



Der Flügtag

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



Next Meeting

March 8, 2008

Place: *New Braunfels Airport
Main Terminal Building*

Time: 10:00 AM

Program – "Homebuilders Roundup" program where the members update the group on their projects, discuss problems encountered and how solved, demonstrations of techniques, pictures, etc. Laptop available for showing CD's through the TV and maybe a projector, thus bring CD's of building projects which may be of interest to members.

Board Meeting - Breakfast -
8:00 AM, Airport Restaurant
with board meeting at Terminal

10:00 AM

Airport Terminal Building



March winds Blow in Texas

The Prez Sez

Well, hopefully we are emerging from the doldrums of winter's windy and overcast weather which has put a damper on our flying activities. This means we have had plenty of non-flying time to make progress on our homebuilding projects. The theme of our March meeting is to invite members to talk about progress on their projects over the winter. Hope you all come out with lots of talk about homebuilding experience and much progress to report. See you there. As always, good hangar flying, meeting old friends and making new ones will be the order of the day.

Jack Fairchild

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Great February Meeting!



Joe Trampota of *Engine Components, Inc.*

The year has really started off well with two interesting and very well attended meetings in a row. Please convey your "Thanks!" to Chuck Woods and Jack Fairchild who have put together these programs. Also, let them know the kind of programs you would like to see in the future. We are a small club with about 41 members yet there were upwards of 33 people attending February's meeting including some prospective new members. It was great to see.

Joe Trampota of *Engine Components, Inc.* gave an interesting program. ECI sells engine parts and represents a number of manufacturers including Lycoming and Continental. If I were to summarize it, the title would be "The Care and Feeding of Your Engine." I learned a great deal and I know some of you went home wondering if you were doing the right things to keep your engines performing as they should. Questions like "Did I keep the temps within the proper range after my most recent overhaul?" "Have I sacrificed proper engine cooling in an effort

to streamline the cowling?" A variety of topics were covered, including the importance of oil and filter replacement, proper engine cooling, especially during break in, the desirability of using ethanol and/or auto gas in your airplane plus a variety of other topics. Fortunately, an outline of the entire presentation is available on the ICI website located at www.ECI2fly.com. If you wanted to know more about engine glazing, temperature controls or simply wanted a good source of replacement parts, ECI is a good place to start. If you have an opportunity, you might put their website on your "favorites" list. Sooner or later you will need their type of services and fortunately for you, ECI comes highly recommended by several club members. You couldn't have a better recommendation than from someone you know.

At the meeting it was announced that Mike Short has agreed to assume the duties of Treasurer. Thank you Mike! As in most clubs, the duties seem to fall on a few who do a lot and Mike is certainly one of those. He has been our Young Eagles Coordinator and also has been a volunteer at the Moonlight Air Show. With a small club like ours, none of the duties of office are overwhelming but to have an interesting and productive club, these duties are best shared. Think of ways that you can contribute to the club, even if it is only setting up or tearing down chairs for the meetings. The more participation, the better the experience.



Gary West (Sun Glasses) & his Sparrow Hawk

There were several new members at the club, Larry New and Edward Burdick to name two. Ed has had an interesting career with much of it in the Air Force flying what he call "Heavy Airplanes" such as the C-141 and later working for a variety of commercial airlines. Larry was the first to identify February's "Plane of the Month", the T-34. Apparently, he trained on a T-34. Jean Bell, who has an RV-7 kit, was a visitor and hopefully will join our club. Gary West, past president, brought out his recently completed *Sparrow Hawk*, Gyrocopter for the members to see. It is a beautiful machine (see picture) and is currently undergoing final testing. Dr. Jack Wright, who back in May gave a presentation on his project, the building of a Salamander Seaplane, attended the meeting and showed through a slide

show the progress he has made. Also, he had comments on a new, three blade propeller that he had recently installed on his Cessna. For those of you considering converting to a three blade propeller, give Jack a call. He can give you an idea on what you can expect by making this change. Finally, Jack Fairchild, Club President, announced an anniversary of sorts. Jack proudly proclaimed entering the 28th year of building his *VeriEazy* Experimental. It is a long and interesting story. All and all, it was a great way to spend a Saturday Morning. See you at the March 8 meeting.

Good Websites <http://www.Eci2fly.com>
<http://www.dot.state.tx.us/avn/calendarofevents.htm>

Chapter 958 Monthly Meeting Graced by the Presence of the 99s

By Julie Weber

Until our wonderful guests arrived that January Saturday morning, the closest I had come to the stature of the women making up the membership of the 99's was that fact that I had ridden in a Travel Air. Of course, I had no skill to contribute, but I was working at EAA Headquarters, and on a beautiful spring Wisconsin day, I was merely "in the right place in the right time," with my ticket clutched warmly in my eager hand at Pioneer Airport.

By 1929, there were over 100 American women licensed to fly, and the Cleveland Air Races forbade their entry. A Women's Air Derby was launched and the rules were straight forward: whoever got to Cleveland in the least time, won! Will Rogers might have called the take off a "powder puff derby," but Louise Thaden claimed first in her Travel Air J-5, and Phoebe Omlie was first in the second division. For me, that sunny afternoon, I traded glory on the historic wings of a Travel Air for my ticket of

admiration and honor of those women who opened the skies from Amelia Earhart to Sally Ride.

The Ninety-Nines, Inc. is an international

organization, with the 6,000th member having joined the Heart of Texas Chapter. For their years of contributions to general aviation and flight safety, the 99s were recognized at their 1984 International Convention in Anchorage, AK by the Aviation Hall of Fame in Dayton, OH. In 1929 at Curtiss Field, Long Island, NY, the 99s were formed, taking their name for the esteemed charter members of that number. Headquarters is now in Oklahoma City, and holds a 501c3 status. This is a great cause to support, and everyone financially benefits.

Women worldwide have streaked across the skies as supporters of the 99s. Amelia Earhart was President in 1931.

Australian Jessie Keith



Faces of the 99's

Miller competed in that first 1929 Air Derby. German Thea Rasche was for years the only woman in her country licensed to fly and with a plane of her own. She once said, "Flying is more thrilling than love for a man, and far less dangerous." Another German, Hanna Reitsch is recognized today as a foremost test pilot, in jets, rockets, gliders, and helicopters.....a Luftwaffe test pilot into the '70's. Nancy Ellis Leebold built up time and experience ferrying war surplus aircraft across Australia after WWII. She made a 12,000 mile flight from Britain to Australia in a single engine Miles Messenger. With a short range VHF transceiver, she used dead reckoning with a war surplus magnetic compass. Brazilian Ada Rogato flew her 90 hp Cessna 25,000 miles solo across the Andes to Alaska and across Canada and the United States in 1951. Amy Johnson Mollison flew solo from Britain to Australia in 1930 in an open cockpit biplane in 19 days, and in 1966 Sheila Scott was the first pilot to fly around the world solo in a Piper Comanche 260.

Susan Horstman from Kansas was the first to fly for a national airline, and Angela Masson, flying for American Airlines, was the first assigned to a jumbo jet. The 99 Minnesota Lady Lifeguards flew much needed blood supplies for the Red Cross, and Patricia Blum from New York founded the Corporate Angel Network, flying cancer patients. Lifeline flights began in Illinois established to fly medical supplies, blood, organs and health personnel to disaster relief. 99 Jeana Yeager and Dick Rutan completed a record-setting round the world journey in Voyager in just over 9 days. 99s give unselfishly of their time for troops, raising funds for MASH units and the Red Cross. Major Eileen Collins was selected by NASA as the first female shuttle pilot, and Patty Wagstaff from Alaska made history again when she won the title of U.S. National Aerobatic Champion, going on to place third in the World competition.

Twenty-eight women pilots, aged 21-35, with at least 500 hours cockpit time, commercial licenses and a 200 horsepower engine rating answered the call of their country in 1942, and joined the Women's Auxiliary Ferrying Squadron WAFS. Although they worked with in North America, these women would help to turn the tide for the allies. Before long, after beginning with single engine trainers, they were flying P-47s,

P-38s, P-51s, and even the B-17.

Women's groups, WAFS, and the Women's Flying Training Detachment WFTD, each pioneered the place of women in combat aircraft. These two groups

combined in August of 1943 to form the para-military Women Air force Service Pilots, the WASPs. With the onset of Pearl Harbor, US Army Air Forces under command of General Henry "Hap" Arnold considered a proposal for participation in the war effort from test pilot Nancy Harkness Love, and Jackie Cochran, that was also championed by Eleanor Roosevelt. Cochran went to England to fly for the Air Transport Authority. Women who flew in the ATA were the first military pilots flying Spitfires, Typhoons, Hudsons, Mitchells, Blenheims Oxfords, and Sea Otters. In fact, only three members of the ATA made it back to the US to participate in the WASP program! Between 1942 and December 1944, the WASP delivered 12,650 aircraft of 78 different types.

In 1944, Lt Col Paul Tibbets had a problem. He was in charge of training pilots on the biggest, most complicated and newest bomber yet, the B-29. Trainees griped about the weight, size, and potential engine fires, paired with the lack of flight testing by Boeing, excellent with the previous B-17. Tibbets knew that the way to convince the men to fly the plane was to show them that women could do it. Dora Dougherty Strother, from Fort Worth Chapter, and Dortha "Didi" Johnson Moorman, did just that. For several days the two ferried pilots, crew chiefs and navigators from the bomber base at Alamogordo NM, across the state. After watching the women fly the four-engine bomber, the men stopped complaining.



Under existing military guidelines, a fallen WASP was sent home at the expense of her family without any traditional military honors or note of their heroism. Thirty eight WASP fliers lost their lives while

servicing their country during the war. All records of the WASP were sealed for 35 years, so it was not until 1977 that they were granted full military status, and in 1984, each WASP was awarded the WWII Victory Medal. American Theater ribbons and American Campaign medals were awarded and many were received by sons and daughters of the WASP on their behalf.

The National WASP WWII Museum inspires and educates many today. It is located in our own state

of Texas, up in Sweetwater. Pilots flying over Sweetwater can land at Avenger Air at Sweetwater Airport, and walk across the runway to visit the museum. Women in Aviation Day will be March 8, 2008, and this May 24, 2008, it will host its annual Homecoming Open House and Barbecue Dinner. There will even be Big Band music. Check out their website at www.waspmuseum.org.

BRING BACK ROCKFORD

(At least a little bit of it)

By Don Staats



In the last few years there seems to be two concerns with the EAA that have touched a chord with me. First is the perennial effort to increase enrollment of young people and second, what to do to stop the loss in attendance at Oshkosh.

I have addressed the issue of attracting our younger citizens and naseam in articles and talks to various EAA chapters and the flying community in general. There may be several ways to motivate young people, but first we need to remove the largest obstacle to flying--the expense of it. When I was in my 30's I bought my first plane, an Aeronca Champ, for \$800. A new spar and engine overhaul later, I had about \$1,300 invested along with a lot of hours of work. I had borrowed most of the money and spent the next three years paying it back.

Back then my Champ cost less than the price of a very good used car. I was able to convince myself and my family that we could afford it. Even in these days of affluence I doubt that very many used cars go for \$100,000. Many if not most of the ready to fly sport aircraft sell fairly close to that amount, a used champ goes for \$35,000 and a J-3 a lot more. A used car, for most of us today, would represent an outlay of \$5,000 to \$15,000. It seems to me that we should try to come up with a way that a person can get into a two-place, modestly equipped airplane for something in or near the used car price range. (Remember that you can receive instruction in your homebuilt.)

The EAA has many years of encouraging construction of low cost aircraft such as the Pietenpol. Didn't the Fly-Baby start as a contest sponsored by EAA

Headquarters to come up with a safe, affordable design? What about the Baby Ace and others of that generation?

It may be time to start another cheap-to-build design contest. With new types of materials available we might be surprised at the results. To emphasize this effort what would be the possibility of establishing a Headquarters focal point? We have backed other programs that have less immediate impact on members or for that matter, less attraction to those who may be considering membership.

I realize it is difficult to publish a magazine that is always balanced. We do have articles about the simpler aircraft in Sport Aviation magazine. What about a few more tied into the design contest? We surely have enough emphasis at the other end of the spectrum. You can only write so many articles about the latest microscopic improvement in someone's \$85,000 RV, or who spends the most on their instrument panel or paint job before you run out of things to say. Quite the contrary, and with the greatest respect to Van for the best homebuilt design in history, the only thing more boring than another article about someone's RV might be an article about Cessnas. For that matter I find that walking the RV line up at a fly-in to be about as interesting as a tour of the Cherokee 140 fleet. You have to go to the light plane and Ultra light area of a fly-in to see flying activity or a bit of the individuality so present in the early days of EAA.

With a cheap-to-build design or a low priced finished product we might encourage more people to take up flying. If that happens, then by extension, we will have a bigger pool of candidates for membership in the EAA.

On the subject of Oshkosh attendance it seems that we get more participation by the leaders of the

aviation world, more politicians in attendance, and more diverse events every year. It makes the news and is understood by the general public to be the greatest aviation event in the USA. Why then, has attendance been falling?

Some decline can be attributed to economic conditions affecting aviation such as higher fuel prices. Maybe that is all there is to it. I would argue, though, that many problems with large organizations and events stem from just that---their largeness. I am sure this subject has been explored by people better informed and certainly more central to aviation than me. On the other hand, I have the perspective of a member far removed from the flagpole. Therefore, I am fairly typical of many of the 150,000 plus members so perhaps some of what I think may have merit. At the risk of exposing my naiveté, I would offer a few suggestions based on 40 years of EAA membership.

When I joined EAA everything was concentrated into building airplanes. There were no kits before Jim Bede and no one had a lot of money. The flavor of the month in airplanes ranged between the Tailwind and the Pitts. Parts were hard to come by and there were not a lot of sources of information. So, the thrust of most chapter meetings was progress reports on projects, sources of supply and tips on how to. You built from plans with most every part fabricated by the builder. It was a true learning experience. This placed the emphasis exactly where the founding fathers of EAA intended---building airplanes. The focus could be no more direct than this.

Everyone's dream was to go to Rockford, the annual El Dorado of all homebuilding. You would fly in and your homebuilt would energize those that were still building or only thinking of building. I never did make Rockford, to my everlasting regret. I did make Oshkosh several times however, to my great satisfaction.

I think part of the solution on building attendance at OSH can be derived by a little "retro-engineering." Let's look back to what we did in the past. Since there were no separate Divisions, everyone in the Headquarters management structure seemed to be operating from a common culture. There were fewer "managers" and lines of communications were shorter. That was really one of the keys to our early success.

Not only success in chapter activities, but throughout the entire EAA structure. As we grew we tried to become all things to all people. When you try that you often lose sight of your reason for existence. As

you grow larger, organizational fracturing occurs and the common culture disappears. In an effort to gain strength from diversity, dilution of strength is often the result. This leads to bureaucratic inefficiency and decline.

What can be done about it, and how can this encourage more attendance again at OSH? Before you try to work that out you might want to redefine your goals and ask if attendance is what it's all about. Do we need a cash cow for survival? Probably. However, redefining organizational goals though is a must. We should have fewer goals and pursue them more intently. As a first step, we should determine what to keep and what to retire to the archives.

As an example let's take a look at a couple of things we do and ask some questions. For example, the Young Eagle Program accomplished its original goal in 2003. Why continue at the same pace and spend the same resources and management? Let's look and see how many Young Eagles have taken up flying. We flew a million, what percent became pilots. Was it any higher than representation from the general population? Other than supporting the youth of America, have we benefited the flying community except indirectly? Yes, I've stabbed the sacred cow, but if you really want to streamline and focus your organization it would not be the only one.

Another thing we are heavily into is legislation, both at the local and national level. Do we really need to be? We got LSA under way---good, a lot of people can fly that might not care to keep up with the ever more cumbersome medical exams. We didn't get the cheap airplanes we hoped for so maybe the effect is muted. On the other hand legislation favorable to GA is what keeps any and all of us in the air. This is a good thing to continue and we have an effective group representing our interests.

Each aspect of EAA should be reviewed from the standpoint of streamlining, eliminating or strengthening. The suggestions I provided in the two examples, Young Eagles and Legislative efforts, may be wrong. But we all need to consider every aspect of our organization and try to do so objectively.

Assuming we have streamlined our organization (and I understand there is an effort at Headquarters to do just that) we can look at Air Venture and ask and answer the question of whether bigger is better. Can we reduce expenditures as well as increase income? I would respond by saying that we really need to put on a fly-in that reflects our newly streamlined goals and let attendance seek its own level. As economic

conditions fluctuate, so will attendance. When you get right down to it, attendance figures can probably be related to the net change in pilot population over time, the desire to build an airplane and the resulting increase, if any, in EAA membership.

To help it along somewhat I again suggest we reexamine the past, turning to Rockford and the regional fly-ins. The thing that made them so great was the camaraderie and, pardon the oft used term, "grass roots" flying activities. This laid back approach exists somewhat at Oshkosh, primarily at the seaplane base and at the ultralight field. We need to make it more pervasive.

In the early days buddy rides, flour drops etc. made everyone an active participant in having FUN. We need more FUN. We can't capture all that laid back type of participation on the main flight line at OSH, but maybe we can get some of the spirit of Rockford rekindled. What about making the first three or four early days of Oshkosh free of air shows with the afternoons devoted to pattern flying and buddy rides? It sounds like something of a nightmare, but then most of what goes on there started out as a

nightmare until someone figured out a way to get it done.

At the risk of redundancy, with more focus on fewer efforts, a streamlining of the Headquarters and more attention to homebuilding we might interest younger membership. Especially, if we can have some kind of design contest and effort to develop another Fly-Baby, Baby Ace, or something that would strike a young person's fancy. We don't need kits for this, nor complex electronics, just stimulate a desire to build.

We should try to return OSH to the rank and file. Seeing the astronauts is great and all, but the strength of our organizations comes from the little builder and all those at home and in the chapters that support them. We have a great organization and a lot has been accomplished over the years. To keep it great we need to review the bidding from time to time and try new ideas and concepts. At the same time we must not lose sight of the things that made us great in the past. Let's do a little reminiscing and reinstitute some of the things that worked well in the early days of EAA.

Name that Plane

February Plane of the month was a T-34 B (Navy)



Shortly after the posting of the February Plane of the Month, new member, Larry New, approached me and said "I know the February Plane of the Month

because I trained on it! It is the T-34" and right he was. This is an airplane that has been around for a long time; probably some would say "Too Long" but

in still has a place in our military's training curriculum and is used in various applications throughout the world. Actually the plane pictured in last month's newsletter was a later variation, the T-34 C, a turbine powered version but in reality the T-34 started out as a Beechcraft 25 Bonanza.

As you who have been associated with the military are all too aware, the military's budgets ebb and flow depending on the world's latest crisis and often the ebb (peace dividend in today's language) has the long term affect of costing tax payers more than if the military were allowed a more consistent source of funding. In any case toward the end of the 1940's the military was in need of a trainer for the Air Force and the Navy but there was no government funding to provide its development. Sensing an opportunity, the Beech Aircraft with their own money, modified a Beech model 25 Bonanza to fit what they felt would meet the government's training needs and presented it to the military for their consideration. The plane that was eventually accepted by the military and designated the T-34A (Air force) and T-34B (Navy) first flew publically at a Cleveland air show by aerobatic pilots in 1949.

The original T-34 was non-pressurized, was powered by a 225 hp Continental engine. In 1953 the Air force ordered 350 aircraft with the Navy ordering an additional 423 in 1954 of their version, the T-34B. This was a two seater, sliding canopy and did not have either an oil or fuel system that would support inverted flight. It was a trainer, simply that and has served the military over a quarter of a century. The initial cost was around \$300,000 and was viewed as a "good deal" because many of the parts supporting the aircraft were off the shelf Bonanza parts.

As is the case in government service, the need for a new airplane takes years and years to develop. Well, perhaps the word "develop" is not entirely appropriate here. With the need for government subcommittees, funding requests and all the hoops that need to be jumped through (just review the history of the process that the Air force is currently involved in with the replacement of its aerial tanker fleet) the process is a long one. The Navy found itself in a bind for new trainers as their existing fleet was requiring more and more maintenance, not to mention that it was no longer as suitable as it once was. The Navy chose to bypass some of the system by requesting not that a new trainer be developed but that the existing T-34 be updated using the basic airframe but with a turboprop engine and upgraded

controls. The result was the T-34C, the model shown last month and one still used in early phases of Naval Air training. With the intended use of landing on aircraft carriers, the T-34C needed to be extremely durable and it is. The engine is capable of over 700 hp. But it is governed to produce only 400 under normal use. This provides an engine TBO of 5,000 hours. The fatigue life of the T-34C was guaranteed for 30,000 landings. Keep in mind that the original T-34A & B had 225 hp and the empty weights of the C and A&B models were nearly identical. Through the years the military has attempted to armor the T-34 but has always returned it to its basic mission, training.



Julie Clark Fly her T-34 B

There is one rather famous T-34A that you may well have seen at an air show. Julie Clark is an accomplished aerobatic flyer whose primary plane is a T-34A. She has quite a story. One of a woman getting into early aviation and ending up flying is 20 air shows a year. She spent 27 years with Northwest Airlines retiring as a Captain of an Airbus A320. Her airplane was purchased for \$18,000 while she was a Northwest pilot. She bid on a surplus plane that was in Alaska and flew it 2,900 miles to her home in California. With an additional \$10,000 and lots and lots of personal sweat she completely restored the airplane. She had chosen a T-34 because she had been a Navy instructor pilot in 1974 & 1975 flying a T-34B. This was before she got her break with the airlines. Since much of the restoration work was literally "hands on" and done by her, she knows her airplane from top to bottom, front to back. Her routine is a 15 minute one and is not your typical loop the loop type of thing. It is better described as an aerial ballet done to Lee Greenwood singing "God Bless the USA." On top of all that, she was her high school homecoming queen and Miss San Carlos. So, you can see, the T-34 and Ms. Clark is a great match. Both very accomplished and still flying.

March Plane of the Month

Can you name it?



March/April EVENTS CALENDAR

(Courtesy of EAA and AOPA Websites)

Mar 5 — Houston, TX [EAA Chapter 12 Houston Monthly Meeting](#). Phil Perry, RV-10 Builder, Directed Discussion: Aluminum Construction Considerations and Techniques Series: Part 2. Riveting This is a hands on agenda, come prepared to work!!!

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 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 (BAZ) Terminal Bldg. 10:00 AM.

Mar 15 — San Angelo, TX. Goodfellow Air Fiesta Air Show featuring the USAF Thunderbirds. Free Admission. Mathis Field. Open 9 AM. Info: 325-654-3877.

Mar 15 — San Angelo, TX. [Rio Concho Air Show...](#) San Angelo Regional/Mathis Field, San Angelo, TX. Solo and formation flying, including F-16 Fighting Falcon. 75 minute show.

Mar 15 — Wharton, TX [BARF Monthly Meeting](#). Hanger 31, South end of Airport. EAA Ultralight

Chapter 123, Bay Area Recreational Flyers (BARF) Monthly Meeting

Mar 15 — Houston, TX. William P. Hobby (KHOU). Wings & Wheels - Business Aviation!. The 1940 Air Terminal Museum is pleased to host Business Aviation!, featuring business aircraft. Event time: 10:00am - 5:00pm. Admission is \$10/a and \$5/c, and includes lunch. 50% off for anyone who arrives by business aircraft. Contact PJ Gustafson, 713/454-1940

Mar 18 — Houston, TX. FlightAware's Corporate Office. Tour of FlightAware. FlightAware is the first company to offer free flight tracking services for both private and commercial air traffic in the U.S. Contact RSVP/Questions: Yasmina Soria, 281/415-6941

Mar 19 — Dallas, TX. AOPA Pilot Town Meeting. Join AOPA President Phil Boyer for this free, interactive multimedia presentation. You'll hear the latest news that affects GA and what AOPA is doing to keep flying safe, fun, and affordable.

Mar 20 — Houston, TX. AOPA The 2008 Bluebonnet Air Show, part of Burnet's Bluebonnet Festival, will be held on Saturday April 12. In addition to our aircraft the Air Show will feature ex-military aircraft, principally World War II, from CAF Wings and Squadrons in Texas and surrounding states. This is a

fun and educational event you do not want to miss to keep flying safe, fun, and affordable.

Mar 31 - Apr 5 — Marfa, TX. Marfa Municipal Airport (MRF). National Landmark of Soaring Dedication. Reunion of sailplane pilots who flew at the soaring contests at Marfa in the 1960's. April 5th on Marfa Airport, southwest Texas. . Contact Burt Compton, 432-386-5505.

Apr 5 — La Grange, TX. [BBQ Luncheon](#). Fayette Regional Air Center. hosted by The Central Texas

Squadron 1347, consisting of Brisket, Sausage, Salads and all the condiments. \$7.00

<http://www.co.fayette.tx.us/frac>

April 5 & 6— Kingsville, TX. NAS Kingsville Air Show featuring the Navy Blue Angels Flight Team.

Apr 12 --- Burnet, TX 2008 Bluebonnet Air Show . The 2008 Bluebonnet Air Show, part of Burnet's Bluebonnet Festival, will be held on Saturday April 12.

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