



FIRST FLIGHT—LT. BENJAMIN FOULOIS—PART 2

August 2017

Volume 59 Issue 8

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<i>(electronic version only)</i>	

This is part 2 of the history of the first military flights in San Antonio. In the last issue the Army had requested a demonstration of an Aeroplane for military use. Orville Wright had successfully demonstrated the craft. However, he was seriously injured and the Army's most likely pilot, Lt. Thomas Selfridge was killed, becoming the first military aviation casualty in the US.

**By James Humphrys,
Colonel USAF (ret)**

Part 2: Acceptance trials were resumed the following year. On July 28, 1909, Orville made the first flight of the re-built and slightly-modified, Model 1909 Military airplane, but this time referred to affectionately as Old No. 1. The last test flight, on July 30th, to complete the trials, was a speed test, and, incidentally, was the first cross country flight of an airplane. Orville invited Lt. Foulois, whom he really liked, to accompany him on the flight as an official observer. An added reason for choosing Foulois was that the lieutenant was a very small man, just five-feet-five, and weighing only 135



Lt. Foulois with Orville after the final test flight.

pounds, plus he was proficient in map reading. The test flight would be Foulois' first flight in an airplane. He didn't handle the controls, but he

was elated to be on the final acceptance flight. The day before, he had personally laid-out a five-mile speed course between the parade ground at Ft. Myer and Alexandria, Virginia, for the round-trip flight. Modifications to the airplane had added critical, extra four miles per hour to its original speed. The contract called for a minimum of 40 miles per hour, with a bonus of ten percent for each mile per hour above forty, or a penalty of ten percent for each mile per hour less. The speed actually achieved

averaged 42 1/2 [exactly 42.583] miles per hour.

With the successful completion of this flight, the airplane was accepted by the Army, and payment was made of \$25,000 plus a bonus of \$5,000 for the extra two miles per hour.

The contract included flight training by the Wrights for two Army pilots. Originally, Lieutenants Foulois and Frank P. Lahm were selected to

(Continued on page 4)

Next Event
August 12

Lunch 11:30

Program to Follow
Chapter 35 Club-
house

Runway 35 is published monthly
by EAA chapter 35.

Publisher:
Editor: Chuck Fisher
eaa35news@gmail.com

Featured Speaker!



Joshua Johnson
Lancair International
Moving Lancair to Uvalde, TX
and the exciting new MAKO!

PRESIDENTS COCKPIT



Steve Jones

Pilots, flight engineers, maintainers and staff of the 433d Airlift Wing recently rented our clubhouse for a send-off party for one of their own. We spent some time with the men and women of the 433d who step away from their civilian jobs to protect us as our nation's minutemen. These citizen soldiers (airmen) fly a national treasure, the C-5 Galaxy, and put it all on the line for us. We owe them a debt of gratitude.

ADS-B; a potential life saver. We met Brad Lauderdale, owner of Lauderdale Aerial Spraying, LLC. He remarked that the technology he relies on to keep him safe has improved dramatically over the years, and he ranks ADS-B high on his list of go-to technologies. As he approached San Geronimo Air Park in an Air Tractor AT-502 crop duster, another pilot remarked he lost situational awareness (SA) and asked Brad for his position. Brad noted he had the other pilot's position at all times via his iPhone, a Garmin GDL-39 ADS-B receiver, and ForeFlight. He explained that his entire fleet of crop dusters is now or soon will be equipped with ADS-B in and out.

Thanks to all the members who came out for our second pancake breakfast and fly-in for 2017. Again, the runway was lined with aircraft. We had no less than eight pilots and aircraft join us from around Texas. The event was well attended with 57 members and guests enjoying all-you-can-eat pancakes, bottomless cups of coffee, sausage, apple slices (these went really well with pancakes and syrup) and orange juice. Let's do it again in October! I believe we can accommodate more planes.

Brisket. Our facility staff and volunteers are gearing up for a repeat of last year's August meal, a good old fashioned South Texas brisket lunch. If you were here last year for this meal, I've said all I need. It was simply outstanding. Facility manager Freda Jones will be looking for your support to help cook four full briskets and prepare side dishes and condiments. She's been studying recipes and techniques from the best, and she's currently working with a certain C-5 pilot to track down the recipe and technique for one FINE brisket she recently sampled. Fly, drive, walk or crawl, but don't miss this event.

Anthony Jaramillo, our youngest Air Academy student in recent history has returned from Oshkosh, and he has a story to tell. Anthony and his father travelled to EAA headquarters to attend the academy July 5-9, 2017 and came away with a great appreciation for aviation. We're looking forward to his report soon. John Latour sent his nephew as well, with a little help from Chapter 35.

Thanks to Kyle Jester, we have a new magnetic board to hold our name badges. Freda Jones should be soliciting your help to move the current name badge pocket board up, and to mount the new magnetic board directly underneath. If you're handy at anchoring things to concrete, you might have just the talent she's looking for. Drop Freda a note at ea35facility@gmail.com.

Vice President Darren Medlin recently joined Joe and Linda Roberts at the Hallmark Institute on San Antonio International. You may recall Joe and Linda are looking for volunteers to help mentor

young adults as they lay hands on tools to build an RV-12 stage by stage. If you're interested in helping, contact Joe Roberts at 210-317-5462, or at joertexas@earthlink.net. Also, visit their Facebook page at <https://www.facebook.com/takeflightNLFofUC>

We've been backing away from holding business meetings month after month, and no one's complaining! I do want to complement our board, chairpersons, and elected administration for managing an outstanding budget. At the six-month mark, revenue is ahead of expenses by about \$800.00. We have some major bills ahead so that buffer puts us just about where we projected we would be. For those with a budget line item, thank you for controlling costs. Special thanks to Treasurer Dee Brame for all the analysis and for keeping us honest. (...there will be a business meeting in August. Look, Squirrel!)

EAA Chapter 35 is vital, vibrant and growing. This means we have a growing need for your talent, and expanding opportunities for you to get involved. 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. Summer break is almost at an end.

We stand on the shoulders of giants. As we commemorate our sixtieth year as a chapter of the Experimental Aircraft Association, take a moment to reflect on the selfless service of the men and women who built this organization – sometimes literally brick by brick. I mentioned a debt of gratitude earlier. We owe it to our members, leaders and volunteers past and present to take this chapter to the next level. I hope you'll take us there.

Until we meet again, fly safe and have fun doing it. (and join us for an outstanding presentation on...drones)



MEMBERSHIP

Chapter 35 Continues to Grow! Please welcome:

Brian and Claudia Heyene Brian lives in Boerne, Tx, is a retired USAF Pilot who is now flying for Southwest Airlines. Some of you may remember he was a guest speaker who spoke about flying the U-2! He is currently restoring a WACO GXE/Travelair (almost done), is restoring both OX-10 (1928) engines, and has restored a C-140. He owns a Citabria 7GCBC and flies a Cub, Citabria, and B737. You may contact Brian at heyniac@gmail.com.

Bryan Nelson and Courtney Davis Bryan is not yet a rated pilot but he is interested in Aircraft Homebuilding, and Aerobatics. He is a realtor and photographer. and he is building a Pietenpol. You may contact Bryan at ozzietx@gmail.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!!

August 2017 Menu

BRISKET!

What could be more South-Central Texas than a Brisket? We're having brisket for lunch Saturday, August 12th. You will not want to miss this!



Lovingly dry-rubbed with a special super-secret blend of spices and smoked to perfection, this will be served traditionally, with piles of white bread, barbecue sauce, tart dill pickles, marinated onions, and even jalapeno peppers.

Someone shared their secret for Texas-style green beans. He, or maybe she, wouldn't reveal ALL the tricks, and wishes to remain anonymous. We're gonna try it! (It has so many fun things in it, it's almost a green bean salad)

If you have a favorite cole-slaw, potato salad, or borracho bean recipe, we would very much appreciate your contribution. Please contact Freda Jones at ea35facility@gmail.com, or call (210) 570-9435.

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

Hangar Space Available

Building a Project? Assembling a kit?

Chapter 35 has a First-Class building space will soon be available for a nominal fee. You are no likely to find a fully equipped wide access hangar anywhere in the San Antonio area. First to contact Lew Mason at 210-688-9072

lewmason@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 ship. 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



FOULOIS—PART 2 (CONTINUED)

(Continued from page 1)

receive Flight training. Lt. Foulois had written a thesis at a Signal Corps school promoting development of the airplane over dirigible balloons as the mainstay of the Air Service, and he had recommended that no more dirigible balloons be procured. His conclusions ran counter to thinking at the senior levels of the Signal Corps and the Army. In a punitive action, Foulois was ordered overseas to observe aviation trials in Europe during the time the Wrights were to train the two pilots, thus losing his slot. His place was assigned to Lt. Frederic E. Humphreys [my namesake, I might add] who became the first military pilot to solo an airplane. After both Lahm and Humphreys were trained, Wilbur Wright gratuitously gave Foulois a single, 54-minute training flight. Today we'd call that a "dollar ride." After landing, Wilbur told Foulois to write him if he had any questions about the airplane or flying, and he would do his best to answer them. That was why Foulois would jokingly tell his listeners that he learned to fly an airplane by correspondence. Foulois was bitterly disappointed to have been pushed away from his goal. But not to be denied learning all he could of how to fly, he flew on a series of hops as a passenger with the newly-trained Lt. Humphreys. Then Old No. 1 was involved in another major crash and wrecked again. Wilbur took the broken airplane back to Dayton and, at his own expense, re-built it, and presented it to the Army, as good as new. [I suspect that the Wrights just "jacked-up the tail number, and built a new airplane under it!" But it was still "Old No. 1!"

Even though Foulois had missed out on basic flight training, he was not without valuable experience with the airplane. He had flown with Orville. He had flown with Wilbur, when had had some access to the controls. And he had scrounged another couple of hours in the air with his friend, Lt. Humphreys. He probably could fly the airplane once he was airborne, but he had no training in taking off or landing. That, he would have to learn on his own at considerable personal risk.

Finally, late in 1909, the Army had possession of its first and only airplane, Old No. 1, and Wilbur Wright had checked out two Army officers as qualified pilots, completing the contract. But there was a hitch.

The Army unexpectedly recalled Frank Lahm [one of the two trained pilots] back to cavalry duty after his being on detached duty

with the Signal Corps for too long. Lt. Humphreys, the only other trained pilot, was also snatched back to a desk job in the Corps of Engineers, which so infuriated him that he resigned his commission, and left the Army. Then, as the final blow of lack of support, the Army claimed there was no money to complete flight training for Foulois.

The Army wouldn't budge. Brigadier General Allen was responsible for employment and development of the only airplane in the military services. And he had no qualified pilot to fly it. What was he to do?

His choice of a man to pilot the newly-acquired airplane had to be an exceptional person. And I submit that the general knew his man, Lt. Benny Foulois.

General Allen knew of Foulois' outstanding military record. And he had tremendous faith in the character, enthusiasm and can-do attitude of the man. He knew how badly Foulois wanted to be the pilot of the new plane, and how hard he had worked to be as ready as any other man available in the Army to assemble and fly Old No. 1.

Foulois was a "soldier's soldier." He had already earned a battlefield commission despite his dearth of formal education. Foulois had left the infantry to join the Signal Corps which was responsible for developing military aviation. He took to his new role with great zeal. At first he was assigned duty flight testing experimental dirigibles. But he was perhaps too outspoken in his disdain for dirigible balloons, which he was convinced had no future as an element of air-power. Foulois' biographer remarked, "He fell from grace with the Army which had placed its bets and its money on steerable gas bags, when he championed the fixed-wing airplane as the Army's best hope for an air force."

Along the way, Benny found a love for flying, and with the appearance of the 1908 Flyer, he discovered his true love - flying such craft as the Wright brothers had invented. He would prove to be the right man for his times, upon whose genius the country would be-latedly build its military airpower. Foulois was a very unique man.

(Continued on page 5)



Man of the hour.



Benjamin D. Foulois, a man for his time.
Artist: Milton Caniff.

FOULOIS—PART 2 (CONTINUED)

(Continued from page 4)

He was a tough, enthusiastic, hand-on, far-sighted type. His biographies include accolades such as "The Father of U.S. Military Aviation" He was credited with being "the first to envision the concept of military airpower when just a young pilot." The accolades were "right on." Foulois would make it his larger mission to give the airplane a military value. He was part of that first cadre when the Signal Corps formed the Aeronautical Division in 1907, and he would stay at the forefront of military aviation throughout his career. He was promoted to major general in 1931, serving as Chief of the U.S. Air Corps until his retirement before World War II.

How then did Lt. Foulois become the pilot of the Wright Flyer on that day in March 1910 when he simply wasn't qualified to fly the airplane solo? There was no one else available to the general as qualified as Foulois. Benny knew the airplane could fly, but he had no assurance that he could fly it safely. The dilemma was resolved by a direct order from General Allen who had picked his man for the formidable task of re-assembling and flying Old No. 1 That man, of course, was Lt. Benjamin Foulois.

The famous orders that he received from General Allen were, "You are to evaluate the airplane. Just take plenty of spare parts - and teach yourself to fly." As it turned out, there were no spare parts. And the lieutenant had not been taught to fly solo in an extremely difficult airplane to pilot competently and safely.

Foulois was given a team of enlisted and civilian mechanics, one hundred fifty dollars cash for maintenance and repairs, and sent on his way. And so, as the story goes, Lt. Foulois saluted, said, and set out for Texas with his small contingent of men and mechanics, and with his airplane crated in a railroad boxcar. The rest is history.

General Foulois told us in his book, that "Old No. 1" came by express to San Antonio in seventeen wooden crates. It was painstakingly reassembled by eight enlisted men under my command. We worked on our craft in a shed on the cavalry parade ground to the gibes of hard-bitten cavalry men [who taunted them] 'Whatcha making, boys - a kite?' They were the Army's elite. We were referred to as its

'crazy birdmen' . . . But the old-timers at Fort Sam indulged our madness, even aided us as we improvised our way into the wild blue yonder."



Do you wonder what ever happened to Old No. 1? After its retirement, Old No. 1 was re-built to its 1909 configuration by the Wright brothers at their expense, and displayed in the Smithsonian Institution. Today, I'm told, it resides there beside the original 1903 Wright Flyer. Gill Robb Wilson cautioned us, "So smile if you will at the weird machine but not at the gallant clan, which gave its heart though it lacked the art and the tools for a better plan."

As Foulois matured in his Army career, he became a powerful

spokesman for developing the airplane into a mighty weapon of war. He was quick to see that engine development always led airplane development. Foulois wrote, "The flying machine had great potential, but its potential would be directly proportional to the power of the engine that propelled it." And he championed engine development.

The growth of American air power is often attributed to the flamboyant Billy Mitchell, but Foulois was always first with the vision. On March 2nd 2017, it was a pleasure and an honor, on behalf of the Stinson's Flight Number 2, to salute this giant of military aviation, the indomitable Benjamin D. Foulois.



Placing a wreath at the Foulois memorial at Ft. Sam Houston March 2, 2017

SOMETIMES YOU SEE THE STRANGEST THINGS....

Darren Medlin

One of many notable memories from my California to Texas flight earlier this year was our stopover in Fort Stockton, Texas. I was flying my recently finished experimental, amateur-built Earthstar Odyssey from the hangar where I built it in California back to our hangar at San Geronimo Airpark in San Antonio, Texas. My wife, Susan, had picked up me and my co-pilot, Mark Beierle, at the Fort Stockton airport (FST) so we could grab lunch downtown.

Returning to the airport; our vehicle shook from the roar of a jet engine passing low over the middle of town. Upon arriving at the airport we were not surprised to see a gray colored Navy jet sitting tall on the ramp in front of the small FBO building. Entering the building from the parking lot we met the local sheriff. He was a private pilot who had heard the noise and was there to see the visitor. We chatted amiably for five minutes as we watched the pilot sitting in the cockpit. No one wanted to badger the pilot with questions while he was



shutting down and we waiting for him to come in. The canopy was up and he appeared to be putting things away and double checking switches.

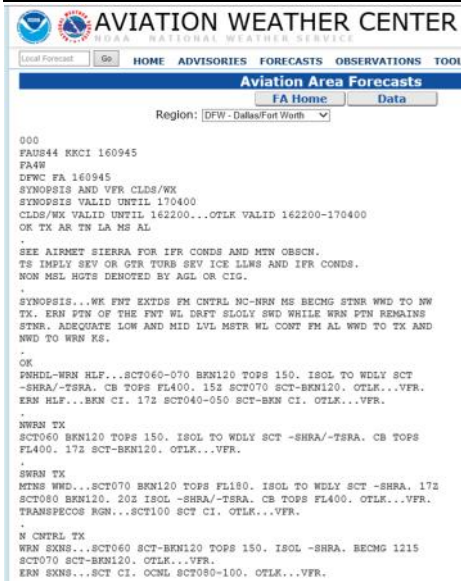
After some time with no indication the jet pilot was coming in, Mark and I decided to head out to our plane and continue our flight to San Antonio. Passing near the jet, I called out a hel-lo and asked if everything was ok. The pilot looked relieved and said "Well, I called the FBO earlier and he said there is a tall ladder on the back of that fuel truck over there. Would you mind bringing it over here?" As I

glanced at the fuel truck it occurred to me that he'd been waiting for someone to help him. Mark and I quickly carried the tall fueling ladder to the plane while the sheriff, who had joined us outside by that time, quizzed the unusual visitor.

Turns out the jet was a retired Navy A-4 and the civilian ferry pilot was relocating the plane from Pensacola, Florida to a museum in Arizona. I never found out why he chose to stop at the small west Texas airport, but perhaps when nature calls, even jet pilots have to answer



NO MORE AREA FORECASTS (FA)



The text-based Area Forecast (FA) will officially disappear on October 10, 2017, to be replaced by the Graphical Forecast for Aviation (GFA). This is a logical and expected evolution of automated forecasting. However, at least one author has pointed out issues with cloud top depictions in the new tool.

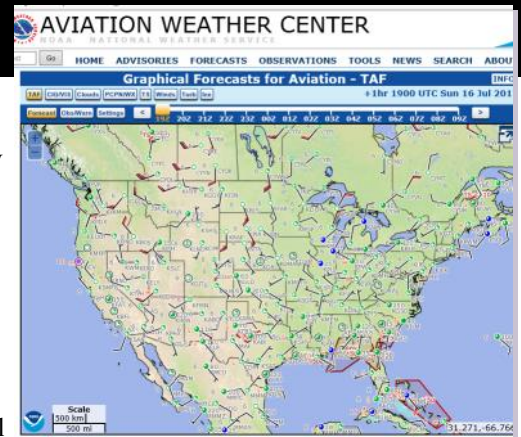
Pilots should be aware of the new forecast tool and keep in mind that it is an

automated model only, and although it looks super precise, like all

predictions, it may not reflect temporary conditions and local cloud tops accurately. See an editorial on this subject at [AirFacts Journal](#)

The Graphical Forecast for Aviation Tool is available at <https://www.aviationweather.gov/gfa> and displays winds, ceiling, visibility and so forth on a single screen with time advance features.

So, all of us, who have dutifully learned and interpreted the lingo and shorthand of the FA, can now archive those with maps of radio ranges, beacons, LORAN and ADF's in our bins of aviation history.



SAFETY NOTES & NOTAMS

THE GO-ROUND



Ron O'Dea Safety Officer

Folks,

Here is one of my favorite topics. You can expect a go around during a flight review. When does it happen....during a high workload part of the flight, usually just before touchdown. Why then?..... this is the phase of flight that you are in full landing configuration, you have the most drag, and you are just about out of airspeed. Executing a go around at this phase requires a lot of concentration. Listen to the discussion from Mark and Bob.

"Keep your brain in the game" and be safe out there.

-----[from PilotWorkshop.com](http://www.pilotworkshop.com)

Mark:

"Is there a standard go-around procedure that works in every aircraft?"

Bob:

"Absolutely. As we stated previously, the go-around is not an inherently difficult procedure. Pilots should always refer to the Pilot's Operating Handbook for specific details, but **power, pitch, and configuration** are the big three. In that order!

Smoothly advancing the power to full is the first step. Jamming it forward may produce a very uncomfortable sound and very negative results.

Establishing a positive pitch attitude will provide separation from the ground, but over rotating at low airspeed could produce a stall, and under rotating could create collision issues. We'll elaborate further about problems on the go-around in just a moment.

Especially with full flaps, but when power and pitch are established,



<https://i.ytimg.com/vi/1N5THRS4hM/maxresdefault.jpg>

flaps should be carefully placed in a take off setting, but not fully retracted. Slapping flaps all the way up on the go-around is a no-no that will probably result in ground contact. When safely established in a climb and flaps are set for take off, the gear can be retracted (if applicable).

Clearing the runway to avoid whatever was there is a good idea - choosing the appropriate side to keep the conflicting object in sight as necessary.

Radio calls are the *least* important item on the go around, not the most important. There is no rush to get the call in. Aircraft control is paramount!

Obviously, every pilot should master the procedures called for in their airplane, but power, pitch and configuration works in all situations."

Mark:

"You referred to problem areas on go-arounds, Bob. What are the common mistakes?"

Bob:

"Well Mark, we've already made reference to several, but the biggest problem is waiting too late. Be proactive. Good judgment calls for us to recognize when we are falling behind and take positive action. Remember, doing a go-around is a positive maneuver, not a negative one!

Many pilots are reluctant to pitch the aircraft to a positive climb attitude. Remember, we really want to put some separation between us and the ground. Fly the airplane safely away from the ground as airspeed permits.



AIRWORTHINESS DIRECTIVE: Piper Aircraft—Multiple Models: [AD 95-26-13](#) was prompted by numerous incidents/accidents caused by rupture or failure of the oil cooler hose assemblies. For any oil cooler hose assemblies that do not meet TSO-C53a, Type D requirements: Within the next 100 hours time-in-service (TIS) after February 5, 1996 (the effective date retained from AD 95-26-13), and repetitively thereafter at intervals not to exceed 100 hours TIS, inspect the fire sleeve of each oil cooler hose assembly for soaked oil, a brownish or whitish color, and any evidence of brittleness or deterioration as a result of heat or oil seepage. See figure 1 to paragraphs (g) and (h) of this AD for additional information.

THE BUILDER'S CORNER

Stuff Still Happens When You (Pilot) Do Everything Right—and one very very WRONG!

Mark Julicher

Aviator number one did everything right. He covered his airplane with Stewarts and did a beautiful job. But his fuel tank leaked down the inside of his fuselage. For some reason, the auto gas loosened the base coat and damaged the finish. Most unfortunate.

Personally I have no experience with Stewarts. I have seen fabric finished with the process. Your experience may be better than this unfortunate fellow's



Photo 1. Gasoline damaged finish.

Aviator two did everything right. He had a fresh annual on his plane and was out aviating on a fine summer day.

On the sec-

ond sortie of the day his landing light departed the airframe and was launched by the propeller on a solo flight.

Ouch for the landing light. Ouch for the propeller. Ouch for the propeller strike inspection.

Apparently the air intake (which surrounds the landing light on this aircraft) was not tightly secured after a new filter element had been installed. This would be difficult to spot on a pre-flight inspection, and I would wager that most owners would not know what to look for. Again, very unfortunate

And some things **NOT RIGHT**.

A mistake is something that was done incorrectly. During annual inspections we oftentimes find mistakes. And, knowing that we have made our own share of mistakes – we just correct the problem and go on with our inspections. On occasion we find a serious mistake that would sooner or later lead to an accident. On rare occasion we find things that are just so wrong



Photo 2: Missing landing light – Hint: it was in the oval hole beneath the



Photo 3: Abused landing light housing.

as to be a crime. I'm writing about bad maintenance that was not done out of ignorance or being in a hurry, but egregiously wrong.

Here then is a photo essay about one airplane that falls into the criminal category. In my opinion, the person who performed these repairs was either incredibly ignorant or incredibly malicious.

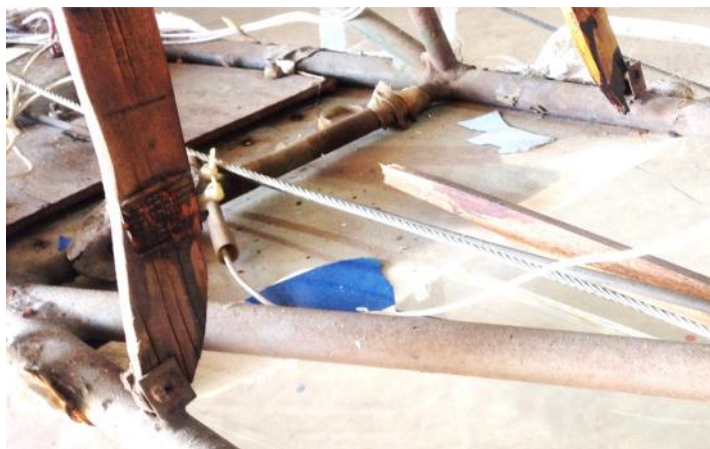


Photo One: The bottom few inches of the plywood bulkheads, (some would call them formers) is dry rotted. The far bulkhead is no longer fastened to the longeron. This flaw could only be seen by looking through the inspection covers on the fuselage

(Continued on page 9)

THE BUILDER'S CORNER (CONTINUED)

(Continued from page 8)



Photo 2: The foamy yellow stuff is urethane glue, aka Gorilla Glue. Very few types of glue are approved for aircraft use and this is not one of them.



Photo 3: Since the bulkheads are rotted out and no longer attached to the lower longerons, someone decided to put wooden spreader bars between the bulkheads to keep everything in position. First, the overhaul manual does not call out this as a valid repair; second, the wood is pine and not even varnished; third, using toggle bolts is not approved.



Photo 4: There is a proper way to make a scab patch on a wooden structure, but this is not it.



Photo 5: The belly stringer has been spliced with pine and urethane glue.

It is entirely possible that the average pilot's preflight inspection would never catch the problems in the following photos. That makes it all the worse because the inspector that signed annual inspections on this aircraft was endangering lives.

Consider that the above photos are of a Citabria. The pilot might have done a perfectly legal aerobatic maneuver and crushed the aft fuselage bulkheads.

Game Over. And someone knew about it.

Editor's note: This was not the result of an area or regional shop, mechanic or IA, and this has been adjudicated by authorities. Sort of makes you want to take a second look at your plane's innards.

Doesn't it!



JULY CHAPTER FLY-IN—AHHH, A SOUTH TEXAS SATURDAY AT THE AIRPARK!



JULY CHAPTER FLY-IN



EXCERPTS FROM HEADQUARTERS AND OTHER NEWS

Your Action Needed Before House ATC Privatization Vote**Toll-free number connects direct to congressional offices**

The House 21st Century Aviation Innovation, Reform and Reauthorization (AIRR) Act (H.R. 2997) is moving rapidly and may get a vote on the House floor within days. As proposed in the bill, the privatized ATC system would be governed by a board dominated by commercial and financial interests. With no congressional oversight, the board would be accountable to no one, devastating general aviation and your freedom of flight, rural and GA airports, and the fly-ins and aviation activities you enjoy.

We need you to call your representatives in Congress. Call toll-free (855) 265-9002 to be connected directly to your lawmaker's office. Phone calls are more effective than e-mails, so act now. Go to EAA's Rally Congress tool to find your representative or their local office.

Tell them you oppose H.R. 2997, the 21st Century AIRR Act, which includes ATC privatization. Nearly 120 GA groups have already stated their opposition to ATC privatization in a joint letter to Congress.

AirVenture Appearances and Notes**Blue Origin To Bring Its Historic, Flown New Shepard Reusable Rocket And Crew Capsule To EAA Airventure.**

On Nov. 23, 2015, New Shepard became the first rocket to ascend above the Karman line and successfully return to Earth for a vertical landing. The same booster made four subsequent flights in 2016—on Jan. 22, April 2, June 19 and Oct. 5—successfully demonstrating the reuse of a rocket for the first time. EAA AirVenture Oshkosh attendees will get an up-close look at the historic rocket.

**Bomber Day**

The B-1, B-2, and B-52 will all fly as part of the celebration of the 75th anniversary of the 8th Air Force on Saturday, July 29. The modern bombers will be followed by two B-29s, two B-17s, several B-25s, and an A-20, plus more yet to be announced, in a parade of bombers. If 2017 is the year of the bomber, then Saturday is bomber day.

**Airbus A400M Atlas to Appear at AirVenture**

Designed as the next



level in transport aircraft, the A400M can hold up to 116 fully equipped troops, has four turbo-prop engines, and eight propellers that enable it to cruise at 485 mph and cover a range of 1,700 nautical miles at max payload

**Blue Angels Flying Schedule at AirVenture**

- Wednesday, July 26 – Jets 1-6 arrive during afternoon air show
- Thursday, July 27 – 1 p.m. Lt. Damon Kroes (Blue Angels jet No. 2) speaking at Warbirds in Review
- 5 p.m. Jets 1-4 orientation flight over AirVenture grounds.
- Friday, July 28 – 10 a.m.: Jets 5 and 6, and Fat Albert orientation flight over AirVenture grounds. (special 5-mile TFR in place)
- 1 p.m. Autograph opportunity at AirVenture Welcome Center
- 4 p.m. Air show performance (regular air show continues after Blue Angels)
- 7 p.m. Evening program at Theater in the Woods
- Saturday, July 29 – 5 p.m. Air show performance
- Sunday, July 30 – 3:30 p.m. Non-aerobatic air show performance

Other AirVenture Notes:

Chapter 35 members—please email ea35news@gmail.com or text me at 210-878-5561 that you are on-site so we can set up a group text.

Chapter Photo—0900 Wednesday at the Brown Arch. WEAR YOUR CHAPTER 35 LOGO SHIRT.

WomenVenture—Wed 26th Breakfast, lectures, lunch (see schedule online—registration may be required); Photo at 1100 Boing Plaza

AirVenture NOTAM and Procedures—[Click Here](#)

Several procedures have changed—check [AirVenture website](#)

Webinars

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

8/9/17 8 p.m. CDT **Outside the Box?**
Qualifies for FAA Wings and AMT credit. Mike Busch

8/16/17 7 p.m. CDT **When the Engine Goes Silent**
Qualifies for FAA Wings credit. Larry Bothe

8/23/17 12 p.m. CDT **Look Before You Leap: Are You and Your Aircraft Insurable?** Bob Mackey

8/30/17 7 p.m. CDT **Modeling the Spirit of St. Louis in SOLIDWORKS** Stephen Endersby

[SPORT AIR WORKSHOPS](#)

None scheduled in Texas



JULY MYSTERY PLANE REVEALED

Doug Apsey

Congratulations to **Charlie Brame**, **John Koenreich** (Skypport FBO in San Marcus),

Michael Jordan (FAASTeam), and **Michael Jaramillo**, our Air Academy scholar for correctly identifying the July mystery airplane as one of the Nord NC.850 series. There were several acceptable answers for this month's mystery airplane since there are several variants of this airplane that all looked very similar starting with the 853, followed by the 854, 856 and 858 with numerous iterations of each of these models. The early prototypes were the NC.850, 851 and 852 which used a different engine but were otherwise similar in design. Only one NC.850 was built and it first flew in April of 1947. This was followed



by nine NC.851's and two NC.852's.

The NC.850 series was originally designed and built by the French aircraft manufacturer Aerocentre (SNCAC) as part of a government sponsored competition to develop a two seat

light touring aircraft to be used by aero clubs. The production version was the NC.853 which first flew in March of 1948. This was the first in the 850 series to sport the distinct twin tails. Twenty-seven NC.853's were completed before Aerocentre was liquidated and its assets purchased by Nord (SNCAN). Nord went on to produce 95 more of this model that they designated the NC.853S

The structure of the 853 is typical of light aircraft from that era with a welded steel tube fuselage covered with fabric. The shoulder-mounted, fabric covered metal wing has a span of 37 feet. Empty weight is listed at 776 lbs and max takeoff weight is 1,345 lbs for the 853's. Cruise speed is in the 95 to 110 mph range depending on which engine is installed.

Stall speed is around 43 mph.

Several engines were used in the 850 series including the Minie 4DC.30 in the original NC.853's followed by the Continental C-65 in the NC.854's

and the Continental C-90 in the NC.858S series. Nine NC.853's were repowered with a 105 hp Walter Minor engine, designated NC.859S's, and used for towing gliders. The French Army ordered 112 modified



NC.856A "Norvigie"

NC.853's in 1951 to be used for artillery spotting and aerial observation. These were called the NC.856A Norvigie and were powered by either a 147 hp or 160 hp inline Regnier 4.L engine. The wing span was increased to 39.5 ft and the glass enclosed cockpit was lengthened to accommodate a third seat.

It's difficult to determine exactly how many of the NC.850 series were built because many 853's were modified and re-designated but the best guess is around 270. A search of the FAA database revealed just one of the NC.850 series, an 854, listed in the US. Please let me know if any of you who are attending Oshkosh this year happen to see one of these – if you do, be sure to take some pictures!

Sources for this article include:

https://en.wikipedia.org/wiki/Nord_NC.850

<http://www.flugzeuginfo.net>

Here are some You Tube videos you might want to watch:

<https://www.youtube.com/watch?v=YKLLepEqSLk>

<https://www.youtube.com/watch?v=GkM7CfRit3w>

<https://www.youtube.com/watch?v=y5RSoojeq3k>



NAME THE PLANE

Here is your mystery airplane for August. 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. What was its primary mission?
5. How many were produced?
6. Bonus Question: This airplane is credited with a couple of "firsts." What are they?





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THE KOOZIES ARE WAITING FOR YOU!

The new can Koozies are now in stock at the Country Store. Our logo is imprinted in color on both sides of the Koozie. They are only 5 Bucks a piece. 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



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 four in the picture. We will give a 10% Discount on these four shirts that have been hanging in the same place at several monthly meetings. All four of these shirts were ordered by members who chose a different shirt when the order was received. Come try one on. You might like it.

We have a new order of some fresh Fishing Shirts and Polo Shirts in 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 special orders since we have



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.

New Merchandise News

We are getting quotes on some new merchandise with the Chapter 35 logo, like coffee cups, duffle bags and, clip on flashlights. We should have some samples at the next meeting, so stop by and see what's new.



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 is sells Wash Wax All aircraft care products at a special reduced price for Chapter members.



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		
Logoed Safety Yellow polo shirts	SM - XL	\$30.00
Cloth Baseball Caps	EAA or Chapter 35	\$10.00
60th Anniversary Decals		\$2.00
Beverage KOOZIES!		\$5.00
Chapter 35 Sew-On Logo Patches		\$3.00
Chapter 35 Bumper Stickers		\$1.00
Wheel Chocks - Aluminum (pink or yellow)	Two pairs = a set	\$45.00
"Wash Wax All" Products	Great savings!	

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!

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  EAT, DRINK BE MERRY	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>

Doubletree by Hilton San Antonio Airport, 37
 NE Loop 410, San Antonio, TX 78216
 07:00 PM - 09:00 PM

Aug 5 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>

Aug 19 Wings and Wheels
 1940 Air Terminal Museum
 Houston, TX
 11:00 AM - 03:00 PM

Oct 21-22


 Ellington Airport (EFD)
 Www.wingsoverhouston.com

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

Nov 4-5

JB San Antonio Air Show
 Randolph AFB

Sept 9 **Blubonnet Airshow**
 Burnet TX
 caf@tstar.net

Sept 13 AOPA Fly by Night Safety Seminar

Anderson Aviation

Flight Instruction & Aircraft Rental



||| 16 Located at Bulverde Airport in Downtown Bulverde, TX 34 |||



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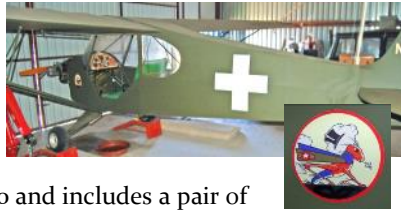
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CLASSIFIED ADVERTISEMENTS

For Sale - - N-3 Pup. Engine factory overhauled and then flown a few hours. Then Julius Braun placed it in the hangar at 8T8 for the last 20 years (or so...), where it still resides today. Priced at \$6,000 and includes a pair of floats and a trailer. Talked to one of the past pilots. It flies well. Call me if interested. Nelson Amen 210-834-1991 (Expires Aug 2017)



New Member needs Help with Pietenpol project. I am a new member here, and will be building a Pietenpol. I am in need of aircraft quality spruce. I am trying to keep my costs as low as possible. I really don't want to pay shipping if I don't have to. I prefer already dimensioned wood, but do have a jointer/planer and can use rough cut. I am also interested in any pointers that I can get from any builders. This will be my first build. If you have any that you don't have a use for, or know of somewhere close that sells spruce, please call or text Bryan Nelson at 214-695-1478, or email at ozzietx@gmail.com (Expires Oct 2017)

To post a classified—contact the editor at eaa35news@gmail.com

- You must be an EAA Chapter 35 member.
- Ads are FREE and will run for 3 Months from the last date you re-verify that the item is still for sale.
- PLEASE Notify me when your item sells!!
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Ulf Balldin (2014-15) 210-663-7391 uballdin@gmail.com	Chuck Fisher 210-878-5561 ea35news@gmail.com
Nelson Amen (2012-2014) 210-834-1991 nelson.p.amen@gmail.com	Brian Goode 727-709-1159 ladygoode@msn.com
Dave Baker (2010-2012) 210-410-9235 iflyaerosport@sbcglobal.net	Ron O'Dea 210-488-5088 r2av8r@gmail.com

Chairpersons

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Public Affairs: (210) 952-6216	William Richardson southtxpilot@gmail.com	Membership: 210-488-5088	Ron O'Dea r2av8r@gmail.com
Website: 210-410-9235	Dave Baker iflyaerosport@sbcglobal.net	Country Store: 727-709-1159	Brian Goode ladygoode@msn.com
Safety Officer: 210-488-5088	Ron O'Dea r2av8r@gmail.com	727-439-1159	June Goode junegoode@msn.com

Flight Advisors

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

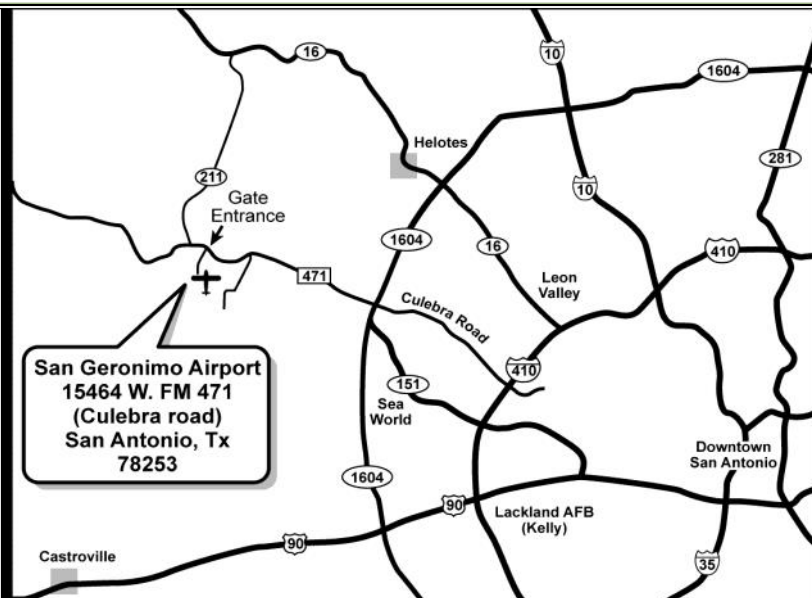
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	Lew Mason 210-688-9072 lewnan@sbcglobal.net

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*Chapter 35 meets
Each Second Saturday of the Month*

Aug 12 @ 11:30
EAA Chapter 35 Clubhouse
Brisket Lunch
Program by Joshua Johnson
Lancair International
to Follow



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 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
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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.



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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.



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



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Waterless Wash Wax Mop Starter Kit
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Starter Kit
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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.



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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.



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