



Der Flügtag

Experimental
Aviation



The Success
Continues...

EAA
Chapter 958

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

August 2011 Issue

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Meeting Information

Time/Date:

10:00 AM, 8/20/2011

Location:

Commerative Air Force
Hanger, San Marcos Airport

Meeting Agenda

Tour of the hanger, its
projects and aircraft to
be conducted by VP Guy
Bowen, EAA Chaper 958
& CAF Member

Lunch for those
interested after meeting
at **Garcia's Restaurant**

Time for your Summer Flying Vacation

Prez Sez

Wow! What a great July Chapter meeting! I sure hope you made the Elm Creek hanger visit and tool swap organized by Ron Vanbeek. So many people to thank. First, of course, is Ron and his lovely wife Joan. They put a lot of time into making this a great meeting and one of my favorite chapter meetings ever. They had shuttle rides back and forth from their hanger to Richard Love's. Did you see Steve Sewell's cool antique golf cart truck? We had pizza and birthday cake (happy birthday, Ron) for lunch. The tool sale and swap must have taken a lot of time to put together as I felt like I was at the Flymart at AirVenture Oshkosh. I bought several tools and a good Bingelis book. Many thanks to Richard Love as he was very kind to let us poke around his Great Lakes restoration project. I told my wife after the meeting that his plane looked like a work of art. I really wanted to see Ron Fullen's almost complete Great Lakes but I ran out of time. I did get to see Ned Burdick's new RV-12 as

he flew it into Elm Creek to attend the meeting. Welcome to the experimental world, Ned. Also, thanks to Guy Bowen for getting new name tags. If you're waiting for one, he will have it at the August meeting at the CAF hanger in San Marcos. Julie Weber and Phillip Steele put together an updated roster so more thanks are in order for their efforts. Also, thanks to Richard Weber for the ever great newsletters and for putting this one together early as he and Julie are traveling to see grand-kids most of August. Definitely one of my favorite meetings ever despite the revelation of the owner of the mystery legs from the last newsletter. I'm not going to divulge any initials, Peter.

When can we do it again? That's actually a serious question. Is there anyone willing to host us at their hanger in November? We have an opening in November and the cooler weather will be a welcome relief after this sweltering summer. You would only need to provide the hanger space and we'll do the rest.

My RV-7A build is progressing nicely. I'm working on the bulkheads of the fuselage and I'm looking forward to a visit from one of our guests from the July meeting, Paul McReynolds. Paul is an Oshkosh Grand Champion builder (RV-4) with more experience in his pinky finger than I'll ever have so I'm looking forward to hearing his advice. Another guest at the meeting was Charles Hoffman. He worked with Norm Rathje for 10 years at Merrill Lynch and got bitten by the homebuilt bug after Norm took him for a ride in his RV. He's working on the empennage of an RV-9.

The chapter has been invited by the 99's to their Saturday, August 13th meeting at Stinson. Their topic will be aviation physiology. I hope some of you will be able to attend.

For our August meeting, Guy Bowen will be giving us a VIP tour of the **CAF CenTex Wing** hangar and aircraft in San Marcos. Guy is a volunteer with the CAF. For a look at their aircraft, go to: <http://www.centexwing.com/>. We'll meet at the CAF hangar on the San Marcos airport at 10am. The address is 2249 Airport Drive and there will be directions after you enter the airport. For those that are interested, we'll meet at **Garcia's Restaurant** after for lunch. They're at 403 South L B J Drive. I won't make this meeting as I'll be in Washington DC taking my Dad and Son on a little vacation. My Dad has the Vietnam Memorial on his bucket list as he had a lot of combat time in Vietnam. He doesn't talk much about his time there but I know it was significant as he was in the 101st Airborne and I'm sure they don't give out multiple silver stars and purple hearts for nothing.

For September we're planning another **Young Eagles** event organized by our ever capable Young Eagles coordinator and treasurer, Mike Short. We'll have a program in addition to the flights and this time, we'll keep them separated so we can hear the program. October is our planned **Pancake Breakfast Fly-In**. Hopefully, we'll have another Hanger visit in November and then December will be our Christmas Party. My, how the year has flown.

Larry New

July Meeting

There was a little bit of everything at the July chapter meeting. It included Hospitality, an opportunity to buy tools from an outstanding collection of a dedicated builder, an opportunity to see "hands on" a Great Lakes restoration project and finally, Pizza in the hanger. The Hospitality and general arrangements were provided by Ron Vanbeek, his wife, Joan with help from friends in the **Elm Creek Airpark**. Transportation to and from the parking area was

provided by neighbors who obviously enjoyed going "fast and furious." It would have been interesting to have a golf cart race. My money



would have been on the *EzyGo*. Ron and Joan put together a fun day for the chapter members with many going home with just the tool they need for their build project. Richard Love, a neighbor graciously opened his hanger to all. Richard has restored airplanes in the past with his current project being the rebuild of a Great Lakes bi-plane. The Great Lakes is a certified aircraft and the A&P services are being provided by **Ron Vanbeek** with additional I.A. support from **Ron Morton**. Once completed it will be painted the reverse of the **Blue Angels** with yellow as the primary color and trimmed in Navy Blue. The

picture of this airplane before its current renovation can be found later in this newsletter.

Our appreciation goes to Ron, Joan and their friends and neighbors all of whom went out of their way to put together another outstanding meeting for the chapter. **Hospitality, airplanes, food and tools**. Can it get any better than that?

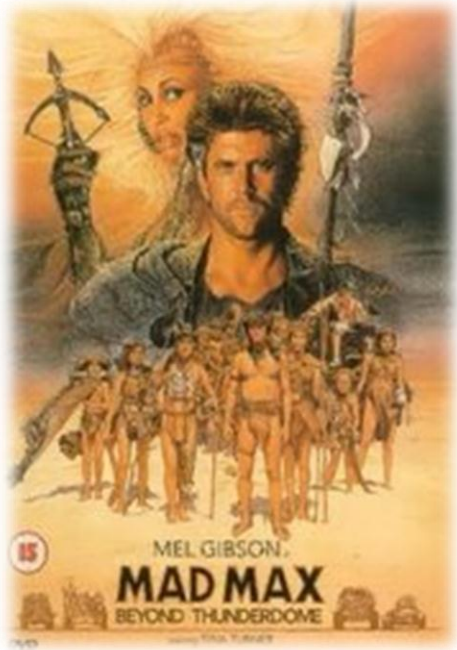
Don't forget the invitation on 8/13/2011 to join the 99's at Stinson for their meeting on aviation physiology

July Plane of the Month



The July Plane of the Month was the PL-12 Airtruk.

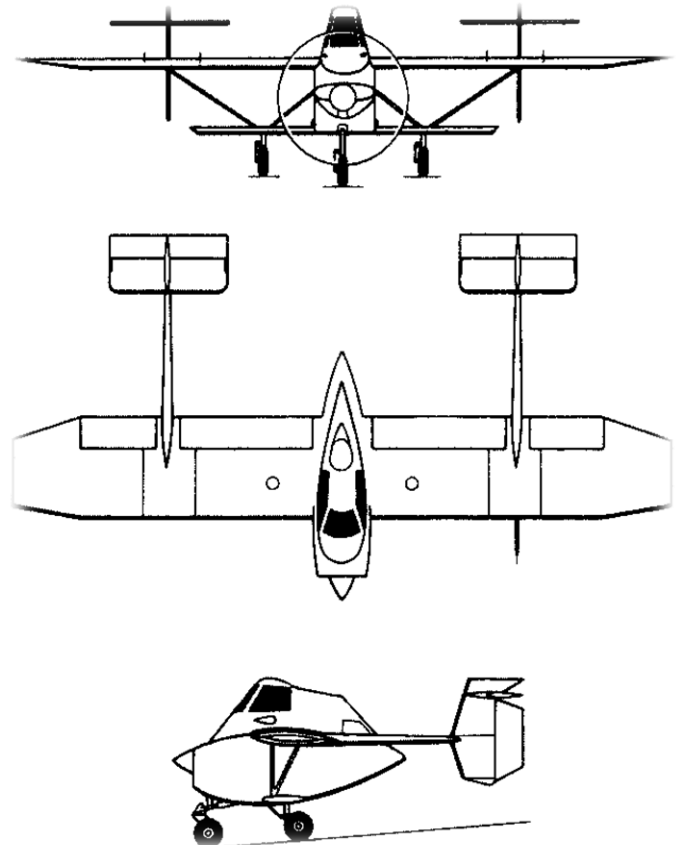
Although the PL-12 is not American made nor were very many produced, it is still a well-known airplane; famous, actually. I am sure many of you have heard of the movie *Mad Max Beyond Thunderdome*. This movie was the second of a series of three movies that featured Mel Gibson in his breakout role as **Mad Max**. The movie came out in 1979 and was set in a post-apocalyptic world where machines and gas to run them were in short supply. Sounds kind of familiar to me. The PL-12 was just strange enough to be used in that movie. If you, for example, type in Google "Mad Max Airplane", the PL-12 Airtruk will come up just about every time. The PL-12 Airtruk did not start out as a movie star but had its beginnings in New Zealand. It was designed in 1960 by a guy named Luigi Pellarini.



in August 1960 but crashed in October of 1960. The company then reorganized and produced the second Airtruk calling it the Waitomo PL-11. It was registered ZK-CKE with commercial operations finally starting in 1967. The Airtruk design was so successful that people began thinking of other jobs that it to do. It could land pretty much anywhere, could carry a significant load, was agile and could carry up to 5 passengers in some configurations. The Pilot occupied the upper deck with four additional passengers being accommodated on the lower deck with the hopper removed. This versatility allowed the Airtruk to be used for survey work, medivac work, cargo hauling and it even was used in a military role. One Airtruk in Thailand, for example, was armed and used for counter-insurgency use. The Transavia Corporation of Australia ended up making the commercial product and produced 118 between 1965 and 1985. There were many revisions, multiple engines used over the years, and continued improvements. Eventually the Airtruk evolved to being called the **T300 Skyfarmer**.

Pellarini worked for **Bennett Aircraft** who intended the Airtruk to be used primarily in agricultural work. The first prototype was constructed using surplus parts from **North American Harvard**, which were basically T-6 Texans. The core of its design was a 2,200 lb. capacity hopper that was easily filled. The airplane was then used to spray fields, drop fertilizer plus a wide variety of applications. You will note its unusual twin tail configuration. This was to minimize the products that were being dropped from getting on or in the airplane. **Note also**, the Airtruk is an oddly configured biplane. That served several purposes. **First**, it allowed the airplane to fly low and slow with a hefty payload. **Second**, the plane, as was necessary for crop dusting, needed to be extremely maneuverable. The second wing assisted this. **Third**, and I like this part best, the vortices created by the upper wingtips, combined with those of the lower wing greatly increased the width of the chemicals being spread over the crops and resulted in fewer passes to get the job done. Pretty clever! Although designed in New Zealand, it was built in Australia. New Zealand is responsible for the airtruk spelling.

The first prototype called the **Bennett Airtruk** (note the now Australian spelling as changed from the original New Zealand spelling) first flew



General Characteristics

- Crew: 1
- Capacity: 907 kg (2,000 lb.) dry chemicals or 818 liters (216 US Gallons, 180 Imp Gallons) liquids. Two passengers.
- Length: 6.35 m (20 ft. 10 in)
- Wingspan: 11.98 m (39 ft. 3½ in)
- Height: 2.79 m (9 ft. 2 in)
- Wing area: 24.5 m² (264 ft²)
- Airfoil: NACA 23012
- Empty weight: 1,017 kg (2,242 lb.)
- Max takeoff weight: 1,925 kg (4,244 lb.)
- Power plant - 1 × [Textron Lycoming IO-540-K1A5](#) flat-six piston engine, 224 kW (300 hp)

Performance

- [Never exceed speed](#): 274 km/h (148 knots, 170 mph)
- [Maximum speed](#): 196 km/h (106 knots, 122 mph) at 915 m (3,000 ft.)
- [Cruise speed](#): 188 km/h (102 knots, 117 mph) (max cruise -75% power)
- [Stall speed](#): 73 km/h (39 knots, 45 mph)
- [Range](#): 1297 km (700 nm, 806 mi)
- [Service ceiling](#): 6,890 m (22,600 ft.)
- [Rate of climb](#): 7.62 m/s (1,500 ft./min)
- [Wing loading](#): 78.6 kg/m² (16.1 lb./ft²)
- [Power/mass](#): 0.12 kW/kg (0.071 hp./ lb.)

Now Can You Identify the August Plane of the Month?



Bits and Pieces

Something You Do Not See Often – In an Airshow and heritage aircraft display, a P-51 clipped the wing tip of a Sky raider during formation pass that included both airplanes plus three other aircraft. The Sky raider landed safely but the pilot of the P-51 was forced to bail out, something I would bet he had not had much practice at. The airplane, like many in WWII

ended in a local farmer's field. No word if the P-51 is salvageable. Fortunately, there were no injuries either to pilots or those on the ground. The show was the **Duxford's Flying Legends** show and featured a collection of Mustangs, Spitfires and Skyraiders. At the same show a replica **Fokker tri-plane** also crashed ending up perched

precariously on its nose. The pilot was unhurt but chagrined.



- **Honda Jet News** – Those of you who have attended **AirVenture** these past few years have noted that the **Honda Corporation** has been a major sponsor of **AirVenture**. In their large tent, a full size Honda Jet has been featured plus all sorts of other Honda built equipment, including motorcycles galore. As you can see, the Honda has an unusual look with the engines being perched on top of the wings rather than underneath. The neat thing about the jet, other than that Honda historically has made excellent products, is that it will be built in the USA, in Greensboro, NC. Honda is almost finished with the certification process and anticipates the hiring of up to 300 assembly workers to produce between 70 – 100 jets per year. Honda is



partnering with GE who has provided the extremely efficient engines for this light jet.

- **Lemons into Lemon-aid** – you may have heard recently about 75 year old Senator James Inhofe recent mishap when he landed on a closed runway in rural South Texas. Some of the details of the mistaken landing are still in dispute but the results just may have a positive outcome for all of general aviation. Senator Inhofe is a pilot of some 50 years and has long been an advocate of private aviation. In this case, Senator Inhofe has sponsored a bill that may help pilots when they contest FAA enforcement of safety regulations. Inhofe contends that currently, when an individual pilot attempts to contest a finding against him, the FAA has not always released all of the information they have collected about an incident. His bill would remedy this and **require the FAA to make all evidence in enforcement cases available to pilots at least 30 days prior to a decision.** It will also allow all pilots who want to bypass the NTSB to make their appeals of FAA decisions directly to court. Good for Senator Inhofe!
- **Watch Your Six!** –We all know that general aviation is often an easy target for not only the FAA (i.e. government) but also commercial aviation. General aviation takes up airspace that many think is best used by the military, government, and commercial aviation. General aviation, to be blunt, is to many often viewed as a pain in the rear and of questionable value. One of our members primary reasons for joining an organization like EAA is, or should be, that it is a proven advocate specifically for Experimental Aircraft. That said, the following has been copied verbatim from the **July 18 copy of AVWeb.**

“NTSB/EAA Experimental Aircraft Safety Study

The NTSB with the support of EAA has launched a study to evaluate and improve the



safety of amateur-built experimental aircraft, beginning with an **online survey**. Nearly 15 percent of general aviation aircraft (33,000 of 224,000) in the U.S. fall into the amateur-built experimental classification, the NTSB says. And that group exhibits "accident rates greater than those of other comparable segments of GA." Together with EAA, the NTSB hopes to identify risks unique to the segment and improve on the segment's record. According to the NTSB, the study will be the first to examine the building and piloting of experimental aircraft with direct input from owners and operators. Amateur-built experimental aircraft are statistically more dangerous than more conventionally built aircraft and the NTSB and EAA hope to use information collected through the study to change that. The study will cover topics ranging from builder assistance programs to transition training, flight testing and certification requirements, maintenance, systems, structures and power plants. The study will seek input on day-to-day operations as well. EAA will collect data through the summer. Owners, operators and builders of amateur-built experimental aircraft are encouraged to participate by taking the survey

online at <http://www.EAA.org/AB-Survey>.

The NTSB expects to publish the completed safety study by fall 2012."

- **FAA STILL Considering User Fees for General Aviation** - Now this issue has been discussed over and over again for the last two year with **NO resolution**. Can you imagine running your business and taking two or more years to make no decision? I can't. You could probably equate "User Fees" as basically being a "Jobs Bill." For every dollar the government collects, they must set up a bureaucracy to collect the money. Currently, many aviation groups support a funding that is derived from fuel taxes and this collection system is already in place. User fees would require something else entirely, i.e. more employees to monitor the collection.

By the way, you will note that as the public works to improve their gas mileage on their private automobiles, federal, state and local gasoline collections have gone down. Greater fuel efficiency has one of those unintended consequences of reducing tax revenues so to correct that, a mileage tax is under consideration. You Prius owners beware!

Texas Aviation Calendar

AUGUST 27, 2011 - Kingsville, TX. Kleberg County Air Fair ([Website](#))

). Kleberg County Airport. (IKG), AirFair boasts Kleberg County's first 'Box-Plane Derby'. In addition to a parade, free airplane rides for the kids, a simulator, music, food, fun and crowds we will hosts Kleberg County's first Box-Plane Derby for ages 5-10 in an elimination race. Prizes for the winners, but something for all participants. Kingsville is home to world-famous King Ranch which offers several tours of the historic ranch. Come spend the weekend, take the tours and stay for the Box-plane derby. Contact: Judy Muzyczyn 361-595-8540

SEPTEMBER 10, 2011 - Pecan Plantation Airpark & VAF Fly-In. OTX1. Granbury, TX

NOTE: UNICOM FREQ NOW 122.975; Now West Traffic Pattern ALL runways

Time: 9:30 – 16:00; Rain date if needed is 17 Sept. Free Admission. Sponsored by EAA Chapter 983 & Vans Air Force. Everyone is invited and there is something for all ages. Raffle for Apple Ipad with Fore-Flight App. Lunch served for a small fee. "Showcase Of Airplanes" 100 +Static aircraft display & lots of aircraft operations. Patches the Clown (balloons tricks for young kids). Young Eagles Program, Free plane rides kids 8-17 yrs. Adult Orientation Rides - Flight times 1:00-2:30, First Come, first Scheduled & flown. Must Sign Up- PARENTAL SIGNATURE REQUIRED. POC: DOUG CRUMaine, trflyboy@charter.net, 817 559-4665

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15th Annual Elm Creek Airpark Flyin

Saturday October 29, 2011

10 am to 3 pm

Lunch at Noon (Spaghetti, \$7, Kids Under 5 free)

Raffle at 1:30 pm

Halloween Costumes Welcome!

Elm Creek Airpark (ØTX6)

FAA Identifier: ØTX6

Multicom Frequency 122.9

2280 x 80 ft. turf

Elevation 550 ft MSL

4 miles SSW of Seguin

Traffic pattern:

RUNWAY 14 LEFT

RUNWAY 32 RIGHT

Trees at north end

Power lines at south end

Use at own risk. This is a private use airstrip and does not comply with FAA requirements for public use airports.

Hosts not responsible for accidents

Great Lakes Restoration

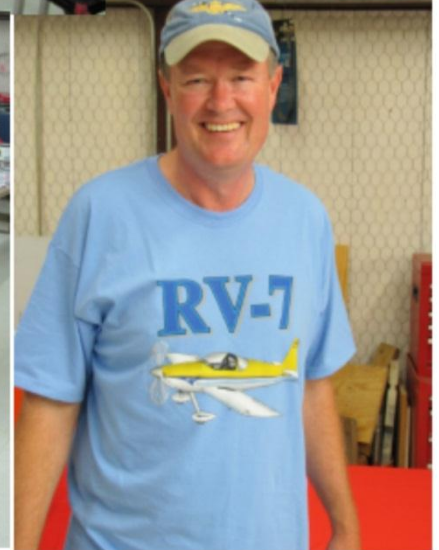
by Richard Love



Richard's Great Lakes
Before restoration. Post
Restoration the Great Lakes
coloring will be the reverse of
the Blue Angles, Yellow with
Navy Blue Trim

Welcome to Ron VanBeeck's Hanger

July 16, 2011



For Sale

Rebuild/salvage project available **FOR BID**. One-of-a-kind single seat homebuilt damaged in off-field landing. High wing taildragger built in 1970. Fuselage: steel tube and fabric. Wing: fabric covered 23012 airfoil (same as Taylorcraft) with wood spars and ribs. Engine: Lycoming O-290G (GPU conversion), 125 HP, less than 100 hours on ECI Cermet-Nil cylinders. Slick mags, 210 since new.

(830) 513-7831