heavy metal. Remember using Merthiolate or Mercurochrome on your skinned knee? My Oh My did that sting! Iodine, by comparison, was a walk in the park. But you rarely got an infection after spreading the orange liquid on your cuts.

We don't find too much mercury in the homebuilder's world, but you might have a tilt switch somewhere and you may still



<http://enceladusimaging.com/wp-content/uploads/2015/06/Screenshot-142.png>



have a really good old mercury thermometer around your shop. Please keep this stuff out of the landfill!

Cadmium. It is a carcinogen and it's everywhere!!! There is a lot of it in the shop too. Paint pigments. Chalk pigments. NiCad batteries, and of course nuts and bolts. Lungs absorb cadmium more readily than skin. Think about that when you grind an AN bolt or heat some hardware with a torch. Brazing materials often contain cadmium. Cadmium has been found in bracelet charms and in the paint on drinking glasses. These

items often originate where government oversight and controls are marginal.

Hexavalent Chromium. That would be the Cr(VI) the +6 ion of Chromium. It is a carcinogen and causes all manner of other bad ailments. Welding stainless steel may release Cr(VI). Chromium is used in pigments and as anticorrosion coating. Many of us have chromed cylinders. But unless you are heating the metal and releasing fumes it may not be so bad... except... *Alodine*. What's that? Alodine is chromic acid. It is a conversion coating for aluminum. A similar product, magnadyne was once available for magnesium. These are serious sources of Cr(VI). Handle with care. Use gloves and eye protection. Avoid fumes. (editor's note: *Sandblasting chromate primers/paints (e.g. old military gear) is also a possible source of inhaled Cr(VI)*)

OK. You have been warned. Now I need to go figure out what is a Polybrominated Biphenyl.

How is Your Equipment List?

A hangar flying session and a bunch of head scratching research led to the following. I can't say this is THE definitive word, but give it some thought...

Weight and Balance is taught in pilot training, but have you

(Continued on page 9)

THE BUILDER'S CORNER (CONTINUED)

(Continued from page 8)

ever been trained on the Equipment List? You know – it is usually found in the musty old weather-beaten pages at the back of the POH that no one ever looks at.

Maybe it is time you familiarized yourself with your equipment list. You probably won't find a reference to it in Part 91. You won't find a direct reference in Part 23 or Part 25. So first, what is the definition of an Equipment List, and second, what do I need to do with it?

Lets dig deep – into AC 43.13-1B. Acceptable Methods, Techniques, And Practices – Aircraft Inspection and Repair. Turn all the way to Chapter 10 paragraph 10-19 where you will find,; Equipment List. A list of the equipment included in the certificated empty weight may be found in either the approved aircraft flight manual or the weight and balance report. Enter into the weight and balance report all required, optional, and special equipment installed in the aircraft at time of weighing and/or subsequent equipment changes.

Now look at paragraph 10-20 which says: Equipment Change. The person making an equipment change is obligated to make an entry on the equipment list indicating items added, removed, or relocated with the date accomplished, and identify himself by name and cer-

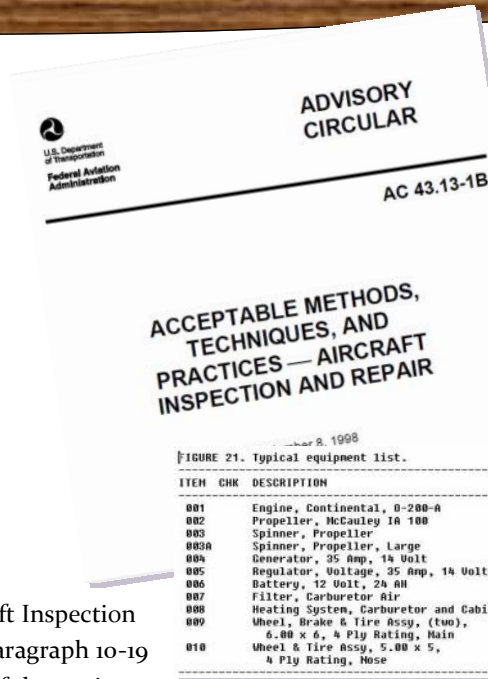


FIGURE 21. Typical equipment list.

ITEM	CHK	DESCRIPTION	WT	ARM
001		Engine, Continental, 0-200-A	200.0	-18.5
002		Propeller, McCauley 1A 100	20.0	-32.0
003		Spinner, Propeller	1.0	-34.5
003A		Spinner, Propeller, Large	2.0	-34.5
004		Generator, 35 Amp, 14 Volt	12.5	-6.0
005		Regulator, Voltage, 35 Amp, 14 Volt	1.0	-1.0
006		Battery, 12 Volt, 24 Ah	24.5	-4.5
007		Filter, Carburetor Air	0.5	-23.5
008		Heating System, Carburetor and Cabin	10.5	-20.0
009		Wheel, Brake & Tire Assy, (two), 6.00 x 6, 4 Ply Rating, Main	35.5	48.5
010		Wheel & Tire Assy, 5.00 x 5, 4 Ply Rating, Nose	9.0	-10.5

tificate number in the aircraft records.

Now all you jailhouse lawyers are asking yourself if the FAA could possible hold someone responsible for complying with an Advisory Circular. I won't answer that. Someone else may ask what it means to be "obligated" to make an entry. I won't answer that either. I AM saying that having an up to date equipment list is considered important. I AM saying that reviewing the

Equipment List CAN be considered part of performing FAR part 91.103a where it says the pilot in command shall become familiar with all available information concerning the flight.

Check in FAA-H-8083-1A Aircraft Weight and Balance Handbook. It clearly discusses a list of items approved by the FAA for installation in a particular aircraft and includes the name, part number, weight, and arm of the component. What is that you say? You don't have a copy of handbook 8083-1A? Your instructor pilot never heard of it either?

The bottom line here is that we (myself included) are often negligent when it comes to the equipment list. Perhaps it is time to make sure that the ADF and Loran, long gone from the aircraft, are also removed from the equipment list.

Take Flight! In San Antonio

Joe Roberts

Kids really are the future, and that is as true in general aviation as anywhere else. At New Life Fellowship Church in Universal City, we are committed to reaching out to the next generation using innovative programs, one of which is Take Flight!.

This program involves teens ages 12-17 assembling a Van's RV-12 S-LSA at Hallmark Institute's San Antonio International Airport campus. We serve kids from both our church family and from the surrounding community, all of whom take STEM classes, or other advanced classes in school.

Our meetings are held on Monday and Tuesday evenings. To date, we have completed 60% of the empennage kit, and our current class



runs through August 15th.

Our next class will assemble the fuselage kit; this will require that we have at least four mentors. We plan to recruit fifteen students, allowing us to assemble the kit in approximately six months on our twice per weeknight schedule. The mentors do not need aircraft building experience, but they do need to have a heart to serve teens.

We are also seeking sponsors for the aircraft kits; all donations are tax deductible. For more information, please contact Joe Roberts at 210-317-5462, or at joertexas@earthlink.net

Visit our Facebook page at <https://www.facebook.com/takeflightNLFofUC>

JUNE 2017 CHAPTER PICNIC—MORE PHOTOS STARTING ON PAGE 21 (ELECTRONIC VERSION ONLY)



YOUNG EAGLES - MORE PHOTOS STARTING ON [PAGE 22 \(ELECTRONIC VERSION ONLY\)](#)

I wanted to personally Thank all of you for your support on the Young Eagles Rally. Although we were short 15-20 kids due to the reschedule due to weather, we flew 31 VERY HAPPY new Young Eagles. We received many "Thank You's" and accolades from parents. Thank you also for your flexibility with our San Antonio Spring/Summer weather. Our ground support volunteers created an efficient and safe operation and our pilots made smart flying decisions. Everyone contributed to HUGE smiles from our participant.

All the Best!! Phil Vaneau



EXCERPTS FROM HEADQUARTERS AND OTHER NEWS

Warbirds in Review Schedule for AirVenture 2017

June 15, 2017 - History comes to life through legendary wartime aircraft during Warbirds in Review sessions, which delve into aircraft restoration and operation and spotlight veterans sharing stories about what it was like to fly in combat or provide ground support.



Presentations take place at 10 a.m. and 1 p.m. daily, July 24-29 on the Warbirds in Review ramp in Warbird Alley.

- Monday at 10 a.m. Supermarine Spitfire Mk IX owned by the Collings Foundation
- Monday at 1 p.m. Douglas A-20 Havoc owned by Lewis Air Legends
- Tuesday at 10 a.m. Vultee BT-13 owned by the Women Air Force Service Pilots (WASP) Museum
- Tuesday at 1 p.m. Two Old Crow P-51 Mustangs owned by Jack Roush and Jim Hagedorn, with special presenter World War II triple ace **Col. Bud Anderson**
- Wednesday at 10 a.m. North American B-25 Mitchell, 75th Anniversary Doolittle Raid presented by **Dick Cole, Jonna Doolittle, and Jimmy Doolittle III**
- Wednesday at 1 p.m. Vietnam Tribute with Cessna L-19 Bird Dog and Grumman OV-1 Mohawk presented by Vietnam POW **Bill Reader**
- Thursday at 10 a.m. presentation on the 8th Air Force with B-17 Madras Maiden from the Erickson Aircraft Collection
- Thursday at 1 p.m. Grumman F8F Bearcat owned by John O' Connor
- Friday 10 a.m. Republic P-47 Thunderbolt featuring D-Day pilot **Deke Holman**
- Friday at 1 p.m. Northrop F-89 Scorpion presented by **Dick Rutan**
- Saturday at 10 a.m. Beechcraft T-34 Mentor presented by its owner Apollo astronaut **Frank Borman** along with astronaut **Jim Lovell**; North American SNJ-4 (a T-6 variant) owned by Fagen Fighters World War II Museum
- Saturday 1 p.m. Bell P-63 King cobra owned by CAF Dixie Wing

Also: daily demonstrations at 9:30 a.m. and 12:30 p.m. on flight gear associated with the upcoming aircraft, vocalist Theresa Eaman will entertain the crowd with tunes from the 1940s through 1960s and several Warbirds in Review presentations will be followed by book signing opportunities

Expressing Concern Over NavWorx AD



June 8, 2017 - EAA is asking the FAA for clarification regarding this week's release of an airworthiness directive (AD) on the NavWorx ADS-B over misinformation emitted from the units. EAA's concerns focus on the AD being applied to experimental category aircraft as well as type-certificated ones, which runs contrary to long-standing policy on ADs.

The AD would affect about 800 units installed in both type-certificated and experimental category aircraft.

"EAA supports the FAA's desire to alert owners of experimental aircraft to a potential condition of noncompliance and a true safety concern within the National Airspace System," said Sean Elliott, EAA's vice president of advocacy and safety. "EAA still has concerns regarding the regulatory basis for use of an airworthiness directive towards an experimental product that is not based on a type design. ...

Because of the precedent-setting nature of this decision, EAA immediately contacted FAA aircraft certification division leaders, asking for additional information and clarification. We will continue to work on this matter to ensure that rights available within the experimental category are not eroded.

Webinars

Registration is required, and space is limited. (click links or check EAA website)

- ◇ 7/5/17 8 p.m. CDT Borescope Ascendancy Qualifies for FAA Wings / AMT credit. Mike Busch
- ◇ 7/11/17 7 p.m. CDT So You Want to Become a Pilot? Joe Norris
- ◇ 7/12/17 7 p.m. CDT Gauges to Glass: Transitioning to 21st Century Avionics Qualifies for FAA Wings credit. Prof. H. Paul Shuch
- ◇ 7/13/17 12 p.m. CDT EAA AirVenture Oshkosh 2017 Features and Attractions Rick Larsen

SPORT AIR WORKSHOPS

None scheduled in Texas

Fly in to resorts and lodges with runways



For a pilot, what could be better than a world-class resort or lodge with its own private runway? Here are some of our favorites in the western half of the United States and Canada

<https://www.aopa.org/news-and-media/all-news/2017/june/13/resorts-with-runways-west>



JUNE MYSTERY PLANE REVEALED

By Doug Apsey

Congratulations to Ira Wagner for correctly identifying our June mystery airplane as the Republic XF-12 Rainbow.

The XF-12 was designed in the mid 1940's as an aerial reconnaissance aircraft and was intended to provide the USAAF with long range, high altitude, high speed photo reconnaissance capability that was needed in the Pacific Theater to overfly Japanese occupied territory as well as the Japanese mainland itself. The Rainbow first flew on 4 February, 1946, and is still considered the fastest propeller driven aircraft of its size. Had the XF-12 been available a few years earlier it may have been a very successful design. However, with the end of WWII, competition from existing aircraft like the B-29 and B-50 that could perform the reconnaissance mission, and the dawning of the jet age, this sleek looking airplane never really had a chance to make it into production.



Air-and-Space.com

The XF-12 was powered by four Pratt & Whitney R-4360 Wasp Major radial engines cranking out 3,250 hp each. These engines combined with the aerodynamic airframe gave the Rainbow an impressive cruising speed of 470 mph. It had a range of 4500 miles and a service ceiling of 45,000 feet. Its sleek fuselage was over 93 ft. in length and it had a wingspan of 127 ft. Empty weight was 65,000 lbs. while maximum takeoff weight was 101,400 lbs. Every aspect of the XF-12 was designed with the goal of minimizing drag in order to maximize efficiency and speed. Its fuselage and wing shape along with the tightly cowled engines resulted in a very capable airplane that met or exceeded all the goals of the design. Air used to cool the engines was supplied through openings located in the leading edge of each wing which significantly reduced drag while enhancing cooling efficiency. It was determined that the exhaust routed out through the rear of the engine nacelles actually added the equivalent of 250 hp of thrust per engine during high altitude cruise.

The Rainbow carried several state of the art camera systems in its' three camera bays and was capable of both daytime and nighttime photo reconnaissance. For night photography, the airplane would drop high-intensity photo-flash bombs to illuminate the target. It even had an onboard darkroom for film processing so that by the time it would return from a mission, the photographs would be ready for analysis. The XF-12 typically carried a crew of seven during its photo missions.

Only two XF-12's prototypes were built before the program was cancelled but these aircraft, re-designated the XR-12, continued flying various missions for the Air Force for several years. Prototype number two crashed after an engine exploded in November of 1948. Prototype number one was retired in June of 1952 and, unfortunately, was used as a target and destroyed at Aberdeen Proving Ground.



Wikimedia.org

Republic planned to produce a stretched version of the XF-12 designated the RC-2 to serve as a civilian airliner but a combination of factors such as lack of funding, competition from other aircraft man-

ufacturers and the large supply of surplus military transport aircraft that were easily converted to airliners led to the decision to cancel the project before a prototype was ever built.

A quote from a book by Mike Machat sums up the XF-12 nicely. *"The Rainbow remains the ultimate expression of multi-engine, piston-powered aircraft design. Its high speed, near-perfect streamlined form, and neatly cowled engines make it a design classic, often unappreciated, and not very well known."*

¹Machat, Mike. World's Fastest Four-Engine Piston-Powered Aircraft: Story of the Republic XR-12 Rainbow. St. Paul, Minnesota: Specialty Press, 2011. ISBN 978-1-5800-7163-5.

To see the XF-12 in flight, check out the following YouTube video <https://www.youtube.com/watch?v=eEU04VaxssU>

Sources for this article were:

https://en.wikipedia.org/wiki/Republic_XF-12_Rainbow

http://www.militaryfactory.com/imageviewer/ac/gallery-ac.asp?aircraft_id=681



NAME THE PLANE

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



1. Who designed and built it?
2. What is its designation/name? i.e. C-172 Skyhawk, PA-24 Comanche, etc.?
3. What year did it first fly?
4. How many were produced?





THE KOOZIES ARE HERE

The new can Koozies are now in stock at the Country Store. Our logo is printed in color printed on both sides of the Koozie. They are being offered for \$5.00 in the Country Store. They will fit into most beverage cup holders in your aircraft, golf cart and automobiles. You can even fold one up and carry it in your pocket until it's needed.

60th ANNIVERSARY DECALS



We have lots of our 60th Anniversary logo decals available in the Country Store. They are only 2 Bucks each. They are 3 inches in diameter. They can be applied anywhere something will stick to, like aircraft, boats, cars and

trucks or your refrigerator door.

SHIRT NEWS

We have a few older Fishing Shirts in inventory on which we will give special pricing consideration. They are the ones in the picture. The light blue men's medium sized shirt was special ordered for a member, but they left town before it was received.

We have recently received a new order of some fresh Fishing Shirts and Polo Shirts for inventory. Special orders don't bother us and we will be glad to place an order for the exact size and color you want, at no additional cost. Sizes from Small to XL, or as many X's as you might need. Sometimes it takes a while for spe-



cial orders since we have to buy a dozen logo'd items at a time because they have 12 embroidery machines in a row that are all sewing the same thing at the same time.

FOR YOUR CLEAN MACHINE!

The Country Store has been selling Wash Wax All aircraft care products for a while and they have been well received. They do a great job without having water available. Stop by and pick up a supply. They work great on automobiles, snow mobiles, boats, jet skis, trucks, golf carts, motor homes as well as aircraft.

We have instructional literature and videos available as well as information on which product is good for what job, so come on down to the Country Store. You will be glad you did.

If we don't have the size or product you are looking for in inventory, such as quarts or gallons we will add your request to our next order. We must order at least a case of bottles at a time to get our special pricing. We are considering adding the 16 oz. size on some of the more popular products if we get enough interest.



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


MERCHANDISE FOR SALE AT THE COUNTRY STORE

"Fishing Shirts" Short or long sleeves	Men's & Lady's	\$39.00
Special orders are the same price		
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Cloth Baseball Caps	EAA or Chapter 35	\$10.00
60th Anniversary Decals		\$2.00
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All prices include 6.75% sales tax

For merchandise please call Brian or June @ 727-709-1159 or ladybgoode@msn.com

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

 JULY	8	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00-12:00 am 12:30 am
AUGUST	12	LUNCH MEETING Program: Joshua Johnson from Lancair International— will speak about the move Lancair to Uvalde, TX	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
SEPTEMBER	9	LUNCH MEETING	EAA Chapter 35 Clubhouse Lunch 11:30 am Meeting/Program 12:30 pm
 OCTOBER	14	FLY-IN BREAKFAST EVENT <u>Chef, Prep Cooks, Servers Needed</u> BOD Meeting	EAA Chapter 35 Clubhouse 9:00 - 12:00 am 12:30 am
 NOVEMBER	11	ANNUAL CHILI COOKOFF EAA Chapter 35 Fly-mart Annual Membership Meeting and Election of Officers Lunch and Chili Judging	EAA Chapter 35 Clubhouse 10:00 – 11:30 am 11:30 am Immediately following the meeting
 DECEMBER	9	CHRISTMAS PARTY Christmas gathering 11-12 Lunch catered Gift Exchange ~\$15 target for gifts but that's up to you!	EAA Chapter 35 Clubhouse Social Hour 11:00 pm Lunch Served Noon-1:00 pm Gift Exchange 1:30 to 3:00 pm

Upcoming Local/Texas Events and Airshows

Aviation Calendar of Events websites

Aero Vents <http://AeroVents.com>
 EAA <http://www.eaa.org/calendar>
 Fly-ins <http://www.flyins.com>
 Fun Places <http://funplacestofly.com>
 Social Flight <http://socialflight.com>
 Council of Air Shows <https://www.airshows.aero/Page/ASCalendar>

June 30 Kingsville NAS 75th Anniversary
NAS Kingsville

July 1 EAA Chapter 59 First Saturday Fly-In
McGregor TX (KPWG) 7:30-10:00

Jul 1 Grand Texas Airshow
Cleburne Municipal Airport (KCPT)
<http://www.grandtexasairshow.com/>

Jul 24-30 **AirVenture 2017**

Oshkosh, WI

<https://www.eaa.org/en/airventure>

Aug 5 EAA Chapter 59 First Saturday Fly-In
McGregor TX (KPWG) 7:30-10:00

Sept 2 EAA Chapter 59 First Saturday Fly-In
McGregor TX (KPWG) 7:30-10:00

Sep 29 4th Annual Texas STOL Roundup -
Hondo TX (KHDO)
<http://www.texasstolroundup.org>

Nov 4-5 JB San Antonio Air Show
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Hangar for rent. 40' X 30' Near the runway, concrete pad, water, electricity, and lights. Ron O'Dea 210-488-5088 r2av8r@gmail.com (Expires Aug 2017)

To post a classified—contact the editor at ea35news@gmail.com

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
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Dave Baker (2010-2012) 210-410-9235 iflyaerosport@sbcglobal.net	Ron O'Dea 210-488-5088 r2av8r@gmail.com

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Ron O'Dea 210-488-5088 r2av8r@gmail.com	

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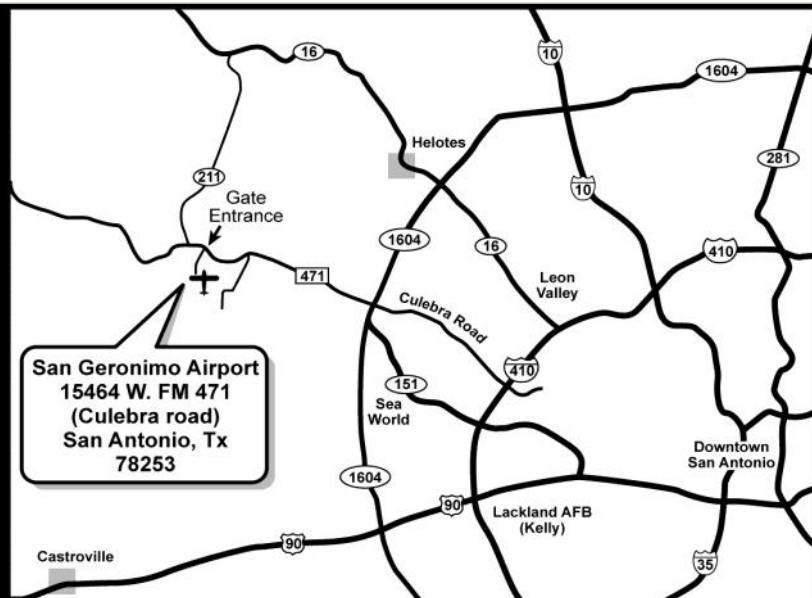
Chapter 35 meets
Each Second Saturday of the Month

JULY 9

FLY-IN BREAKFAST

EAA Chapter 35 Clubhouse

9:00-12:00 am



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 50 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
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JUNE 2017 CHAPTER PICNIC



YOUNG EAGLES - PHOTOS BY CHRIS NEILL, PEGGY FISHER AND DAVE BAKER. THANKS!



YOUNG EAGLES - PHOTOS BY CHRIS NEILL, PEGGY FISHER AND DAVE BAKER. THANKS!



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



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NEW

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



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