



May 2021

Volume 64 Issue 5

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Next Event

May 8 2021

PANCAKE BREAKFAST

FLY-IN

0900-1200

Chapter 35 Clubhouse

8T8 (San Geronimo

Airpark)

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Memorial Day Remembering Kelly Field (AFB) 102 Years Ago

This Month, May, we celebrate Mother's day, and I would be remiss if I did not note that right up front as every one of us in some way owes our very lives to our mothers, and some of us probably owe our lives to the *patience* of our mothers. Thank you Mom!

The other day we celebrate in May is Memorial Day. The exact origin of Memorial Day is unknown as commemorating war dead with flowers and ceremony had been tradition in many communities, especially in the South since the time of the American Civil War.

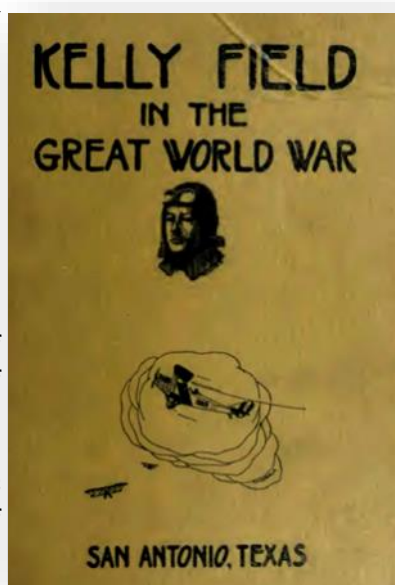
On May 5, 1868, General John A. Logan, leader of The Grand Army of the Republic, an organization of Northern Civil War veterans, called for a nationwide day of remembrance. "The 30th of May, 1868, is designated for the purpose of strewing with flowers, or otherwise decorating the graves of comrades who died in defense of their country during the late rebellion, and whose bodies now lie in almost every city, village and hamlet churchyard in the land," he proclaimed. It was called Decoration Day and specifically did not commemorate *any specific* battle.

Many Northern states held commemorative events and reprised the tradition in subsequent years and by 1890 each one had made Decoration Day an official state holiday. Southern states, on the other hand, continued to honor their dead on separate days until after World War I. The day grew to a memorial to all fallen soldiers in America's wars, and in 1971 the United States adopted the former Decoration Day as a federal holiday—Memorial Day in remembrance of all American fallen.

As I mulled over articles for this issue, I ran across an old book I had perused a few years back. It is a sort of yearbook that documented the remarkable first couple of years of Kelly Field—created in a matter of weeks, and later a training ground for nearly every American aviator across two world wars.

What follows is excerpted from *Kelly Field in the Great World War* by Kroll, H. D., (1919) written 102 years ago.

(Continued on page 4)



NEXT EVENTS

May 8 9:00 FLY-IN PANCAKE BREAKFAST
and new plane/project unveiling!

May 14 6:00 pm VMC Club (see FAA Wings page and e-mail)
8:30 Movies on the lawn (weather permitting)

PRESIDENTS COCKPIT

DARREN MEDLIN

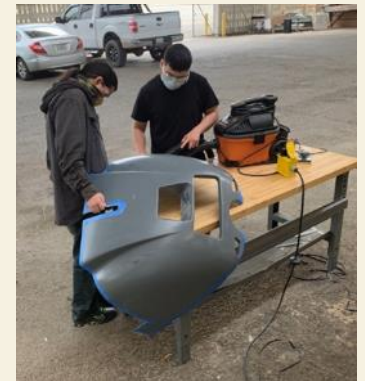


A big thank you to all the members and guests that attended our first in-person meeting of 2021. A skilled group of volunteers installed new blinds in all the clubhouse windows while another team replaced the pedestrian door to the chapter hangar. In addition to those projects, material that had been moved to the hangar after the clubhouse “great flood” earlier this year was sorted and shelved by chapter members. Grill masters Doug Apsley and Rick Vinas assembled our new chapter grill and cooked hamburgers for the member picnic. A big thank you to Chuck and Peggy Fisher for leading the food prep for this event and to everyone that donated their time to make our chapter facilities better.

“Gone West” is a term used when talking about members who have passed on and no longer fly with earthly wings. On the west wall in our clubhouse hangs a beautiful original painting that was created and donated by artist and member David F. Baker. The painting reminds us of those no longer with us by focusing on the empty cockpit of a yellow biplane. To make our remembrance more complete we want to individually recognize our “gone west” members on this wall by mounting chapter name tags for those members.

Your chapter has again been selected by EAA to award and administer a Ray Foundation Flight Training Scholarship and this year’s applicants really outstanding. Applications are being reviewed by your board of directors and the top packages will earn an interview. A primary and alternate Ray Scholar will be selected, and flight training will start soon thereafter.

The students at Southwest High School continue to make progress on their RV-12iS. The engine and prop are hung and cowling and canopy work started. The school board scheduled a visit before their next meeting to come through the shop and see the progress.



Looking forward to hearing from members that attended this year’s Sun-N-Fun and hopefully everyone who can is planning for AirVenture in July. Mark your calendar for 8 May when we will have our first fly-in of the year. Until then fly safe.

Darren Medlin

From the Cruise Director Chuck Fisher, Vice President

We did it! We had our first post-COVID face to face gathering and fixed the place up “real nice”. We hung proper window blinds, replaced the hangar door, sorted and reshelved oodles of stuff and generally cleaned. Thanks to everyone who came out.

In May we will hold our first Fly-In Pancake Breakfast in a long time! We will exercise our mongo pancake making device so expert pastry chefs are welcome. Volunteers will be needed not only to cook and serve, but also to help marshal aircraft and to provide a safe fly-in for everyone.

We’ll again recommend masks if you are going to be inside someone’s personal space or in the building. But mostly we recommend you get vaccinated as soon as you are able.

Looking toward June, we are planning our first 2021 Young Eagles event followed by a Fly-in BBQ for an action packed day.


New Members

Ron O’Dea Mem-

Please welcome:
Christen Davila:

Christen is a full time detective and student pilot. He currently flies a C-512. You may contact Christian at cdavalia59@sbcglobal.net

Jonathan Garcia:

Jonathan is a full time Deputy who is also a student pilot who flies a C-152. You may contact Jonathan at innhousebm@yahoo.com



CHAPTER BULLETIN BOARD

YOUR AD HERE!

Advertisement Prices for EAA 35 Newsletter

Size (percent page)	Monthly	Per YEAR	Savings
10% (business card)		\$ 35.00	
25%	\$ 8	\$ 86.40	10%
50%	\$ 15	\$ 153.00	10%
100%	\$ 30	\$ 324.00	15%
Classified ads	(Members Only)		Free

MAY

Pancake Breakfast Fly-In! We'll be grilling up some awesome pancakes, sausage, bacon and all the fixins. Volunteers are always welcome.

This is a fundraiser so bring your friends!

EAA
Master the Art of Aviation

Join a community of pilots willing to share experiences, promote safety, and help improve your flying skills.

Chapter Gatherings
Third Friday of the month
Meeting: 6:00 p.m.

Location
San Geronimo Airpark 15464 Culebra Rd.
San Antonio, TX 78253

Cory Morrison's
GO WHEELS UP! TEXAS
REGIONAL AIRPORT
MAY 29TH-30TH 2021

CAF AirPower History Tour
National Air Museum of Historic WWII Aircraft
San Marcos, Texas
San Marcos Regional Airport
April 30 - May 2, 2021

Dates & Times:
Friday, April 30
9:00 a.m. to 5:00 p.m.
• L-26 & B-29 will arrive Friday morning.
• B-29 cockpit tours available one hour after arrival.
• B-29 arrives at noon, rides available after 1:00 p.m.
• L-26 & T-6 rides available all day.

Attending Aircraft:
B-29 Superfortress FIFI
The most advanced bomber of World War II, FIFI is the World's Most Famous Flying B as Book a Ride in this iconic bomber that was designed to fly higher and faster than enemy fighters and brought an end to the war.
B-29 Ride Times:
Saturday: 9:00 a.m., 10:30 a.m., 12:00 p.m., 2:00 p.m., 3:30 a.m., 5:00 p.m.
Sunday: 9:00 a.m., 10:30 a.m.

C-47 That's All Brother!
Found in a hanger after the end of WW II, This All Brother led her other C-47's over thousands of troops and supplies to the beginning of D Day.
C-47 Ride Times:
Saturday: 9:30 a.m., 10:30 a.m., 11:30 a.m., 12:30 p.m., 1:30 p.m., 2:30 p.m., 3:30 a.m., 4:30 a.m.
Sunday: 9:30 a.m., 10:30 a.m., 11:30 a.m.

Event Admission Cost:
\$20: Adults
\$10: Children (Age 11 thru 17)
Free: Children (Age 10 & Under)

Are you Safety Minded?
VMC Club Topic for MAY
Extra Parts on the Airplane
6 PM 14 MAY at the Clubhouse
Register via FAA for Wings Credit

KELLY FIELD (continued)

(Continued from page 1)

KELLY FIELD

The tale of a whirlwind growth from a Texan cotton field to one of the world's greatest Aviation Centers

When one thinks of Kelly one thinks of the U. S. Air Service in all its various and difficult stages of development, for the two are synonymous. From its institution to its present stage of development Kelly Field has typified all that this important branch of our fighting forces now means. Well may it be called the Father of Aviation Fields, for although flying schools have been established throughout the length and breadth of the continental United States in the past two years, none of them have had so romantic and thrilling a history as Kelly.

To the casual observer, standing today upon some high point and glancing over this mammoth expanse of territory, not the remotest idea is given of the marvelous transition which has taken place within the past two years. He sees before him now Kelly Field, a veritable city, humming with industry. Hundreds of red roofed buildings of various type and design spread out before him. arranged in symmetrical rows and blocks, while macadamized roads, crowded with all types of vehicles from huge Army trucks to powerful pleasure cars wind their way here and there across the wide expanse. Smoke, pouring forth from all the tall smokestacks of numerous factories and shops, spreads out and vanishes in the misty air above, and this very air itself is traversed in its limitless dimensions by seemingly numberless airplanes which dart here and there, some landing while others rise as if from the cauldron of some genie to take their places. Seemingly such a great industrial organization could only be accomplished through many years of careful plotting and gradual expansion. But truly Kelly Field is a magical city. Less than two short years ago this stretch of land whereon the Field lies was barren —only a few scraggly cotton-fields breaking the apparently interminable stretch of mesquite and cactus-covered prairie.

But with the rolling up of the war clouds along the horizon, the great value of this strip of land as an aviation field was seen and the genius of America was called upon to quickly produce here in reality what at that time only existed in the dreams of our Army organizers. And to what extent American genius responded is evidenced by the results

that stand today.

Kelly Field, the largest and most efficient Aviation Flying Field in the United States, is a glowing memorial to the pioneers who dared not only to scheme and to plan, but to put these schemes and plans into execution. The story of its development is romantic and reads like a



novel.

It was on April 9th. 1917. that four airplanes arose from the hangars at the old Remount Station (at present Camp Travis), and after flying across the City, alighted on what is now Kelly Field. Their pilots were men well known in early Aviation circles, namely: "Eddie Stinson." a civilian instructor and a brother of Katharine Stinson. the world- famous aviatrix: Capt. Davidson; Capt McDonald; Capt. Spotts; Lieut. Bagnell, and one other man whose name is

not recalled. They made their landing in a cotton-field, an oasis amid a boundless stretch of waste covered by the prickly pear cactus and mesquite. Tent hangars had been hurriedly erected there previously and in these the machines were stored for the night, while the men themselves made their beds upon the ground by the sides of their machines. This was the initial trip of airplanes to Kelly Field, but the actual formal establishment of the Field did not occur until May 7. when seven hundred men arrived. One week later, however, there were four thousand men on the Field. This was just a little over a week after the United States had taken her formal and memorable stand against the Hun and what he represented. Men came in at a rapid rate, and soon Major Dodd. of the Aeronautical Office in Washington, arrived to take charge of the definite organization of the Field. The contract for its construction was granted to Stone and Webster and with lightning-like rapidity the ground was cleared and almost as quickly as the cotton and mesquite disappeared there arose in their stead scores of buildings—hangars, barracks, mess halls. Officers' quarters, warehouses, machine shops and all the necessary adjuncts of a first-class Flying Field.

The middle of October saw the Field crowded to its capacity and almost before it was realized by even those who had it in charge, it had dwarfed all former expectations and had become what they had hardly dared dream—the largest and best Flying School in the world. Even then its expansion did not stop, for as America's eyes became

(Continued on page 5)

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more and more widely opened to the task she had before her, the great importance of the Air Service was recognized as never before, and the builders at Kelly were taxed to the utmost to provide accommodations for the rapidly increasing number of men. And until the signing of the Armistice, when the first rays of a victorious peace burst through the grim clouds of war this never-ending stream of men continued to pour into the Field. Many passed on through the School and were transferred to still more specialized branches of training elsewhere, but many also remained at Kelly, and in the short space of time that has elapsed since the Air Service began its expansion, many departments have come to be recognized as absolutely essential which were entirely unknown and undeveloped in the early days of flying.

The expression "This man's army," so often heard and so often used in jest is no more truly vindicated and exemplified in any branch of the Service than in the Flying School, for the Air Service is a Man's Army in every respect and it demands and exacts a man's work from practically every one of its personnel. Kelly Field is a typical example of this. There are no drones here. Every man in the Field is a specialist in his line—trained in mind and body to perform tasks requiring unusual skill and accuracy. They are quick, active and alert, and take to their tasks with as much interest and pride as if their own and for their own benefit. Each and every man has his own work to do and probably in no other branch of the Service is one permitted to so assert his individuality as in the Air Service. Likewise his skill and his knowledge are laid bare by his own handiwork and he must prove himself or be quickly dispensed with. The personnel of Kelly Field is largely men of brain as well as men of brawn. Drawn from the walks of life where superior intelligence and personality mean everything, they constitute a huge machine, and from the intelligent conceptions of their fertile mentalities to the actual accomplishment and realization of their plans by the

skillful application of their nimble fingers, they represent a marvel of engineering efficiency not to be equalled in any other quarter of the globe.

Very little information regarding the wonderful extent of the organization at Kelly Field has reached the outside world, but its wonderful efficiency as a Flying School attests the success of the methods in operation. Every man arriving at the Field is "trade-tested" by a board of experts maintained for this sole purpose. Examinations in fifty-three different trades are given by this board—experts in this number of vocations being required for the operation of the Air Service in its present stage of development. Each man as he takes his "trade-test" is classified regarding his degree of proficiency in any of these fifty-three trades with which he may be familiar. Card records of each man's "trade-test" are maintained and it is only the work of a few minutes for Headquarters to obtain a detachment of men for any particular line of work. Some of these vocational tests appear silly and useless upon the surface, as a man's ability as a musician or comedian apparently has very little to do with his value to the Air Service. But men of this type are formed into units which provide amusement for those otherwise engaged, and thus play a valuable part in keeping up the morale of the Field, a

vital necessity where proficient and highly specialized work is demanded.

Nor is Kelly Field of inconsiderable importance in the general scheme of Aeronautical development, for since its earliest conception it has been rated as a veritable "clearing house" for the other flying fields of the United States. Detachments are made up here for all other fields, and as fast as requisitions are received for men in certain lines of work, they are quickly filled from the ranks of the skilled specialists here awaiting assignment. Kelly Field has always been a primary field. That is, it is the first field through which the Cadet passes when he leaves Ground School. And for this very reason, if for no other, it is of paramount importance. It is at the primary field that he is made or broken, for here he receives his first actual training as a flier. If his work in the primary field is well done he becomes that much more proficient in the higher periods of his training, such as pursuit, bomb-

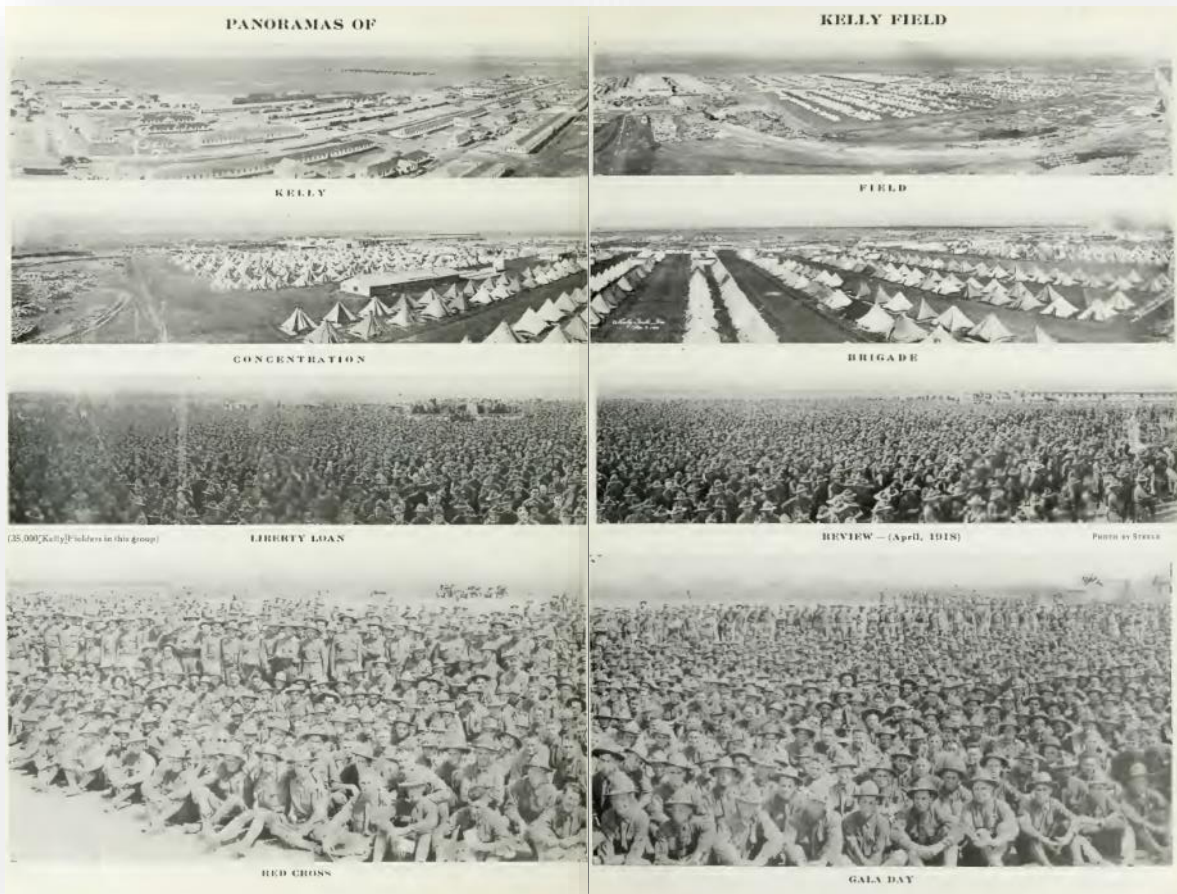
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(Continued from page 5)

ing and observation. And with this in mind it is readily seen that his primary training cannot be underestimated. When the Cadet arrives at Kelly from Ground School he is of course raw and unexperienced as a flier and his first experience in the air is on the dual stage, where he flies with an instructor, who teaches

him the correct methods of handling a ship and later allows him to fly the plane himself, complimenting or criticizing as the case may warrant. From this stage he passes to the primary stage, where he receives his first experience at handling a ship alone, his maneuvering being watched from the ground and all points checked up either for or against him. It is on this stage that he first attains the self-confidence necessary to the successful piloting of a ship. It is here that he also first learns to execute successfully the spirals and figure eights and the correct methods of landing and "taking off." After he has mastered this work he is transferred to the cross-country stage, where he is trained in map-making, observation, sense of direction, navigation, etc. Next in order come the acrobatic stage and the formation stage, the former dealing with trick flying exclusively. This is extremely hazardous, but nevertheless must be undertaken and mastered before a prospective bird-man can hope to victoriously combat the wily Hun. Formation flying is also of the utmost importance, for in the ability to maintain these battle formations under stress sometimes may rest the success or failure of a raid or the beating off of sudden attack. Then, after some special instruction in radio telegraphy and signalling from ships in flight, the student receives his R. M. A. (Reserve Military Aviator) Commission, and is assigned to another more advanced field.



Kelly Field was named, after the prevailing custom, for one of America's pioneer flyers. Lieut. G. E. M. Kelly, 30th Infantry, U. S. A., who lost his life May 10th, 1911, just above the present Kelly Field when making a landing to avoid running into a tent filled with women and children.

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SAN ANTONIO, TEXAS

KELLY FIELD, the greatest aviation field in the United States, and one of the greatest in the world, was in a sense the favored child of the San Antonio Chamber of Commerce. A committee of the Chamber of Commerce assembled the necessary land for this undertaking and presented the proposition to the Aviation Production Board in Washington in June, 1917. The contract was finally signed in July, 1917, comprising all of what is Kelly Field Number Two. Kelly Field One having been acquired a few- months earlier. In addition to Kelly Two, a tract nearly as large just across the railroad, below Kelly One. was leased and another tract across the Somerset Road, still larger. The total acreage in what would have been these four Kelly Fields, was over six thousand acres. The Secretary of the Chamber of Commerce signed the contract on behalf of San Antonio, and at the request of the Aviation Department the Chamber of Commerce leased the land from the owners individually and subleased it to the United States Government.

The haste under which the contract was worked out made it impossi-

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ble to figure costs exactly and the Chamber of Commerce offered the Government one of the most unique contracts in the history of the assembling of the aviation fields. This contract called for service by the Chamber of Commerce without profit and the guarantee that the books and accounts of the Chamber of Commerce as agent for the aviation fields should be examined periodically by United States Government officials, or at any time the Government officials might choose to examine the books: and that at stated intervals any excess over the actual cost of handling these aviation propositions for the Government should be returned to the Government. The Chambers of Commerce has already returned to the Government more than \$5600 in money saved by the economical handling of Kelly Field.

What would have been Kelly Field Three and Kelly Field Four was released in the fall of 1917 at the suggestion of the British and French aviators who were of the opinion that such large flying fields so close together would result in accidents and collisions. Later on the Chamber of Commerce assembled the property in what is known as Brooks Field and this likewise is handled in the same manner. When that field was presented to the Aviation department the interesting fact came out that a few years before a special board of officers appointed by the army to investigate conditions for air training had reported that the climatic and other conditions at San Antonio were the most favorable in the United States.

The original flying in the United States Army was done at San Antonio; one lone hangar stood near what is now the center of Camp



Lieutenant G. E. M. KELLY
after whom Field is named

Travis and Lieut. Benjamin D. Foulois, as he was then known, now Brig. Gen. Foulois, was the pioneer of American army aviators. At the time of the threatened trouble with Mexico in 1916 our entire air fleet was assembled at San Antonio and consisted of the superb number of eight, more or less antiquated, machines. Unfortunately the record of army flying will probably never give full credit to the daring young men who risked their lives in flying in these old machines into Mexico.

In the development of Kelly Field an enviable record of efficiency has been established. Not only in the gross number, but in the relative number of flying hours per machine has Kelly Field set a record in the army. At the close of the winter of 1917-18 the total number of flying hours in Kelly Field was greater than all the other aviation fields in the United States put together.

There is no doubt of the fact that the men trained at this great field contributed largely to the success of the American army in France. San Antonio with its historic associations of the Alamo, where brave Americans died for liberty, is proud to have in its environs this great training field for American aviators: and this city is proud to add to the traditions of the Alamo and its gallant forefathers who established liberty in the Southwest the traditions of the brave men, some of whom gave their lives in training here, others of whom gave their lives on the battlefields of France and Flanders, whose memories will live always at Kelly Field. San Antonio with its delightful winter climate, with its splendid modern hotels, its picturesque urban beauty, will always welcome back the men of the flying service and their families.



CHAPTER BUSINESS NOTES

April 2021 Board of Directors Meeting Notes

Number in Attendance: Board Members: 8 Committee Chairs: 4

Treasurers Report

Balance as of the end of February: \$46,451.83

Building maintenance fund: \$4,385.79

Membership Report Ron O'Dea reports 116 members.

30 Life, 74 Renewed, and 12 New!!!

Youth Ed: Last Years Scholarship winner, Mary Jane is about ready to solo. Keep your fingers crossed for good weather

Builder Support (Ike Kelly) - Dynavibe Propeller Balancer is here and

is ready for use.

Brian Smith - (Young Eagles) - Targeting 12 June for another event before the chapter meeting.

New Business:

1. Motion to Purchase a Grill for fly-in and outdoor events: Approved.

Upcoming Events: Clean-up and BBQ, VMC and Movie nights are back. Stay tuned for further announcements.



BUILDERS CORNER

IKE KELLEY—BUILDER COORDINATOR

One of the foundational functions of Chapter 35 is to support builders and those restoring aircraft. So we are working to build an inventory of tools that are expensive, needed, but rarely used making them impractical for most builders to purchase themselves. This year, with the help of EAA, we purchased a Dynavibe Dynamic Propeller Balancer. You can check it out and get assistance with its use by contacting Kris Kelley—builder coordinator (see contacts page).

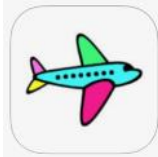
This is a quick review by its very first user Chris Hiatt.

I had the pleasure of being the first to use the club's new DynaVibe prop balancer. Simply put it's very easy to use, in fact the most difficult part for me was fabricating brackets, since the kit does not come with any. I balanced it both with the top cowling off and with the equipment mounted to the top cowling. On day one I was able to get it balanced to .09 after several adjustments, so of course I tried on day two to do better and spent the whole day chasing my tail. On day three I was able to get it dialed in to .04 @ 2300 rpm and called that success. Unfortunately, I can still feel a slight vibration at lower RPMs. Before you ask what my vibration level was before adding weight, let's just say it wasn't good. So now, after getting a taste of a balanced prop, I have purchased the Balance Masters bolt on prop balancer in hopes that I can get a better balance at more RPMs. Thank you so much to Kris Kelly and others who worked to get the club the DynaVibe.



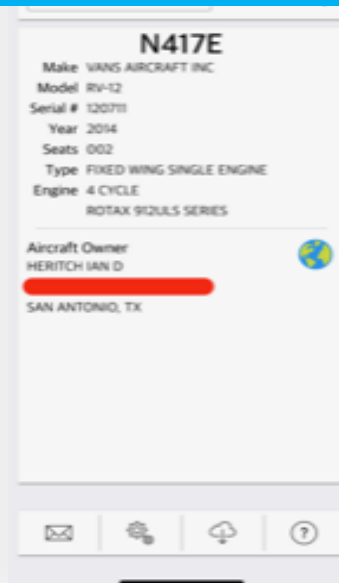
N Numbers: An Aviation App Review

Ian Heritch



N Numbers is an iPhone and iPad app, sourced from the Apple App Store, that will display aircraft and owner information for every aircraft in the FAA registry. The app is priced at ninety nine cents. Unique to this app, the entire FAA registration database is downloaded to your device. No cell signal or WiFi needed.

Recently, returning to San Geronimo from North Texas, I was aware of two pesky aircraft in my vicinity and both refused to vacate my airspace. ADSB-In showed me their N numbers so I pulled out my iPhone and used the N Number app to look up their info. One aircraft was based at Bulverde, and combined with their maneuvering, I surmised that they were engaged in training and would not really be a factor for me. The other aircraft was based at Boerne Stage and I had a feeling they



were headed for the barn and would also be no factor. Both assumptions turned out to be correct, leaving me to wonder whether I should buy a Mega Millions lottery ticket.

Imagine yourself at the airport and your hanger neighbor slyly asks if Ulf's airplane is a Cessna 150 or 152. Simply pull out your iPhone, open the N Number app, key in the N number and like magic you will have the answer. I highly recommend this app and am happy to pay the developer ninety nine cents.

APRIL—CHAPTER CLEAN-UP AND MAINTENANCE DAY—more photos on eaa35.org and on [page 21 \(e-newsletter\)](#)



Chapter Clean-up and Maintenance day—April 2021.

After the near disaster flooding from a broken water pipe during the winter freeze, chapter members turned out in force to clean, re-stock and improve the clubhouse. Some members sorted through the hastily moved materials, salvaging what was good and re-stocking it, sorting others to other storage or disposal. Another crew hung window blinds in all of the windows replacing the, shall we say...well worn, window dressings. Rick and Doug assembled the new chapter grill...and served as the first grill-masters as well. Paul led a team to tear out the rotten door frame and rusted door to the Chapter building facility (hangar) and replaced it with new. And of course we have to give a huge shout out to Peggy, BJ, Roxanne and June for setting up a very safe but wonderful BBQ for everyone. Ray Scholar Maryjane joined us, but we did not get to hear of her latest successes—next gathering!

The howling winds forced us indoors (not planned) to eat. Most who attended were proudly fully vaccinated which made it much more enjoyable for them, I think. We still recommend masks, and distancing but strongly encourage everyone to get their vaccine.



Craftsmen's Technique

by Mark Julicher

Hang a Wing

One common activity for those of us flying vintage, high-wing planes is to remove or install the wings. No, not an everyday occurrence, but significant and stressful when it is done.

The most stressful and difficult thing is to hold the wing in position whilst removing or installing bolts. The second most stressful thing is communicating to the various helpers what they must do. Follow along and I will offer you some useful techniques.

First of all, round up four people. Three can do it in a pinch, but a fourth person is useful. Every person in the group (or if we are doing a hanging, is this a posse?) I digress, every person should have a couple of drift pins their pocket. Screwdrivers will work fine, even large nails will do the job. The object is to stab drifts through the bolt holes as the wing is jockeyed into position.

The next item, although not essential, saves time and reduces the required muscle power by an order of magnitude – meaning that my 30-year-old self was able



Photo 1: Drift pins



Photo 2: Sheet Rock Hoist

to hang wings but by 70-year-old self is not so spry. The item is a sheet rock hoist. Amazing? YES! Just try to find this trick in an aeronautical textbook.

Rent or buy this gem! Available for about \$190 from Amazon, Harbor Freight, etc.

Before going any further, this process works much better if the plane is level, or nearly level. So if this is a conventional geared plane, put the tail up on a saw horse.

Now place a piece of plywood on the sheet rock hoist to make a flat platform for the wing. It does not have to be heavy duty here, just some 3/8 plywood or even a piece of paneling will suffice. Throw a blanket or furniture pad over the plywood to prevent scratches on the freshly doped wing. Place the wing on the padded platform balancing it carefully.

Now turn the capstan (wheel) and raise the wing.

While raising the wing, station two people at the wing root fore and aft, station one person at the wing tip and person number four raises the lift. BE SURE person four understands the lift. The little lever is a brake, pull that lever and things may come crashing down. Pre-flight the lift and understand it.

Carefully raise the wing. One of the people stationed at the wing root gives directions, e.g., "Leading edge forward," "Lift up two inches," "Wing toward the fuselage," etc.

As the wing root lines up with its bolt holes, stab the drifts in place.

The person at the wing tip plays a significant part but must take direction from the person at the wing root. Obviously, the tip person can't see the wing root bolt holes. I guess you could say "obviously the bolts are not obvious." However, the person at the wing tip must wiggle and jockey the wing to assist with lining up the bolt holes. The order of the day is patience! The tip person is working a 16-foot lever... great mechanical advantage... easy to use too much force! Go



Photo 3: Wing being raised and guided into position

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Craftsmen's Technique Continued

(Continued from page 10)

slow. Use a shot of lubricant at the bolt holes. This is all done by feel and by the guidance of that one person at the wing root.

Once both drifts are pinned at the wing root, the person at the wing tip lifts the wing and the sheet rock hoist is removed. It is not difficult to hold the wing tip up but if necessary, it can just be set on top of someone's head. Alternatively, a step ladder with padding on it can hold up the wing tip. At this point, the wing struts are moved into position and more drift pins inserted in the struts. TaDa! A wing is (sort of) on. If the



Photo 4: What the person stationed at the wing tip sees

engine is already on the plane, then there is enough weight that the plane will remain upright and not tip over.



Photo 5: Wings pinned on. Jury struts not yet

If you have enough drifts, go do the other wing. If you have insufficient drifts, insert the wing and strut bolts now.

Less than an hour. Both wings on.

Now to install ailerons and flaps...

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Youth Education ea35scholarship@gmail.com

Ray Scholars:



Evan Carroll



Maryjane Marroquin

Evan Buys a Plane...but....

Evan Carroll

Ever since my first flight lesson, I have wanted to buy an airplane.

After looking at prices for normal primary training aircraft I pretty much immediately ruled out the idea of purchasing a plane. Working side jobs just wouldn't be enough for the monthly cost of ownership, and the initial cost of buying something like a 172 or a Cherokee is just too expensive for me at this time. I had pretty much given up all hope of owning an aircraft until I was first exposed to ultralight flying through a few YouTube videos.

The idea of aircraft ownership became much more reasonable. After looking at the usual spots like Trade-A-Plane, and Barnstormers, I didn't really find anything too exciting in my price range for a while.

All of that changed when Ian Heritch, a Chapter 35 member, sent me a link to an auction for a few airplanes that was going on in Vidalia, Georgia. I was immediately interested in a Fisher 303 that they had for sale, but skeptical about the condition. I knew I did not want to bid very high because of my lack of information on the aircraft.

After waiting for a few days and watching the remaining time go down, I put in my first bid at \$1000, and I almost immediately got outbid, a few back and forth bids later, the other bidders gave up at around \$1450, apparently another \$450 in taxes was added and I had won the auction!

I was ecstatic, hopeful, and I couldn't wait to go get a look at it. Vidalia is 850 miles from our Property in Queen City, TX. The sellers wanted all of the aircraft buyers to show up around 2 weeks from the time the auction ended, my Dad and I were happy to hear that

so that we would have time to prepare for the trip. Since my Father is a general contractor, he already had a trailer that we could use to haul the Fisher back to Texas.

Our first day of the trip we had a late start and only made it to Tupelo, MS and had about 450 miles to go the next day. That next morning we left early and we were able to make it to Vidalia around 7 pm. We got our first look at the airplane and we were able to take exact measurements of everything.

After stopping at the local hardware store, we built a few supports to try and stabilize the ultralight on the trailer, and went to our hotel for the night. Early the next morning we went to get the 303 from the hangar and spent the next few hours getting the plane loaded and stable.

We hit the road around 2:00pm and thought we might be able to get back around 4:00am and wouldn't have to spend money on a hotel. Oh boy were we wrong, around midnight I passed out in the passenger seat, and my Dad stopped at a truck stop a few minutes later and passed out as well. We made it back the next morning and we were able to get it in a hangar before the storms the next day.



The only major problems we could see were just fuel line/tank issues that could be sorted out fairly quickly. What you see in the picture is a new fuel primer bulb, fuel cutoff valve, new fuel lines, and there is also a new fuel filter back closer to the tank.

A new friend of mine / A&P mechanic named Paul Smeltzer helped me by rebuilding the carburetor on the Rotax 277. Paul owns a Fisher 202 with the same engine and has been helping me get it in flying condition. March 30th I was finally able to get it off the trailer

and under the Quonset hut / hangar that we built at my family's property.

Now is where the biggest problem comes in, I am currently 6'1 and weigh in at 200 pounds and it seems like 95% of my body is legs, I tried sitting in the plane and the airframe just isn't built for someone long. I seriously cannot fit into the airplane I just bought and drove across the country to haul back.

The mechanic friend I mentioned earlier has offered to trade for his single seat T Bird ultralight with a 377 and I'm not sure what I want to do at the moment. In next months newsletter I will definitely give an update on my situation in regards to the ultralight. If anyone might be interested in purchasing the ultralight or has something they might want to trade, feel free to contact me. My email address is : ecs20406@gmail.com

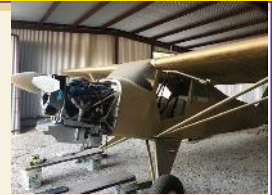


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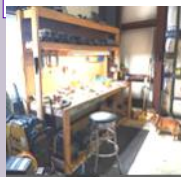
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FOR SALE - BENDIX/KING KLX135A; GPS/COM, installed - OCT. 1999, removed - OCT. 2020. COMM works well. GPS works well but internal batt is inop. Takes about 15 minutes to acquire satellites. Installation Manual. \$400.00 BOB CABE 210-289-5375



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MARCH MYSTERY PLANE REVEALED

!

DOUG APSEY

April Mystery Airplane Revealed

By Doug Apsey

Congratulations to Charlie Brame for correctly identifying the April Mystery Airplane as the Temco TT-1 Pinto. The TT-1 was produced as a lightweight, tandem two-seat primary trainer for the Navy. It first flew on 26 March, 1956, and went into production in 1959. Only fifteen were built between 1956 and 1957 before being retired by the Navy in December of 1960.



TT-1 Super Pinto, World Heritage Air Museum, Detroit, MI

The prototype Pinto, initially designated the Temco Model 51, was built to compete for an Air Force contract for a jet-powered primary trainer. The Cessna T-37 "Tweet" beat out the Pinto for that contract. The prototype was then handed over to the Navy for evaluation and competed against the Beech 73 Jet Mentor for a contract to deliver the first Navy jet-powered primary trainer. The TT-1 won that competition and fourteen more were delivered to the Navy.



TT-1 Front Cockpit (flight-manuals-online.com)

The Pinto was equipped with many features that were found on the fighter jets of that era including similar flight controls, instrumentation, ejection seats, liquid oxygen system and speed brakes. It was powered by a single Continental J69-T-9 engine that produced 920 lbf of thrust. Top speed was 345 mph and it had a cruise speed was 247 mph. Stall

speed was 76 mph and rate of climb was 1,900 ft/min. The Pinto only carried 119 gallons of fuel limiting its endurance to about 1.5 hours.

The TT-1 served with the Air Training

Command at Pensacola, Florida as part of a demonstration program



TT-1, Naval Aviation Museum, Pensacola, FL (Flicker.com)

testing the feasibility of using a jet-powered trainer for primary flight training. Although the TT-1 was said to have great flight characteristics, it was underpowered with the J69 engine and was determined to be inadequate for training pilots who would go on to fly off carrier decks. The Navy abandoned the test program in 1960 and reverted back to using the piston powered T-34 Mentor and T-28 Trojan for its primary training mission. The Pinto still has the honor of being the US Military's first jet-powered primary trainer.

In 1968 American Jet Industries (AJI) attempted to resurrect the TT-1. AJI replaced the J69 engine with a much more powerful GE CJ610-6 engine that produced 2,850 lbf of thrust and significantly increased the performance of the little jet. The repowered Pinto was called the T-610 Super Pinto and was marketed as a potential light attack aircraft. The increased thrust of the new engine resulted in a cruise speed of 400 mph, top speed of 550 mph and an impressive increase in rate of climb to 10,000 ft/min. Takeoff roll with the larger engine was only 500 feet.

After finding little interest for the Super Pinto by the US military, the prototype and production rights were sold to the Philippine Air Force with plans to build the aircraft as a jet trainer. It appears that none were ever produced. Seven TT-1's found their way into civilian hands and, as of 2016, as many as five were still flying in the US. Four of these were converted to Super Pintos by replacing the J69 engine with the GE CJ610 engine.

Sources for this article include:

https://en.wikipedia.org/wiki/Temco_TT_Pinto

<http://www.warbirdalley.com/pinto.htm>



NAME THE PLANE






DOUG APSEY

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



- ◆ What is its designation/name?
- ◆ What aircraft manufacturer built it?
- ◆ What year did it first fly?
- ◆ How many were built?
- ◆ What was the intended purpose of the design?

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

2021		EAA Chapter 35 Activities Calendar	
MAY 	8	9:00 RE-EMERGENCE FLY-IN PANCAKE BREAKFAST and new plane/project unveiling!	
	14	6:00 pm VMC Club (see FAA Wings page and e-mail)	
	14	8:30 Movies on the lawn (weather permitting)	
JUNE 	YOUNG EAGLES RALLY		
	12	11:30 FLY-IN BBQ LUNCH	
	18	6:00 pm VMC Club (see FAA Wings page and e-mail) 7:30 pm Movie Night (indoors) to follow VMC	
JULY	10	11:30 Social/12:00 Program TBA	
	16	6:00 pm VMC Club (see FAA Wings page and e-mail)	
		7:30 pm Movie Night (indoors) to follow VMC	
	26-01	AirVenture 	
AUGUST	14	11:30 Social / 12:00 Program:	
	20	6:00 pm VMC Club (see FAA Wings page and e-mail)	
SEPTEMBER	11	1130 Social/1200 Program: Summer wrap-up	
	17	6:00 pm VMC Club (see FAA Wings page and e-mail)	
	17	7:30 Movies on the lawn (weather permitting)	
OCTOBER 	9	0900 FLY-IN BREAKFAST	
	15	6:00 pm VMC Club (see FAA Wings page and e-mail)	
	15	7:30 Movies on the lawn (weather permitting)	
NOVEMBER	13	11:30 <u>Annual Membership Meeting</u> and Chili Cookoff	
	19	6:00 pm VMC Club (see FAA Wings page and e-mail)	
DECEMBER	11	CHRISTMAS PARTY - PLANS TOTALLY PENDING 11:00 Social Hour; 12:00 Lunch Gift Exchange to follow (~\$15 target for gifts but that's up to you! See newsletter for more details)	
	17	6:00 pm VMC Club (see FAA Wings page and e-mail)	

Upcoming Events:

April 30-May 2 AIRPOWER HISTORY TOUR IN SAN MARCOS, TX

May 1-2 Wings Over South Texas Air Show 2021 Corpus Christi Bay-front, Texas

May 15 Texas Barnstorming Museum 7th Annual Fly-In Pig Roast Hallettsville, TX

May 27 Greater Houston Aviation Day (KDWH)

May 28-30 Go Wheels Up! Texas San Marcos, TX

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By RICHARD VINAS

A great weekend of work, restored in-person meetings, and grilled burgers should have awakened your desire to get some more Chapter 35 merchandise! We still have a few shirts, plenty of coffee cups, koozies, stickers, and patches, and of course plenty of WashWaxAll products for the spring airplane cleaning. Now that the social restrictions have been relaxed, it will be easier than ever for us to get together for the delivery of those items that you need right now. If your Airventure group wants a distinctive shirt to wear at Oshkosh, make sure and give me plenty of notice so we can order whatever you need. As always, let me know if you have any ideas for products you think we might put in the Country

Store that would be in demand by the members of the Chapter. See you all in May!

Rick Vinas



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



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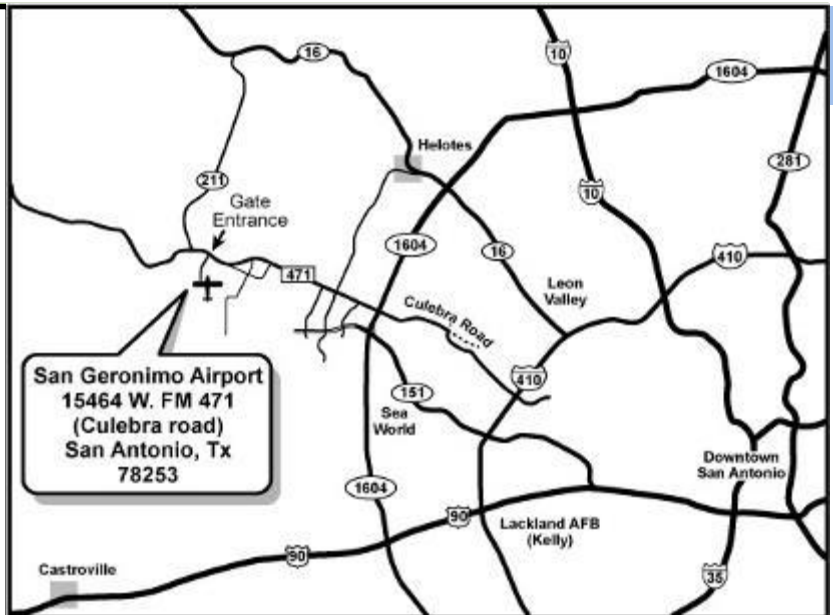
May 8 2021

PANCAKE BREAKFAST FLY-IN

0800-1200

Chapter 35 Clubhouse

8T8 (San Geronimo Airpark)



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

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

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Ron O'Dea, Membership Chairman
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Runway 35—The Official Newsletter of EAA Chapter 35, San Antonio, Texas

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APRIL—CHAPTER CLEAN-UP AND MAINTENANCE DAY



EAA Chapter 35 Data Information Sheet

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

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

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

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

Previous employment aviation related: _____

Military experience: _____

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

How did you learn about Chapter 35? _____

Aircraft currently building: _____ Status: _____

Aircraft currently restoring: _____ Status: _____

Aircraft you have built or restored in the past: _____

Aircraft you own: _____ Aircraft you fly: _____

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

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

N – Ground School Instructor ; O – Light Sport ;

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

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

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



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



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



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