



Der flütag

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

Experimental
Aviation



The Success
Continues...

EAA
Chapter 958

Next Meeting
April 12, 2008

Place: New Braunfels Airport
Main Terminal Building

Time: 10:00 AM

Program – The program will be on a new homebuilt biplane in the light sport category named "Daisy Mae", designed and built by Mary Reese from Shell Knob, Mo. We would also like to hear more projects like last month if anyone is ready.

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



The Prez Sez

I really enjoyed the presentations last week and hope you did also. We will continue to concentrate on homebuilt projects and techniques since that is what we are all interested in. The flying season is roaring to a great start as you can tell by the many weekend activities listed in our Events Calendar. We are planning to have our May or June meeting in conjunction with the *Old Kingsbury Aerodrome* Fly-in if it works out schedule-wise. The April Meeting will feature a new light sport category homebuilt biplane which should be interesting. I would like to encourage you to continue to bring info about your own projects as well so we all can benefit from your wisdom (and/or mistakes). I would also like for you to read the notice from national EAA which Richard emailed to everybody about the new policies affecting our local programs so I can get your opinion about them. See you there on the 12th for another great hangar flying session!

Jack Fairchild

Index

Prez Sez	1
March Meeting	2
Opinion Piece	3
Name the Plane	4 & 5
Bits & Pieces	6 & 7
Calendar	8
Fun Stuff	9

April Meeting!

What is EAA all about anyway? More than anything else it is about making airplanes. The old "51% Rule" where by through your own individual efforts, you construct over 51% of your airplane and just to prove that you have a high level of self confidence, you actually fly that airplane. Our club, although not the biggest around, has its share of skilled builders and last month's meeting highlighted the talent of four of our members. It was extremely interesting to see how these projects began, what research was made in choosing a project and of course, there was the construction itself and its many frustrations all to be eventually capped by a successful first flight.

Bob Hieronymus, formerly of the U.S. Air Force, lead off the discussion and was extremely well prepared. Our son, who is career Navy, has often said that in the military, you had better be proficient in your Power Point presentations and apparently Bob got the message. When Bob finished, you came away with a good understanding of why he chose a Mini IMP (one of only 12 currently flying) and you were wrapped up in his enthusiasm of his anticipated completion later this year. Bob will be able to not only fly his completed Mini IMP but also, if desired, he can trailer it to his destination and fly it from there. For those of you bummed out about the price of the kit alternatives, Bob really researched this aspect of flying.

Peter Dankelman was featured in a recent newsletter. The picture of the grinning from ear to ear builder sitting in the cockpit during an engine test is a classic. Peter should complete his

RV - 7A, which he started in 2004 later this year. He has recently put the wings on and is now working on the avionics panel. Peter hooked into the RV building community and like most RV builders, found them to be of great assistance. Most of Peter's building decisions have been made. Now he is nearing the end of his project and like Bob, hopes to have things wrapped up later this year.

Ron Mudge with his **Glasair II** has had a whole different building experience. Instead of aluminum construction, his project is largely of fiberglass construction. He too has his engine in place and seems to be nearing the end with completion later this summer. The airframe and canopy are fitted and the engine is currently in Dallas undergoing the final touches.

Jack Fairchild, Club President, made no promises of when his project would be completed. After all, he has been working on it for around 28 years so promises for a completion date at this time just might not be prudent. Jack's is an interesting story of a **VariEze** project started in, I believe, an aeronautics engineering class, handed over from class to class, year after year until it was near completion. Jack oversaw the class and eventually bought the nearly completed airplane. As is often the case, there were setbacks but he and the Very Easy are back on track and just maybe, it will be completed this year.

It was a most enjoyable meeting for builder and non builder alike. Everyone learned something of value and we thank Bob, Peter, Ron and Jack for taking the time to share their experiences with the rest of us.



My Perspective on FAA Regulation:

An Opinion by Jack Wright, EAA 958 Chapter Member



Reading Don Staat's reflections on "the old days" of aviation, brings the question to mind: how did we end up in this situation of onerous regulation that we are in now, and what are we going to do about it? Let's put the blame for

the decline in aviation right square where it is: on the doorstep of the FAA.

I will give you some examples:

1. **Transponder encoders:** A clunky unreliable heavy antique additional altimeter connected to your transponder. The wiring to and from it must be certified. Part of RADAR information is distance, azimuth and elevation angle up from the ground. Just install a trigonometry calculator on the radar screen and compensate for curvature of the earth and ZING you have altitudes, probably more accurate than my frequently failing encoder.

2. **Government mandated technology for GPS ELT's:** We will be soon forced to install a heavy brick in the tail cone which may throw off the center of gravity for many small planes enough to make them useless. It will be attached by a wire to an external antenna which it will become separated from in a crash just after it breaks off and heads for your head.

3. **Onerous Special Type Certificate licensing requirements:** Such that to get a new and improved component requires \$30,000-\$50,000 in testing for each make and model of aircraft even if the component is used in the same way in all aircraft.

4. **Frozen development and reliance on antiquated technology:** Now if I change the battery on my airplane it has to be signed off by multiple bureaucrats who are second guessing everything that any one of them does. The battery is large, heavy, contains dangerous acid and may produce toxic vapors. This battery may last a year and a half and leave me stranded somewhere. I am forced to use antiquated technology just because it was "type certificated" for the airplane.

5. **Medical Issues:** Recently I had to admit that I had high blood pressure. I was six months without a medical... a training and currency issue. The bureaucrats finally agreed that my blood pressure was under control. There is no way that a group of medical bureaucrats can predict that anyone is going to have a heart attack or stroke while they are flying... believe me I am a doctor. If you are a pilot,

you know when you are too sick to fly or if you are dangerous.

4. **Ridiculous restrictions to training:** It is now again illegal to train in an experimental aircraft. To fly under the hood on a VFR day you need a certified safety pilot, when a soloed student pilot could say, "Look up the ground is coming."

The causes:

Parkinson's law: It was invented by some guy named Parkinson (nothing to do with the disease) in the 1800's at the same time Karl Marx was writing his critique of capitalism, Parkinson discovered that if you have a factory making "widgets" there would be an office connected to the factory usually with upper level executives and usually women staffers such as secretaries. Regardless of the output of the factory of widgets, the office staff would grow at a constant rate and eventually burden the business. That is why businesses which are similar tend to merge and whack off half of the office staff. But Parkinson's Law is a force more intense than gravity... it eventually takes over. This consumed the Soviet Union. The FAA has grown, and by its own admission is overburdened by regulatory matters of its own creation. Look how long it takes to get the onerous paperwork processed. In the past it has taken me as long as six months to get a registration processed.

The FAA operates under Enabling Acts of Congress:

Congress cannot be expected to micromanage the day to day operations of the FAA and thousands of other regulatory agencies. The burden of this excessive regulation which seems appropriate for a commercial aviation system seems to fall right on the backs of the individual aircraft owners: a result that irks the average American Citizen's concept of personal freedom. Any self respecting pilot will not get into a dangerous or unairworthy aircraft knowingly.

Lobbyists: I am not a frequent conspiracy theorist, but this is interesting. Is it possible that organizations like the AOPA and EAA have plants inside the FAA proposing onerous regulations in order to stimulate the rank and file members to donate to their political action committees? Members of the NRA think that this organization does the same thing. Over years of fighting these individual battles, we individuals are required to "compromise" over and

over to the point that we have PAC contributed ourselves to a lost war.

The media: It may seem like it when watching the news that airplanes are falling out of the sky on people all over the place, but it is not true. There are cars crashing all over the place and people dying everywhere, but it is hardly covered. The news media overreacts in order to play to the fears of the viewers or readers. "We have nothing to fear but fear itself." Now I am plagiarizing

My Solution: Several years ago the FAA unilaterally removed from their mission statement "the promotion of aviation." When I heard this, I was very disturbed as I saw it as the beginning of the end of aviation itself. Mission statements and philosophy of organizations are important especially if the

organization is mandated by Congress to adhere to a mission statement. Bureaucracies that serve a constituency cannot be allowed to establish their own mission statements. The dirty truth is: the mission of bureaucracies is to build more bureaucracy. That does not help the constituents.

How about this statement:

"The FAA is hereby mandated by Congress to promote aviation without impediment and to strive to make it safe." This should be recited by every bureaucrat at the beginning of each business day. Maybe after a while they will believe it.

Jack Wright, San Antonio, TX

Name that Plane



March Plane of the Month was the Vulcan Bomber

The March plane of the month was, as several of you correctly identified, the RAF's bomber, the Vulcan. Actually the picture above was taken last year during the Vulcan's first flight since 1993. This particular Vulcan was restored costing over 6,000,000 British Pounds. In 1947 the Air Ministry, as a response to the Soviet build up, saw the need for a long range bomber with the capability of delivering a nuclear weapon. Their design specs called for a bomber with a top speed in excess of 500 knots, an operating ceiling of 50,000 ft., a range of 3,000 miles and the ability to carry a bomb load of 10,000 lbs. This plane

was to be the British counterpart to the B-52. In 1964 the RAF nuclear deterrent fleet peaked with a force of three types of delta bombers. It consisted of 50 Valiant's, 39 Victors and 70 Vulcans. By the numbers you can see that the Vulcan was the most successful of the three and all three became part of what was called the **V-Force**. All had delta type wings with the Vulcan being closest to a pure delta configuration. Total Vulcan production through the years was 130.

The Vulcan was first envisioned as being a pure delta winged bomber with bombays actually on the wings rather than in the main fuselage. The V-Bombers were designed without significant defensive armament banking on high speed, high altitudes and in the case of the Vulcan, a small radar signature. It was with the exception of its tail fin, the first attempt (or was it an accident) at developing a stealth bomber. All of this came to an end in 1952 when Gary Powers was shot down at high altitude. At that point, the Vulcan adopted a camouflage paint job designed for a low altitude approach.

The Vulcan had a crew of 5 (two pilots, two navigators and an Air Electronics Operator.) If you flew in a Vulcan, you wanted to be one of the two pilots because they were the only crew members equipped with ejection seats. There were multiple incidents where the pilots ejected leaving behind a doomed crew. I guess "rank hath its privileges."

The Vulcan was designed as a nuclear deterrent but, like the B-52, also could carry conventional 1,000 bombs, 21 in all. Bombs in a secondary role. As mentioned that at the same time the Vulcan was being developed, so was the Victor but the Victor's role soon changed from bomber to an aircraft used for air-to-air refueling. It worked in tandem with the Vulcan increasing its range. Working together, the Victor and the Vulcan saw their first and only combat in the Falklands War in 1982. This was toward the end of their operational life and the Falklands War performance by the Vulcan probably hastened its

retirement. The Vulcan mission was to bomb a runway at Stanley, Argentina and to attack two radar installations. Five Vulcans took off from the Ascension Island and flew 3,380 nautical miles to Stanley, bombs away, refuel and return. Not so fast! Vulcan #1 dropped 21 bombs but hit the runway with only one bomb. Vulcan #2 failed to arm its bombs so they dropped 1,000 lb. Rocks, Vulcan #3 missed the runway entirely but did blow up a jeep, Vulcan #4 fired radar seeking missiles at a radar site but the site, realizing this, turned off their radar and the missiles lost target. Vulcan # 5 aborted and landed in Argentina. How would you like to be in those "de briefs?"

Surprisingly enough after the Falklands War, the Vulcan was scheduled to be withdrawn from RAF service. Only 6 Vulcans were to remain in service until 1984 as air tankers. The picture that appeared in last month's newsletter was that of a restored Vulcan. It last flew in 1993 and was destined for the junk heap. It is a complicated airplane to restore and the restoration efforts were in jeopardy until the project received a 500,000 pound donation by Sir. Jack Hayward. With full restoration to flying status, the Vulcan is expected to spend approximately 15 years touring air shows before finally retiring to the Imperial War Museum at Duxford, England. Only about 12 Vulcans remain with just this one being returned to service.

website at www.waspmuseum.org

April Plane of the Month



Bits & Pieces

- **The Rich to Approach the Sound Barrier** – The well off love their jets! Arnie flies in his one hour to work every day as Gov. of California. Now that is being "green!" Rush Limbaugh talks incessantly and sometimes when not talking about golf, politics or football, he waxes poetic about his Gulf Stream. Well, these guys are in for a treat as the new model, the Gulfstream 650 has been announced. It will go 704 mph. and will have a range of 7,000 miles. You could make a fly-in for a Hawaiian EAA Chapter and still make it home for dinner on just about one tank of gas. Although the market is a rather narrow one, at nearly \$60 million a copy, it need not be a huge seller. P.S. I don't believe it comes in kit form.



- **"Never leave a man behind!"** – has long been in the credo for the military but unfortunately, it is not always the case. On 9/1/1944 near the western Pacific nation of Palau a B-24 Liberator bomber was shot down during a raid by anti-aircraft fire. Three of the crew, one without a parachute, reportedly bailed out before the plane crashed headlong into the Pacific. Over 64 years later, this past March, the remains were recovered and returned to their families. An organization called BentProp had found the crash site in 2004 and eventually recovered the remains of the crewmen trapped in Liberator – The Babes in Arms. A proper ending to those brave bomber crews of WWII.
- **Time Goes By** – It seemed like just yesterday when we first hear of the Stealth Fighter, the Nighthawk F-117. You remember the raids on Bagdad, their reports of seeing the sky lite up with antiaircraft fire

yet none of our F-115's were shot down. Oh, they crashed now and then but they were virtually invisible to the enemy. Well, since their first flight in 1981 at the Tonopah Test Range in Nevada and until the production of the last F-115 in 1990, and until now, the F-115 made history as the first truly stealth fighter and now, they are being retired. Although only 59 were built, they are now deemed obsolete with their mission being taken over by the F-22 Raptor. I will bet that you won't see any used stealth fighters for sale anytime soon. Actually, they will be stored in Nevada.



- **More Pressure for General Aviation** – Aviation and more specifically, General Aviation, has a definite PR problem. You sit at your EAA meeting, talk with fellow pilots and you hear their problems. One of the biggest voiced is the expense of flying. A all new equipment and even many kits end up costing in excess of \$100,000. You look around and you know for the most part that these are not rich guys, they are simply people how love to fly and most likely forgo other luxuries to be able to afford their avocation. Unfortunately, the general public does think of GA as a bunch of rich guys. They have airplanes after-all and most people do not. They often fly for fun when others may just fly for work. They have to be rich. Being viewed as rich makes you a target and let's add to that your supposed large "carbon footprint" and its impact on the environment. Keep in mind that it is estimated that the real production of "greenhouse" gases by all of aviation is only 3%. My point is that GA is an easy

target and it is under assault for many quarters. To prove my point on March 3 the Office of Inspector General for DOT released an audit on the use of the National Airspace System. The report concluded that "air carriers and non-air carriers, including general aviation and business jet operators, all make sufficient use of the NAS so as to materially contribute to FAA's costs and congestion in general." According to the study, "non-aircarrier-traffic accounted for up to 30 percent of the peak-level instrument approach operations at the New York TRACON in 2005." The report also concluded that the current fuel tax structure does not accurately reflect how the NAS is used.

- **There are always Winners and Losers** – Jet fuel costs are from 60% to 70% higher than last year and it is pretty easy to determine who the losers are in commercial aviation. It is the jet carriers and in this loss, a previous loser looks more and more like a winner. Yes, big loud turboprops are back and it is simply because of the high fuel costs. Efficiency is their game, not passenger comfort and besides, hasn't passenger comfort long become a secondary consideration with higher load factors and smaller seats, not to mention the loss of those glorious meals in the sky. Turboprops from an economic prospective are perfect for commuter airlines. They are typically short haul, the passengers use them for convenience rather than great comfort and a turboprop will consume a quarter to a third less fuel. Add to that improvements in the aircraft such as higher cruising altitudes, and noise and vibrations suppression systems. Demand is up industry wide a little over 3% with Canada's Bombardier Inc. upping production estimates for 2008 to 140 as opposed to 100 in 2007,
- **Competition is a Good Thing** – Although I doubt any of us will be what is being called a "Space Tourist," entreprenuers like Richard Branson sees it as a growing market. Branson, the billionaire owner of Virgin Airlines and lets not forget his Virgin Galactic space ship fully intends to send up to six passengers completely out of the atmosphere at 4 times the speed of sound. His model uses a lift ship carrying the Galactic spaceship to altitude where it lights off and leaves the atmosphere. Estimated costs for his spaceship are in the \$50,000,000 category. Go

backwards from that number, add the support staffing, costs of operation and you come up with a pretty hefty ticket price. Here is were competition comes in. There is a low cost carrier who is developing a "spaceship" that takes off from a conventional airport, has a pilot and one passenger. The craft achieves twice the speed of sound and leaves the travelier weightless for a brief period of time. This is no Virgin Galactic ride but it would be a pretty significant event in one's life experience. Cost per ship is estimated to be about \$10,000,000 and cost are subsidized by a government contract to the company for the testing of space hardware. The company XCOR Aerospace of Mojave, CA hopes to compete with the Virgin Galactic crowd for the budget crowd.



Virgin Galactic Space Ship

- **"The Need For Speed"** - I believe that is a quote for some NASCAR Tom Cruise movie but it seems to apply to a segment of the pilot fraternity as well. How fast is fast enough? To some 100 mph is just fine but for many, they want to go faster, higher and arrive "in style" and the new Mooney Acclaim Type S certainly fits the bill. Mooney has always been thought of as the Cadillac of single piston airplanes and more recently, has battled for its very survival. Located in our own Kerrville, Mooney has changed hands several times in recent years but not seems to be on

track to grab a new and distinct segment of the market, i.e. The Fastest Single available. Their competition in recent years has been the Columbia 400 who also claimed to be the fastest single engine available but that claim has been solidly refuted with recent operating statistics presented by Mooney. Their new airplane claims 242 Knots, a range of 1,852 nautical miles at 25,000'. This claim is backed up by actual, documented performance.

In early 2007 Alex Coley received delivery of his new Acclaim. Alex homebased his Mooney out of Craig Airport in Jacksonville, Florida. One day while flying with his flight instructor, he found himself cruising at 350 knots and he began to wonder just what the cross country single engine record was. With some research he soon found out and off he went to San Diego, CA. On his trip back to Craig Airport in Florida, he set not only one record but two. The cross country

record and the record for a single between the two cities of Jacksonville, Florida and San Diego, California. He made the trip in 6 hours, 59 minutes with an average speed of 305 mph and a top speed of 412. Pretty impressive! So go out and get yourself a Mooney Acclaim Type S. I'm sure that Chuck Woods would be happy to check you out in one.



April/May EVENTS CALENDAR

(Courtesy of EAA and AOPA Websites)

Apr 11 — Lakeland, FL. Lakeland Linder Regional (LAL).

AOPA Day and Sun 'n Fun. AOPA members get discounted admission with proof of membership. See the 2008 Get Your Glass Sweepstakes Archer on display.

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. 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.

Apr 12 — Wufkin, TX, [EAA Chapter 1219 2nd Saturday Fajita Fly in](#), TX227 miles

Apr 12 — Midland, TX. Midland Airpark (KMDD). Midland College Fly-in. Flyin breakfast sponsored by Midland College flight department from 7:00 to 11:00 at the blue hangar.. Contact Karen Harris, 866/749-2376;

Apr 19 — Waco, TX, [EAA Chapter 59 Young Eagles Fly-in](#), Waco, TX, USA115 miles

Apr 19 — Sherman, TX, [Country Cookin' Fly-In](#), USA293 miles

Apr 19 — Sherman, TX, [Texoma Jet 100 Air Race](#), USA285 miles

Apr 19 — Wharton, TX, [BARF Monthly Meeting](#), USA122 miles

Apr 19 — Denison, TX. North Texas Regional Airport at Perrin Field (KGYI). Lake Texoma Jet Center Country Cookin' Fly-In. Giant fly-in, lots of exhibits and events.

<http://www.texomajet.com/flyin.htm> for details.. Contact Terry Vogel, 903/786-2666

Apr 19 — Houston, TX. 1940 Air Terminal Museum at William P. Hobby Airport (KHOU). Wings & Wheels - AOPA

Day!. This month's Wings & Wheels open house is dedicated to the AOPA, its members, and its services! The event runs from 10:00am - 5:00pm and admission is \$10/adults and \$5/children, AOPA Members are free!. Contact Megan Lickliter, 713/454-1940.

Apr 19 — Lake Jackson, TX. Brazoria County Airport (LBX). LBX Spring Fly-In. Flying Contests/Activities, Aircraft Judging, Raffle, Great Food and Fun for Everyone. See www.airport1.com for more details.. Contact Stephen Seth, 979-297-9982.

Apr 25-27 — Leakey, TX. [Leakey, TX Fly-IN](#), 106 miles

Apr 26 — Aransas Pass, TX. T.P.McCampbell Airport (tfp). Fly in: hot rods restores,. Airplane contest, car contest, hot rods restored, low riders.vendors food live music.door prizes war birds, helicopter rides. Contact George Alvarado, 361-205-2055 (cell).

Apr 26 - 27 — Galveston, TX. Galveston International Airport at Scholes Field (GLS). 18th Annual Spirit of Flight Airshow. The Lone Star Flight Museum's award winning aircraft takes to the skies with U.S. military demonstration teams, aerobatic demonstrations and other fly-in warbird guests. Aircraft include the P-47 Thunderbolt, the official B-25 Mitchell of the Doolittle Ra. Contact Elizabeth Smith, 409/740/7722.

May 2-4 — Temple, TX. Draughon-Miller Central Texas Regional Airport (KTPL). Central Texas Airshow. Friday May 2, 2008 Aaron Tippin Concert. May 3 & 4, 2008 featuring F-16 Demo, Tora, Tora, Tora, Fina, Bob Carlton Twin Jet Glider, CAF Warbirds, EAA and much more.... Contact Beth Jenkins, 512-869-1759.

May 3 — Abilene, TX, [Dyess/Abilene Big Country Airfest and Air Race](#) USA216 miles

May 3 — Lubbock, TX, [Dyess Big Country Air Power Day](#) , TX216 miles

May 10 — Corsicana, TX. C. David Campbell Field (CRS). 10th Annual Corsicana AirSho. WWII Aircraft flying and displayed. Formation flying, Classic cars, RC models, Food, Vendor booths. Airport open all day . Contact John Ausley, 972/279-0033.

May 10 — Granbury, TX. Pecan Plantation Airpark (OTX1). Pecan Plantation Spring Fly-IN. Time: 9:30 _ 16:00 (Rain date if needed is 17 May 08) -----Free Admission----- Sponsored by EAA Chapter 983 Everyone is invited and there is something for all ages. " Lunch served for a small

fee. " Military Displays " _Showcase Of Airplanes_ . Contact Doug Crumrine, 817 559-4665; [Email](#)

May 10 — San Antonio, TX. Cannon Field (53TX). Grasshopper Gathering / Bluebonnet Picnic. This is the Alamo Liaison Squadron's annual fly-in, barbeque, and fund raiser.. In conjunction we will be hosting a "Grasshopper Gathering" & encouraging liaison aircraft owners to join us. We would like to gather together as many of these type of aircraf. Contact Ryan Short, 210-646-9628.

Fun Stuff

Momma and her Babies



Damn Good Tail Hook

Newsletter Editor – EAA Chapter 958
196 Bentwood Drive
Spring Branch, TX 78070