Der Flügtag

EAA Chapter 958 New Braunfels, TX

Where every day is a good flying day!

The Success Continues...

EAA Chapter 958

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December Issue

Merry Christmas to ALL!!

Meeting Information

Date: 12/16/2010

Chapter Chrismas Party

Location: Clear Springs Restaurant – 1692 Highway 46, New Braunfels, (West on the way to Seguin)

Time: 6:30 PM

Party Agenda:

Christmas Party

See Prez Sez for details

Prez Sez

NOVEMBER MEETING - Wow, November's meeting was exactly what I love about the EAA! Many thanks to Jack Wright for hosting us at his build site and then taking us over to Stinson Airfield for lunch. For those of you that missed the meeting, we met at Jack's build site behind Rivera Wrought Iron Works in San Antonio. Jack has been designing and building his original 5 place amphibian "Salamander" for about 15 years. He said his build time is mostly limited to Saturday mornings and that as soon as he gets the turbo on the engine working well, he's close to the finish line.

My friend from the Marine Corps, Dan, was visiting and had been emailing Jack about the turbo so we got to do a little trouble shooting. Guess who got to be the guinea pig and hold the bucket to catch the oil while the engine was running? Yes, me. Peter Dankleman got a picture of it but I hope he lost it. This picture of Jack's aircraft is an older one when he had it assembled for fitting. It's mostly in parts now while he works on the engine. Even so, I definitely got the dumb question of the year award when I asked about the nose wheel being so close the the mains. Doh, it's a tail dragger and the "extra" wheel was a dolly. All-in-all it was a great trip and meeting as I loved seeing what I consider the true spirit of experimental aviation.

TECHNICAL COUNSELOR - Since Norm Rathje has moved to the Dallas area, our chapter has been without an EAA Technical Counselor and we need another. Technical Counselors are EAA members who volunteer their time and who have met at least one of the following criteria:

- Have built an experimental category aircraft
- Have restored an antique/classic aircraft
- Hold an A&P, IA, DAR, DER or Aerospace Engineer rating in the United States, an equivalent international rating or have the qualifications for those ratings.

Norm visited my build (RV-7A) twice and I really appreciated having another set of eyeballs look it over. Can you help by volunteering to be a Technical Counselor? I know we've got members that meet the requirements and are probably already doing exactly what a TC does when they help look over a friends build. It's a simple application and I know others like me could benefit from the experience of those that have "been there and done that".

Jack Wright's "Salamander"

CHRISTMAS PARTY - Our Christmas party this year will be held on Thursday, December 16th at 6:30pm to ? at Clear Springs Restaurant, 1692 Hwy 46 in New Braunfels. We have the party room in the back all to ourselves for the evening. You can individually order dinner off the menu so there is no sign-up or money due. We will have a White Elephant gift exchange so bring a wrapped gift if you want to participate. Last years gift exchange was hilarious. We'll make up the rules as we go but I do like the 2 steal limit. We'll also present chapter awards (see below) and have a slide show. Please email me any photos you have of chapter members and their aircraft or activities. The funnier, the better!

CHAPTER AWARDS - Please call me (512-644-3371) or email (larrynew82@gmail.com) me your nominations for awards this year. Categories may include but are not limited to: Best homebuilt, Best antique/classic/warbird. Most unusual build. Funniest aircraft related statement or quote from a chapter member. Any other category (and I mean anything!) that you think should be recognized. Pictures are encouraged.

Larry New

Bits and Pieces

- **Sikorsky Commits to Two Prototypes Using X2 Technology** – Let's face it, if asked about military helicopters, many of us would immediately think of the **Blackhawk**, the "**Huey**" or even the early Korean War medivac helicopter, the **Bell -47**. We think of a single overhead rotor and a rear side rotor. Well, that is all about to change now that Sikorsky has committed to build two X-2 prototypes. Word has it that they are building them on their own dime in hopes of convincing the military of their worth. This is a helicopter that is truly different as the attached picture shows and those differences translate into some big advantages over present designs. X2 Technology very simplistically means two stacked, counter rotating overhead rotors and pusher prop.

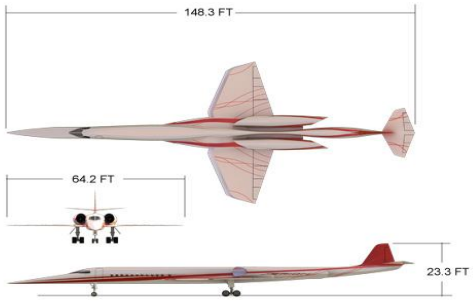
  The advantages are Speed, Altitude and noise reduction all while retaining most of the advantages of more conventional helicopters. An experimental helicopter designated the X2 broke the world helicopter speed record by flying an unofficial 256 mph. Top speed has yet to be achieved as testing incrementally advances the speed testing the ship's stability but expectations are that the prototypes will go 300 mph. If the prototypes eventually go into general production, they are expected to be used for Medivacs, special ops and other operations requiring its speed and vertical take off and landing. The experimental craft was built mostly out of a collection of existing Sikorsky parts. The pusher prop, for example, came out of a Reno-type racing airplane and had the ability to be pitched to blow forward, thus increasing stopping power. The turbine engine was the same used in a **RAH-66 Comanche**.

Boeing to Consider 737 Successor – If you take out the DC-3's built for military purposed (the C-47) the 737 is right in there with the DC -3 when considered as its importance to the development of commercial aviation. Although worldwide, there were over 16,000 DC-3's constructed but well over 10,000 of those were built for military use. To date there have been 6,348 737's delivered with a back log of orders at approximately 2,061. Boeing turns out 31 737's a month but had the capability to crank out 42 per month. Of the 6,348 delivered there are still some 4,000 still flying. Why mess with success, you might ask. The 737 has evolved through the years with more efficient engines and the usual upgrades and its backlog of orders obviously speaks to its popularity but let's face it, competition abounds. The **Air Bus 320** is a direct competitor and recently alternatives like **Bombardier's 145** seat passenger C series is starting to nip at Boeing's heels. Added to that, oil prices continue to making fuel efficiency an even higher priority. The choices are relatively simple although the answer is far more complicated. Does Boeing simply do another revamp to basic existing design? Do they continue basically as they are with only minor upgrades or do they see a big enough future for the 737 to support the engineer and development costs of an entirely new version, perhaps one with carbon fiberconstruction, new "open-rotor" technology (said to be up to 35% more efficient) and "fly by wire"? All of these improvements would be betting on stable future demand AND continuing, escalating fuel **prices**.

X2 Technology™ Demonstrator

Could this be the Future Engine of the Boeing 737?

- **Supersonic Business Jet** (QSST, **Quiet SuperSonic Transport**) – Current Federal Regulation Sec. 91.817 prohibits sonic booms over U.S. Land and as much as 200 miles from shore. This regulation was a result, as you may recall, from the introduction of the Concorde. Things, however, are changing with new technologies that are now able to mitigate sonic boom and bring it down to more tolerable levels. Based on this general technology, two groups are currently competing to produce the first supersonic business Jet. Both hope to manufacture an 8 to 12 passenger jet using new technology that will achieve speeds up to mach 1.6 and still maintain sound levels that are acceptable. The **Aerion Corporation** with the backing of billionaire investor Robert Bass and is currently conducting testing using a NASA F-15B to collect data that will help them construct the computer models used in designing the aircraft. Their design is based on using natural laminar flow technology developed and patented by Dr. Richard Tracy. Their design for a straight-wing Laminar Flow aircraft is expected to achieve a 20% drag reduction over a more traditional delta-wing design while flying at supersonic speeds.



Supersonic Aerospace International is the other entry to this competition. **SAI** is not as financially sound as Aerion but it too has some advantages. For one they are relying on more tried and true technology **AND** they are partnered with **Martin Skunk Works**. Of course, as is often the case when pushing new technology or medicine, the biggest hurtle will probably be the government. Convincing an administration that seems focused on environmental (including noise pollution) combined with not being particularly pro-business may prove a daunting task.

I don't know about you, but I was profoundly disappointed when Boeing dropped out of the SST competition ceding to Europe development that lead to the Concorde. It would be nice if we were the first to raise the bar on corporate transportation to include a supersonic option.

Aerion QSST Specifications

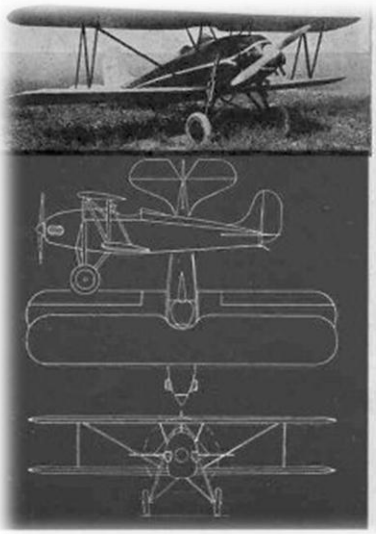
Maximum cruise speed: Mach 1.6
Long range cruise (supersonic): Mach 1.5
No-boom cruise (supersonic): Mach ~1.1 to 1.2
High-speed cruise (subsonic): Mach .99
Long-range cruise (subsonic): Mach .95
Maximum takeoff weight: 90,000 lbs
Basic operating weight: 45,100 lbs
Maximum fuel: 45,400 lbs
Engines: Two PW JT8D-200 series
Thrust: Flat rated to 19,600
Wing area: 1,200 sq. ft.
Approach speed: 120 kts*
Balanced Field length: < 6,000 ft.
Landing distance, wet runway: 3,460 ft.
Range (NBAA IFR): > 4,000 nm
Ceiling: 51,000 ft.

*** Typical end of mission weight**

SAI's Preliminary Design Concept for their QSST

Plane of the Month

The December Plane of the Month was The Rose Parrakeet



ROSE Parrakeet Model A-1

Rose Aeroplane and Motor Company, Chicago, Illinois

• President and General Manager: J. W. Rose. Vice-president: Earl Howe. Sales Manager: Ray Applegate. Chief Engineer: William I. Stieglitz.

One-place open biplane. Continental A-40 engine, 37 horsepower. Span 20 feet. Length overall 17 feet 6 inches. Height overall 5 feet 8 inches. Wing area 116 square feet. Power loading 18.2 pounds per horsepower. Wing loading 5.8 pounds per square foot. Empty weight 410 pounds. Useful load 265 pounds. Gross weight 675 pounds. Fuel capacity 10 gallons. Oil capacity 1 gallon. Maximum speed 100 miles per hour. Cruising speed 85 miles per hour. Landing speed 30 miles per hour. Service ceiling 12,000 feet. Rate of climb 750 feet per minute. Cruising range 340 miles.

Fuselage: fabric covered and rubbed Berryloid high-luster finish; fairing is of spruce; welded steel tube framework, with a detachable engine mount. Wings: fabric covered; spars are solid spruce and are held by a double system of compression members and a single set of tie rods; ribs are of plywood and spruce and are glued and nailed; the trailing edge of the wing is of reinforced aluminum; ailerons are of spruce and plywood, glued and nailed and are actuated by a torque tube within the wing and are available only on the lower wing; interplane struts are of streamlined tubing; cabane bracing is by two streamline tie rods. Tail group: fabric covered; welded steel tubing; braced by single system of streamline tie rods. Split-axle type landing gear equipped with 16 × 4 Goodyear tires and 16 × 4 aluminum disk wheels and cord shock absorbers.

Standard equipment includes Gardner wood propeller, hand fire extinguisher, switch, primer, windshield, streamline head rest, aluminum fuel tank engine cowl and propeller spinner, Arens engine controls, engine tools.

Instruments: altimeter, tachometer, oil pressure gauge, oil temperature gauge, fuel gauge.

Several Members properly identified the December Plane of the month as the Rose Parrakeet. It was a picture of the neat biplane that Don Staats happens to own and fly. In looking for pictures on the web of the airplane I found none better looking than Don's so the November Plane of the month's picture was not only Don's but his suggestion as well. I would encourage other members to contact me with their favorite airplane to be featured, especially if that plane has a significant history. In the case of the Rose Parrakeet, the best expert on the Rose we could have is Don himself and the following article gives you a good idea as to why he chose it as one of his favorites. Also, if you are interested in additional information, you might want to check out roseparrakeet.org

THE ROSE PARRAKEET

Rose Aeroplane & Motor Co. Chicago, Ill.

The Rose Parrakeet is a small, open cockpit bi-plane, built with a classic wood truss rib and spruce spar wing, with fabric covered steel fuselage and tail surfaces. It sports a 20 foot wing span and is approximately 17 feet from spinner to tail wheel. Empty weight of those being built as "Experimental" is around 600 lbs. with a gross weight of 900 lbs. Fuel capacity is about 13 gallons. Most builders use a Continental O-200 engine of 100 hp. Those built by Jack Rose weighed about 570 lbs. and with the smaller engine had a more than adequate fuel supply.

The Parrakeet is fun to fly; at least I think so. Controls are light, but not overly sensitive. Aileron control has some slop in stick movement before you start getting results. This is probably the one thing no one has figured out a way to correct . It has to do with all the rod end bearings actuating the ailerons. Getting used to it takes about two minutes.
In terms of performance, my example is on a par with other owners I've talked to. Roll out onto the runway and add power. In the same motion push the stick

forward and you are on the main gear. Take a couple of breaths and pull back and its airborne. Climb out is brisk and the feeling of the fresh air is exhilarating. Talk about finding peace in an instant--- I am there. The sky is so blue when seen with no plexiglass between. Clouds and billowy, white and sharply defined. On a calm day you seem to float.

Climb to altitude and level out. Trim back to 2500 rpm and establish yourself on the step. Cruise is about 100 to 105 mph. Landing is a snap. Many small biplanes fly like a crowbar with power off. I would describe the glide as similar to a Tri-Pacer. I usually carry about 1200 rpm around onto final and try to spike the airspeed at 65 mph. When I see the field clearly made I chop power and stall in the 40s. Landing and roll out are also short with a good landing completed in 600 ft. At least that is what I have done on a couple of occasions. For me open cockpit is the only way to go, although in the winter I might change my mind.

The ship was designed by Jennings W. "Jack" Rose beginning in 1927. Jack spelled Parrakeet with 2 "R"s in the English style. I think he called it the Parrakeet because of its size for the day. There were a lot of Eagles, Eaglerocks, Condors and other big birds in the aviation inventory. His was a very small bird by comparison. Jack flew the first one with a 25 hp Heath Henderson engine. This had too little power so he upgraded to 37 hp A-40 Continental. This version was certified by the CAA in 1935 as the A-1 and went into production. Over the next five years he tested the Poyer 50 hp 3-cylinder radial, a Scott 40 hp, Menasco 50 hp, Franklin 50 and 60 hp and a Model A4 with Continental A-65 and A-85 engines. The Franklin 50 hp was certified as the A-2F. He designated the 60 hp Franklin version as the A-3F but did not go for certification. In 1940 he came up with the A-4C with a 65 hp fuel injected Continential, but did not get that certified either.

All told, Jack Rose built and sold 8 airplanes and had the fuselages for 5 more in his shop. Many of those originals are still flying and the others are under restoration. He suspended production during the war to build small parts for the military. Post war he licensed the Blackhawk Aircraft Co. to build the Parrakeet. They finally completed one, using one of the fuselages built by Jack and licensed it as Experimental." Blackhawk sold this airplane and the four fuselages to Foster Hannaford.

In 1948 Jack Rose licensed Foster Hannaford of the Hannaford Aircraft Company to build the Parrakeet for a small royalty on each one sold. This did not last. Hannaford put his name on the plans and called it the Hannaford Bee. Jack sued to keep Hannaford from gaining certification as the Bee and eventually was successful. Later study by Parrakeet enthusiasts show that Hannaford did not make the changes in design that he claimed but merely put his logo over that of Jack Rose. Some drawings were redone by Stan Dzik. During the Hannaford years he sold plans to the public. Those plans are the ones commonly in use today by home builders. My bird came off those plans. Hannaford managed to sell one Bee (sold to Stan Dzik) and a second on was later finished by a builder who bought the parts of one that had not been completed.. Certificated production stopped for a few years.

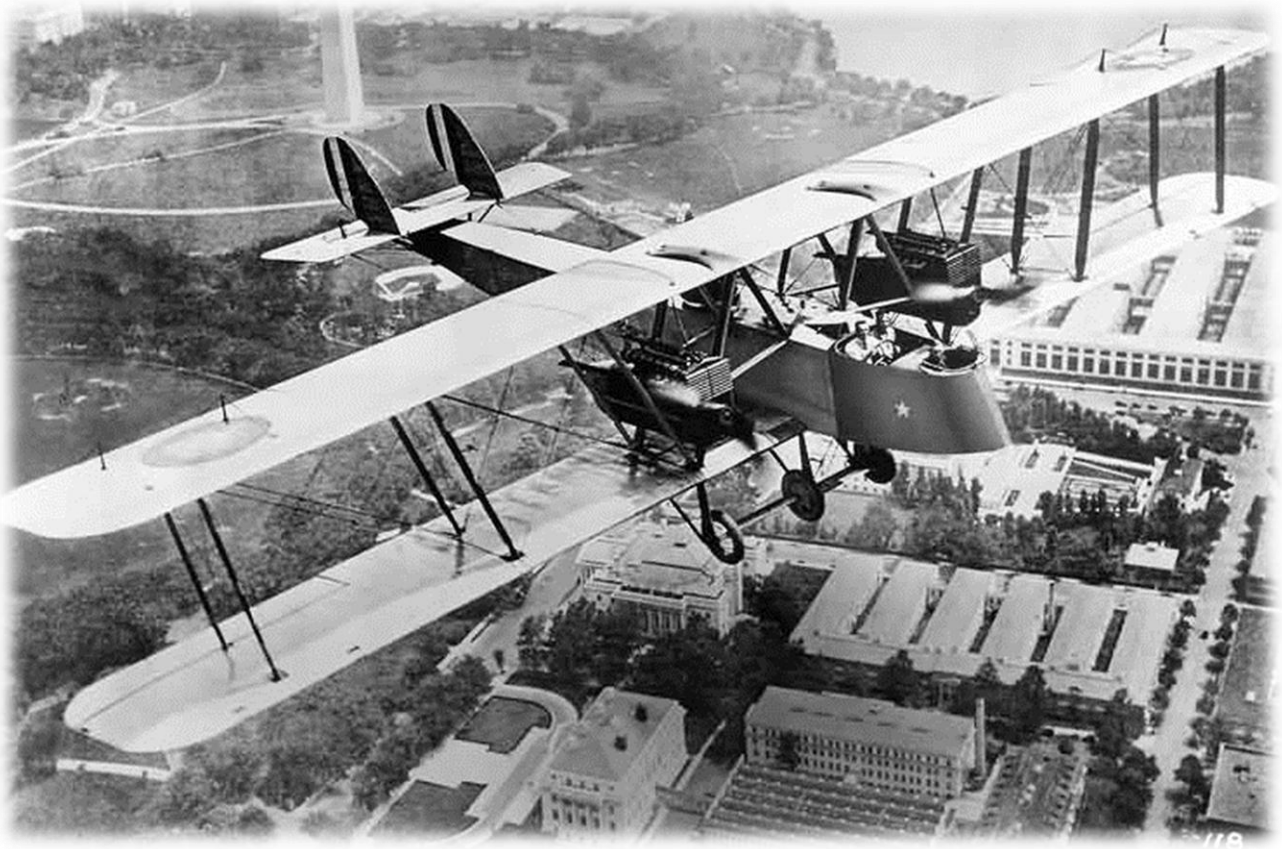
In 1965 Jack Rose sold the rights to Doug Rinehart of Farmington, New Mexico. The contract allowed him to build five Parrakeets with possibly more in the future. Doug upgraded the engine to the O-200 Continental, strengthened the spars and cabane struts and made some other small changes. It was certified by the FAA as the A-4C. This is the version that has been adapted by later home builders using the Hannaford plans as the basis. Doug Rinehart died in the crash of his Luscome in 1978 after having finished the five Parrakeets. He had parts for two more and those were later obtained and finished out as "Experimental."

Today, there may be as many as 20 flying with an unknown number under construction. I have been informed that some airline pilots in San Antonio have three under way using some of the jigs and fixtures built by Doug Rinehart.

Each year at the annual Parrakeet meeting in Blakesburg, Iowa and at the AAA Fly-in there is usually a nice mixture of flying owners, restorers and enthusiasts. We all sit around and share information and experiences. Friendships are renewed and new friends appear. We all love the Parrakeet, both for its appearance and its performance. Jack Rose was an early Barnstormer, Air Corps cadet and eventually an Air Transport Pilot. His first love was always his little bird, the Parrakeet. I'm with Jack on that.

Don Staats

Now can you identify the January Plane of the month?



Calendar of Events

DECEMBER 1, 2010

Runway Cafe's Grand Opening, Lancaster Regional Airport, Lancaster, TX
Come and enjoy the aviation spirit! Eat great food while watching aircraft operations!
Cafe Hours: Open Daily 7-3.

DECEMBER 3-5, 2010

Castroville, TX. Castroville Fly-In (Website). **Castroville Municipal Airport (KCVB)**
This Fly-In will highlight Castroville's unique history and quaint "Old Town" atmosphere. Come explore our recently resurfaced airport, shops, restaurants and friendly citizens. Dec 3rd "Fiorella Friday" and "Old Fashioned Christmas" celebration, Houston Square.6pm- 10pm, Wine Tasting, Downtown shops will be open, Candlelight Walk and Lighting of the Christmas Lights. Dec 4th "Old Fashioned Christmas" celebration 9am-4pm, Houston Square.
Contact: Clif Eissler 830-538-4260, Email clifeiss@hotmail.com

DECEMBER 11, 2010

Fajita Fly-In, Lufkin, TX. Angelina County Airport (KLFK)
Come to one of the most successful and longest running monthly Fly-In's in Texas. Lot's of hangar flying and great food, most of your flying friends will already be there enjoying the hospitality of EAA Chapter 1219 who has been hosting this event for almost 7 years. Discounted fuel will be available. Contact: Don Lymbery C:936-637-9046, Email pilot@Consolidated.net

For Sale Merchandise

iFly700 for sale

This is a great GPS. Screen 7 1/4 X 4 1/4 inches. Just touch where you want to go and the route appears. Set up flight plans with a couple of touches of the finger. It takes about 20 minutes to learn how to use most of the functions. Simplest one I have ever operated. Had it working in the cockpit for one short flight but it was too large for the panel. I hate to get rid of it but can't use it. Gave $541 will take $450 firm.

Don Staats 830-832-3031

Duct Tape, Never Leave Home without it!

During a private "fly-in" fishing excursion to Sara Palin's Alaskan wilderness, the chartered pilot and fishermen left a cooler and bait in the plane. And a bear smelled it. This is what he did to the plane.

The pilot used his radio and had another pilot bring him 2 new tires,

3 cases of duct tape, and a supply of sheet plastic.
He patched the plane together, and FLEW IT HOME !

Nice gun mount!

Duct Tape ?
Never Leave Home Without It.

Holiday Christmas Party

EAA Chapter 958

Thursday, December 16th at 6:30 p.m.

CLEAR SPRINGS RESTAURANT

1692 Hwy 46 South
New Braunfels,TX

Order from the menu.....pay your check

Bring a funny gift around $10. for the "White Elephant" Gift Exchange

Slide Show

Please email any photos you have of chapter members or their aircraft, the funnier the better.

Chapter Awards

See Prez Sez for Full details

larrynew82@gmail.com
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