



Der Flügtag

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

Experimental Aviation



The Success Continues...

EAA Chapter 958

Next Meeting June 14, 2008

Place: New Braunfels Airport
Main Terminal Building

Time: 10:00 AM

Program – *Silver Eagles Fly-in*
Members fly their airplanes in and fly interested EAA members and/or invited guests on orientation flights. We will also have new Oshkosh video to show and as usual any member's discussion of their projects as backup.

Board Meeting - Breakfast - 8:00 AM, Airport Restaurant with board meeting at Terminal 10:00 AM
Airport Terminal Building



D-Day, June 6, 1944 The Prez Sez

Wow! The wind sure has been blowing like a bat out of hell lately. You would think we were on the Kansas prairie. This has cut my flying activity down to zero. Of course, we also have not had any rain to speak of--we are 11 inches behind the average rainfall for this time of year in Central Texas. Mother Nature is not treating us well this spring.

We are hoping the weather calms down for our "**Silver Eagles Fly-in**" next weekend, June 14. This event was thought up last month to give some of our members who haven't flown in a light airplane (ever or recently) or any guests who our members bring some experience with flying low and slow (but not too slow). Thus, we will need all the airplanes and pilots we can get to fly these orientation flights. If the weather does not cooperate, we will try again in July. All pilots flying in this "Silver Eagle Fly-in" will be given \$50 worth of avgas to help defray the cost of flying.

We will evaluate the weather situation on Friday. If it is not promising, Richard will notify the membership via email about a postponement of the "Silver Eagles Flyin". We will then shift to a program of aviation videos and member discussions of their projects or general information of interest.

BRING YOURSELF, YOUR AIRPLANE, AND A GUEST AND MAKE OUR FIRST "SILVER EAGLE FLYIN' A GREAT SUCCESS.

Jack Fairchild

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May Meeting



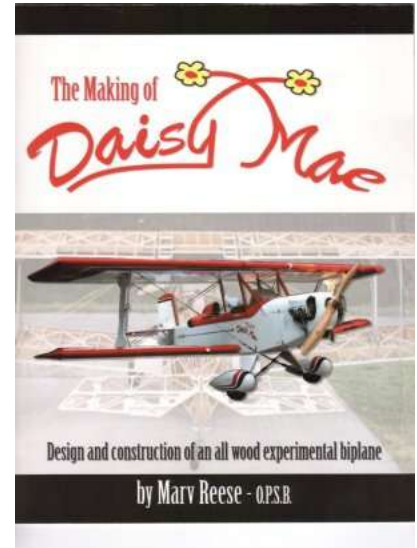
Marv Reese
Author & Builder

Actually the May meeting was the intended April meeting. In April technology was not our friend with a balky DVD player but we overcame that and enjoyed a DVD on "*The Making of the Daisy Mae.*" The

Daisy Mae is a two seat bi-plane designed by Marv Reese. Marv could be considered the target market for new EAA Members. After years of flying and making model airplanes, completing a successful and varied business career, he retired and decided to design and build the **Daisy Mae**. Fortunately for us, Marv is a humorous guy with a gift of recording the building process in his book, *The*



Making of the Daisy Mae. If you are building, his book, in addition to providing you consolation, just might save you some time and if nothing else, it should make you laugh. In any case, May's meeting was an enjoyable one and included a brief discussion about our June, *Silver Eagle Fly-In*. The idea is to provide rides to those "mature" individuals who may never or rarely have had the opportunity to fly in a small airplane. See Jack's *Prez Sez* for details. Hope to see you there with a friend.



Name that Plane

May Plane of the Month- XC - 99

Actually, here is the full airplane, Top and Bottom

The May plane of the month was a "one of a kind" aircraft but even then, it was a very significant one. There was only one XC-99 built and usually with such airplanes, few people are ever aware of their existence but not so with the XC-99. The picture shown last month was a shot of the plane as it sat for years deteriorating at **Kelly Air Force Base**.

Several Chapter 958 members e-mailed stating that the May Plane of the Month was a B-36 and they were partially correct. The XC-99 was a variation of this post war bomber, the B-36, whose prototype first flew in 1946. It was the largest piston driven combat airplane ever flown. The Air Force thought that they needed a large transport airplane to haul





troops and supplies around the world and prepared design specs for **Convair** to produce a prototype fulfilling those specs. Convair took information and, using the B-36 as a basis for their prototype, created the XC-99. By just about any measure, it was a huge airplane and actually had a wing span that exceeded that of the C-5A. It was a double decker that could and did haul 104,000 lbs. and had a range of up to 12,000 miles. In certain configurations, it could be used to transport up to 400 troops.

Prototypes are often soon to be discarded as their designs are refined and actual production of the final design takes place but the XC-99 was in service from 1950 -1957. It was a work-horse during its entire service life hauling cargo to support the Korean War and over time accumulated 7,400 hours. Although the airplane had many favorable performance specs, it was doomed to extinction. For one thing, it relied on six **Pratt & Whitney Wasp Major Radial Piston Engines**, each producing 3,500 hp. These were 36 cylinder engines (**see picture**) that were very complicated and that were used in a pusher prop configuration. Being air-cooled engines did not help because the behind the wing placement compromised their cooling. Maintenance was excessive and both the fuel and oil consumption resulted in high operating costs. The airplane was waiting for a viable turboprop to resolve these deficiencies but none with the capacities had been developed. Had the turboprops been available, you might be seeing descendants of the XC-99 still flying.



P & W Wasp Major Radial

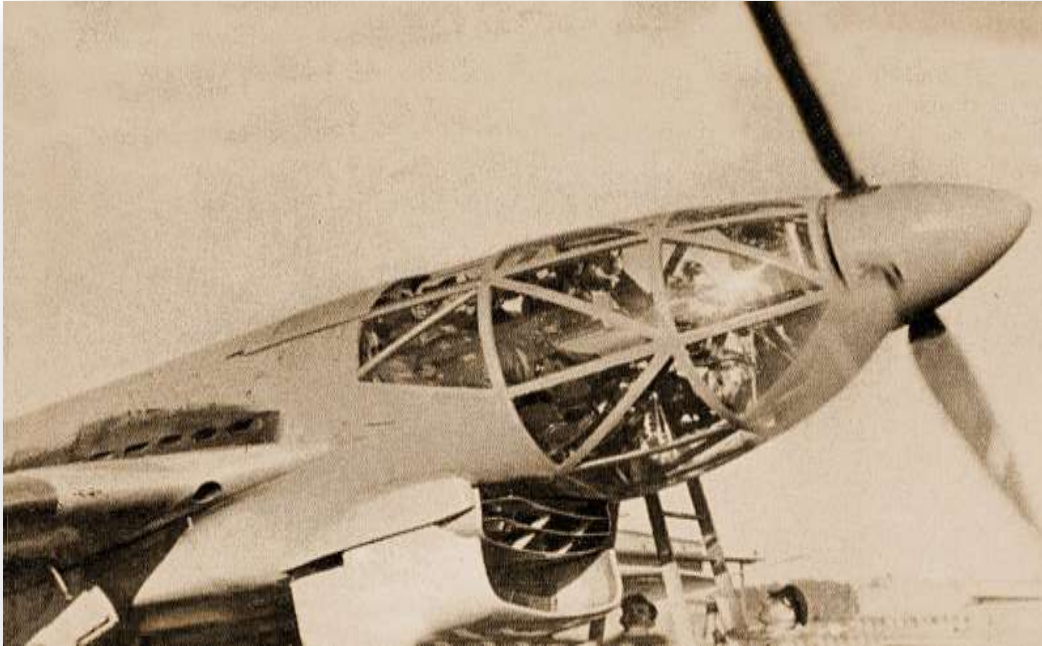
Pan American was initially so enthusiastic for the performance aspects of this airplane that they ordered 15 civilian variations for cargo hauling. This plane was designated the **Convair Model 37**. It had an intended power plant of a 5,000 hp gas turbine engine. The planes were never delivered. Although the XC-99 did see extended service, Bob Hieronymus, the one Chapter 958 member who properly identified the May Plane, pointed out that during the early 1950's, the ability of airports, military or civilian, to handle cargo loads of in excess of 100,000 lbs. simply did not exist. Because there were not airplanes other than the XC-99 hauling these quantities, no systems were being developed either so whenever the airplane landed with a full load, it was a scramble to off-load it and most probably, loading it wasn't a piece of cake either.

So what happened to this historical prototype? Basically, it was donated to an organization of disabled veterans and parked on the tarmac of Kelly AFB from 1957 until 1993. It deteriorated rapidly, partly because of the high magnesium content of the fuselage. In 1993 the USAF reacquired what was left of the XC-99 and intended to put it on display and

their museum at Wright-Patterson AFB in Ohio. Moving it by land was eventually deemed impractical so in 2004 it was disassembled and interestingly enough, parts of it were flown, via a C-5A, to Wright-Patterson. I am unaware of its current restoration status.

June Plane of the Month

Can you guess it?



Bits & Pieces

- **As If Airlines Don't Have Enough Problems** – June 29th is being described as the "Y2K" for all domestic flights. It isn't enough that judges want to use "international law" to decide issues before the Supreme Court but now, on June 29th, all domestic and international flights will switch flight plans over to international standards. Just who sets international standards and once imposed, will it be a disaster as was predicted for Y2K or will it be a big "Oh, never mind!" As my father used to say, "We shall see what we shall see!"
- **Red Tail Project** – status update. You all know of the Tuskege Airman and their exploits during WWII and in fact, you very probably have seen their volunteers as I have at some of the area's airshows. Actually

the Redtail project had its origins back in 1994 when the Tuskege Airman organization got together with the **Southern Minnesota Wing Ghost Squadron** and began the effort to rebuild a P-51 C, the "C" designation meant that the plane was built in Texas. The plane was one of the last "Razorback" designs, i.e. without a bubble canopy. The plane was airworthy by 2001 with Don Hinz the primary pilot and one of the principle motivators behind the project. Unfortunately, in 2004 due to an engine failure the plane crashed killing Don Hinz and bringing the project practically back to square one. Fortunately, the rebuilding effort is going strong with the replacement **Rolls Royce Merlin Engine**, most probably originally built in a **Packard Motor Co.** plant in Detroit during the later stages of WWII, was

mounted. A historic moment. The original plane cost around \$65,000 to \$75,000 but the rebuild will top out over \$1,500,000. If the government stays out of their way, you can bet that the restored P-51C will be in the air soon.



Installation of Merlin Engine to RedTail P-51

- **Bio Fuels Update** – I never quite got the thing about converting food to fuel. It seems like there were a lot of other things, perhaps less essential to the world's population that could be converted and by golly, things seem to be moving forward. **Airbus, Honeywell, International AeroEngines and JetBlue** have formed an alternative fuel partnership that will not leave the skys smelling like **McDonald** fries. They will work together to provide a Jet-A substitute that is made by converting non food-crop vegetation and algae based oils into fuel. "Airbus believes that second-generation bio-jet fuel could provide up to 30 percent of all commercial aviation jet fuel by 2030." said Sebastien Remy, head of the Alternative Fuels Research for Airbus. Sounds like a better approach to me. It should be noted that our own Governor Perry has petitioned the EPA for a one year reprieve from federal ethanol mandates. Again, ethanol made from corn raises the price of corn, cattle feed, food prices and has a ripple effect throughout the state's economy. Corn cost about \$2.00 per bushel in 2004 and is now going for \$8.00. Great if you are growing corn, especially with subsidies but if you are using corn, it's a killer. Note, refiners who blend ethanol into gasoline get a \$.51 per gal. tax credit.
- **New Helicopter Flight School** – the closing of **Silver State Helicopters** left a hole in the market that has been at least partially filled by **Veracity Aviation**. Derrik Smith was an instructor at Silver State Helicopters, Inc. but, as you know, Silver State went out of business, filing for bankruptcy and leaving some 2,000 students without their certifications, not to mention in debt. Two weeks after the failure of

Silver State, working out of the New Braunfels Airport, Derrik started Veracity Aviation. By late March he had 8 students with nearly twice that many waiting to continue their instructions. Most of the instructors were out of work Silver State employees. The students enjoy a more one on one relationship and actually, the aircraft to student ration is better than it was at Silver State. You have to love free enterprise. Good luck Veracity!!

- **"A Big Non-event!"** – is how our own Airport Manager and new club member, Andy Spinks, at New Braunfels described the recent emergency landing. I suspect that is perhaps true from the airport's prospective but from the pilot who tried four times to deploy his front landing gear and was eventually forced to make an emergency landing, I doubt he felt it was a non-event. The good news was, of course, that everyone, pilot, airport personnel and emergency crews were all up to the task and no one was injured. The 1978 Piper Seneca II ground to a halt and all was well with the exception of someone's wallet!
- **Women's Aviation Hall of Fame** – You have to be pretty special to be in the Women's Aviation Hall of Fame. Just take a look at some of its inductees and Major Nicole Malachowski is no exception. Being the first first woman to fly for the Air Force's famed Thunderbirds is quite an achievement for anyone and combining that with being a "first" really makes it something special. The Major has the right idea having adopted a philosophy of having her actions speak louder than words.



The Now Major Nicole Malachowski

- **Say Good Bye to the USS Kitty Hawk** – Our chapter has some Navy pilots and perhaps during their careers they have landed on the **USS Kitty Hawk**. In 1997 with the decommissioning of the **USS John F.**

Kennedy (now doesn't that make you feel old) the **Kitty Hawk** became the first and last activeship of its class. Well, now the Kitty Hawk has also been



The Kitty Hawk during Morning Deck Scrubdown

decommissioned and at the time it held the second longest active status in the Navy, second only to the **USS Constitution** sailing ship that resides in Boston Harbor. Also, the **Kitty Hawk** was the only permanently forward deployed carrier in the fleet, serving out of Yokosuka, Japan. It was also the **ONLY** oil fueled carrier in the fleet. The Kitty Hawk set sail after its shakedown cruise in August 1961. She served in Vietnam, was a movie star in the movie, **The Final Countdown**, and played a stand in role for the real star, the **USS Nimitz**. In recent years the Kitty Hawk showed marvelous restraint when on multiple occasions, it was overflown by Russian Aircraft. The decommissioning process began on March 28th of this year and there is a possibility that once that process has been completed, she will find a friendly port and spend out her days as a floating museum.

• **Diana Barnato Walker Dies**

– Diana was quite a woman. Born of luxury, the daughter of a South African diamond millionaire, she took up flying in 1938. In three years she abandoned her high spirited lifestyle and became a pilot for the Air



Diana Barnato

Transport Auxilliary, the ATA. Its women pilots were

known as "Atagirls". By the age of 22 she had delivered 240 Spitfires and many other aircraft, all the while avoiding brushes with death. 16 of the 108 female pilots recruited during the war died in aircraft related accidents. After the war Diana could not, as was generally the case, get a commercial pilot's job because she was a woman. That plus there was no shortage of male competition. She continued to fly, however, and one evening in 1963 an RAF Wing Commander asked her if she might want to fly one of the RAF's new supersonic Lightnings. She jumped at the chance and after final clearances went on to fly it mach 1.65 and became the first woman to break the sound barrier. She continued flying into her 70's and died at the age of 90 this past April 28.

- **Just One Word "Plastics"** – This came out of an old movie when Dustin Hoffman (the movie was **The Graduate**) was advised on what his career choice should be after College. Plastics ought to be modified to **"Composites"**. These days they are making everything out of Composites, using carbon and glass fiber to make stronger and lighter airplanes. Just ask Boeing or those who are currently working on Space Ship One. Fibers have taken another step forward and that is towards the "Self Repairing" airplane surfaces. Like us all, airplanes "weather" with age and use, developing sometimes hairline cracks that if left unattended can grow and generate catastrophic failures. A new generation of hollow fibers filled with epoxy resin has been developed. If a crack develops, the resin bleeds, hardens and retains strength equal to about 90% of the original. Coloring the resins allows for easier inspection and eventually, a more thorough repair. "Beam me up, Scotty!"



- **Using Space to Manufacture New Alloys** – Space manufacturing offers the possibility of developing



new and better alloys. These alloys can be used for critical aviation engine parts and provide greater strength per pound than alloys produced in gravity. This means lighter and stronger engines, better fuel efficiency and less maintenance. Current alloys are simply the melting down of metals in prescribed proportions. Because of metal's differences in weight, they can not combine the same way they could in space. Weightlessness eliminates the weight factor. The international Space Station, once they get their toilet fixed (I think it needed a new



flapper valve) will be conducting experiments manufacturing Titanium Aluminide.

- **Interesting Story** – You military pilots, regardless of service, might be interested in reading the article titled Uncle Sam Buys an Airplane. It details the history of the *Joint Strike Fighter (JSF)* development from its early beginnings back when Dick Cheney was Secretary of Defense. The JSF is the military's answer, they hope, to reducing future costs associated with producing a unique fighter for the Navy, Air Force and Marines. It is an effort to have "one size fits all" and thereby, enjoy economies of scale during the building process and simplifying parts and maintenance after production. If you are interested, go to <http://www.theatlantic.com/doc/200206/fallows>

Texas Fly-in Scholarships –

You all know that SWRFI is no longer being held but Don Staats provided us with the following information that shows that those formerly associated with SWRFI will continue to do good works for the aviation community, despite SWRFI's cancellation. This is a copy of an e-mail sent out by Norris Warner, a principle organizer of the SWRFI event.

"Sent: Friday, May 09, 2008 3:18 PM
Subject: Texas Fly-In Scholarships

The principle mission of TXFI is to award scholarship funds to quality young men and women. These awards--up to \$2000--can be used for flight instruction, or college tuition, or books or other expenses associated with aviation education pursuits. TXFI has already funded eight deserving candidates.

TXFI has recently received an anonymous donation which is intended to be awarded to students in the greater San Antonio geographical area. Therefore, we earnestly request that each chapter member help us to find the most deserving young people in our midst. We need this information as soon as possible--hopefully by June 1. I chair the committee which screens the applications, and I'm ready to go to work!!!

The applications can be found on the TXFI website--texasflyin.org. Visit it soon and help a youngster on the right path!

Norris Warner -cell - 210-363-1282 - norris@texasflyin.org

June/July Events Calendar

(Courtesy of EAA and AOPA Websites)

Jun 12 — Fort Worth, TX. Harrison Aviation (FWS). Texas Aircraft Expo. 2008 TEXAS AIRCRAFT EXPO -- 10AM - 2PM. Come see all of the major general aviation aircraft manufacturers on the same ramp. New airplanes, finance and insurance experts, and 30 minute tax seminar beginning at 12PM. Light lunch will also be served.. Contact Premier Aircraft Sales, 800-564-2463

Jun 13 — Addison, TX. Premier Aircraft Sales (ADS). Texas Aircraft Expo. 2008 TEXAS AIRCRAFT EXPO -- 10AM - 4PM. Come see all of the major general aviation aircraft manufacturers on the same ramp. New airplanes, finance and insurance experts, and 30 minute tax seminar beginning at 12PM. Light lunch will also be served.. Contact Premier Aircraft Sales, 800-564-2463

Jun 14 — Jacksonville, TX. Cherokee County Airport (KJSO). Tomato Fest & Fly-In. Army Helicopter Static Display, Airplane Static Display, Rock Climbing Wall, Salsa Contest, Antique Car Show, Live Music, Tomato Shoot,, Great Food and much more!. Contact Clint Goff, 903-586-8219

Jun 14 — San Marcos, TX. San Marcos Municipal Airport (KHYI). Blue Skies Aviation B-B-Q Fly In. starts at 11 a.m. and last until 2 p.m. with B-B-Q from Kip's famous B-B-Q. being served from 12 p.m. until 1:30 p.m. \$7 per plate. Come on out and meet new people, see various types of aircraft and just hang out with other pilots. A case of Aeroshell W10. Contact Shaune Maycock, 512-392-7035

Jun 14 — Denton Municipal Airport, Denton, TX. Aerobatics and aerial demonstrations 1 to 4 p.m. Admission: \$5 for adults; \$3 for ages 7 to 17; children 6 and under are free. Parking: Free designated parking around the airport. Children's activity pavilion . <http://www.dentonlive.com/FEATURES/DentonAirShow/tabid>

[/3514/Default.aspx](#)
Phone: 940-484-1603

Jun 13-15 — Gainesville Municipal, Gainesville, TX, North Texas Antique Aircraft Fly-in. 1000 - 1800. Come and join in on the fun. <http://txaaa.org> . Contact: Terry Wallace . Phone: 817-706-3173

Jun 21 — Houston, TX. 1940 Air Terminal Museum at William P. Hobby Airport (KHO). Wings & Wheels - New Aircraft Expo!. In the market for a new aircraft? Come check out some of the latest models at our monthly Wings & Wheels open house! The event runs from 10:00a-5:00p and Admission is \$10/adults and \$5/children - admission is waived for fly-in visitors.. Contact Megan Licklitter, 713/454-1940

Jun 21 — Wharton, TX. Bay Area Recreational Flyers (BARF) Monthly Meeting. Hanger 31, South end of Wharton Airport. Ultralight Chapter 123 <http://www.barflyers.com>. Phone: 713-899-4033

Jul 4 — Sealy, TX. Fly-In . Trapani's property, Sealy, TX. BARF get-together at Trapani property. Directions and more details on web site ASAP. <http://www.barflyers.com>
Contact: Patti Trapani
Phone: 281-380-1963

Jul 4 — La Grange, TX. Fayette Regional Air Center. BBQ luncheon hosted by The Central Texas Squadron 1347, consisting of Brisket, Sausage, Salads and all the condiments. \$7.00 donation requested and all proceeds go to aviation related scholarships. <http://www.co.fayette.tx.us/frac>
Contact: Skip Caldwell Phone: 979 242 4056



Kitty Hawk as it leaves its home port behind on the way to decommissioning

Vintage
Aviation
Historical
Foundation



May 24 - Kingsbury Aerodrome - President Jack Fairchild accompanied by Fred Williams and his son attended the annual Kingsbury Aerodrom event and saw all of these wonderful airplanes and a whole lot more. If you have never been there, put it on your list. Pictures are identified as follows:

- 1) Fred Williams on Flightline
- 2) JN-4 Jenny
- 3) WWI German Tri-Wing Folker - This airplane is powered by a Packard, 1940's era engine.
- 4) WWI Jenny - Jack Fairchild's father trained on one of these.
- 5) Fred with a WWI Spad - Note, the wing detailing. The wood pieces were most likely cut on the laser cutting machine at the Aerodrome.
- 6) 1941 Meyers OTW - Allen Meyers flew for the first time in the mid 1920's and was hooked. His first airplane was a WACO-10 but he thought he could design and build a better airplane. Eventually 102 OWT's were produced and used primarily as trainers for WWI pilots. They were manufactured in Tecumseh, Michigan.

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