



Der Flügtag

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

Experimental Aviation



The Success Continues...

EAA Chapter 958



The Leader In Recreational Aviation

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The Prez Sez



Most of us have read John Gillespie Magee, Jr.'s poem High Flight:

Next Meeting

January 8, 2005

Place: New Braunfels Municipal Airport

Program: Time: 10:00 AM

Program Activity: Pot Luck, Chapter members with last initial A-I; Please bring breakfast breads, cinnamon rolls, coffee cakes, bagels, etc. J-R: Please bring breakfast entrees, i.e., breakfast casserole, breakfast tacos, etc., S-Z; Please bring a fruit dishes, i.e., mixed fruit, cut up fresh fruit, etc. The chapter will provide table service, coffee, and water. It should be a great way to start the New Year!

“Oh, I have slipped the surly bonds of earth
 And danced the skies on laughter-silvered wings.
 Sunward I’ve climbed, and joined the tumbling mirth
 Of sun-split clouds, and done a hundred things
 You have not dreamed of. Wheeled and soared and swung
 High in the sunlit silence. Hov’ring there,
 I’ve chased the shouting wind along and flung
 My eager craft through footless halls of air.
 Up, up, the long, delirious, burning blue,
 I’ve topped the windswept heights with easy grace
 Where never lark, or even eagle flew.
 And while with silent, lifting mind
 I’ve trod the high, untrampled sanctity of space
 Put out my hand, and touched the face of God.”

It’s one of those classics that every aviator can relate to. Did you also know that within three months after he penned those lines, the poem’s author was killed in a midair collision? Yup - flew his spitfire into a cloud and ran headlong into a training airplane, once again proving Sir Isaac Newton was right when he said that two objects cannot occupy the same space at the same time.

Accident statistics prove that over 80% of midair collisions occur in day, VFR conditions, within 5 miles of an airport. When is the last time you flew unannounced over a non-towered airport at traffic pattern altitude (maybe you ought to do it at least 500’ above TPA and tell the others what you’re doing), or flew a “practice” instrument approach (with a safety pilot, of course) down to minimums at a non-towered airport

to other than the active runway (with the MDA well below the VFR traffic pattern altitude), or busted through a cloud to impress somebody else?

To partially quote President Bush "... we have to be right 100% of the time." If you think a midair can't happen to you, please think again. Don't let the guys in the photo be you!!

Have a Happy and Safe New Year in 2005.
Steve



Congratulations Ron!!

Congratulations are in order for Ron Morton. One of the benefits from flying is that it is a continuing learning experience but much of that learning occurs while you are having the fun of flying. Certainly Ron has enjoyed that aspect of "furthering his aviation education" but he has recently taken that desire to learn another step forward with the accomplishment of the Designated Airworthiness Representative (DAR). What does this mean? It means that in addition to Ron's ability to complete airworthiness annual inspections, he can also certify Amateur Built Aircraft. The



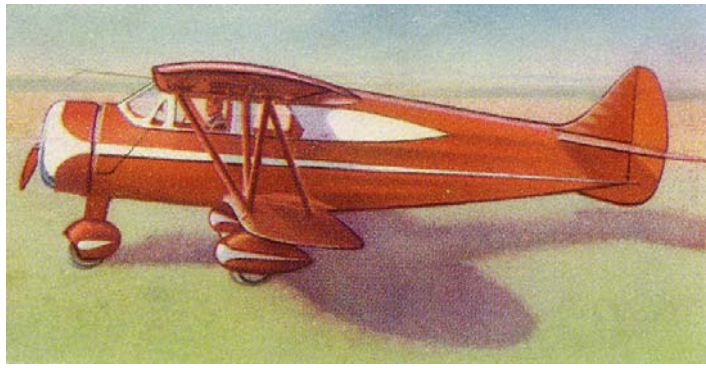
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responsibility is great but Ron's background, training and experience make him an ideal candidate for this certification.

To learn more about Ron's more recent accomplishments and the capabilities of his company, **RONDEL AVIATION**, see "Sponsors" at the end of this newsletter

...Name that Plane!!...

This will become a regular feature of this newsletter. Every month until I tire of it or it is discontinued by popular demand, I will feature a picture of an airplane. In the next month's issue will be its model and a new one to guess. Flying, as you well know, is also a history of accomplishments and some of these "historic" vintages may remind you of how far we have progressed through this history. Have fun with this and if any of you want to feature a plane, drop me an e-mail with the plane's picture, its history and we will run it. The accompanying picture is compliments of Ed Johnstone and *Wings Cigarettes*.



Interesting Stuff

The Pursuit of Happiness

by Gill Robb Wilson
in *The Airman's World*

Hither and yon above our landscape searching out the sweetness of life, like bees over a meadow of white clover, wing more little planes than take the air in the combined remainder of the world, theirs a pursuit germane to the whole unfolding human story - the pursuit of happiness. It is neither adequate nor accurate to suppose that those in the little planes are flying for the sheer fun of it. Of a certainty they find moments of lightness of heart since the pursuit of happiness is rarely a grim ordeal, but their satisfactions touch a deeper cord than gaiety alone. I can feel a pity for him who has never looked down upon the sweep of it all until he lost consciousness of its divisions by deeds and titles and townships and countries and murmured to himself - this is my land, my homeland, my country. I can have a sadness for him

who has never lost himself in the deep glory of "thy rocks and rills, thy woods and templed hills." I can feel cheated for him who has no awareness of the land as it changes its garments in season and washes its face at the spigoted clouds, and nurtures its myriad forms of life. Once upon a time the man in the Ercoupe was a boy in a Liberator over Schweinfurt or in a P - 47 over Iwo Jima. He was in the business of buying a future for himself - and for the land now beneath his wings. That was indeed a grim business. But this is what he bought and it is anything but grim - This Maryland countryside of his on a summer's day - this corner of his airman's world.

2004 Whooping Crane Migration

December 12, 2004

This program was, I believe, initially supported by EAA and usually brings favorable publicity for the association. I recall getting daily updates from EAA several years ago and sending them to my Mother as to the crane's progress.

Day 64 (Dec. 12); Citrus County, Florida

The migration was completed today as the 13 whooping cranes landed at Chassahowizka National Wildlife Refuge.

Our many thanks to Operation Migration, Inc. and all members of the migration team. You had a long haul, we're thankful that you all are safe and another successful migration completed.

Total distance traveled - 1204.4 miles [Map of the migration](#)

Twice The Lift, Half The Drag! Really??

We have all heard stories about perpetual motion machines and in this mode there was an article that seemed to go at least half way there. Bill Montagne was a motorcycle racer who turned into a computer/engineer/airplane designer. He claims to have designed a wing with “twice the lift and half the drag of anything in the world.” This kind of sounds like the stories you used to hear about the Stirling Engine that runs using an unbelievably small amount of fuel but in the case of Bill Montagne, you have to hope his design is practical. He claims to have made a basic Super Cub into what he calls [the Mountain Goat](#). It hauls a 1,330 pound useful load off the ground in 300 feet and he touts it as the “ultimate bush plane.” He claims a 10-knot reduction in stall speed over the Super Cub and a top end of almost 150 knots on 180 hp. Although the design may be revolutionary, the Mountain Goat shares some common problems with other aircraft. Funding to get certification and production off the ground is hard to find. He claims to have already spent \$4 million of his own money in developing the aircraft but needs another \$6 million to get into production.



[the Mountain Goat](#)

Anyone want to help out?

Mooney Aerospace Group Plan of Reorganization Approved by Bankruptcy Court

While serving as a volunteer on one of the Young Eagles days, one of the pilots giving the kids rides flew in on a Mooney Airplane. It was evident from the conversations of other pilots that a Mooney would be a fine addition to their own airplane collection as it was much admired. Coupled with this, my wife and I had the pleasure of touring the Mooney production plant in Kerrville. The tour was hosted by Robert Collier who is, I believe, a VP of the company and a retired Carrier pilot. Robert is quite a guy having landed on every active carrier in the fleet during his career including the USS Lexington, which is now moored at the [USS Lexington Museum on the Bay](#) in Corpus Christi, TX. Although I am not a pilot, it had occurred to me that if I were and IF I had the money, a Mooney would suit me just fine. When I ran across this news release, I thought it might be of interest to Chapter members as to the status of the Mooney Aircraft Co. Former Mooney Airplane Company stock will be repurchased from the current owner, Allen Financial Holdings, Ltd. and existing shareholders will be issued new shares of Mooney Aerospace Group, Ltd. bases on a reverse split of 3223 to one. With the bankruptcy behind them, the newly reorganized company can focus on the business of making airplanes rather than divert energies to resolving the many bankruptcy issues. In this regard a Ms. Gretchen Jahn has been named as the CEO.

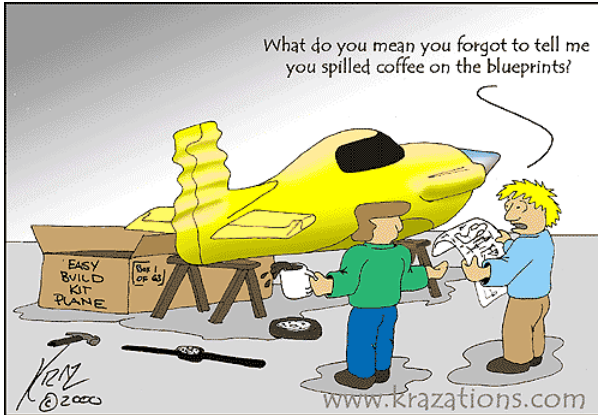
Mooney is one of those names you would not like to see disappear and having attended the *AirVenture* on multiple occasions, it is evident that Mooney owners are a very loyal group, with group arrivals being a major event in Oshkosh. Mooney currently sells 5 models of the M20, the highest performing four-place single engine piston-powered aircraft, now available with the Garmin G-1000 glass panel display. The company was founded in 1946 and has manufactured more than 10,000 aircraft worldwide. It has 7,000 customers in the United States and a 1,000 more over seas.

Let's wish Mooney every success. They are local, they are quality and when you next hit the lottery, you just might look to them for a way to celebrate.

<http://www.mooney.com>



Light Stuff!



Have Patience!



NY Eve Party Plane

Sponsors



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