



Der Flügtag

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



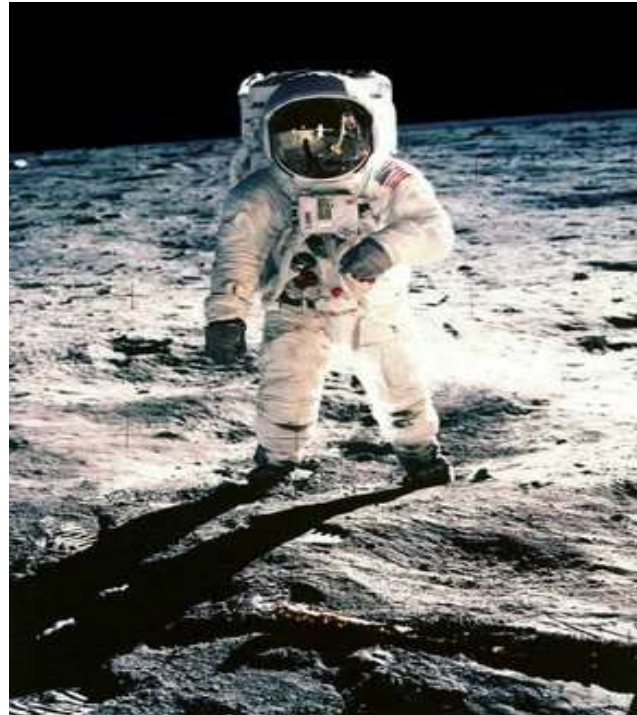
Next Meeting July 12, 2008

Place: New Braunfels Airport
Main Terminal
Building

Time: 10:00 AM

Program – The program will be a presentation on Modern Engine Management Systems by Ottis Cameron of Vision Microsystems.

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



July 20th, History was made

The Prez Sez

I Thank the Lord for the nice rainshowers some of us received recently. Hopefully they will continue and end the drought. The "Silver Eagles" program scheduled for last month was a great disappointment (more like a great "flop"). Oh well, nothing ventured, nothing gained. Maybe no one was interested in a demo flight in this hot, hot weather. Or maybe, no one was brave enough (or stupid enough) to want to fly with one of our dauntless aviators. Or maybe they are queezy about the title homebuilt" airplanes. It shows we have an education task. We did have a fallback new vidio promoting Oshkosh and the annual Oshkosh pilgrimage which was interesting. Anyone going this year? Of course, we always enjoy the fellowship of fellow aeronauts and hangar flying.

There was interest shown at a previous meeting to visit ECI in San Antonio and see how they inspect/overhaul/repair engines. I am happy to report that we have scheduled a field trip to do just that on **Friday, July 18, at 10 AM** at the ECI facility. (135 to 410W, R. on Broadway, five blocks to Danbury Dr, after one block deadends on Middlex Dr and ECI facility.) We will enter at entrance by the flag pole. See you Saturday for our program on modern engine management systems by Ottis Cameron of Vision Microsystems. Onward and upward!!

Jack Fairchild

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June Meeting

This meeting was intended to provide a "Young Eagles" like flying experience to "Silver Eagles" but all of those who would qualify as Silver Eagles already had their own airplane. So the meeting moved on to other things. Jack Fairchild has a standing invitation from ECI to allow chapter members tour their plant located near the San Antonio airport. There were several that indicated interest so he will try to arrange for a tour in the early afternoon of a weekday. An email "blast" will be sent to members with the final information. It sounds interesting and we thank Jack for taking the initiative.



Gary West (3rd from left), GyroCopter & Crew



Chuck Woods & His RV 9A and Fred Williams & RV-9A

Although attendance at the June meeting was below normal, we were pleased to have a guest from Sturgeon Bay, Wisconsin EAA Chapter 630. Ed Beierlein was visiting his father, a recent new member at our chapter. Ed is a ultra light pilot and he related his experiences while flying a *Quad City Ultra* light over open water when the engine seized. He might want to think about the pontoon kit available for his Quad City. His experienced demonstrated two important things. One, training and practice of emergency procedures can save your life and Two, details make a difference.

Jack Fairchild showed off the newest Chapter purchase, a DVD projector by showing AirVenture 2007. This is a slick Epson projector that was bought through chapter funds. Mike Short announced several Young Eagles opportunities and is to be commended not only for his handling of this position but also for his personal participation in flying the Young Eagles.



New Chapter Video Projector

Other "Airplane" stories flowed before the members exited the meeting to examine Chuck Wood's RV-9A and Gary West's Gyro Copter. Both were flown in as kind of a "show and tell." In addition there was a VeryEasy parked and two former "crop dusters." All and all it was another interesting meeting with great sweet rolls.

Name that Plane



Heinkle 119 June Plane of the Month

As Americans we tend to focus on our aviation accomplishments and well we should. After-all we did invent the airplane or did we? Fortunately, there were lots and lots of talented inventors and designers all over the world that contributed to aviation and Ernest Heinkel was one of them. Ernest founded the **Heinkel Aircraft Works** and went on to build & design many of Germany's best WWII Aircraft, including the He 219, described as Germany's (and maybe the War's) best night fighter. Also, his company designed and flew the world's

first jet fighter, the He 280. As far back as 1939 the Heinkel Aircraft Works had designed and flown the prototype He 100, a propeller driven airplane, over 463 Mph.

The Heinkel 119 was designed by the Gunter brothers, two of Heinkels best. It was intended to be an unarmed reconnaissance bomber, sort of their version of the SR 71. It had to be fast because of the lack of armor and was intended to simply out fly pursuing fighters. The He 119 was a private venture funded by Heinkel and

whose function was to be a test bed for new designs. Given its initial production in 1936, its most prominent and unusual feature was its glass cockpit and the aggressive streamlining. Although it only had one propeller immediately in front of the two pilots, it did have two engines. They were linked in tandem behind the pilots and attached to the propeller through an enclosed drive-shaft that ran between the two pilots. Everything was kept on the centerline to

simplify weight distribution. There was no conventional radiator to cool the engines but an evaporative system was used that condensed the steam between double wing skins. And the 119 was **FAST**, achieving 351 mph back in 1937.

Only 8 prototypes were built and the He 119 never made it to production, mainly because of the limited availability of its Daimler-Benz DB 601 engines.

July Plane of the Month



Can you guess it and did any of you fly it?

Bits & Pieces

- **Great Quote** - "once a man has spent his time messing about with airplanes, he can never forget their heartaches and their joys, nor is he likely find any other occupation that will satisfy him so well—not even writing."

The above is a quote from **Slide Rule** the autobiography of Neil Shut (Norway), Gt. Britain's

bestselling author from 1928 until his death in 1959. Many of his novels were about flying and usually involved everyday people rising to an unexpected challenge and performing in an extraordinary manner. Writing novels, including **On the Beach**, was just a hobby. As founder of the **Norway Aircraft Company**, Neville Norway was involved in the design of the rigid airship built by

private investors in England in competition with one built by the British government. The one Norway was involved with was successful and the Government version was a failure. He was an interesting individual and even today is the subject of several website fan clubs. Just type in "Neville Shute", hit search, and enjoy meeting one of aviation's more interesting individuals.

Provided by Don Staats

- **Cover Photo** – Yes, time flies and it will be on July 20 thirty-nine years since we first heard those words "That's one small step for man, one giant leap for mankind." You have to wonder just a little bit, if Neil Armstrong practiced that line before a mirror prior to take off. Neil was the first person to set foot on the moon and had that opportunity because he was the commander of Apollo 11. Do you recall who the second person was? Buzz Aldrin. Neil was 38 at the time and had been called into the Navy in 1950, near the end of the Korean War. His story is not too



dissimilar to many of yours. He first flew at the age of 6 in a Ford Tri-Motor, earned a bachelor's degree from Purdue University in aeronautical engineering,

flew 78 combat missions in Korea, became a test pilot, flew the X-15 and made it into space in 1966 flying Gemini 8 with David Scott. Getting out of the astronaut program in 1970 he returned to Purdue, got a masters degree in aerospace engineering then taught at the University of Cincinnati. With that resume he became a successful businessman and now lives on a farm in Lebanon, Ohio. It really was a pretty **BIG** step for Neil.

- **Headlines International Herald Tribune** – "As fuel prices rise, turboprop planes make a comeback" – I ran a version of this headline in a back issue of this newsletter but there

has been a recent change to the story. The original story focused on the increased demand for airplanes WITH turboprops but this story focuses on who makes the turboprops. As luck would have it or is it "Globalization", Pratt & Whitney, a unit of United Technologies Corp. makes the PT6 turboprop engine and it is just the size that is needed to fit today's demand. It is found in versions of the King Air which can fly 8 persons 1,600 miles non-stop at 300 mph. Unfortunately, Pratt & Whitney of Canada manufactures their most popular engine class, the PT6 and because few others compete, they are able to make substantial profits on this engine's renewed popularity. That might be something for our Congress



Pratt & Whitney PT6 Engine

to look into. Enter, GE maker of Jet Engines and a major competitor of Pratt & Whitney. GE does not



Beech 1900 Turboprop

make a comparable engine to the PT6 class but that is about to change. GE recently announced the purchase of **Walter Engines**, a small Czech firm that does make a competing class of engines for Pratt.

With GE's capital and distribution systems, you now have a situation where competition is renewed in yet another product area between the two companies. In fact, some feel that the purchase of Walter Engines by GE was intended to reduce the profit potential of Pratt rather than increasing the profitability of GE. Maybe this will also renew efforts to produce even smaller turbo prop engines for say an RV. Could be!

- **Heard on the Radio** – on 1200 AM you periodically hear a report roughly titled *"Today in Texas History."* The report usually involves a gunfight, a bar brawl or some sort of massacre but today (June 22) the report was about **"One Eyed" Wiley Post**. I had heard of Wiley Post but quite frankly, the first thing I thought about was Wiley Coyote of **cartoon fame** but Wiley Post was far more important to aviation than his brethren, the Coyote. Besides, the Coyote never seemed to have either an airplane or a parachute when he "Flew" over a cliff chasing the roadrunner but I digress.



Wiley Post in Pressure Suit

Wiley Post was quite a guy and a Texan to boot. Sophistication was not his strong suite, in fact, he could be a poster child for achieving the American Dream. Born in Van Zandt County, TX Wiley moved at

the age of 5 to OK and as did many early pilots, he joined the barnstorming circuit and gained quite a reputation. Of course, he had to have a real job to support his passion and that job, working in the oil fields, cost him his left eye. It was the defining moment in his life. There were apparently lawyers back then and to compensate Wiley for his loss, he received a settlement that allowed him to buy his first airplane. He became buddies with fellow Oklahoman Will Rodgers and became the personal pilot for rich oilmen. One of his rich bosses, F.C. Hall, bought a **Lockheed Vega** which was considered a "hot" airplane at that time (1930). That airplane allowed Wiley to set speed records, the first of note was the National Air Race Derby from LA to Chicago. He won it in just over 9 hours.



Winnie Mae - Wiley Post's Airplane

Not content to let the around the world speed record be held by the Graf Zeppelin, Wiley broke that record too circling the globe in 8 days and 16 hours. This cut the Graf Zeppelin's record set just one year earlier but nearly 2/3's. Will Rodgers by then a close friend of Wiley wrote the introduction to Wiley's published account of the trip titled, *Around the World in Eight Days*. Clever title! Wiley continued his adventures and experimentation inventing an early pressurized flight suit that he used to fly the Vega up to 50,000 and is credited with discovering the Jet Stream.

Throughout his flying days, he continued to improve his airplane and found better ways of doing things. This was his undoing. In 1935 he wanted to investigate the possibility of providing airmail and

passenger service from the West Coast to Russia. Being short on cash he build an airplane using parts from wrecked airplanes. Basically he took an airworthy Lockheed Orion and tacked on the wings of a wrecked experimental Lockheed Explorer. The wings were bigger and did not have retractable landing gear so Wiley decided to put floats on the plane. When the floats he had ordered did not arrive in time, he reportedly put on heavier floats because they were available but these made the plane nose heavy, especially at low speeds. Taking off from an Alaska lake with his friend Will Rogers, he experienced an engine failure and that combined with the heavy nose caused the fatal crash that killed both occupants.

- **Aviation – a World Wide Attraction** – We Americans, and very possibly you born and raised Texans, tend to think that everything originated here. Yes, we did have Kitty Hawk and and make a huge contribution to aviation but we are not alone in our desire to preserve aviation’s history, particularly its airplanes. Recently the Wall Street Journal wrote a piece titled *Lufthansa’s Labor of Love: Restoring Some Really Old Junkers*. The article highlighted the work of a Lufthansa mechanic Jurgen Rohwer (now there’s a name right out of Fredricksburg) and his latest labor of love, a restoration of a grounded Eisenhower era Lockheed 1649A Super Constellation “Starliner.” The Starliner was bought at a bankruptcy auction by Lufthansa in of all places Maine. Back in the 1960’s the Starliner helped Lufthansa gain its international footing by flying the 23 hour-19 minute flight from London to San Francisco. To restore the



Recently Restored Junkers - 52

one Starliner, Lufthansa bought three, using two of the three for parts for the fully restored model. For safety’s sake, the cockpit will bill filled with modern controls but the rest of the airplane from cockpit back will evoke the nostalgia of the 1950 and 60’s and should be complete by 2010.

Back to Mr. Rohwer, the mechanic. He has no desire to fly in the completed airplane. He says “The most unusual thing is the sound.” To him, it is much more interesting than being on board.

- ***Drones Role in Security Continues to Expand*** – Admiral Mike Mullen, Chairman of the Joint Chief of Staff recently told airmen that the demand for more drones in Afganistan and Iraq (let’s not forget our own southern border) is “insatiable.” He has stated that we currently have 27 combat air patrols that provide 24 hour protection and need double that. The demand for aerial drone surveillance has been growing at 300% a year with no end in sight and now with bigger drones and the ability to



Nasty Drone

carry weapons, they have an expanded role. Of course, one problem is getting the pilots. Getting would be pilots to forgo actually flying or flying a drone, something akin to video gaming, is a major hurdle. You can almost visualize the “I’m a real pilot and your not!” discussions after hours. Currently we rely heavily on the following two:

	<i>Predator</i>	<i>Reaper</i>
Endurance	+24 hours	+24 hours
Top Speed	135 mph	300 mph
Payload	450 lbs.	3,750 lbs.
Weight	2,250 lbs.	10,500 lbs.

Unit Cost \$4 Million \$11.9 Million

Armament 2 Hellfire 2 Laser Missiles

Missiles Guided Bombs

4 Hellfire Missiles

July/August EVENTS CALENDAR

(Courtesy of EAA and AOPA Websites)

Jul 12 — New Braunfels, TX, New Braunfels Airport (BAZ) Terminal Building. 10:00 AM. EAA Chapter 958 Monthly Meeting. Program on Engine Management Systems by Ottis Cameron, Vision Microsystems. Free pancakes at Airport Café. Contact Jack Fairchild: 512-357-6827 or jfairchild1@austin.rr.com.

Jul 12 — Addison, TX. Addison Airport (ADS). Free BBQ Lunch and Optional Pilot Seminar. You and a friend or family member are invited to a free barbeque lunch where you can enjoy great food, while spending time at the airport _hanger flying_ with pilots of all experience levels. The Optional Pilot Seminar will be held following lunch. Contact Mitch McCormack, 972-407-0295

Jul 12 — Spring, TX. Hooks Airport (DWH). Free BBQ Lunch and Optional Pilot Seminar. You and a friend or family member are invited to a free barbeque lunch where you can enjoy great food, while spending time at the airport _hanger flying_ with pilots of all experience levels. The Optional Pilot Seminar will be held following lunch. Contact Jamin Gore, 281-655-4500

Jul 13 — Horseshoe Bend Airport, Horseshoe Bend, TX (F78), Chapter 78 Ice Cream Social Fly-In. 10:00-2:00. Bring Ice Cream and sample other's ice cream. Can't bring ice cream, bring cookies. Contact:ErnieDuenzel. Phone: 817-598-0809

July 19 — 1940 Air Terminal Museum, Houston, TX, USA 10:00am - 5:00pm . Wings & Wheels - Raffle Day Event In July of last year we began selling raffle tickets for our

beautiful, award-winning, polished aluminum 1947 Cessna 140. At our July Wings & Wheels open house, this aviation jewel will be given away to one lucky raffle ticket-holder, and our next raffle airplane will be unveiled. Tickets for the Cessna 140 are still available by contacting the museum. Admission is \$10/adults and \$5/children, and to commemorate the event, the fee will be waived for all Cessna 120/140 arrivals.

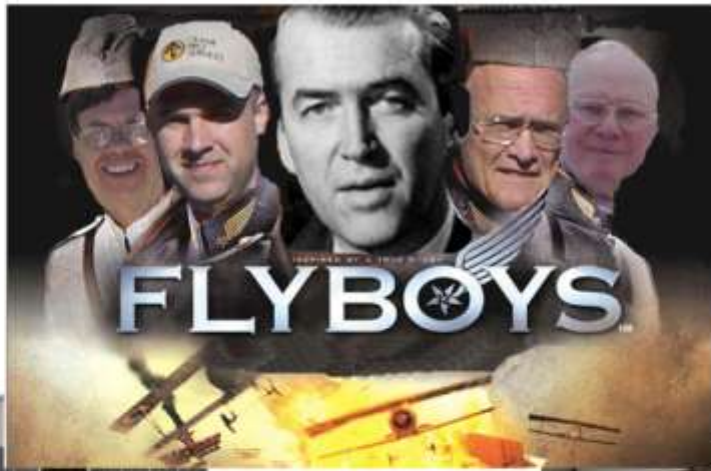
<http://www.1940airterminal.org> Contact: Megan Licklitter. Phone: 713-454-1940

Jul 19 — Wharton, TX, Wharton Regional (ARM). 11:00am - 1:00pm . BARF Monthly Meeting **Event**, EAA Ultralight Chapter 123, Bay Area Recreational Flyers (BARF). Contact: Ken Wilsom. Phone: 713-899-4033, [Send an Email](#)

July 26 — Denton, TX . U.S. Flight Academy, Denton Muni (DTO). 11:00 AM - 2:00 PM. Tex-Mex Fly In **Event**. Come join us for free food and lots of airplanes. Located at the U.S. Flight Academy. Bring the whole family. <http://www.usaeroplex.com>

Contact: Nick Periman Phone: 940-383-2484 ext 31

Aug 2 — Fayette Regional Air Center (3T5), La Grange, TX BBQ luncheon hosted by The Central Texas Squadron 1347, consisting of Brisket, Sausage, Salads and all the condiments. 11:00-1:00. \$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



Some of Our member airplanes and projects



Chuck Imken's RV7-A



Ed Johnson's Project



Don Staats - Rose Parrakeet



Ron Mudge - Glassaire



Vick Stanley - 1978 Piper Arrow II N6042H



Gary West's - American AUTOGYRO



Jack Fairchild's - Veru Eazy

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