



# Der Flügtag

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



## Next Meeting

February 9, 2008

**Place:** New Braunfels Airport Terminal Building

**Board Meeting:** 9:00 Terminal Building

**Time:** 10:00 AM General meeting

**Program:** Joe Trampota from *Engine Components, Inc.* will be discussing engine break-in, run-in, cooling and cowlings, how to care for your engine, and *ECi services*. Jack Fairchild has had several first hand, excellent experiences with ECI so come on out and see what new things you can learn.



**Happy Valentine's Day!!**



## February Inside this month

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Sorry I missed the January meeting, but glad Chuck Woods was able to step in at the last minute to take over. I had to take my wife, Marie, to the ER to have a rapidly developing health problem taken care of on Friday night just before the meeting. Then the next day, I came down with shingles on the left side of my head and forehead down to my left eye. My blisters have dried up now and Marie is back in good shape at home. My only problem is a nuisance pain and itch which may last a few more weeks (or months, I hope not). Hopefully we are finished supporting the medical profession for a while now.

I am hoping for good weather next week for our program on how to care for our engines, courtesy of Engine Components, Inc. of San Antonio. I have had to use their engine teardown and repair service twice in recent years, once for a teardown required by a prop strike on my *Grumman Traveler* and once for a general inspection on our *VariEze C-85-12* before we installed it on the airframe. I found their work to be very thorough and of high quality. Anyway, come on out and learn how to take care of your engines. I know we like to kick the tire, open the cowling, check the oil, and go fly. We could use some tips on how to better inspect and take care of our engines. It may save us from a bad experience. See you there.

*Jack Fairchild*

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# January Meeting

## The Ninety – Niners and FAAST Team Program Presentation

The chapter hosted another good meeting. Originally the meeting was to be a presentation of the latest pilot training equipment used by *Moony Aircraft*. This equipment is used by Chuck Woods, Chapter VP, to help new Moony owners transition into their new airplane. Chuck had hoped to show this equipment and how it is used but it was unavailable so he will try again at a future meeting. As it was, the meeting ran a little long anyway. Don Staats gave an overview of an article that appears in this newsletter. The basis was his thoughts on EAA and how it has evolved from the “Good Old Days.” Very interesting and presented as only one with Don’s years of experience and sense of



fly. For those of you interested in what this program has to offer, I would suggest visiting their web site at <http://www.faasafety.gov/about/mission.aspx>

We would like to thank the Alice Foeh and all Ninety-Niners for bringing the FAAST program to our attention and especially for joining us at the January meeting.



humor can. We were joined in this meeting by a contingent of the San Antonio Chapter of the ninety-niners. These are highly skilled women pilots.



In addition, the Ninety-Niners invited Gary E. Stamper of the Federal Aviation Administration. Gary is the Manager of the FAA’s FAAST Team Program. This is a program’s mission is **“To improve the Nation’s aviation safety record by conveying safety principles and practices through training, outreach, and education. At the same time, FAAS Team Managers and Program Managers will establish meaningful aviation industry alliances and encourage continual growth of a positive safety culture within the aviation community.”** This program is designed to give you, the pilot, information that can assist you in making safe and smart decisions while you fly or even before you

We should also thank our three new members Barry Genaske, Don Joos and Larry New. Barry and Don own a *Beechcraft Musketeer A23-24* and, as they said, are working on ironing out the Bugs”. Larry is interested in building an airplane and all are great additions to our chapter. Finally, by the time you read this, you should find that another part of our web site has been activated. The section of our web site that says “Members” will actually contain a PDF file of our current members. We will include member names, e-mail addresses and city. If you would **NOT** like this information available to other members and to anyone

who may visit our web site, please let me know and your information will be removed.



## Chapter Leaders

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### 2008 Board of Directors

|                |             |
|----------------|-------------|
| Jack Fairchild | Garry West  |
| Mike Mueller   | Don Staats  |
| Chuck Woods    | Julie Weber |
| Richard Weber  |             |

## Death of an Era SWRFI Remembered

By  
Don Staats

I attended my first *SWRFI fly-in* in the fall of 1967. The occasion was my dual cross-country. Bill Forsythe was my instructor and a top pilot. He wanted to see the experimentals and Sig Mathisen (my guru) had invited me to attend. Somehow, without use of electronics, I was able to follow a red line on the chart from SAT to Georgetown, Texas. What an exciting event. There were 32 homebuilts on the line and about the same number of commercial aircraft. These latter birds were kept separate and were not part of the show.

Every experimental was built from scratch. Some from plans and others were one-of-a-kind designed by the builder. I remember a gray Smith Miniplane had flown in from California for the event. Others

had come from New Mexico, Louisiana and Oklahoma.

We only stayed a couple of hours at that fly-in as we needed to get the C-150 back for the next student. Next year I was there with our tent and wife and son. My wife got her first ride in a taildragger from Ed Meyers in his *Taylorcraft*. I did not know till later that only one mag worked! We also got a ride in the Davis that was on the cover of Sport Aviation from Alan Frazee, a good friend of Leon Davis. Steve Fenton was there from west Texas in his Smith Mini-plane that had a bubble canopy of his own design and built by him. He flew that for many years and finally built a Davis.

That was the start of my romance with SWRFI. By the third year of my attendance I was part of the volunteer group. Everything from aircraft registration to buying trophies. I even helped put up the temporary tower on top of the terminal building. John Kight had designed it and Sig and I were on the assembly crew. Nearly every year after that I attended SWRFI. There was a short

absence when we lived in Ohio and I missed one event in Kerrville and one in Abilene.

From 1967 then until last year, 2007, when I escorted the Hondo cadet class reunion members, SWRFI has been a part of my life. Sometimes a very intensive part, and always in my thoughts. I met all sorts of people there and formed many life-long friendships. I heard more compliments and complaints about our efforts than I can remember. One thing though, the compliments outweighed everything else. I saw little kids awestruck at the sight of all the airplanes. Old timers would go up and down the line and reminisce about their pasts. It would be interesting to hear them discuss the parts of a radial engine and point up minor changes among the various models. Some of them had to be pushed in wheel chairs, but they were there.

I met one guy named Pete. His wife was called re-Pete because she was always by his side. He was more of an antiquer and belonged to the OK City AAA chapter, so he did not make SWRFI in the later years. Last time I saw him was shortly after re-Pete had "Gone West" and I spent a couple of hours with him on a bench in the sun and listened to his stories. I think it helped him a little to have someone to talk to at the fly-in. He's gone now. I imagine re-Pete is listening to him once again.

I could relate hundreds of similar stories, all bringing out the best side of humanity. At the SWRFI I saw the best people that one can find in the universe. There were a few of the others but they are necessary for comparison and to sharpen our appreciation for the good ones. The point I am trying to make here is that SWRFI served as that time of year when we could lay aside our real world problems and pettiness and participate in something grand! That is now a part of our past, like so many other things. After 40 years I feel that an era has ended. There will be other events, I'm sure, but none that has the same place in my life.

I am positive that EAA Headquarters felt they were doing the right thing abandoning the Regional fly-ins. Some of the Regionals will probably continue, but for how long? It takes a lot of money and business sponsorship to support a stand-alone event. Even something as big as the **Dayton Airshow** folded over time, however. I would expect the same thing will happen to the EAA regional fly-ins.

It is not only the higher insurance costs that hurt, it is the fact that without the implied EAA Hq participation you have a hard time getting major vendors to attend and buy

exhibitor space. In the long run the EAA Hq has shot themselves in the foot (or slightly north of there). The regional events are the big end of the funnel that supplies all the enthusiasm to the members. Not everyone can afford to go to OSH. It is the regionals that the younger, less affluent, members can go to recharge their batteries. It is where they can gain new ideas and buy parts and equipment to move ahead on their project. It is where they can see new designs in action and make more learned decisions about what to build. It is a place to find new dreams. This may well be the best thing we take away from SWRFI, a whole year of new dreams.

With a certain amount of anger at the lack of understanding on the part of EAA Hq, I wonder if they have not left their membership. It seems to me that it all focuses on the big dollars. Look at the cost of LSA aircraft if you don't believe me. Look at the first issues of *LSA Magazine*. It is a compendium of ads and articles for \$100,000 airplanes. Something every young family can afford. We started out as an organization of people that wanted to fly and could not afford commercially built aircraft. In the early days our focus was on scrounging parts from scrap and making do with what we had. To a large extent those days are past. However, as I have written before it is still possible to build a plane for under \$20,000, way under. Why isn't the EAA Hq spending more time promoting these efforts?

Again, in my moment of irritation I thought of withdrawing from EAA. They do serve a purpose. They are a lobby in Washington and apparently a good one. Like the NRA and guns, they and the AOPA keep us in the air. Over the past couple of years, though, I gave up my membership in the Vintage division and ended my subscription to what is now the LSA magazine. So, I am back to the basic membership where I started. Of course, that was the only membership possible when I first joined.

From my perspective, and from some others from what I have heard, an era has died. To me it is a great loss to the flying community. Though as my brother once said when they closed down his favorite watering hole, "nothing is forever, enjoy it while you can and then move on." I think I will follow his advice and move on down the road.

To all those friends and fellow workers over the last forty years, I thank you for making my life more special than I thought possible. For those who have already "Gone West," I will thank you in person when next we meet!

# Name that Plane!!...

January's Plane of the Month was



## Tu-95

### January Plane of the month – Tu-95 (the Bear)

I am sure many of you have recognized the Tu-95, especially since it has been in service since the early 1950's. In many ways, its development and longevity has paralleled our own B-52. The B-52 came on line in 1952 as a cold war bomber and made its public debut on April 21, 1955 but production was believed to have begun in 1954. One big difference was their power plants. The B-52 was powered by turbofans whereas the Tu-95 used turbo props each with counterrotating propellers, each with up to 12,000 shp. Actually, during its development, the availability of engines seemed to be its biggest hang up. The Tu-95 was developed by the Tupolev construction bureau which got its name from Andrey Tupolev. The bureau was the center of Russian aviation and produced their first jet airliner, the Tu-104. It was unveiled at the **Paris Air Show** as was their ill fated SST, the Tu-144. The Russians originally wanted to develop a long range bomber with jet engines but the available engines at that time did not provide the range required. They settled on the turbo, counterrotating twin propeller engines because they provide the range, capacity and almost the speed to meet their specifications. You may look at the Tu-95 and think "old school" and you would be right, however, old school did not mean slow.

The Tu-95 could almost keep up with our own B-52, going 575 mph to the B-52's 650 mph. Pretty swift for propellers and on numerous occasions when the Tu-95 was headed for US airspace and escort fighters arrived, they found that the Tu-95 could actually out accelerate many of our fighters. Its range of 9,400 miles versus the B-52's 11,000 miles was almost in the same ballpark and it could carry within 40,000 lbs of that of the B-52.

Perhaps its greatest similarity with the B-52 is that it is **STILL AROUND**. It is still flying and is projected to have a useful life until about 2020. It is interesting to note that we stopped building the B-52 in 1962. For you non math guys, that is 36 years ago. The Tu was built on into the 1990's but the longevity of both bombers rests on their adaptability. It started out as a nuclear bomber but transitioned as weapons systems changed. It, like the B-52 got better engines, better electronics, modifications to haul cruise missiles and the Tu-95 has even been used as a commercial airliner. That must have been a fun trip for the passengers because it has been stated that the Tu was so loud that it could be picked up on **SOSUS**, the chain of underwater listening posts in the north Atlantic. We continue to see the Tu in the news especially with the

reemergence of Russia as an economic power. Putin has reactivated the use of the Bear in patrols, deliberate approaching the airspace of other nations as a show of force. There were at least 5 such incursions in 2007 alone with the last, that I am aware, of happening in

9/6/2007. It should be noted also that other countries can buy a Tu-95 just as they can apparently buy just about any type of armament that Russia produces. India has 5 that are used as maritime reconnaissance and anti-submarine warfare aircraft.

## February's Plane of the Month

What is it and what is it a variation of?



## February 2008 Bits and Pieces

**Remember the "Peace Dividend?"**- when the "cold was declared dead, politicians and the public alike were anxious to reduced military funding because without the Soviet Union as a threat, war" we simply didn't need the level of funding we had enjoyed under Ronald Reagan. Well, Russia with its enlightened (to a degree) entrepreneurship and oil profits, has hung out it "Weapons For Sale" sign and continues to be a major world arms dealer and sees the potential of their aircraft building industry as having world marketing possibilities. Its products, in the wrong hands, are a threat. The latest is the *Golden Eagle* or *Sukhoi S-37* and had its maiden flight 9/25/07. Its most prominent feature is the swept **FORWARD** wing although the S-37 is based on the Russian equivalent to our F-15, the Su-27. The plane is heralded as a competitor to our F-22, featuring stealth technology, heavy use of composites and in typical Russian Fashion, a big, big engine. Jay Miller, an aerospace consultant has



### Su-27n

said "What they (the Russians) can't do with finesse, they do with power....."

**Airport Noise** - Have you ever lived right next to an airport? Well, Julie and I lived 30 years in a town just to the west of **O'Hare's International Airport** and noise is a factor. We obviously got used to the noise but many people living near an airport do not and make it their daily

mission in life to try to shut airports down, get them to move or to stop further expansion. Noise is the reason. Of course, the question I would ask of these people would be “Why did you buy a house near a flight path?” But all of that just **MAY** become a thing of the past. Engineers from MIT are developing a “silent” concept aircraft, the SAX – 40, that they say would be “imperceptible” beyond the boundaries of an airport. Also, it would burn less fuel, a “win, win” situation if there ever was one. This is achieved using a “blended wing” design that smoothes out the airplane’s surfaces, resulting in a wide, tailless body. The smooth shape does several things. First, smoothing out irregular surfaces reduces noise and second, the blended wing increases lift and that lowers approach and take off speeds and again, noise. Also, much like our own “stealth” aircraft, the engines are embedded in the airframe reducing both drag and noise. In the case of this airplane, more engines mean a quieter airplane because the fans required are smaller and are more easily muffled. Also, air intakes and exhaust flow is located on the topsides of the wings directing the noise upward. The improved lift characteristics eliminate the need for noise producing flaps. It will be interesting to see how the benefits of this design are incorporated into future commercial aircraft design. Most of the older airports of any size, although originally located in the country, have become surrounded by residential and commercial developments so the struggle between convenience, safety, fuel efficiency and noise abatement will be an ongoing battle.



**SAX-40**

**Boeing Shatters Record** – listening to the news and watching the stock market leaves you with the jitters concerning the health of the economy. Depending on your interpretation, you would think we are fast approaching October 29, 1929, also known as “Black Tuesday.” Well, Boeing, who just a few years back was “hurting”, just shattered its previous record year for orders, recording in 20071,413 for its commercial aircraft. This includes 817 orders for its “*Dreamliner*” that hold the record as the fastest selling new airplane in

history. Years of stagnation in the airline industry resulting in old and inefficient fleets plus Boeing’s ability to design the right plane for the current, fuel efficiency focused buyer has really come together and has a wide reach. San Antonio now will be part of the manufacturing process and just a week or so ago, a company producing composite parts has located in Boerne, TX and upon opening will be Boerne’s single biggest employer.

**When Old becomes New** – With luck, “*The Goose*” will go back into production. The Goose is a twin engine flying boat first produced some 60 years ago. A North Carolina company, Antilles Seaplanes, sees a demand for a modern version of the Goose and hopes to have FAA approval by the end of June. The new Goose will look much like the old but will sport modern, internal technology, yet have all the versatility of the original design.

The original “Goose” (G-21) was hatched by a group of businessmen nearly 70 years ago. The idea was to build an airplane that could land on land OR water thus opening up literally thousands upon thousands of remote areas to air traffic. The idea caught hold and 350 G-21’s were built by the end of WWII. After the war most of these G-21’s were absorbed by the world population, performing services just as originally intended but with the end of production, the business of providing replacement parts to keep the Goose flying fell a company named Dean Franklin Aviation. Antilles Seaplanes acquired from Dean Franklin both the spare parts plus the technical and engineering documentation needed to redesign the Goose. Fitting it with fuel efficient engines, quick change cargo and passenger interiors, hydraulics to replace vacuum-powered flaps and a myriad of new technology that will keep the new goose flying, hopefully for 70 more years.



**The New “GOOSE”**

**Global Warming and Airplanes** –There is a lot of hysteria about “Global Warming” with talks about “carbon footprints”, the purchase of “carbon offsets” and the polar bear. The House Select Committee is on the band wagon and is urging the Environmental Protection Agency over the contribution of aircraft emissions to global warming, as if the EPA or anyone, for that matter, has a clear and concrete understanding of Global Warming. Well, the grandstanding will no doubt continue and will eventually result in some sort of action. Suggestion, keep your eyes on this one as aviators are an easy target.

**Flying Motorcycle** – There have been “Flying Cars” for some time now but this is the first flying motorcycle that I have heard of. This is even available in kit form so you home builders may be interested. Super Sky Cycle kits are now in production and when completed, you have not only a motorcycle powered by a Rotax Engine but also a trike (motorcycle.) The price including engine for this Motorcycle/Gyroplane is about \$38,000 and is manufactured by Butterfly LLC. It will go 55 mph on the road and 100 mph in the air. Now, if they could just rig

some sort of floats on this thing, you could end up with a Motorcycle/Gyroplane/SwampBuggy for one low price. It would be great for Florida.



**Super Sky Cycle**

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## Light Stuff



**Not so fast, Big Fella!!**



## Bored Tow Pilot

# FEBRUARY/MARCH EVENTS CALENDAR

**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 9 — New Braunfels, TX.** EAA Chapter 958 Monthly Meeting. New Braunfels Airport (BAZ) Terminal Bldg. 10:00 AM.

**Feb 11 - 13 — Lajitas, TX.** Lajitas International Airport (89TE). Valentine's Day Lajitas Fly - IN. Bring your better half and fly to Lajitas for our first annual Valentine's Day Fly in. No landing fees, easy access, beautiful mountains , transportation to and from resort, on site fuel services. Package Rate includes Room for 2, breakfast, lunch and dinn. Contact Anita Goss, 432-424-5000

**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 19 — Houston, TX.** William P. Hobby Airport (KHOU). Tour of Continental Airlines' Maintenance Hangar. Continental Airlines is the

world's sixth largest airline. Please join us February 19 as we tour Continental's Maintenance Hangar, rain or shine, and learn about their operations as well as see some of the aircraft down for maintenance. Mr. Charles Ursin . Contact Yasmina, 281/415-6941

**Feb. 23. Gladewater ,TX.** EAA Chapter 972 Runway Gumbo Lunch.

**Feb 23 - 24 — Austin, TX.** Austin-Bergstrom (AUS). SavvyOwner 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

**Mar 1-2 — Dallas, TX.** EAA SportAir Workshops. Mar 1, 2008 [What's Involved in Kitbuilding-EAA SportAir Workshops](#) Dallas, TX

See EAA website for details. [www.eaa.org](http://www.eaa.org).

**Mar 7 — Lampasas, TX.** Lampasas Municipal Airport (LZZ). Pilots Association Meeting , March 7, 2008 5:30 PM. Wings Approved Safety Course and Aircraft Maintenance Instruction Guest Speakers-Gary Stamper & Mike Jordon San Antonio Faast Team Manager & Maintenance Instructor. Contact Jim Price or George Elsea, (254) 547-2971 cell (254)368-4455 or 512-556-8800

**Mar 8 — New Braunfels, TX.** EAA Chapter 958 Monthly Meeting. New Braunfels Airport Terminal Bldg. 10:00 AM.

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