



Der Flügtag

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



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Prez Sez

Time is counting down for our annual Christmas Party. If you haven't signed up yet, you can still come. We have reserved the facility at Granzins, but there is room for more. Let me ([512-357-6827](mailto:jfairchild1@austin.rr.com) or jfairchild1@austin.rr.com.) or Mike Short ([830-624-3209](tel:830-624-3209) or mshort@sabx.rr.com) know if you can join in the fun. Come on out and meet our new slate of officers and have a great fun evening. Bring a gift (less than \$15) for the Chinese Raffle. if you come. Also, we need to publicize the \$2,000 aviation "*Tony Bingellis Scholarships*" by finding students interested in aviation-related studies (including flight schools) to apply by the deadline in March, 2009. Details can be found at the website: thetexasflyin.org.

Those of you who attended one or both of the fly-ins last month had a great time seeing all the sport and antique historical airplanes on display. The spaghetti and hamburgers were good also. The completed French Spad will be leaving for California soon. The Canadian JN-3 Jenny was flown around by Roger Freeman during the show at Kingsbury Aerodrome and was great to see flying.

This will be the last event I will be serving as President of Chapter 958 and I want to thank all of you for putting up with me and helping to make our Chapter function well. I have enjoyed the last 2 years as your

Next Meeting December 13, 2008

Place: Granzins Barbeque Restaurant

Time: 6:30 PM – 9:00 PM

Program – This is our annual Christmas Party and officer Installation. See the change of guard. Participate in the "Chinese" gift exchange and simply have a good time. Reservations still available.

President and want to thank and recognize the valuable help of our other officers who made my job much easier: Chuck Woods, Vice Pres.; Julie Weber, Secretary; Mike Short, Treasurer and Young Eagles Coordinator; and Richard Weber, Newsletter and

Website Editor. I look forward to working with new President Bob Hieronymus and the other officers who will bring their new ideas and enthusiasm to their positions. See you at the party. Merry Christmas and Happy New Year to ALL!

Jack Fairchild

November Meeting

Although I was unable to attend, I wanted to thank those who provided pictures of the event. I know it was a picture perfect day to be outside and enjoying both the Oak Creek Fly-In and the Aerodrome. I wish Julie and I were able to attend. Hope to see you all at the Chapter Christmas Party. It is not too late to make your reservation.



Bits & Pieces

- **Planes & Advertising** - Like they say, "There is nothing that is new!" Airplanes have been used in advertising other products for years. We have seen drag races between a jet fighter and a Corvette, sky divers leaping from an airplane only to form an advertising logo or perhaps Sky Writing is the most obvious form of using airplanes to push a product. If you don't agree, just take a look at the paint jobs of those Reno Air Racers. It all had to start somewhere and one of advertising's "firsts" involved a cow named Nellie back in 1930. Back in those days they were advertising more basic products, the staples of life and what could be a more universal product than milk. "Got Milk!" Well apparently not everyone did so some slickster



got the idea of loading Nellie into a cargo plane and milking her during the flight. The result was very favorable. Nellie was a contented cow and did not cause a fuss and the milk was packaged in little cartons, parachuted down to the crowd gathered at the St. Louis Fair Grounds. It was a big hit with the crowds. It reminds one of an old **WKRP Television Show** where the station manager thought that his station would reap huge PR, when over the Thanksgiving Holiday, his station dropped a hundred, live turkeys to an adoring crowd of people wanting a free turkey for the holiday. They got the PR but it was all negative as the birds became an air equivalent to road kill. The live announcer reporting the incident was overheard to say "Oh, the humanity!! I swear, I thought turkeys could fly!"

- **Rules vs Laws** - There are **Rules** and there are **Laws**. The rules are made by men who think that they know better how to fly your airplane than you.

The Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the rules but you can never suspend the Laws.

- **LSA Sales Rebounding** – this was the headline of a short article in a recent issue of *AvWeb* and it was encouraging. Tom Peghini was one of the founders of the LSA movement and sells them so he has a stake in promoting an optimistic outlook. Whether you believe that the economics of the LSA market segment has bottomed out or not, the real interesting thing is Mr. Peghini's assessment of who comprises the primary market for the LSA. Originally, the LSA market segment was promoted as an affordable way for *NEW*, and let's add, *YOUNG* aviators to become pilots and enjoy what has been a declining group. That is what **Young Eagles** has been about but this has not necessarily been the case for LSA. Instead, he insists the market consists more and more of people abandoning GA because of its cost and complexity of rules. People who want the enjoyment of flying but not the cost, not the tougher physical, and yes, not the complexity of GA aircraft. Small is often as much or more fun than big and there is a lot to say for it. There are several in our club who have welcomed the LSA segment as a way to extend their flying years and there are others who realize that for them a simpler airplane just might be a safer airplane. Then there is the cost factor. Another positive of this trend is that there is a glut of used aircraft, often going on market at a much more affordable price than in previous years.
- **More about Rules** -
 - a. The rules are a good place to hide, if you don't have a better idea and the talent to execute it.
 - b. If you deviate from a rule, it must be a flawless performance.
(e.g.: If you fly under a bridge, don't hit the bridge.)
- **The Economy Hits Mooney** – These days politicians are always talking about taxes and if ever there was a target for a luxury tax, Mooney Aircraft would be one of those companies with a big bull's eye on its side. Remember the result of the old "luxury Tax?" It was a disaster. Big ticket items fell and the unemployment of those who were hoped to gain from the tax increased markedly. In a similar pattern, the economy is currently in a downturn and, guess

what; the "rich" have reduced their demand for a Mooney. This is without imposing any sort of tax and the result is that Mooney has announced production curtailments with a corresponding layoff of over two thirds of their production staff. The rich may have deep pockets but they also know to stop spending.

- **Fly By Wire** – Technology continues to advance. You can see it in your home, when you install a wireless router to extend the reach of all of your computers into the internet without running a physical wire from your internet source. First of all, fly by wire or fly by wireless is all about weight reduction and safety. If you can get rid of toxic hydraulic fluid, pumps, hydraulic lines and everything that goes with it and substitute it with a small electric motor to activate you brakes and your control surfaces, you can reduce weight and improve safety. This is the trend, especially in midsize airplanes. Testing continues with Gulfstreams, and will soon be moving down the food chain to smaller aircraft.

- **Easy Button** – I believe it is Staples Office Supply that advertise an "Easy Button" that when pressed solves all of your office supply issues. The Cirrus Prospective avionics package also has their version of an "Easy Button." Their button activates the **Straight/Level System** that commands the autopilot to level the wings, lock the heading and altitude and allows the pilot time to get his S.....T together. This combined with their parachute system seems like a winner.



- **Flying Solo** - One of the beautiful things about a single piloted aircraft is the quality of the social experience.
- **Pilots Ultimate Responsibility** - The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward and wish.
- **Model Airplanes** – for many of us our first real contact with building airplanes began with balsa wood models built during our youth. I don't know about you, but I started out building "Speedy Built" kits. These were kind of the late 1950's version of a Van's Quick Build kit. Some of the work was done for you but you still had to finish it with paper and lots and lots of Dope. Many, while moving towards and into retirement, again begin building essentially larger versions of those models of their youth. One man, Dante Dimille is one such man. Dante was featured in a recent issue of **AARP**

Magazine, sent to me by Ned Burdick. Dante, 76, like so many retirees used to build replicas as a kid and he and his friends have returned to the task. This time, however, they are building a full scale model of Wiley Post's *Winnie Mae*. Dante was a graphic designer and his friend Tony Yellen, an engineer, both served in Korea. Together with the help of friends and a grant of \$4,000, they will replicate the *Winnie Mae* and



display it at New York City's first municipal airport, Floyd Bennett Field. It will be used as a teaching tool to educate the public on the many accomplishments of Wiley. You may recall that Wiley Post is credited with inventing the first pressure suit in addition to winning many, many speed records. Unfortunately, Wiley is most famous for a fatal accident that killed both him and humorist, Will Rodgers. If you are ever in Brooklyn, stop by Floyd Bennett Field. Dante and friends hope to have their replica finished by spring.

- **Could this be the future?**- Imagine taking a short flight from San Antonio to Denver and that you are sitting in the tail of a Boeing 737 or an MD-80 and happen to look out the window at the engine and see the attached picture. It looks like what could be imagined to be the inside of a giant tree "Chipper" but it really is the latest in engine design. Well, not really the latest because this type of engine is really an older design that lost favor when aviation fuel was much more affordable than it has been



of late. You see, the GE36 engine with two

counter rotating blades is thought to have a 30% higher fuel efficiency than the a similar sized engine with their front fans conventionally ducted. GE and NASA with the assistance of the French came up with the design some time ago but abandoned it due to relatively flat fuel costs and high development costs. Now, with expectations of much higher fuel costs, GE has joined with Snecma producing a joint design of the DFMS6 Engine. GE has recently stated that it has now "dramatically advanced its data acquisition systems and computational tools to better understand and improve open-rotor systems." Snecma has long partnered with GE on developing blade designs. Unfortunately, one of the biggest problems is noise and with so many major airports surrounded by residential areas, noise may well be the killer of this engine's success. It is almost amusing that two different aspects of antipollution movements, i.e. the green engines (Fuel efficient with a smaller carbon footprint) are at odds with those who are against "noise pollution."

- **Economic Momentum** – It would seem that the economy has come to an abrupt halt, at least if you were to believe the papers or watch the network news, but that is not entirely the case. There are a lot of projects out there that require a lot of lead time and therefore, a slow down in



some aspects of the economy do not affect it in the short term. You could say that was a **Cessna Business Class Jet** positive because many parts of the economy, due to their momentum, will move forward. This is true for parts of the producers of big ticket airplanes. For the first three quarters of 2008 aircraft shipped compared to the same

period last year have actually increased from 2,918 to 2,977. Yes, that is only an improvement of a little over 2% but that 2% represents a \$3.1 billion increase in sales or 20% from 2007 to 2008. The shift has obviously been in the big ticket items, specifically business jets and turboprops. The turboprops have gone up because of their higher efficiencies and the business jets, probably because there are so many attractive smaller designs available. Of course, the down side will be on the other end of our economic situation. Many other segments of our economy will actually recover far sooner than the big ticket items but recover they will.

- **Redtail Project** – You may recall previous information posted in this newsletter relating to the **Red Tail Project**. To refresh your memory, the Red Tail Project was originally about rebuilding a P-51C Mustang and using it to tell the story of a WWII group of aviators who came to be called the "Tuskegee Airmen." This was a group of accomplished fighter pilots during who played an important role in winning that war. The "Tuskegee Airman" have flew from 2002 to



Memorial Day, 2004 appearing in countless air shows and exhibitions of all kinds spreading the word of the accomplishments of the Tuskegee Airman. At an air show on Memorial Day, 2004 the P-51 crashed killing its project leader Don Hinz and severely damaging the airplane. For nearly 5 years, the rebuild of that airplane has continued and is now, again near completion. The wing will be delivered in November of this year and it is anticipated that the plane just may be ready for the 2009 airshow circuit. The picture shows the current status of the restoration. What it does not show is the soon to be delivered wing plus the many subassemblies that are near completion. As they say "Keep em Flying!"

Name that Plane

November Plane of the Month – OH-6 (LOACH)



If the wings are traveling faster than the fuselage, it's probably a helicopter – and therefore, unsafe.

Of course, the Plane of the Month for December isn't an airplane at all but a helicopter. There are probably more famous helicopters around but there are fewer that have proved as versatile as the OH-6 Cayuse. The OH-6 has a variety of names but the one I heard the most was **LOACH**. Loach was a derivation of its original military mission or that of being a light observation helicopter. It was certainly that but much, much more. In the early 1960's the Army released performance specifications for what was to become the OH-6. Twelve companies originally were in competition for the bid which was eventually whittled down to Fairchild-Hiller, Bell and Hughes, the Hughes Tool Company's Aircraft Division. Hughes won the contract to build 714 OH-6's in May, 1965. The initial order was later increased to 1,300 with an additional option for 114 more. At one time, production reached 70 per month.

The initial design has a four blade propeller with a tail rotor but eventually evolved to a propellerless tail. In 1966, shortly after production began, the OH-6 won 23 world records in areas of endurance, time to climb and speed. In other words, it was nimble and fast. Although its initial role was that of an observation helicopter, it evolved. In one

configuration it carried a M-60 door gunner. In another it carried a mini gun or it remained simply as an observation helicopter. Perhaps its most interesting role was that of being part of a **Hunter/Killer** team. The little LOACH would drop down and buzz clearings in hopes of attracting enemy fire. If it did, it would dart away and call in his big brother, a Cobra Gunship armed with a 20mm minigun, rockets and even a grenade launcher. I believe the expression is "Whoop Ass!" Together the team could do some damage. The pilots were not your run of the mill type of guys.

Vietnam has been over for a long time but there are versions of the OH-6 still being produced and that is a testament to its on going versatility. Perhaps the most famous civilian use was seen on a weekly basis in the *Magnum* Television Series starring Tom Selleck. TC, one of Magnum's (Tom's) buddies on the show would haul Magnum from one disaster to another. Also, I would suspect that the majority of "Traffic Copters" were variants of the OH-6.

No matter what you call it, LOACH, OH-6, The Egg or Cayuse, a production run of nearly 40 years is pretty impressive.

January Plane of the Month



Can You Name It?

December/January Events Calendar

- Saturday, December 13, 2008,
6:30 PM-9:00 PM
*Chapter 958 Annual Christmas Party
and Installation of Officers*
Granzins Barbeque Restaurant
660 West San Antonio Street
New Braunfels, TX
Just south of Square, past RR Tracks
on Right

RSVP" 512-357-6827

jfairchild1@austin.rr.com,

(\$15 per person)

- December 13, 2008 from

7:30 AM – 2:00 PM - *The Big*

Whoop Fly-In — Calhoon County, Port
Lavaca, TX

Special Low Price on Fuel
Cessna Aircraft Display with Cessna
400, T206H & CJ1+, FAA Medical
Exams \$75. Introductory flights in
172SP with G1000 \$75: Refreshments,
Crafts, Exhibits. Come help us
celebrate the Port Lavaca opening of
the Airport. Contact Ann Brinkman,
361-552-1228 or
www.calhoonaircenter.com

- Saturday, December 20, 2008-
**BARF- Monthly Meeting-Christmas
Party** – Hanger 31 South end of

Airport, Wharton, TX. EAA Ultralight Chapter 123, Bay Area Recreational Flyers (BARF)- www.barflyers.com or contact Ken Wilson, 713-899-4033

- **Saturday, December 27** – Tyler Pounds Field (TYR) *Pancake Breakfast* hosted by members of the Tyler Civil Air Patrol squadron. From 8:00 AM to 11:00 AM. East side of field. Contact Rich Dyer, 903-849-2785
- **Saturday, January 17, 2008** – *Monthly BARF Meeting* – Wharton Airport, Wharton, TX. Hanger 31
- **Saturday, January 24, 2009** – Tyler Pounds Field – *Pan Cake Breakfast* from 8:00 AM to 11:00 PM – Hosted by Tyler Civil Air Patrol Squadron. Contact Rich Dyer, 903-849-2785



You Are Invited!!!

Light Stuff





Homebuilt Gyro CAR, Anyone???



OH MY GOD

Look at those gas prices.

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