



Der Flügtag

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



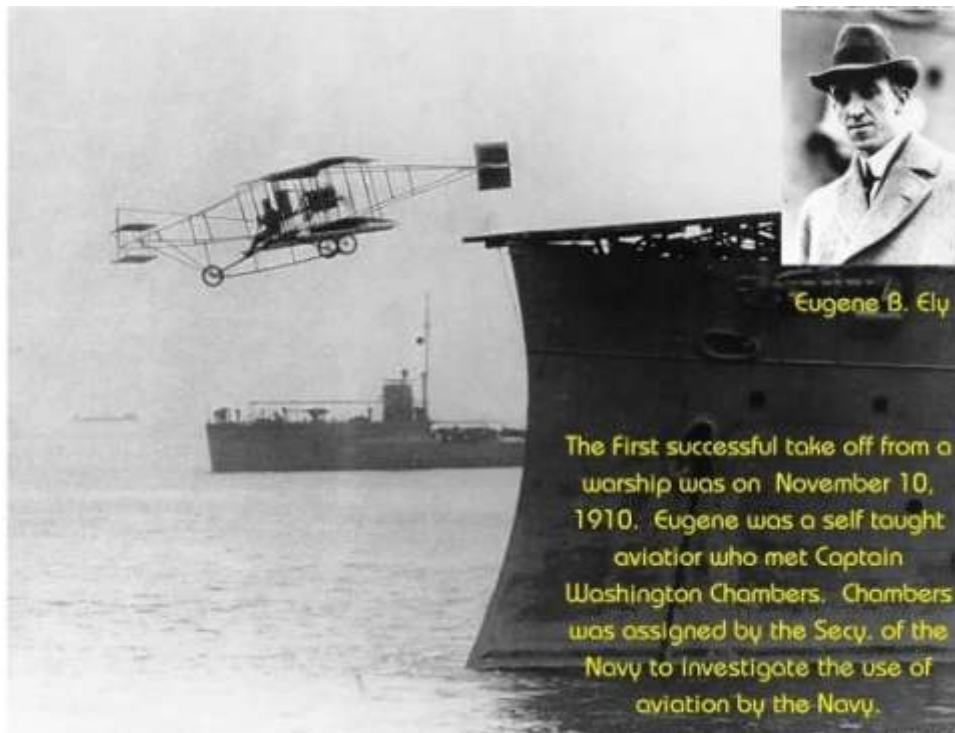
Next Meeting
October 11, 2008

Place: Elm Creek AirPark

Time: 10:00 AM

Program – Our November meeting will start at Don Statt's hangar at Elm Creek Airpark, South of Seguin, at 10:00 AM. After a short meeting, we will join the Elm Creek Flyin and see all the airplanes. Then, we will drive about 15 mi. to Kingsbury to see the Old Kingsbury Aerodrome Flyin and Picnic. The Kingsbury Flyin features antique airplanes from WWI and before. You may have lunch at either Elm Creek or Kingsbury---your choice.

[See Directions – Page 7](#)



Eugene B. Ely

The First successful take off from a warship was on November 10, 1910. Eugene was a self taught aviator who met Captain Washington Chambers. Chambers was assigned by the Secy. of the Navy to investigate the use of aviation by the Navy.

The Prez Sez

We have a rare alignment of great events coming up on Saturday, Nov. 8. During the morning and afternoon we have the Elm Creek Fly-in S. of Seguin, the Old Kingsbury Aerodrome Fly-in and Picnic only 15 miles away in Kingsbury, and finally at 6:00 PM the annual Commemorative Air Force (CAF) Hangar Dinner Dance at the old wooden WW II hangar at San Marcos Municipal Airport. Thus if we have the stamina, we can see on display a bunch of relatively new homebuilts, old antique WWI and older flying machines, and military airplanes from the WWII or later era. Of particular interest is a recently completed French Spad WWI fighter aeroplane which Roger Freeman and his Vintage Aircraft group have been working on for about 4 years. It will be shipped off to California in the next few weeks so this will be your last chance to see this beautifully built full-scale Spad. The CAF Hangar Dance features the 19 piece Sentimental Journey Orchestra playing 1940-1950's music which is great for dancing. Dinner starts at 6:00 PM and music starts at 7:30 PM. Tickets are \$30.00 each (call Alison Ender at 512-396-0765 for tickets). I hope you can make all or most of these great events. See you there.

Don't forget to make your reservations for our Christmas Party and Installation of New Officers on Dec. 13 at Granzins in New Braunfels. Call Mike Short at 830-624-3209 (Home) or 830-606-3913 (Work) or mail your check

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(\$15 each) to 823 Willow Crossing, New Braunfels, 78130. Join in the fun and fellowship.

We owe a debt of gratitude and special thanks to those members who stepped forward to be officers next year to keep our Chapter 958 Flying. We look forward to a continuation of our activities with new ideas from our new officers. Good Luck!

Jack Fairchild

October 11 Meeting

If you missed the October meeting, you missed a very important one as it relates to the continuation of Chapter 958. As may recall, the September meeting and October newsletter called out for willing chapter members to assume leadership positions in the club for this coming year and that call was answered. Jack Fairchild is to be congratulated for his several years of service as club president and also for his success in encouraging others to take up the mantle left by his expiring term as president. We all owe Jack our thanks for assuming the president's duties for a two year term and for the other officers, Chuck Woods, vice president, Julie Weber (my favorite), secretary and Mike Short, treasurer/young eagles coordinator for serving out their terms. We will miss their leadership but now comes the good news. Here are those who will take their place for this coming year.

On behalf of President Jack Fairchild, the Officers and Board, we are proud to announce the new Officers for EAA Chapter 958, 2009:

President	Bob Hieronymus
Vice President	Barry Genaske
Treasurer	Mike Short
Secretary	Larry New
Young Eagles	Mike Short
Newsletter/Web	Richard Weber

These officers will make up the Board, with the addition of Past President Jack Fairchild and Ned Burdick

We want to thank those who have been and will be generous with their time as the club moves forward.

Once the officers and board members were confirmed by vote, the meeting moved on to the topic of our Christmas party. (see announcement) In brief the Christmas party will once again be held at Granzine's located on San Antonio street in New Braunfels. Pricing will be \$15 per person but we need a minimum of 34 people in attendance to make our guarantee. Try to make yourself available for this event. It was a fun one last year. Another announcement related to next month's meeting which is on November 8 and will start off at Elm Creek airpark (see attached map). This is an annual affair and a fun one. There will be no formal meeting but you are welcome to join everyone for lunch (donations accepted) and to see what's happening. Some of the club members intend to then go to Kingsbury Aerodrome and tour their facilities. The Aerodrome is not too far away and is always worth a visit. December's meeting will essentially be our Christmas party on December 13 at Granzines. Bring your spouse and a gift (\$10 or less) for exchange in a Chinese Raffle.

A final announce was made by Jack Fairchild. He has recently run the engine on his *VeryEzy* and hopes to fly it in November. Also, he is thinking about submitting it to Ripley's Believe it or Not as the longest building time on a homebuilt airplane. The project has been going on for 29 + years. A pretty impressive record.

See you in November and December.

User Fees – The Candidates Respond

In a recent issue of AV WebFlash, 10/23/2008 issue, they published the responses of eight questions presented to our two Presidential candidates. Of course, the most press has been given to the topic of User Fees and although the election is probably over by the time you read this, I thought I would relay their answers as it relates to the question of what would the candidate do to fund the FAA. For a complete response to all eight questions, visit <http://www.aopa.org/feature/election08/>



The official Newsletter of EAA Chapter 958, New Braunfels, Texas



Q

Airlines and the current administration have proposed replacing the current system of fuel and ticket taxes to fund the FAA with a user fee-based system assessing fees on each component of a flight. What is your view of how to fund the aviation system?

A

I am very frustrated with infighting over FAA financing between different parts of the aviation community that has occurred over the last two years. This infighting has resulted in the FAA's reauthorization already being delayed in Congress by at least a year and I don't see it getting done anytime soon. While distracted by this fighting, we are losing valuable time that should be spent modernizing the air traffic control system. I hope all aviation interests can work together to develop a consensus financing system that will be robust enough to fund the FAA's requirements, especially modernization. I fear that it will be very difficult to adequately fund the FAA while the aviation community is in a civil war over funding. The result of such a scenario will be that the whole community loses and one that our country can't afford.

A

I believe we must continue to use an appropriate mixture of reasonable taxes and fees to fund the FAA.

Name that Plane

November Plane of the Month - Beech - 18



Beech 18's
come in all sizes, shapes
and configurations



December Aircraft of the Month

Can you Name it?



Bits and Pieces October

- **Your Own Private Harrier** – The military, even with WWII aircraft, are very leery of releasing them for public consumption. With so many pilots through the years being trained to fly military aircraft and some of them even, upon leaving the military, of course, having the financial wherewithal to purchase just about anything they want, you just know that there are well off pilots yearning for the "good old days" of flying "fast Movers." Well, that dream for one



Harrier FA-2 as Listed for Sale on E-Bay

Nails flew on October 15, 2008 his very own Harrier FA-2. Lt. Col. Nails happens to be the very first civilian to own a harrier, acquiring it back in 2005 from Britain's Royal Navy. He spent three years getting it back in flying shape and now will be flying it in various air shows. Nails has over 1,400 hours flying harriers and was grinning from ear to ear after flying several high speed passes in his harrier at the 9th annual Culpeper Air Fest in Virginia. Nails, who flew mostly A models, enjoyed the FA/2 even more than the many B models he flew in the military. "The A was more of a manual airplane – you had to fly it." Where as he equated the B model to an "automatic." Even with fuel prices dropping, let's hope that Nails has a good luck is acquiring sponsors because his Harrier consumes fuel at the rate of a gallon every two seconds while hovering.

- **Here's One for George Herbert Walker Bush's Next Birthday** – As you know George W Bush's father has in celebration of his birthday taken to sky diving. To most of us jumping out of an airplane has no appeal but given his WWII experience, George H W Bush owes his life to the parachute he was carrying when he bailed out in the Pacific back in WWII. President Bush, by the way, had the distinction at the age of 18 of being the youngest Naval Aviator at the time and flew 58 missions during the war.

guy, at least, has come true. Retired Marine Lt. Col Art

Regardless of his motivation for his annual parachuting celebration, he now has another option, jumping out at 29,500 feet over Mt. Everest. Recently in a Pilatus Porter aircraft some 41 jumpers left their perfectly good aircraft at 29,500 feet and landed at the world's highest drop zone at an altitude of 12,350. If you are interested, there will be another drop in May 2009 run by a company called High & Wild. To me the real question is "How did they get down from the drop zone?" It is a long walk from 12,350 feet up.

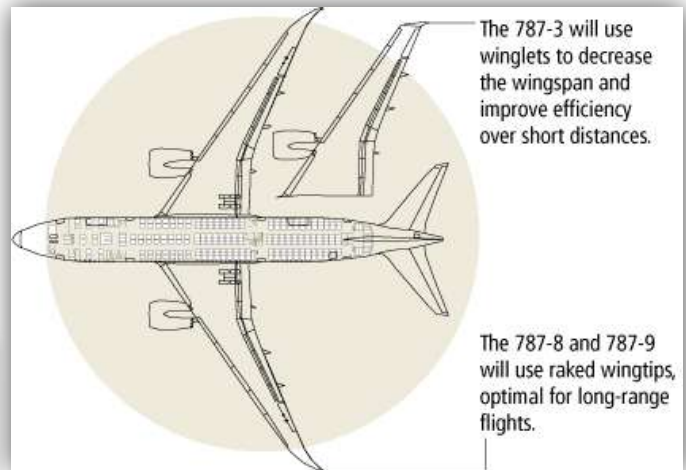
- **WWII Pilots Return to Sweetwater, TX** - So what, you say! Well, these pilots were all WASPS, those heroic although often under-appreciated women who formed the Women Airforce Service Pilots, i.e. WASPS. Nearly a decade before WWII the War Department discounted the notion of women as pilots, calling the idea "utterly unfeasible" because women were too "high strung." However, as the war progressed and more and more active duty pilots were shipped overseas, there remained a high demand for pilots to fly non combat missions and the idea of women pilots was rethought, aided by a letter from Jacqueline Cochran to the First Lady, Eleanor Roosevelt. The War Department offered a program that drew 20,000 applications which eventually headquartered their training facilities at Sweet Water, TX. Cindy Wiesner arranged for the reunion. Cindy's 84 year old mother was a WASP and thought it a great idea. The event drew some 1,074 former WASPS to Sweetwater and I suspect a good time was had by all. WASPS, by the way were not originally part of the military but were only affiliated with the military. It took an act of Congress in the late 1970's to finally recognize these women as military veterans.



- **Supply and Demand not Government Drive Purchases** - It seems that much of the media and many in the government are obsessed with reducing our carbon footprint. There are many Prius' out there that are cited as proof positive that people want to reduce their own personal carbon footprint but they are basically wrong. Of course there are some whose motivation is simply environmentally driven but most decisions are motivated by free enterprise. People buy the Prius because it provides economical transportation without much sacrifice in function and the same holds true for airplanes. One of the most obvious cases in point is an order for 42 787-9 **Dreamliners** (with options for nearly 60 more) placed by **American Airlines**. American Airlines, like nearly all airlines, is not exactly prospering and is not, other than the implications of onerous legislation, concerned with their

"carbon footprint" but they are focused on their long term costs of operation. When you combine purchase prices **AND** long term operating costs, the Dreamliner is a winner. The airlines given the freedom to purchase what they want makes the Dreamliner a good deal, not politics, not carbon foot prints or even "Buy American." It is an economic decision pure and simple. The profit motive is behind their purchase and it may well result in a win, win, win for the passengers by offering affordable ticket prices, for the stockholders of American Airlines by providing a good profit and for the environment by lowering carbon emissions on a per passenger mile basis. No amount of regulation could produce all three benefits.

- **Aviation Fatalities Down, Motor Cycles Up** - The NTSB has announced that 2006 - 2007 air traffic fatalities are down from 784 to 545 a **whopping 30.5%**. That is the good news but the bad news is 90% of those deaths for both **2006 AND 2007** come from the General Aviation sector. Although the percentage of aviation deaths attributed to GA is consistent, as more and more seniors take to the road on their Harleys, motorcycle accidents have gone up 6% for the same time period. "Be careful out there!"



- **Charlie Fox - Dead at 88** - We Americans tend to think that we won WWII all by ourselves or was it just Texans? In any case we had literally a world of help, much of it coming from our neighbors on the north, Canada. Canada,



just as we heralded aviator heroes such as Eddie Rickenbacker and Chuck Yeager, Canada had theirs too and one of them died on October 18 of this year. He was Charlie Fox. His most notable deed is one depicted in countless movies and was, perhaps, a war changing event just as the shooting down of Admiral Yamoto was in the Pacific. Charlie graduated near the top of his class and earned his wings in the Royal Canadian Air Force in March

of 1940. Due to illness his involvement in the European was delayed but eventually he was assigned to the 412

Fighter squadron flying spitfires from bases in England and Wales. After D-Day his squadron established a base at Geny-Sur-Mer in Normandy and Charlie, who prided himself as an excellent marksman, was assigned the job of seeking out targets of opportunity. Not all of a fighter pilot's job involved dog fights but strafing enemy positions also held a high priority. Charlie was known as a "Train Buster" among other things but one day he was flying and saw a lone car travelling along a back road near Caen. The car was strafed by spitfires. It went into a ditch and the driver was killed. That car contained the man in charge of the Germans defending occupied France, Field Marshal Erwin Rommel. Rommel suffered serious wounds. Later on October 14, 1944 Rommel, who had been implicated in a plot to kill Hitler, was offered the "opportunity" to commit suicide, an opportunity that he accepted. Charlie Fox, after many years of study by historians was credited with being the pilot who strafed the car and he just may have helped to change the direction of the war. Charlie died of an auto accident at the age of 88 on October 18, 2008 on his way to a speaking engagement after years of serving his country promoting recognition of Canadian POW's and speaking to young people about the war and Canada's part in the allied victory.



- **Demand for Drones Continues** – You may recall a while back criticism directed by Secretary of Defense Gates at

some general officers in the US Air Force. It has been said that part of Gate's dissatisfaction was the Air Force's reluctance to properly support troops on the ground. Some say that the Air Force seemed overly reluctant to put pilots and their ultra expensive aircraft in harm's way. With some aircraft exceeding 100's of millions of dollars, you can see why there would be hesitation but after all (speaking as an X Army infantryman) the Air Force's function is to support those on the ground. In any case, drones and thus their growing demand have been viewed as a partial solution to the dilemma of supporting the troops and minimizing the risk of losing men and equipment. Drones are relatively inexpensive compared to manned aircraft and with their increasing versatility; they fit more and more roles. As is often the case, a solution to one problem creates another and that "other" is the need for drone pilots. Initially drone pilots were taken from the ranks of experienced fighter pilots but demand has outstripped supply. Under a new program some drone pilots will not come from the ranks of fighter pilots. They will go directly to drone school and train both on the basics of flight, simulator training and hands on experience in flying the drones. In addition another test program is being offered to Air Force non pilot Captains. Eliminating the need to have actually been a pilot in a combat situation may well create different classes of drone pilots with each having specific and distinct missions. Broadly stated, these may well be combat (armed drone) pilots who provide close troop support and those who fly more reconnaissance type missions. In either case, this training is hoped to reduce the need for over 1,100 drone pilots that are needed to fly missions in Afghanistan and Iraq. By 2010, for example, the goal in Afghanistan is to expand flights by 2/3's.

The H-1 Racer Replica

Throughout history the "rich" have long been villainized but no more so that during these past few years. Not all of the rich are born that way, most earned it and even many of those, who were handed a silver spoon, have proved to be highly capable, productive, worthy of their wealth. **Howard Hughes** and a lesser known but highly respected man named **Jim Wright** were two such men, both having made major contributions to aviation. Although you may not have heard of Jim Wright, it is interesting to note his connections with Howard Hughes, although this connection is spanned by nearly 70 years of aviation history.

First, a refresher one of Howard Hugh's accomplishments, the building of the H-1 "Racer" as it was called back in the 1930's. This plane has been featured as a Plane of the Month in an earlier issue of this newsletter and is arguably one of the best looking airplanes of all time. I imagine that the picture here does not do it justice but by any measure, it looks and is fast. Howard Hughes liked things that were fast! He at one time held a world speed record

in one of his biplanes but he always wanted more. As he looked at the market of available, fast airplanes, he saw nothing that interested him until an offhand suggestion was made that "If you want a faster airplane, Mr. Hughes, you will probably have to build one." He liked the idea and picked Richard Palmer to head his design team. Hughes was very particular AND practical. He laid down some basic design parameters that give you an insight into his practical nature. One, the plane must be fast. Two, the plane had to have the range to fly from coast to coast (4,000 miles). Three, the plane had to be able to land on most existing airstrips (commercial) across the nation. The result was the **H-1 Racer** some 18 months from the project's start. On his first flight, Hughes set several world speed records before he literally ran out of gas and crashed, fortunately, doing only moderate damage to the plane. On January 19, 1937 he flew it coast to coast averaging 332 mph without having to refuel. With only about 40 hours on the airplane, it was retired and now sits in the **Smithsonian Air/Space Museum** in Washington.



The Wright Machine Tool Company H-1 Replica

Hughes was just a rich guy spending his money, you might conclude, but there were many direct and indirect benefits from this project, other than PR for Mr. Hughes. Remember, this was 1937 and the WWII had not yet begun but his team's design work was incorporated in just about every successful WWII fighter plane on both sides of the war. Fast, single wing, aerodynamic airplanes powered by radial engines were dominant in WWII. In the H-1 resided a Pratt & Whitney R-1535, a twin Row, 7 cylinders per row, radial engine developing 1,000 HP. Hughes had two wings, one for speed and one for range. The plane was perhaps more aerodynamic than any of its predecessors and on, and on. Compare the 1937 H-1 side by side with the P-47, the Hellcat, the Grumman F6F and even the Japanese Zero and you can see the similarities.

Now, who is the other Rich guy, Jim Wright? Jim owned and ran the Wright **Machine Tool Company** in Cottage Grove, Oregon. He decided to put together a team and build an exact replica of the H-1. The full story is available at www.aafo.com. Mr. Wright and his assembled team had to start from scratch as no blueprints of the H-1 could be located. Fortunately, Mr. Wright

gained access, after hours, to the original H-1 Racer at the Smithsonian. He and his team basically "reverse engineered" the plane from the original. They were allowed into the Smithsonian after hours to do their work. Creating an accurate design was hard but so was finding an original engine. Only 3,000 were built but a former Pratt & Whitney employee who had worked on the original H-1 project helped to locate an engine that was sitting in someone's garage. The man was saving it for the "appropriate" occasion and agreed that the H-1 replica fit the bill. Once the engine installed and the replica was actually flying, it became the only known flying example of the R-1535 in the world.

On September 13, 2002 Jim Wright flew the H-1 replica to a new speed record in its category. Unfortunately, this story does not have a happy ending. The "why" of the need for Jim Wright to make an emergency landing in the Midway geyser basin in Yellowstone National Park is unknown. What is known is that he spent his final moments maneuvering the faltering airplane away from the crowd and crashed, completely destroying the airplane with the loss of his life. This happened on August 4, 2003 less than a year from having achieved a new speed record.

November/December Events Calendar

Nov 8 — Addison, TX. American Flyers at Addison Airport (ADS). Free BBQ Lunch and Optional Wings Seminar. Spend a fun-filled afternoon at the airport, enjoy the camaraderie of others who share your interest in aviation. Free BBQ lunch, pilot seminar and certificate for 2 hours free VFR or IFR simulator session.. Contact Mitch McCormack, 972/407/0295;

Nov 8 — GRANBURY, TX. PECAN PLANTATION AIRPARK (OTX1). PECAN PLANTATION AIRPARK FALL FLY-IN. -----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" 100 +Static aircraft display & lots of aircraft operatio. Contact DOUG CRUMRINE, 817 559-4665

Nov 8 — Seguin, TX. Elm Creek Airpark (ØTX6). 12th Annual Fly-In. 10 am to 3 pm; Lunch at noon . Contact Norm Rathje, 210-884-2559

Nov 8 — Spring, TX. American Flyers at Hooks Airport (DWH). Free BBQ Lunch and Optional Wings Seminar. Spend a fun-filled afternoon at the airport, enjoy the camaraderie of others who share your interest in aviation. Free BBQ lunch, pilot seminar and certificate for 2 hours free VFR or IFR simulator session.. Contact Jamin Gore, 281/655/4500

Nov 15 - 16 — Dallas, TX. Aerocountry Airport (T31). Two day Accelerated Ground School for the FAA Private Pilot Written test.. Professional Aviation Resources Test Prep Seminar. Two day Accelerated Ground School for the FAA Private Pilot written test. Contact Robert at (972) 704-9575.. Contact Robert , 972-704-9575

Nov 15 — Houston, TX. West Houston Airport (IWS). Ninety Nines Poker Run. Poker Run begins at 8:30 am at West Houston Airport, continues to 4 additional airports ending with lunch at final airport. All aircraft welcome. Come Fly and Have Fun. . Contact Lois Gronau-Fietz, 281-450-9995

Nov 22 - 23 — Dallas, TX. Aerocountry airport (T31). Professional Aviation Resources Test Prep Seminar. Two day Accelerated Ground School for the FAA Instrument Written Test.. Professional Aviation Resources Test Prep

Seminar. Two Day Accelerated Ground School for the FAA Instrument Written Test. Contact Robert at 972-704-9575.. Contact Robert, 972-704-9575

Nov 22 - 23 — Dallas, TX. Aviation Ground Schools Test Prep Seminar.. Two-day Accelerated Ground School for the FAA Instrument Written test.. Contact Don Berman, 1 866 511-0056;

Nov 22 — Tyler, TX. Tyler Pounds Field (TYR). Pancake Breakfast. Breakfast hosted by members of the Tyler Civil Air Patrol squadron from 8-11 AM--fourth Saturday of the month. East side of field.. Contact Rich Dyer, 903 849-2785

December 2008

December 13 – New Braunfels – EAA Chapter 958
Christmas Party – Make Reservations at

bshort@sabx.rr.com

Dec 27 — Tyler, TX. Tyler Pounds Field (TYR). Pancake Breakfast. Breakfast hosted by members of the Tyler Civil Air Patrol squadron from 8-11 AM--fourth Saturday of the month. East side of field.. Contact Rich Dyer, 903 849-2785; [Email](#). [Website](#). Event ID: 11886

¹ Federal Aviation Administration News Release August 19, 2008



Low Cost Replacement of the Thunderbirds

November EAA Chapter 958 Meeting

The November meeting will be held at the Elm Creek Airpark

Members will gather in the morning, enjoy the fly-in, have lunch (see below)

and in the afternoon some will go to the nearby Kingsbury Airdrome



12th Annual Elm Creek Airpark Fly-In

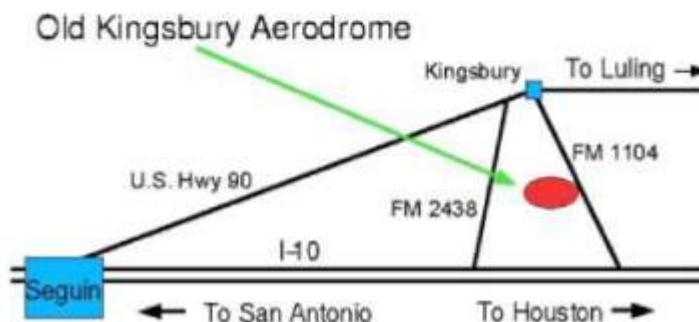
Saturday November 8, 2008

10 am to 3 pm

Lunch at Noon, Raffle at 1:30 pm

No charge/donations welcome

Elm Creek Airpark (ØTX6)



EAA Chapter 958 Christmas Party



2 Meat Plate

Choose from beef and turkey
Salad, beans, and cole slaw
sides

Dessert to follow

\$15.00 per person

(all inclusive)

Kick up your boots for some old fashioned Bar B Que!
Saturday, December 13th, 2008 6-9 p.m.

* Bring a goofy gift to exchange *

RSVP to reserve your good eats!

We need 34

mshort@satx.rr.com

Send your payment to Mike Short
823 Willow Crossing, New Braunfels, TX 78130



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