



# Der Flügtag

EAA Chapter 958 New Braunfels, TX  
Where every day is a good flying day!



## Next Meeting

January 12, 2008

Place: *New Braunfels Airport  
Main Terminal Building*

Time: 10:00 AM

Program: See Prez Sez for details. It should be a great program.

Board Meeting: 9:00 AM, Air Port Restaurant



## The Prez Sez

The couple dozen folks attending the Chapter 958 Christmas Party at *Granzin's Bar-BQ* in New Braunfels had a great time. We had all the food we could eat, good hospitality and fellowship, and our "Chinese Raffle" to add a bit of suspense to the nights festivities. We also recognized with appreciation awards the officers who kept our Chapter operating last year and introduced the "new" officers for next year (which are the same as last year) except for a Treasurer for whom we are still searching. Seriously, we need members to step forward and take leadership roles if the Chapter is going to survive. Next year, we will need a complete new set of officers, so start thinking "volunteer" and "serve" now and plan to help the Chapter grow.

At the request of the local San Antonio Branch of the "Ninety-Nines", an organization founded in 1929 for women flyers, our January Meeting will be a joint meeting. For those of you not familiar with this group, among the 99's Charter Members are Amelia Earhart (lost in round-the-world-flight attempt), Anne Morrow Lindbergh (wife of Charles and first woman to obtain a 1st Class glider pilot license, Phoebe Omlie (first woman air transport pilot), Jacqueline Cochran (formed the Women's Air Service Pilots [WASPS] in WW II), and Marjorie Stinson who with her sister Katherine established a flying school right here in San Antonio, Texas, before WW I. The program will feature an FAA talk on their Wings program which will allow the substitution of a safety program for the biennial flight review plus the glass cockpit flight simulator which Chuck will bring along to demonstrate. Come on out

and meet the gals.

*Jack Fairchild*



The Leader In Recreational Aviation

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# The 2008 Texas Fly-In Cancelled

"We did alright. Our numbers were a little off because of the people unable to fly through the weather. But they came from the west, east and south, and the event went really well." Said, Stan Shannon, chairman and CEO of the Texas Fly-In on **June 4, 2007**. If you went to the *Texas Fly-In* website early today (12/22/2008) and looked at their calendar of events, you would have seen that this year's fly-in was scheduled for October, 2008. **BUT** if you were to visit that same site later in the day, you would see a press release now posted on their home page announcing the cancellation of this event. *SWRFI is Dead!* This is not something to be celebrated by any means. EAA members have benefited from the regional fly-ins and in many cases preferred them to the "big show" that is put on annually at Oshkosh. Old time EAA'ers have long lamented that AirVenture is no longer what it was, mostly, I think, they are reflecting on the good old days without the hundreds of thousands of people, many who have little to do with EAA but simply want to see the air shows and cool planes that accompany it. Well, the regionals have always been the answer to that lament because they have retained the character of what those senior EAA members recall when referring to the early and smaller AirVentures.

As they say in politics, "Follow the money!" and money no doubt has the most to do with the reasons for the cancellation. In a letter to volunteers in Hondo the following, according to *AVWeb* was said "They say they

believe (based on discussions with EAA) that EAA will no longer allow regional fly-ins to use its name as part of the show's branding, nor will it cover them under its insurance." Dick Knapinsky, EAA spokesperson, stated that the statement released by the Texas group "did not accurately reflect those discussions." The issue, of course, does relate to money. In this case a judgment against EAA stemming from an accident at one of the fly-ins had the result of calling into review the relationship of EAA to these regional events. The net effect was that EAA could or would no longer provide coverage under its umbrella insurance coverage and further chose to disassociate EAA with these shows by disallowing the use of its logo in association with the events. EAA fully intends to support regionals as sponsors for forums, with workshops and other tasks that they have done in the past. The upshot of it all is they do not want to assume liability for the fly-ins and in doing so, the Texas Fly-In felt it was unable to move forward with this year's nor any future year's fly-ins. Not only is the insurance a problem but the EAA affiliation was a draw to sponsors, vendors and also to the much needed volunteers. Even with EAA involved more directly as they have in the past, the fly-ins have been struggling.

The real questions to ponder are what will happen to the other regionals like *Sun n Fun*? What will happen to the Young Eagle's program which is also has been under the EAA insurance umbrella? Time will tell.



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## Bits and Pieces

- **Aviation Brigade of 3<sup>rd</sup> Infantry Division (Iraq)** – I am not sure anyone could make a successful argument that you could win a war on airpower alone but it sure helps if it is on your side. The following are excerpts from an American Forces Press Service by Sgt. Sara Moore relating to the efforts being made by the 3<sup>rd</sup> Infantry Division

aviation Brigade which has been deployed in Iraq since May. "The brigade's 128 helicopters have flown more than 65,000 hours in support of different missions..... The aviation brigade has conducted combat operations; transported ground forces; provided medical evacuation services for coalition forces, Iraqi forces and Iraqi

citizens; and conducted troop and cargo movement” said Army Col. Daniel Ball, the brigade commander.

Ball went on to say “As far as kinetic – or traditional combat – operations go, the 3<sup>rd</sup> Infantry Division’s aviation brigade has been busy. In six months, the brigade has killed 250 insurgents, wounded 100, destroyed 164 structures insurgents were hiding in, destroyed 95 insurgent vehicles, and destroyed 200 boats that insurgents were using as alternate means of getting into Bagdad. ... Across the division’s battle space, air power is killing about 70 – 75 percent of the enemy. ... The ground surge in Baghdad has made it much harder for insurgents to hide out in the local population.” This makes the enemy easier to detect but also presents a challenge because aviation units often have to pursue terrorists into these areas without ground support.”

- **Civilian SST** – in an earlier issue it was mentioned that **ExecuJet** was moving forward in designing and hopefully selling a supersonic business jet. When I first read that, two expressions came to mind. “Talk is cheap!” and “Put your money where your mouth is!” It is easy to announce things and they almost always get press if they are something that has never been done before but ExecuJet has move a step closer to realizing their dream. You may remember that **ExecuJet’s** future success was largely based on new technology that has effectively reduced the sonic boom signature of Mach 1 plus jets. **ExecuJet** went to the Dubai Air Show and came home with orders for 19 jets worth over \$80,000,000. The jet is designed to fly over land at 1.15 Mach without producing a boom on the ground and up to 1.6 mach over water while carrying 12 passengers.
- **Sports Aviation Show – Jan. 17 – Jan. 20** – In Sebring, Florida the Sports Aviation Show will focus on the Light Sport Aircraft. There will be a variety of LSA available for demonstrations and EAA will provide free forums for attendees. For those of you interested in this fast growing segment, it might be worth putting this on your January schedule.

- **Earthrace, the Boat** – I believe that Democrats and yes, even Republicans both want to save the planet although they may disagree from what. Further, given high fuel prices, a finite natural oil supply and ever increasing demand, generating an expanding list of alternative fuels is part of the solution. An interesting advocate for alternative fuels combined with very high tech engineering and the desire for reducing a carbon footprint and a very unique marketing plan is the quest of the Earthrace, a biodiesel fueled powerboat, to break the record of the circumnavigation of the earth. Earthrace is a boat, not an airplane but it just may have positive implications for the powering of future aircraft. We already are seeing diesel powered Cessna and why not biodiesel powered ones if the biodiesel were both affordable and its production did not have other not yet known drawbacks (can you say higher corn prices?). Back to Earthrace.



**Earthrace - the Boat**

It looks like something out of Jules Verne’s *20,000 Leagues Under The Sea*. It is a carbon fibered, twin Cummins Diesel powered boat that can achieve speeds of 40 kph. To break the record it must sustain speeds in excess of 25 kph. The boat had its origin in New Zealand. Who would have thought that? I would have probably guessed someplace on the West Coast or even Sedona, AZ but the New Zealanders are behind this. Are the serious about using Bio Fuels? You bet!! Captain Pete Bethune recently had liposuction, probably in preparation for post record breaking publicity and had his liposuction converted to bio-fuel. A comedian recently said, tongue in cheek, that “I’ve calculated that the entire cast of *The View* could power a dozen of

these ships.” We will have to see how this goes. The record breaking trip is expected to begin in March 2008 and should last about 75 days.

- **C-17 Successfully Uses Synthetic Fuel to Fly Cross Country** – This is not a story about Biofuels and has far more potential than converting liposuction byproducts to fuel because the synthetic fuel used here is a derivative from Coal. We’ve got lots of coal. This was a fuel mix that was essentially 50% standard jet fuel combined with a coal produced derivative. You may recall that a B-52 has been certified to use this mixture and it is expected that the C-17 Globemaster will soon join the B-52. This is another step on reducing dependence on foreign fuel with the military having a goal of certifying all of its fleet to use this fuel mixture by 2012. With the military having this mandate, there is a growing market for the production of this fuel and markets demand generates production and production that has a much higher possibility of being economical.
- **Pilot Shortage Will Continue** – Now would be a good time for all of those Young Eagles to pursue their love of flying and work towards their commercial pilot’s license. There is a shortage and in fact, countries like India are importing pilots from all over the world to run their air carriers. The shortage is likely to continue. In the past, especially as wars wound down, there was a surplus of pilots but even with the situation in Iraq improving, there will be no big influx of military pilots. One of the primary reasons is that today’s aircraft cost so much to build that the Air Force has decided that fewer but better airplanes is the way to go. Take the **F-22 Raptor**, for example. Cost estimates run as high as \$150,000,000 per copy (estimates made in the late 1990’s) At one point the Air Force was going to order 333 of them but costs were not in line with funding so they were going to cut their production by approximately 25%, producing around 265 airplanes for the nearly \$40 billion budgeted. Given cost overruns, who knows what today’s real cost per plane is. I would bet that it hasn’t gone down. Well, back in 1973 the out the door cost of an F-4E was about \$2.4

MILLION. Even if the cost were to triple from then to now, you could produce approximately 5,000 F-4’s for the same cost. Even if my math is wrong, it is still a lot of airplanes. Quality versus quantity. The upshot of this all is there are not enough airplanes for pilots and therefore, fewer will be coming out of the services, especially with the training required to fly these \$150 million airplanes. The Air Force only intends to train 925 new pilots in 2,008 and only a few more the year after that. You have to wonder and hope that the experts have their projections as to mix of aircraft right when the price tags get so high. I guess this is one reason why those A-10’s and B-52’s have remained in service long after their original projected retirement ages. They get the job done under the right circumstances.

- **You Missed a Good Party!** – Jack has already mentioned this in his message but here it is again. The Chapter enjoyed another enjoyable Christmas party with a Chinese gift giving featuring a variety of very nice presents appropriate for the occasion. New officers were installed in our very formal (joke) installation ceremony. Jack Fairchild will be serving his second term as President, Chuck Woods, the same as Vice President. Julie Weber will remain as Secretary and Mike Short will continue as Young Eagles coordinator. The Chapter’s appreciation was extended to Michael Mueller who has served for two years as our Treasurer and now we need someone to step up to full that opening. The job is an important one but not too time consuming. I will return as newsletter editor but I must remind you (perhaps it is all too obvious) that I am running out of material. Our members have so much of interest



to offer and you need to sit down, write it up or simply send pictures of your projects of interest.

There is an excellent possibility (99 and 4/100's% as they used to say) of it being published. On a serious note, perhaps Chuck Woods said it best at the party and I am paraphrasing, "Without your involvement, the club will simply not continue to exist." You can

do a lot of things for the chapter. Bring in new members, participate in developing programs of interest, share your experience with others, and participate in Chapter sponsored events. I hope you all have a wonderfully successful and healthy New Year!!

## Name that Plane



### December's Plane of the Month, Cessna T-50 Bobcat

"Out of the clear blue western Sky comes – Sky King"

Some of you may not remember these words or even Sky King but I do. This was one of television's early series, right up there with *Gene Audrey*, *Roy Rodgers* and one of my favorites, *The Range Rider*. All had cowboy themes as did Sky King with his feisty niece, Penny, but they were different in a number of ways. First of all Sky King (actually Schuyler (Sky) King) was a modern day rancher



Sky King & Penny

but still fought and always beat the bad guys. The series ran from 1951 through 1959 was loosely based on the exploits of Jack Cones, the *Flying Constable of 29 Palms* in the 1930's. Pretty impressive for those days. Sky's plane of choice was the *Cessna T-50* and in fact, for the first few years of the series, Sky (actor Kirby Grant Hoon, Jr.) flew his own plane which was named Songbird, a Cessna T-50. Kirby was quite a guy, founding the *Sky King Ranch* after he left the series and using the ranch much in the same manner as St. Jude's Ranch for children here in New Braunfels and Bulverde, to help disadvantaged children. Unfortunately, Kirby met a premature death. No, it was not in a flying accident but an automobile accident. For the last three years of the series, Sky got an upgrade to a Cessna 310-B because his own plane was no longer air worthy. It was a much faster twin, topping out at 238 mph up from the T-50's more leisurely 173 mph. Niece Penny was no slouch in real life either and had a separate career in racing.

Actually, the T-50 was a very significant airplane. Cessna wanted something to appeal to the expanding corporate

market and the T-50 was designed for that purpose. In 1939 Dwane Wallace flew from the factory the first production T – 50. It would seat 5, was relatively easy to fly, featured retractable landing gear and like many planes of its era; it had a welded tubular steel body that was wood skinned and wooden wings. Perhaps one reason Sky King retired his personal plane from service when he did was because most airplanes were stored outside in the elements. Because much of it was of wooden construction, T-50's tended to deteriorate at a relatively fast pace, yet the cost of repair kept going up, especially as aircraft transitioned to all metal configurations.

Although designed as a corporate aircraft, the T-50 got its real start when Canada ordered 550 of them. The airplane was a nearly perfect choice for transitioning single engine pilots to twins. The Canadian version was named the *Crain*. As the USA geared up for the war, they too had their eye on the T-50 but in our military intended primarily as a light personnel transport and for liaison/communications. The military, never content to retain a civilian aircraft designator named the T-50 the AT-17 plus a bunch of other names depending on its use. The troops flying in the T-50 preferred to call it the

*“Bamboo Bomber”*, although it was never used as a bomber. Wooden airplanes were never a great comfort to the troops. It was also called by some as the *“Double Breasted Cub”* a reference to its ease of flying and its double engine design.

All told over 5,400 of the T-50 and its variants were produced yet only 25 or so are still flying. You could buy this \$28,000 airplane after the war for around \$600 and if you had one today, you could sell it for up to \$100,000. Of course, the cost to restore one would exceed \$200,000.

**Specifications (UC – 78, Generic T-50 used worldwide during WWII**

- Engines: 2 – 245-hp Jacobs R-755-9 Radial Piston Engines
- Weight: (Max take off) – 5,700 lbs.
- Wing Span: 41' 10"
- Length: 32' 9"
- Ceiling: 22,000 ft.
- Range: 750 miles
- Max. Speed: 195 mph
- Cruising Speed: 172 mph

## January Plane of the Month

Can you Name it?



## JAN/FEB EVENTS CALENDAR (Courtesy of EAA and AOPA Websites)

**Jan 12 — New Braunfels, TX.** Joint Meeting of EAA Chapter 958 with San Antonio Ninety-Nines. 10 AM. New Braunfels Municipal Airport (BAZ) Terminal Building. Program on FAA Wings Program and Glass Cockpit flight simulator demo. 512-357-6827. jfairchild1@austin.rr.com.

**Jan 19 — Houston, TX.** William P. Hobby (KHOU). Wings & Wheels - Cessna Day! We will welcome Cessnas of all kinds on this day, and it will feature the beautiful 1947 Cessna 140 that the museum will be giving to one lucky raffle ticket holder later in the year. Admission is \$10/adults and \$5/children, and provides access to the mu. Contact PJ Gustafson, 713/454-1940

**Feb 8 - 9 — San Antonio, TX.** Stinson Municipal Airport (KSSF). Flying Physicians Assoc Winter Board Meeting. La Masion del Rio Hotel All FPA members invited . Contact Pat Nodecker, 407/568-0655

**Feb 16 — Houston, TX.** William P. Hobby (KHOU). Wings & Wheels - Choppers & Choppers. The 1940 Air Terminal Museum is pleased to host Choppers & Choppers, featuring helicopters & motorcycles. Event time: 10:00am -5:00pm. Admission is \$10/a and \$5/c, which includes lunch. 50% discount to anyone who arrives via helicopter or motorcycle. Contact PJ Gustafson, 713/454-1940

**Feb 23 - 24 — Austin, TX.** Austin-Bergstrom (AUS). Savvy Owner Seminar. Maintenance seminar for owners of all makes and models of GA airplanes. Learn how to troubleshoot problems, what questions to ask before approving labor or parts replacement, when and where to seek an expert second opinion. Contact Mike Busch, 702-395-8109

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## Light Stuff!



The Latest from Airbus



### Snowbirds Heading South

# HAPPY HOLIDAYS



2008 Officers & Board

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