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Experimental
Aviation



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Continues...

EAA
Chapter 958

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

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March 2011 Issue



Space Shuttle Discovery, First Take off 8/30/1984

Prez Sez

Meeting Information

Date: 3/19/2011

Location: Airport Terminal Building, New Braunfels Airport

Time: 10:00 AM

Meeting Agenda

Our presentation will be on what's new in the world of avionics for experimentals plus maybe a short presentation on the iPad and how's it's being used in aviation. We will also have a Young Eagles event run by Mike Short.

MARCH MEETING AND YOUNG EAGLES - We will have our March meeting AND Young Eagles on Saturday, March 19th, at 10am at the New Braunfels International Spaceport Terminal (the usual place). Our presentation will be on what's new in the world of avionics for experimentals plus maybe a short presentation on the iPad and how's it's being used in aviation.

Mike Short will again be running the Young Eagles program for us (definitely contributing some valuable time!). If you're flying, he should have already contacted you. If you can fly but haven't talked to Mike, send him an email at (m.short13@att.net). We'll need 3 or 4 volunteers to help with the ground crew, too.

ENGINE FOR SALE - I don't know this gentleman, but I received this email from being on the EAA chapter database so I thought I'd pass it along. His name is Samuel Ajayi and email is (soajay@hotmail.com) if you're interested "Just wondering whether you could pass this to your EAA Chapter members. I have a complete Revmaster 2100 engine for sale. It is lightly used. I bought it from a gentleman that only taxied the engine around on his project before he sold it to me. I am selling it because I have another project I am now working on. Engine has been preserved in pristine condition and includes everything you will need except a propeller. I am asking \$4200 and will assist with shipping cost. I have attached some pictures. ALL offers are entertained. Thanks, Sam"

TECHNICAL COUNSELOR - We're still looking.

CHAPTER MEETINGS FOR 2011 - Below are our plans for meetings for this year with the person(s) that volunteered to help or host. We still need to fill a few meetings later in the year. What do you want to see? Suggestions for October and November?

March - Young Eagles (Mike Short), Avionics (Ron Fullen), invite 99's (Larry New)

April - ECI Engines (David Lay) or Rotax expert (Ron Vanbeek).

May - Hanger Mixer and program TBD (Peter Dankelman.) at Huber Airpark E70

June - Flight Rally (Larry New) invite 99's

July - Hanger Mixer and program TBD (Ron Vanbeek.) at Elm Creek Airpark OTX6

August - CAF visit in San Marcos (Guy Bowen)

September - Young Eagles (Mike Short)

October & November - Open agenda for now

December - Christmas Party (Larry New)

Larry New

February Meeting

Although information leading to our February meeting was somewhat confusing mostly a result of inaccurate information provided to the club by airport management, the meeting went off as scheduled and resolved a lot of outstanding issues. To begin with through Larry New's efforts and the dedication of some members, both new and old, Larry was able to complete the slate of officers for the 2011 year, extending through December 2011. I have little doubt that encouraging members to serve as officers for 2012 will once again, result in a management crisis but it has been resolved for this year. The slate of officers was presented to those in

attendance and approved by a floor vote. They are:

President - Larry New

Vice President - Guy Bowen

Secretary - Phillip Steele (a new member)

Treasurer - Mike Short

Young Eagles Coordinator - Mike Short

Newsletter Editor - Richard Weber

You will note that there are many familiar names on this list and it is hoped that next year will see new volunteers for the club and that will be necessary if the club is to continue.

Mike Short, Treasurer, announced an approximate cash balance in the bank of \$2,000. He was asked if pilots for Young Eagle's flights were reimbursed for gas and if so, how much? Mike indicated that pilot's basically were given a fuel "Top Off" upon departure with the assumption that they flew in with full tanks. He also mentioned that some flew Young Eagles "Gratis" and that this was much appreciated from the club's financial perspective.

The March Meeting will be a Young Eagle's event with Mike Short coordinating the day. Mike as always will need pilots and some volunteers to manage the process. Also, Mike hopes to be able to run another Young Eagles event on Thursday or Friday of the week beginning March 13. As details are finalized, it will be distributed. If you are available as a pilot or a helper, please contact Mike Short at m.short13@att.net or 830 624-3209.

A discussion once again arose concerning our continued meeting at the airport. You may recall that we now must pay \$20 or \$25 to rent the room and we were told that chairs were an additional cost. We had hoped to have our February speaker be the Air Port Manager so that the position of our club and general aviation as it relates to the New Braunfels Airport could be clarified. Larry New contacted the Air Port Manager several times but was not given the courtesy of a response as to whether or not the manager would meet with the club. A vote was held that reaffirmed the club's desire to try to remain at the airport for our monthly meetings but also to continue to have our situation clarified so that we can, if necessary, move elsewhere. Bulverde Airport was given as a possible alternative as well as the New Braunfels Library. Several members have volunteered to look into these and other alternative sites. Also the club has a small, informal PAC committee whose purpose is to promote general aviation to the appropriate individuals in the New Braunfels government.

Given the unwillingness of the Air Port Manager to address our club and the problems we are experiencing with the new airport rules and regulations, Larry New was able to contact Ms. Cheryl Kloss, whose family has provided FBO service at the airport for four decades. Ms. Kloss and her brother, Sam Adams according to them have been experiencing constant harassment for the city of New Braunfels for several decades. The upshot of the dispute, according to Ms. Kloss, is that there is not enough revenue at the airport to support two fuel providers and currently, in addition to Ms. Kloss' operation, the city also runs a fueling service. In short, the city is trying to eliminate their competition by unleashing city inspectors, changing rules and even ignoring court settlements against Ms. Kloss and her company. Ms. Kloss, a CPA and a long-time resident of the area is extremely detail oriented and described point by point the



Speaker, Ms. Cheryl Kloss

troubles and alleged harassment she and her company have endured. If you were at the meeting, by meeting's end, you were physically tired if you had any empathy at all for Ms. Kloss's situation. It would appear that the City wants to eliminate their competition by any means necessary so that they can improve their revenue situation at the airport. The question that the city should be asked is simply "Why are

they in the business of selling gas at the airport in the first place?"

It will be interesting to see how this all is eventually resolved. For me, I am pulling for Ms. Kloss, especially given the apparent unwillingness of the Airport Manager to talk to the club.

Follow Up to February Meeting Discussion, For Your Consideration

I was recently forwarded by Barry Genaske, a "Letter to the Editor to the *New Braunfels Herald Zeitung Newspaper* written by Dan Kelly. Mr. Kelly, as many of our members are, is concerned with the actions taken by the New Braunfels Airport Management specifically as they relate to the refueling options offered at the airport. He is enlisting your support of his position and has approved my forwarding a copy of his letter to the editor for your consideration. If you have any comments or offers of support of Mr. Kelly's position, please contact him directly.

**"From: Dan Kelly [mailto:dankelly@gvec.net]
Sent: Thursday, March 10, 2011 9:47 AM
To: doug.toney@herald-zeitung.com
Subject: Letter to the Editor: Stand up for Free Enterprise**

I think it's time to stand up for free enterprise at the New Braunfels Airport. There is a battle shaping up at the airport that can only be described as epic. The airport manager, and presumably the City of New Braunfels, versus a private business that provides the only full service fixed base operation at the airport. While skirmishes and differences of opinion have cropped up from time to time between airport management and New Braunfels Aero Service, the latest round of obstruction by the city is nothing short of disturbing. Your paper has covered the shutdown of the leased fuel farm and some earlier moves by the city but this week's Temporary Restraining Order that prohibits New Braunfels Aero from dispensing fuel is a hideous restraint of trade and a heavy handed move by the city to obtain a complete monopoly on fuel sales at the New Braunfels Airport. There is no doubt that some procedural errors or omissions occurred, but waving the safety flag and using the court as an emergency measure is out of line and an abuse of power. This is another flagrant move by the city to stifle competition and it threatens every business and customer at the airport. Jobs at New Braunfels Aero have already been lost and more are threatened in this ongoing struggle. Uncertainty as to the ongoing poor business environment at the airport is causing other businesses to question the viability of the New Braunfels airport as a venue. The only overlap between the city and New Braunfels Aero is fuel sales, so is it coincidence that the city is waging a fuel battle? I think not. Fuel sales is where the money is. For a full service operation like New Braunfels Aero, fuel sales enable the other services, such as catering, restaurant, crew transportation and even the flight school. The city provides none of these services to the flying public. A monopoly on fuel sales by the city would be an unmitigated disaster. Ask yourself what you'd be paying for auto gas if the government owned all the gas stations! Thank you for your attention, I rest my case.

Dan Kelly"

Plane of the Month



February Plane of the Month was the F-86 D (Sabre Dog)

In looking at the F-86 D it might tickle your memory as being similar to a more celebrated aircraft, the F-86 a Sabre Jet. If that is the case, it is because the F-86 D evolved from the well known, Korean War, F-86 A/E/F Sabre Jet. Because it evolved from the original F-86 Sabre Jet, let's go back a way to 1944 when development of the two XP-86 prototypes were authorized. Although they were authorized to be built, the project was put on hold until after the war, at which time, the German's Research and Development on their Me-262 was available to the United States. The Germans had proved that a swept wing design allowed for faster speeds and their jet engine design assisted in developing our own. The first XP-86 prototype flew in 1947. It was powered by a 3,750 lb. thrust GE J35 Engine. Soon afterwards it was reengineered with a more powerful GE J47. In that configuration it was able to exceed the speed of sound in a shallow dive. It was re-designated the YP-86A. The next year, 1948, the airplane went into production as the F-86A and entered the USAF inventory in 1949 as the F-86 Sabre Jet.

The F-86 versions A/E/F were the stars of the allied air war over north and south Korea. It went head to head with the MIG-15, a visually very similar aircraft and in some ways superior, to the Sabre Jet. In many respects you could think of the F-86 Sabre Jet as a traditional WWII airplane but one with a jet engine. Tactics were similar and it used primarily machine guns when in a combat situation. Electronics were pretty basic as well yet Sabre Jet pilots were able to shoot down MIGs on a 10 to 1 ratio while flying an airplane that could not climb nor turn as fast as the MIG. The biggest difference was the training and experience of our pilots versus those of the Chinese and North Korean pilots. Many of our pilots, like Chuck Yeager, had solid WWII experience and were paired against largely rookie pilots.

So where does the F-86 D come in? The F-86 D was an "in between wars" airplane and that is the primary reason it received little notoriety. Jet aircraft design was evolving at a fast pace from 1950 on, but developing entirely new, from scratch aircraft was expensive. **North American Aviation**, the designer of the original F-86, decided to base

the design of the F-86 D on the original F-86 but after all was said and done, only 25% of the parts of the two aircraft were in common. The D model employed several major changes from the A/E/F models. First, it abandoned guns for aerial combat and instead employed a retractable under-fuselage tray carrying 24 unguided Mk. 4 rockets. Each rocket packed the punch of a 155 hausetser shell. Secondly, the Sabre Dog greatly enhanced its electronics, including a nose radar and other features that eliminated the need for a second crew member. Thirdly, the Sabre Dog had a bigger engine and therefore was faster than its

predecessors. In total 2,504 D models were built. The Nose of the D model was modified to accommodate the radar and this modification lead to the "Dog" designation. The following shows comparative statistics of the F-86 A and the evolutionary F-86 D.

	F-86 A Sabre	F-86 Dog
Wing Span	38' 2"	37' 1"
Engine Thrust	4,850 lbf	7,650 lbf
Length	34' 5"	40' 4"
Loaded Weight	16,220 lbs.	19,975 lbs.
Max Speed (at altitude)	550 mph	761 mph
Ceiling	48,000 ft.	50,000 ft.

Now can you identify the March Plane of the Month?



Boeing In the News

Just in case you missed some of the news this past February, the **Boeing Company** has been very much part of the news, especially as its products affect San Antonio and its residents. **First**, there just may be an end to the long running saga of who will be chosen to retire the KC-135E refueling tankers that have been in service since 1957. The KC-135

originally replaced the larger KC-10 which was a variant of the DC-10. The 135 was used extensively in the **Vietnam War** and every subsequent military action to date. It started out as a highly modified variation of the **Boeing 707** sharing many of its parts. Why replace them given that that with proper maintenance a KC-135E could

go on flying until 2040? The simple answer is **costs of operation**. Airframes are corroded, skins need replacing after, in some cases, 50 years of flying. Regardless of hours flown, time has taken its toll. For example, maintenance costs between 1993 and 2003 doubled per mile flown. In addition, the miles flown have also doubled.

Here is a bit of history. The decision to select the **KC-767A** as the replacement for the KC-135E was originally made back in 2002. On March 28 of that year the Air Force selected Boeing's KC-767 stating that they (Boeing) *"have clearly demonstrated that only the Boeing Corporation can currently meet the requirements."* The Air Force decided to lease 100 of the new tankers rather than risk asking for the money to purchase. Once Congress



Artist's Rendition of a KC-46 Refuelling an F-36

got wind of the intent to lease rather than buy, a major stink was raised due to the high cost of leasing. **The contract was cancelled in 2003.** Boeing continued to develop the aircraft and by 2005 the first KC-767A flew and 5 were produced and delivered (in January 2002) to the **Italians** and the **Japanese**. Meanwhile we continued to fly the 40 to 50 year old 135's.

In 2007 Boeing and now **Northrop/Grumman** in partnership with **AirBus** submitted revised bids. **Northrop/Grumman was awarded the contract.** Boeing then appealed the decision and demanded

and got a review of the bidding process. To make a long story short, on February 24th of this year, Boeing was again awarded a contract to build and deliver by 2017 18 tankers, now designated the **KC-46**. An appeal to the decision to select Boeing's design can be made within 10 days of that decision although the general consensus in Washington is that this is a "done deal." Not only are 18 airplanes in the 2011 budget or \$3.5 billion, but the total contract, if awarded to Boeing, could be in excess of \$35 billion.

San Antonio is involved in another lengthy saga revolving around Boeing's long delayed **787**. You recall that the 787 is an all composite aircraft, the first of its size and kind to be commercially available. Because of the new technologies involved AND Boeing's decision to subcontract many assembly parts, the process has been one of delay upon delay. Orders have been backed up much to the glee of Boeing's competitors but new technologies rarely come easy. Despite the growing pains involved, Boeing hopes to deliver its first 787 this year to JAL. That airplane should be more economical to operate per passenger mile than any of its competitors. The current rise in fuel prices only serves to support that claim. The 787 due to its lighter weight and more fuel efficient engines will be the major contributing factors. But also, the durability of composite versus aluminum should add to its economies as time goes on. At Boeing's Paine Field there are upwards of 30 787's in various stages of completion with a new airframe being delivered every week. In other words it is getting crowded on Paine Field and that is where San Antonio comes in. At the **Boeing Aerospace Support Center** located at **Lackland Air Force Base** there will be support for 20 Boeing 787's to include detailing their final configurations. Up to 400 skilled workers will be eventually employed. In addition to the 787, the new 747-8 will also be refurbished at Lackland. All of this is good news for San Antonio, its people and economy. Now you homebuilt pilots will have some new and bigger things in the sky to watch out for.



Rendition of First 787 to be Delivered to JAL

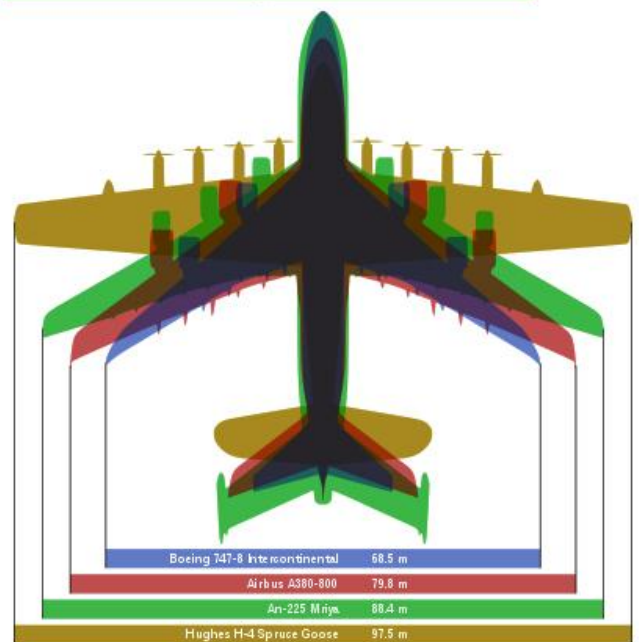
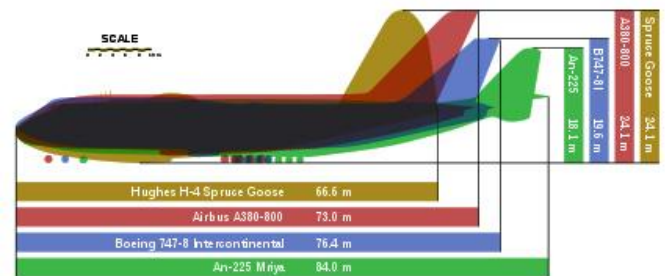
On April 27, 2005 the Airbus 380 flew on its maiden flight. With that flight and probably before, many predicted the end of production for the Boeing 747. The 380 could hold more passengers and cargo and transport them at a lower cost than any commercial airplane could, including the 747. Besides, the Boeing 747 had already had a pretty good run with 1,418 delivered 747's in various configurations having been built since the first 25 were sold to Pan Am. During its development, the 707 ruled the skies but Pan Am pushed Boeing to produce a far bigger, long haul airplane and Douglas's design work on the C-5A for the Air Force was largely responsible for Boeing being able to move forward on the project. One of the C5-A's primary contributions was the development of the high-bypass turbofan engine by General Electric. With this engine in mind, Boeing designed the 747 which incorporates the most high-lift devices available such as leading edge flaps and the three-part slotted flaps at the rear of the wings. These high lift devices increased the wing areas by 21% and lift by a whopping 90%. This and other design incorporations allowed the 747 to fly out of most existing airports.

After the year 2,000 the 747's production limped along and like Douglas McArthur, was expected to "just fade away." After-all, keeping a production line open for one or two airplanes a year simply was not feasible. In 2009 only 5 747's were delivered, only 1 in 2010 and so far this year by last available count, zero had been completed. The 747, just as many of its famous predecessors were destined for the "Boneyard." But wait, that is not the case.

On November 14, 2005 Boeing wrote 18 firm orders for the newly designed 747-8 F, the freight

version of the newly stretched 747. Many components of the original 747 were retained but with the development of the 787 and all of the new technologies, Boeing has been able to stretch the 747 and add many of the features developed by the 787. Some of them are:

- **Use of Composites in construction** – Although the 747-8 is basically aluminum in construction (but of a more non corrosive alloy,) the flaps and other components use light weight composites to get the job done.
- **New Engines** – a version of the high-bypass engines developed for the 787 are being used. This engine in addition to being more fuel efficient than the 747-400 engines, and 11% more fuel efficient than the Airbus 380's, are also 30% quieter. This makes the 747-8 more "airport friendly" and opens up some airports and/or take-off and landing times that were previously closed to the 747.
- **New Cockpit** – The 787 and the 747 are nearly duplicates of each other.
- **New Wing** – using technology learned in the



development of the 787, the wing of the 747 has been redesigned and again, added to fuel efficiency.

- **Smaller Carbon Foot Print** –
- **Size** – The size and capacities of the 747-8 falls in between the 747-400 and the Airbus 380. It can be configured to carry nearly 500 passengers with costs per seat –mile 6% lower than the Airbus 380. Similar numbers exist for hauling cargo. It can accomplish this yet little or no modifications are

required at the world's airports to accommodate this new version, unlike the Airbus 380.

With today's continued rise in fuel costs, the advantages of the 747-8 whether in a passenger or freight configuration, will become an even bigger selling point. AND keep in mind; Boeing's products are one of our country's major exports. Barring unforeseen delays, one of the 747-8s should be delivered by the end of this year.

Calendar of Events

MARCH 26, 2011

Gladewater, TX. Runway Gumbo Lunch Fly-In ([Website](#)).
Gladewater Municipal. (07F)

EAA Chapter 972 members are hosting a "Runway Gumbo" lunch from 1100 to 1300. Liquid / Fix-ins included. Walking close expanded ramp parking. On Airport. Chatter and lies expected. Donations welcome. Contact: Bob Tippens 903-574-3641, Email bjtippens@embarqmail.com

APRIL 1-3, 2011

Victoria, TX. Historic Flight on B-25 Bomber in Victoria, TX. Victoria. Greatest Generation Aircraft, a non-profit group committed to preserving some of our country's greatest military aircraft, is offering historic flights in our B-25 Bomber during Wings of Freedom-Victoria, TX!!! Pre-book your flight today and avoid lines. All proceeds from our rides will go toward the maintenance of our fleet, to include the B-25 Bomber, two DC-3s, as well as other aircraft in various stages of restoration. The B-25 Bomber holds 6 people and seats are 500 each. Each flight will

APRIL 2, 2011

Fredericksburg, TX. TXAA Hangar Hotel Safety Day and Fly-In ([Website](#)). Gillespie County Airport. (T82), The Texas Aviation Association will host their continuing Safety Day seminars. This time we meet at the Hangar Hotel at the Gillespie Co. Airport T82 in beautiful Fredericksburg, Tx. Guest speakers include reps. from TXAA, TxDOT Aviation, AOPA, NBAA, Falcon Insurance, T82 and the FSDO of San Antonio. Buffet lunch provided by Hangar Hotel. Door prizes including an i-Pad to one lucky TXAA member. Preregister. Seating limited. Fly Happy - Fly Safe! Contact: Jay Carpenter 512-453-5111, Email secretary@txaa.org

APRIL 16, 2011

The Fourth Annual Texoma 100, North Texas Regional Airport-Perrin Field, Sherman/Denison, Texas. A Sport Air Racing League event. If you fly behind a prop, join the League and join in on all the fun. Aircraft compete in classes around a 130nm course. If your top speed is 100kts or less you fly Course B over 63.5nm. Classes are divided for Experimental and Factory models. Aircraft

take off in speed order, fastest first. Safety is paramount and flying is daylight VFR in accordance with all FAA's. KGYI is rolling out the red carpet with the Firehouse Gang providing lunch. Awards in all classes. In addition to League classes, three or more of the same model make an additional Challenge Class.

be approx. 25 minutes. If flight is cancelled due to inclement weather, tickets will be refunded or the flight rescheduled, whatever works best for you. Book your seat today!!! Call Dana at 817-659-9249 or email greatestgeneration@yahoo.com. Contact: Dana Wood 817-659-9249, Email greatestgeneration@yahoo.com

APRIL 1-3, 2011

Quinlan, TX. Taylor Airport April Foolin' Fly-In! Taylor Airport. (T14) ([Website](#))

Come and join us for some early-in-the-year fun, Mother Nature permitting. The April Foolin' Fly-In will be held April 1st, 2nd, and 3rd at Taylor Airport T14 just north of Quinlan, TX. Come and camp out on Friday and Saturday night or just come by for the day. Bring the kiddos along no need to leave 'em at home. Stay late and karaoke with us on Friday and Saturday nights. If you're REALLY a night owl, you can hang in there for the late night movie. See you there! Contact: Walt Meziere 214-906-7264, Email walt@t14airport.com

Texoma 'special' awards return. You could take home "The Pig"! Join the League and register to take part: www.sportairrace.org. Additional information: Patricia Purcell, ppurcell@aol.com, 903-564-9410

APRIL 16, 2011

Eastland, TX. EAA Chapter 956 Fly-In. Eastland Airport. (KETT) Free BBQ lunch at 12 noon, At 2PM free seminar with a FAA representative about VFR operations with Q A period. Come visit learn and have fun. Eastland Aero 254 629 1588 has 100LL and jetA. Contact: Robert Jackson 254 631 1830, Email jepe37@centurylink.net

APRIL 30, 2011

Fifth Saturday Fly In/Classic Car Show. Cleburne Regional Airport, Cleburne, Texas.

8:30am-11:00am, Pancake Breakfast, Door prizes, Fun for the whole family. Admission is free, donations accepted. For info contact: Gayla Harlow 817.641.5456 or gayla.harlow@cleburne.net

APRIL 30, 2011

Lancaster, TX. Lancaster Regional Fly-In Air Race. Lancaster Regional Airport. (KLNC) Announcing the First Annual Fly-in Air Race at Lancaster Regional Airport on 30 Apr 2011 from 0800-1530hrs CDT. For more information go to our [website](#) or call 972-227-5721.

APRIL 30, 2011

Denton, TX. Hidden Valley Airpark Fly-in and Open House ([Website](#)). Hidden Valley Airpark, TX. (5TX0). Join the residents of Hidden Valley Airpark for a pancake breakfast and tour of the airpark. We will have food and drinks for breakfast from 8:30 AM to 11:30. There will be plenty of time for hangar flying talk while you eat, and if you desire, we will give you a golf cart tour of the community so that you can see what Hidden Valley Airpark is all about. Hidden Valley Airpark 5TX0 has an asphalt 2,650 x 35 foot runway surrounded by beautiful homes and open space. Visit our [website](#) and then make plans to fly or drive to 5TX0 and find out what it is like to live at Hidden Valley Airpark. Remember, our roads are shared taxiways, aircraft have the right-of-way at all

times. All Aviation Enthusiasts are Welcome! Contact: Steve Aughinbaugh 972-989-6770, Email steve@aughinbaugh.or

APRIL 30, 2011

Center, TX. 8th Annual Center Fly-In and Air Show ([Website](#)). Center Municipal Airport. (F17) 8th Annual Center Fly-In Air Show with Young Eagle flights, free airplane rides ages 8-17, Wings and Wheels, T-Cart stunt pilot, remote control model airplanes and helicopters, T-6 Texan plane flight formations, sky divers, WWII planes, children's activity area, arts crafts and food vendors.

