



RUNWAY 35

RANGER FLY-IN

May 2011

Volume 53 Issue 5

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Next Event

May 14th

- Chapter Workday
- 10:00AM to 12:00PM



PHOTOS CONTRIBUTED BY:
N.WARNER, D. BAKER

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AIRSHOW NO. 4

MAY 27-29, 2011

RANGER AIRFIELD

MEMORIAL DAY WEEKEND FLY-IN & AIRSHOW



©Dennis Price ~ 2010 Ranger Airshow

- **FRI:** Fish Fry (\$8) 5:30 P.M.
Evening Airshow **7:00** P.M. (Airfield closed 6:50-7:30)
- **SAT:** Lions Club Breakfast (\$5) 7:00-8:30 A.M.
Lunch served to pilots/passengers 11:30 A.M.
Airshow **1:00** P.M. (Airfield closed 12:50-2:30)
- **SUN:** **DAWN PATROL ~ 0700**

Visit: www.rangerairfield.org Identifier: F23 Elevation: 1470 ft.
CTAF: 122.9 Rwy 01/19: 3300 x 75 ft. Turf, In Good Condition



HONDO FLY-IN



HONDO ARMY AIRFIELD



Fly-In



B-17 Texas Raiders Rides Available!

Call Wayne (210) 313-4759 if you interested in bringing your aircraft

PLUS! B-25, C-47, P-51 & P-40!

Also: C-45, L-17, L-Birds, T-6s
PT-17s, PT-19, T-28
O-1s and much more!



Food & Market Days
Fun for the Whole Family!

May 21, 2011

Open 9 AM
Only \$10 per Carload!

ARMED FORCES DAY

All Military Veterans Will Be Saluted At Event!

www.hondochamber.com
or John (830) 426-1162



PRESIDENT'S COCKPIT

By Dave Baker

From The Cockpit

What a great "flight" so far this year with our Chapter. We have experienced some great programs thanks to Jim Feighny and the people he has presented so far. The April Pancake breakfast started out slow but really picked up around 9:00am. We ended up feeding over 60 people. We had 4 planes fly in, Doug & Crissy Jenkins in their T-Craft, Mark Brown in his Pulsar, Conrad Huffstutler in the T-28 and a C-150 which I did not get the name of the pilot. If I missed anyone I apologize. All in all we had a good time and a few "hangar" stories were told. I want to say a BIG Thank you first to Gail Scheidt for her tireless efforts in making the chapter building ready and for her and Freda going and getting all of the stuff we needed. Then to the cooks, Steve Powell, Joe Cabe, Lew Mason and me! Others who helped were BJ O'Dea, Charlie Brame (sat in for Dee!) and Denis Scheidt. It is people like these that really make a chapter what it is and everyone knows that Chapter 35 is one of the best in the whole system.

We will have our Chapter work day on Saturday, May 14th beginning at 10:00 am. There is not a lot to do but I know that the benches need painting, the flower beds need cleaning, we need to get rid of the tin laying on the north side of the clubhouse by the chimney, straighten out the access whole in the ceiling in the closet, check the Chapter's canopy and make sure everything is there for putting it up at the fly-in. Gail might have a couple of requests also. Please come help us if you can.

If you have signed up to volunteer at the Hondo Fly-in on Saturday, May 21st (see enclosed roster), please attend a briefing concerning aircraft parking, gate admissions and the Chapter water sales that we will have right after our lunch on Saturday, May 14th at the chapter clubhouse. We will go over the various parking areas and our responsibilities to the fly-in.

We will transport the canopy, a couple of tables and chairs and the chapter water (to sell) along with a couple of golf carts inside Chuck Sharrar's enclosed trailer on Friday, May 20th, leaving 8T8 around 11:00am. We will need some help in lifting the can-

opy up so if you can come out to the Hondo airport about 1:30pm or so, please do. There will be other areas that may need a little help also to get set-up. The more help the easier it is for all who volunteer!

The last comment for this issue is that we are in the process of soliciting chapter officers for the next two years. Ron O'Dea, Jim Feighny, John Latour and myself are the Nominating Committee so if you would like to serve and / or recommend someone, please contact any of us. We will need to fill the President, Vice President and Secretary positions. Dee has agreed to continue to serve as Treasurer and we are very fortunate for that. Also, Gail Scheidt, Steve Jones, Ed Seurer, Brad Doppelt, Ron O'Dea and the BOD members have agreed to continue in their roles if the new Officers so desire (we know they will).

See you on May 14th.

Dave

EAA Chapter 35 has paid off the note for the Hangar! The Board of Directors allocated general funds to pay off the note. As a result, there's still a need for your support.

This really is your final opportunity.

Life Memberships are now available for \$350.00. The Life Membership offer will be available from right now and will terminate at the May 2011 work day meeting. For those members who have already paid their 2011 dues you will receive credit for you payment and will owe \$326.00.

We have already had 19 members sign up for the program. To become a Life Member you may send your payment to:

Ron O'Dea

EAA Chapter 35

Life Membership Chairman

15464 FM 471W #14

San Antonio, TX 78253

NEWSCLIPS

PANCAKE FLY-IN PHOTOS

Hondo Fly-In Volunteers

May 21, 2011

Admission Gate 9:00am – 12:00pm

1. Ed Seurer
2. Jim Feighny

12:00pm – 3:00pm

1. Jim Feighny
2. Monroe Frerich

Water Sales 9:00am -1:00pm

1. June Goode
2. Richard Gramling
3. Freda Jones
4. Chuck Sharrar-Oper. Thirst
5. Victor Encarnacion

1:00pm-5:00pm

1. Hannah Jenkins
2. Dee Brame
3. B.J. O'Dea
4. Dennis Scheidt-Oper. Thirst

Aircraft Parking 9:00am-1:00pm

1. Brian Goode
2. Steve Jones
3. Ira Wagner
4. Need Volunteer

1:00pm-5:00pm

1. Doug Jenkins
2. Charlie Brame
3. Ira Wagner
4. J. C. Woods

Go-To Guys All Day!!

1. Dave Baker
2. Ron O'Dea

Roxanne & Danny Beavers will probably be in attendance helping with water sales/Chapter merchandise sales



MORTALITY IN ARMY AVIATION - 1914

This is article 12 of 12, to be published each month covering the first 11 fatal aircraft accidents in the Army 1908 – 1914. Each month will be a different accident and the last month will be a general discussion of all 11 accidents. This information comes from a copy of an original letter from the Signal Corps to the Chief of Staff.

GENERAL DISCUSSION

From the above extracts it can be inferred that the eleven accidents occurring one was caused by the breaking of a propeller (accident #1), one by landing on unsuitable ground (accident #2), one by adverse weather conditions (accident #5), three through bad judgment used by pilots (accidents Nos. 3, 4, and 6), three by stalling (accidents Nos. 7, 8, and 10), and two, cause undetermined, probably stalling. In none of the above accidents is there any record of controls having failed. In accident #10, the motor is reported to have been missing; in #9, the motor may have given trouble. In accidents Nos. 3, 7 and 11, collapse of the wings was noted; in the two latter cases collapse was due to excessive air pressure caused by too rapid a descent; in #3, to an unnecessarily great strain on the wings in pulling up the heavily loaded machine too abruptly.

Since 1911 a record of flights has been kept. This record gives the name of the pilot and passenger, the type of machine, the time in the air, and the elevation reached during flight. All these records have been carefully compiled with a view of ascertaining whether or not any clue to the causes of the accidents could be determined therefrom.

The annual mortality rate is evidently not a proper measure of the extra hazards due to flying, as the rate depends solely on the ratio of the number exposed to risk while flying to the number of casualties during the year, and bears no relation to the duration of the hazard. When a relatively small number of persons are engaged in flying one casualty more or less makes a great variation in the annual rate. It is evident that the true measure of the risk is the number of hours in air per casualty per year, as the longer one remains in the air the greater the probability of occurrence of an accident. If the hours in air per casualty increase from time to time, the actual risk is diminished in the inverse ratio, Table A. The number of flights per casualty per year serves as a basis for arriving at the number of flights per casualty shows a decrease in their relative frequency, Table B.

There are three ways of computing the annual mortality rate, depending upon the view point; first, by the ratio of the total number exposed to risk, both pilots and passengers, to total casualties, Table C; second, the ratio of the total number exposed to risk, pilots only, to the casualties among the pilots, Table D; third, the ratio of the total number exposed to risk, pilots and those passengers who were killed, to total casualties, Table E.

Table A.

Table B.

Year	Hrs. in air		Year	Number of flights	
	Per casualty.			Per casualty.	
1911	64.83		1911	372	
1912	74.98		1912	477	
1913	105.56		1913	479	
1914*	125.41		1914*	515	

MORTALITY IN ARMY AVIATION - 1914 (CONTINUED)

Table C.				Table D.			
Mortality rate; no. exposed to risk including pilots and passengers.				No exposed to risk, including pilots alone; casualties includes pilots alone.			
Year.	No. exposed to risk.	Cas'lts.	Mort. rate.	Year	No. exposed to risk.	Cas'lts.	Mort. rate.
1911	42	1	2.38	1911	9	1	11.11
1912	105	4	3.80	1912	21	2	9.52
1913	145	7	4.80	1913	39	5	12.82
1914*	57	1	1.75	1914*	21	1	4.76

Table E.

Number exposed to risk includes pilots and passengers who were killed.

Year.	Number exposed to risk.	Casualties.	Mortality rate.
1911	9	1	11.11
1912	22	4	18.18
1913	39	7	17.94
1914*	21	1	4.76

*To February 9th inc.

It is evident from Table A that the extra hazard due to flying has been greatly reduced in the U. S. Army. In fact, at present, it is twice as safe to fly as it was in 1911; Table B indicates that accidents are at present much less frequent, in fact, as seven is to ten. Table C indicates the true measure of the annual mortality rate on partial and incomplete data.

The following table gives the hours in air and number of flights of the various types of machines used by the Signal Corps from beginning of 1911 to February 9, 1914.

Machine	Hours in air	Percent frequency of use.	No.of flights.	Percent frequency of use.
Burgess	276.46	22.68	1528	25.05
Curtiss	515.35	42.28	2337	38.32
Wright	427.11	35.04	2234	36.63

The ten accidents since the beginning of 1911 have occurred in the following types of machines: Burgess, 1; Curtiss, type O, 2; Curtiss Flying Boat, 1; Wright, type B, 1, and Wright, type C, 5; the relative percentage of frequency being Burgess, 10; Curtiss, 30; Wright, type B, 10; and Wright, type C, 50.

From the above it would appear, not only from the standpoint of hours in air but also from the number of flights and frequency of occurrence that there has been a greater tendency to accident in the Wright type C machine than in others. For this reason the commanding officer, Signal Corps Aviation School, San Diego, Cal. Was instructed by wire on February 16, 1914 to suspend flying in the Wright machines pending an investigation of this subject by a board of expert aviators which was convened at San Diego for that purpose.

The following table gives the data as to the amount of use to which the machines were put previous to the time of the accidents:

MORTALITY IN ARMY AVIATION - 1914 (CONCLUSION)

Accident no.	Type of machine	Hours in air.	Number of flights.	
1	Original Wright*			
2	Curtiss D		Record incomplete.	Record incomplete.
3	Wright C*			
4	Wright B		26.03	149
5	Curtiss Flying Boat		21.60	59
6	Curtiss D		Record incomplete.	Record incomplete.
7	Wright C		23.68	132
8	Burgess		31.40	178
9	Wright C		8.10	68
10	Wright C		00.21	2
11	Wright C		10.40	49

*Not property of government; undergoing acceptance test.

The following indicates the experience of the pilots and how they were rated:

Name.	Hours	Total number	Certificates.
	in air.	of flights.	
Lt G.E.M. Kelly	(No Record)	(No Record)	
Lt. Rockwell	13.40	100	P.
Lt. Park	36.98	175	P.-M.A.
Lt. Call	16.98	53	
Lt. Love	12.25	52	P.
Lt. Rich	21.58	60	P.
Lt. Ellington	86.85	469	P.-M.A.
Lt. Post	59.83	245	P.-M.A.

P.-F. A. I. Pilot

M. A. - Military Aviator

From the above it is evident that the machines in which the accidents occurred were not old and the pilots were not novices. Before an officer is detailed on aviation duty he is subjected to a searching physical examination, and as much information as practicable is obtained concerning his temperamental qualifications, and in case there is any doubt with respect to his physical, temperamental or professional qualifications his application for this duty is disapproved. After having been detailed he is sent to the Signal Corps Aviation School, where he receives theoretical and practical instruction in the art of flying. In my opinion, nearly ever one of the above accidents was due to the pilots and not the machines.

Lieut. Col., Signal Corps, U.S.A.

Acting Chief Signal Officer.

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CHAPTER CALENDAR

MARCH	12	PROGRAM Lt Col Doug "Bags" Jenkins F-15C Operations	5:30 Dinner 6:30 Program
	19	YOUNG EAGLE FLYING Volunteers needed	9:00 Briefing 10:00 Flying
APRIL	09	PANCAKE BREAKFAST AND FLY-IN Free for Fly-in pilots, \$5 donation all others Mixers, Cooks, Servers Needed	Breakfast at the Club House 8:00-11:00
MAY	14	Yard Work party	10:00am at Club house Lunch at 12:00
	21	HONDO FLY-IN	Chapter 35 parking aircraft
JUNE	11	CHAPTER PICNIC	BURGERS/DOGS/FIX'NGS @ 12:00
	18	YOUNG EAGLE FLYING Pilots and Ground Crew needed	9:00 Briefing 10:00 Flying
JULY	09	BREAKFAST FLY-IN AND GREY/BALD EAGLE FLIGHTS	EAA Club House 8:00-11:00
	25-31	EAA Convention	OSH
AUGUST	13	PROGRAM TBA	5:30 DINNER 6:30 MEETING

EVENTS CALENDAR

Dates	Event Name	Location	Distance
May 14, 2011	Smithville Fly-In and Pancake Breakfast	Smithville, TX,	104 miles
May 19-22, 2011	Beeville Fly-In	Beeville, TX,	98 miles
May 21, 2011	Hondo Fly-in	Hondo, TX	25 miles
May 27-29, 2011	RANGER FLY-IN AND AIRSHOW #4	Ranger, TX,	204 miles
Jun 11, 2011	EAA Chapter 35 Annual picnic	San Antonio, TX	0 miles

Aviation Calendar of Events web sites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-in calendar <http://www.flyincalendar.com>

ELECTRONIC EDITION

This newsletter is also available online and in color. Please visit the following URL:
http://www.eaa35.org/ENL/May_11/May_11.pdf

WANTED AND FOR SALE

Instructor Available. Chapter member Bob Cabe has recertified his CFI & CFII. Available to EAAers for BFR's. (210) 493-7223.

For Aircraft Hangar Rentals at San Geronimo Airpark, please call Dave Baker (210) 410-9235 or Dennis Scheidt (210) 688-3210

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Lyc 0320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying surfaces rejuvenated.

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FOR SALE: Fun Flying RANS S18 Stinger II



Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$27,000 firm, Jim Havens, (210)680-7882 home, (210) 347-2455 CP

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20ft aluminum wing, composite fuselage, Rotax 503 oil injected with 360 hrs TTAF, 3 blade

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Flight Instructor Available. Chapter member David Larson is a CFII and based at Boerne Stage (5C1). He is available for advanced instruction (BFRs, Instrument and Commercial). Emsil dlarson@usa.net or call (281) 222-2858

FOR SALE: Affordaplane Kit Plans built Affordaplane with plans and hardware. Requires Rotax 447 engine. \$4,500 invested. Asking \$2,000.



Contact Robert Reed at reed1932@gmail.com or call (830) 426-3677

FOR SALE: Two-Place Fisher Super Koala 1700 cc VW Engine w/1.6 to 1 Belt Reduction. Dual Ignition and Electric Start. 3 Blade Ground Adjustable Ivoprop. 35 hrs TTSN. For color picture of airplane in Military paint, contact Norris Warner by e-mail at njwarner@hctc.net. Built by Ron Morton, DAR, formerly of Elm Creek Airpark. Priced at \$11,000 for quick sale. Contact Norris Warner at 210.363.1282 for further info.



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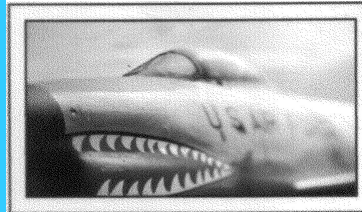
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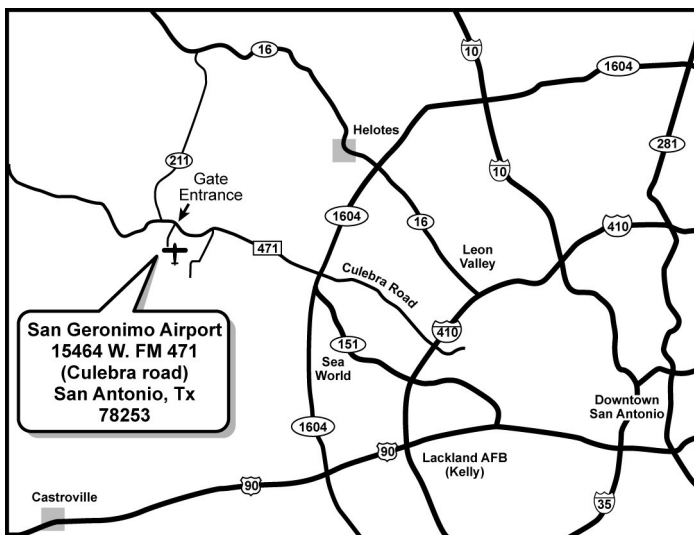
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Please support those businesses that support **YOUR** local EAA chapter. Thanks!



When Do You Meet?

Second Saturday of the Month

MAY 14th

- Chapter Workday
- San Geronimo Airpark - 8T8
- 10:00 AM - 12:00 PM