



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
September 13, 2008

Place: New Braunfels Airport
Main Terminal Building

Time: 10:00 AM

Program – The meeting will feature one of our own, Ed Johnstone. He will discuss his recently patented wing tip design for drag reduction. He will also bring his small wind tunnel to demonstrate its effectiveness.

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



The Mean Season! The Prez Sez

The dog days of summer are slowly being replaced by the hurricane season. We are finally enjoying some good flying weather after a very windy and gusty spring and our airplanes are happy again instead of deteriorating from lack of use. As you can see from the **Events Calendar**, there are lots of flyin events crowding the calendar so there is plenty to do on the weekends coming up. Lets celebrate this and come out to our next meeting and hear Ed Johnstone tell us about his new wingtip design. Ed has been flying and engineering airplanes for a long time and we can learn a lot from him. In addition to being a P.E., he is an FAA DER (Designated Engineering Representative) who can signoff on aircraft structural matters.

Hope to see you there next Saturday the 13th.

Table of Contents

	<u>Page</u>
Prez Sez	1
Anniversaries	2
Name the Plane	3
Bits & Pieces	4 – 6
Calendar	7
Light Stuff	8 - 9

Jack Fairchild

Anniversaries in Aviation

At the risk of raising the ire of some of our members who have just cause to be irritated by the FAA, here are some facts of interest as the FAA celebrates its 50th year of service as "the nation's guardian of aviation safety and maestro of the intricate air traffic ballet that carries more than two million people to their destination every day." ¹ Yes, the FAA that you as Experimental



Air Craft Builders have come to know and love has been in business since their formation by President Eisenhower in 1958. Formed by the **Federal Aviation Act of 1958** the scope of their influence could not possibly have been fully anticipated. Just think about it; in 1958 there were 53 million passengers compared to the expected 776 million for 2008. In 1958 the FAA handled about 26.6 million take off and landings compared to the anticipated 44.1 million this year. Here is the real number to focus on: In 1958 there were 145 fatalities due to air accidents and for almost the last **TWO** years, there have been no passenger airline deaths. That is **NO FATALITIES** among the more than **1.5 BILLION** passengers who have flown during that time. Does any country have a better record?

Here are some more Now and Then facts and figures:

In 1958 the FAA had 26,805 employees
In 2008 there are 46,338 employees

In 1958 about 49 million passengers boarded airplanes
In 2008 776 million are expected

In 1958 there were 354,365 active pilots
In 2008 there are 590,349 – That is quite a voting block!

In 1958 - 66,000 general aviation aircraft flew a combined total of 11 million hours
In 2008, approximately 228,000 aircraft are expected to fly a combined total of 28 million hours.

In 1958, the number of all-jet airliners in service in the USA was zero.
In 2008, the estimate of all jet airliners is 4,035

Another anniversary was announced on the radio this past week. This was the anniversary of the CAF, known at time of founding as the **Confederate Air Force**. In reality the CAF has three founding dates. The first goes back to 1951 with the purchase by Loyd Nolen, a former WWII Army Air Corp flight



instructor, of a surplus **Curtiss P-40 Warhawk**. Some six years later in 1957 Nolen and four of his friends purchased a P-51 Mustang, each sharing the \$2,500 cost. The P-51 was known as **Red Nose** and with this second purchase, the group was unofficially founded. The third "founding" came on January 1, 2002 when due to the political correctness crowd; the name was officially changed to the **Commemorative Air Force**. I liked the first name better and have scheduled myself into a political correctness class so that I do not unduly embarrass myself, family or FAA.

In 1958 the purchases of the CAF continued with the addition of two Grumman F8F. Around 1960 the CAF faced the realities that not only were WWII airplanes becoming scarce, but those that existed often were no longer in flying condition. In addition CAF realized that few, other than CAF, were making any attempt to preserve these heroic airplanes, not even the



First Purchase - P-40, WarHawk

military. In 1961 the CAF became a not for profit corporation and immediately set out to restore and preserve WWII aircraft. That year they ended with 9 more planes. 1968 CAF had three Museum buildings located at Rebel Field at Harlingen, TX. By then they had added some medium and heavy bombers, including the B-29, B-25, B-17 and the B-24. Today there are 11,000 CAF members who operate and maintain some 140 aircraft known as the **Ghost Squadron**.

Happy Anniversary, FAA and CAF!!

Name that Plane

F4-F Panther Jet, the July Plane of the Month



The July Plane of the Month was, as so many were, an historic aircraft. With the ending of WWII the United States found itself without any carrier designed jet fighters. Although the McDonnell Company of St. Louis actually built the Navy's first jet airplane, it was **Grumman** who designed and built the first Navy jet to shoot down an enemy airplane. That airplane was eventually produced in numbers with a total production run of F9F's and its variants exceeding 1,380 and remained in service until 1958. Grumman got the contract to produce a carrier based jet in December of 1946 and in less than a year, the prototype was flying. The first of the F9F Panthers were delivered to the **Blue Angels** and shortly thereafter, the Navy received its first squadron. The early production models had several different powerplants due mainly to the inability of **Pratt & Whitney** to deliver sufficient jet engines during those early days. The Panther eventually evolved into a swept wing version that retained the F9F designation but it was called the **F9F Cougar** in place of the Panther.

The Korean War began in June of 1950 and with it, the **USS Valley Forge** put to sea with Panthers from VF-51. In July of that year during a strike on an

airfield at Pyongyang, Ens. E. W. Brown and Lt. (jg) L. H. Phong shot down the Panther's first enemy plane, a piston powered Yak-9. With the introduction of the MiG-15 it was soon realized that the Panther was outclassed by this lighter and more maneuverable airplane and its role was refocused on providing ground support for the troops rather than engaging in dog fights. However, depending on what history you read, the F9F downed 5 MiG-15's by the end of the war with no F9F's being lost in air-to-air combat. It is interesting to note that those Panthers originally given to the **Blue Angels** were withdrawn from use by the Blue Angels and sent to Korea. A quote found at www.aviation-history.com/grumman/f9f.html went as follows "It has been said the military views a new weapon as a Christmas tree. They just keep hanging things on it." And the F9F-5 was no exception. Its empty weight increased from 10,147 lbs to 18,721 lbs. loaded. It had 4 x 20 mm M2 cannon and could carry combinations of up to 6 rockets or 2,000 lb.bombs.

The Panthers were retired in 1958 but continued to gain some recognition being featured in movies, including the *Men of the Fighting Lady* and *The Bridges at Toko-ri*.

October Plane of the Month

Can you Name it?



Bits & Pieces – September 2008

- *There is an art . . . to flying. The knack lies in learning how to throw yourself at the ground and miss.*

Douglas Adams, 'The Hitchhikers Guide to the Galaxy.'

Every time I fly and am forced to remove my shoes, I'm grateful Richard Reid is not known as the Underwear Bomber.

Douglas Manuel, aerospace executive regards airport security. Reported in USA Today, 13 March 2003.

You know, they invented wheelbarrows to teach FAA inspectors to walk on their hind legs.

Marty Caidin

My definition of an optimist has to be the Luftwaffe F-104 pilot who gave up smoking!
John Wiley

- **Not all Drones are the Same** – On August 18 on the Fox News web site the latest version of the Drone was introduced under the heading "Trim Reaper." Of course the most famous drone to date has been the Predator but now the Predator's successor has some beef. The drone concept was originally thought to be primarily a surveillance platform but has subsequently evolved into a weapons platform. The Reaper

looks like an upsized Predator with that kind of bulbous head but it now sports up to **four Hellfire missiles** (the Predator can carry only two) and has a place for two **500 lb laser-guided bombs**.

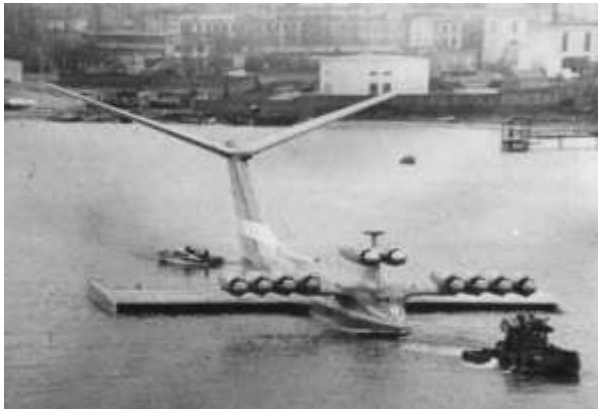


Reaper Drone - MQ-4

Its advantages are pretty obvious. With less cost needed for creature comforts, the pilot stays home in a bunker somewhere relatively safe; it can fly twice as fast as the Predator, reach 25,000 ft. altitude and the cost is down. The Reaper is being flown by former F-16 pilots and I would bet that the physical is much easier to pass.

- **WIG Vehicles** – You have probably heard of **WIG Vehicles** but probably under the name of **Ground Effects Vehicles**. The WIG stands for **Wind in Groundeffect Vehicle**. These vehicles fly at altitudes of 10' or less. The unique thing about them is that they are designed to use the boost given to wings that is produced by swirling masses of air off its

wings. The air generates additional lift due to its proximity to the ground. This is the "floating" sensation pilots experience when landing. The effect does not typically exist when the plane operates more than one wingspan above the surface. Another benefit of this effect is that the closer the wing is to the ground the less drag the wing creates. Combining the benefits of less drag and increased lift, a new class of WIG vehicles has been designed whose purpose is to move very heavy loads at high speeds and conveniently under the radar. Kind of a stealth aircraft and the Russians have been at the forefront of this kind of research with their **KM Ekranoplan**. This was a 1966 WIG that was powered by 10 Turbojet engines and weighed up to 540 tons. What an ugly brut!!



KM Ekranoplan

• Why I Want to Be a Pilot -

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days. Pilots don't need much school. They just have to learn to read numbers so they can read their instruments. I guess they should be able to read a road map, too. Pilots should be brave so they won't get scared when it's foggy and they can't see, or if a wing or motor falls off. Pilots have to have good eyes to see through the clouds, and they can't be afraid of thunder or lightning because they are much closer to them than we are. The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that flying a plane is dangerous, except pilots don't because they know how easy it is. I hope I don't get airsick because I get carsick and if I get airsick, I couldn't be a pilot and then I would have to go to work. — purported to have been written by a fifth grade student at Jefferson School, Beaufort, SC South according to Carolina Aviation News.

- **The Candy Bomber** – The Soviets blockaded Berlin in 1948 – 49 and one of the mainstays of Berlin's survival was the **Berlin airlift** and the hero of this effort was lead by the good old DC -3. Everyone knows the DC-3 and there are usually one or two and every air-show of any consequence. Here is a plane that first flew in 1935 and went out of production in 1946 after an estimated 15,000 DC-3's had been produced worldwide. At one point 95% of all passengers flying were flying on the DC-3. It is estimated that in the USA alone there are 350 viewable DC-3's and worldwide some 500 are still



BT-67

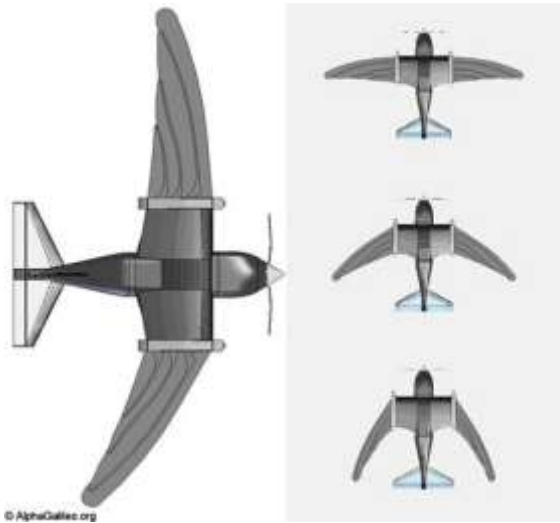
working. Oshkosh has a company, **Basler Turbo Conversion** that converts radial engine DC-3's to a modern turboprop design using a **Pratt & Whitney** Turbo prop engine. The result is what they call their BT-67. Given the new engines and original shape, the plane doesn't look its 70 years. We should look so good!

- **Young Eagles Fund Raiser a Success** You have to hand it to Indiana Jones AKA **Harrison Ford** this year's Young Eagle Chair Person. He knows how to throw a party. Harrison Ford along with **John Travolta** and **Arnold Palmer** participated in this year's fundraiser that netted over \$2.88 Million. It is especially impressive when an actor becomes an accomplished pilot as have both Ford and Travolta. Certainly acting is a skill but it is also enhanced by makeup, script, lighting, editing, takes and retakes not to mention looks and co stars. But to fly is a one on one type of thing. Yes, you get help but mostly you are alone with your skills. Ford, by the way, did not even start flying until he was 53. You are never too old!!
- **Mini Drones** – Even more information on drones has



Cloud Swift

come to light. Of course, much of the creativity of drones has come from the interest in radio controlled aircraft. After all, they are drones of sorts. A popular common theme of two of our latest "mini" drones is their names. On one hand we have the *Cloud Swift*. It is an experimental airplane that can seek out and glide on warm air currents. A small electric motor is used for take and from there the Cloud Swift is flown much like a glider. Depending on the quality of the pilot and air currents, the plane can stay up a long time observing.



RoboSwift

The other "Swift" drone is the *RoboSwift*. Again it is inspired by the Swift (a bird) and is officially called a **micro-aircraft**. It was developed by aerospace students at **Delft University of Technology** in cooperation with the Experimental Zoology Group of **Wageningen University**, Netherlands. It is a small and quiet airplane equipped with camera with an intended use to conduct surveillance of migratory birds. Of course, **THAT'S WHAT THEY SAY** but we know that the police, private detectives and yes, the military, all have an interest in this project. You may recall that some of the first airplanes had the ability to change the shape of their wings by tightening and loosening cables. Some of today's fighters also change wing configurations depending on use and conditions. The RoboSwift has continuously variable shaped wings that are modeled after the wings of a swift. This is perhaps the first airplane to have wing properties modeled after a bird. The RoboSwift is approximately 20" long and a skilled operator can mimic the flight of a bird. Given its characteristics, it can inconspicuously observe groups of people, vehicles, cheating spouses, you name it.

- **The Latest in Kits** – Do you want to be the talk of the town; the guy most sought out at parties? Do you

want an inexpensive "Experimental" that you can make from someone's RV building leftovers? Well, have we got the latest for you. Get yourself a jet pack, some wings and a whole lot of prayer and you too can be the first on your block to own a "Mr. Flying Man" suit. It is kind of like Batman without the cape.



September/October Events Calendar

(Courtesy of EAA and AOPA Websites)

Sep 12-13 - Bartlesville, OK. 52 Annual Tulsa Regional Fly-in. Sponsored by EAA Chapter 10, Vintage Chapter 10, Ultralight Chapter 10, Warbird Squadron 10. See the great sport airplanes of the last 75 years. Info: Charles Harris, (918)622-8400, www.tulsaflyin.com.

Sep 17 — Odessa, TX. Far Mor Aviation (ODO). 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

Sep 18 — Lubbock, TX. Lubbock Aero (LBB). 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

Sep 19 — Amarillo, TX. TAC Air (AMA). 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.

Sep 20 — Decatur, TX. Decatur Municipal Airport (KUD). Open House. Fly in/ Open House featuring a WW II theme. Rain Date 9/27/08.. Contact Doug Campbell, 940-841-4746

Sep 20 — Pleasanton, Texas 78064, TX. Pleasanton Municipal Airport (KPEZ). Airport Fly-in. Presentation by South Texas Weather Modification (cloud seeding). Food available. Contact Tommy Shearrer or Gerald Drew, 830 570 7090 or 830 570 0975

Sep 25 - 28 — Waco, TX. Flying Physicians Southwest Chapter Meeting. Waco Hilton Hotel During the Waco Cultural Arts and Music Festival. Contact Fred Rader

Sep 27 — Hilltop Lakes, TX. Hilltop Lakes Airport (OT4). Annual Fly-in. Come join us for fun, food, and hangar flying 9:00am to 1pm. Door prizes throughout the morning. Lunch at noon, followed by category prizes. . Contact Dave Wagner, 936/855-2948

Sep 27 — Taylor, TX. Taylor Municipal Airport (T74). Taylor Fly-In and Car Show. A fly in with events for the kids as well as a classic car show. There will be flying events, food, and fun for everybody from 8AM - 5PM.. Contact Dayton Dabbs, (512) 750-0332

Sep 27 - 7:30 am. Chapter 914 Pancake Breakfast. Greenville, TX EAA Chapter 914. Greenville Municipal Airport (Greenville, TX) for the sole purpose of having fun and enjoying the company of aviation enthusiasts and friends. Breakfast starts at 7:30 and donations will be accepted. AvGas and Jet A are available for some of the lowest prices in Northeast Texas. Come on by and join us. Contact: Carl Brown Phone: (903) 454-1926

Sep 29 - 30 — Rockdale Tx., TX. Apache Pass Air Park 3500' Grass- (NA). Fly to the River. Music -Music AND More Music - and some - Food - Fun - Motorcycle Rally - Camping -tool - Folks are having fun... . Contact Michael D Klanke, 832-338-6060

Oct 4 - 5 — Denison, TX. North Texas Regional Airport (GYI). Grace Flight Airshow & Air Race 2008. Benefit Airshow for Grace Flight/Angel Flight South Central.. Contact Cindy Palmer, 214/906-5188

Oct 4 — Huntsville, TX. Huntsville Municipal (KUTS). Huntsville Aviation Fall Fly-In & Fair on the Square. Aircraft of all sort will be on display with BBQ lunch. 300 plus Arts & Crafts booth downtown Free Transportation. Contact Wade Gillaspie, 936 295-8136.

Oct 4 — Nacogdoches, TX. A.L. Mangham Jr. Regional Airport (OCH). 2nd Annual "Ready for Take-Off" Open House. The 10 a.m -4 p.m. tentative schedule includes static display of aircraft, discount fuel, food vendors, music, t-shirt giveaway, and a request for military static display includes a Black Hawk, Chinook and C-130. A hot air balloon event is planned for 6p. Contact Mary Uresti, 936/560-9567

Oct 4 - 11:00 am - 1:00 p.m. Fayette Regional Air Center, La Grange, TX. 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

Central Texas Wing Dinner Dance Veteran's Day Dinner Dance



November 8, 2008

In the Centex Wing hangar in
San Marcos, Texas

The evening will feature:

- The big band sounds of the Sentimental Journey Orchestra
- A Silent Auction
- A Dance Contest
- A great tasting BBQ dinner from Fuschak's of San Marcos

BYOB - NO ICE CHESTS ALLOWED

Ticket price \$30 per person (includes dinner)

Dinner at 6:00 PM

Dancing from 7:30 – 11:00 PM

For information contact Col. Ray Ender at: **512-396-0765**

or the Centex Wing hangar at:

512-396-1943 or FAX: 512-396-1992



The future of Commercial Aviation



This don't seem RIGHT!!



¹ Federal Aviation Administration News Release August 19,2008

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