



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

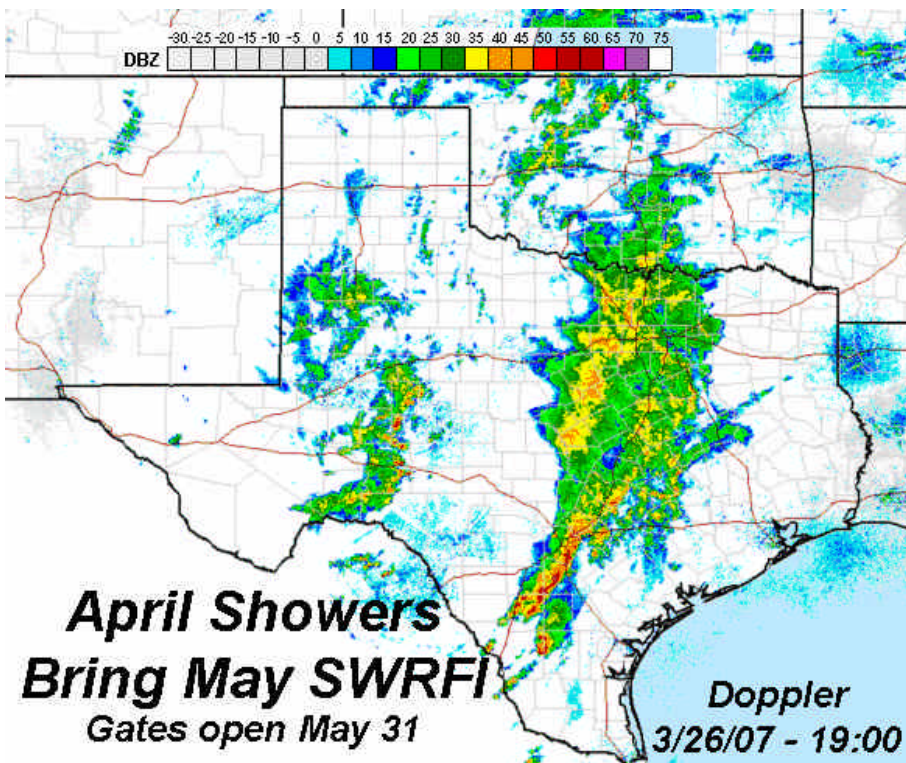
April 14, 2007

Place: *New Braunfels Airport Main Terminal Building*

Time: 10:00 AM

Program -Chapter 958 member **Jack Wright** will discuss his **Amphibian homebuilt, the "Salamander,"** which has been under construction for about 10 years as he moved about the country before settling in San Antonio. He is nearing completion of the project, with only the engine and nacelle remaining to be done. He will talk about the project, show pictures of the stages of construction, and answer your questions.

Board Meeting: Breakfast -8:00 AM, Airport Restaurant with board meeting at **9:00 AM Airport Terminal Building**



The Prez Sez

Now is the time to come to the aid of our aviation activities. The FAA has come up with a "friendly (???)" proposal to fix something that is not broken. They plan to replace the current *Aviation Trust Fund* financed by excise taxes on aviation fuel to a "*User Fee*" system. A user fee system would be much more expensive to administer and would provide \$1 billion less than the current system from 2008-2012 according to the President's own FY 2008 budget projections. The move to user fees is a move by airlines to shift more cost of the air traffic control system onto general and private aviation. This will stifle private aviation and flight training reminiscent of the time when liability insurance costs forced Cessna and other private airplane manufacturers to shut down production and flying was seriously curtailed and new pilot production was cut. This is the time when EAA Members must step forward to support EAA in their effort to stop this damaging legislation before it takes hold in the Congress. But we need EAA members to write letters to their Senators and Representatives to let them know how this unwise legislation will adversely affect our flying and future pilots. Get your letters out now. A short to-the-point letter or postcard is o.k. The number is what counts. Here are our local Congressman:



The Leader In Recreational Aviation

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Guadalupe County: Henry Cuellar, 401 Longworth House Office Bldg., Wash. DC 20515

Bexar County: Lamar Smith, 2184 Rayburn House Office Bldg, Wash. DC 20515

Caldwell/Hays Counties: Lloyd Doggett, 201 Cannon House Office Bldg, Wash. DC 20515

Senators: John Cornyn, 517 Hart Senate Office Bldg., Wash. DC, 20510

Kay Bailey Hutchison, 284 Russell Senate Building, Wash. DC 20510.

THANKS FOR YOUR SUPPORT OF EAA. SEE YOU AT OUR MEETING ON APRIL 14.

Jack Fairchild

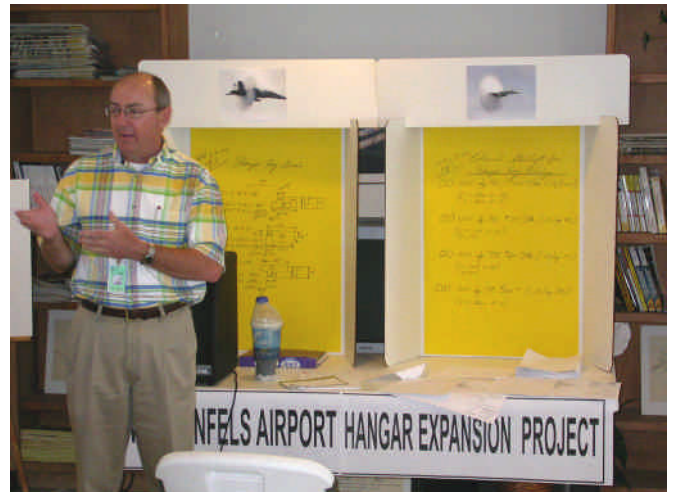


**Jack Wright's Nearly Completed Amphibian Salamander
Jack will be our April 14 Speaker**

March Meeting

March produced a great meeting. To start with there were two different varieties of sweet rolls so you know where our priorities are. One was provided by Mike Mueller, Treasurer, and the other by Larry Osborn of Wajid Oaks who was one of our speakers. Jack Fairchild, President, conducted the general business portion of the meeting with Mike Mueller once again announcing that we were solvent and Julie Weber proceeded to distribute the 2007 membership directories containing all current members, addresses, phone numbers and email addresses. This should make it easier to contact fellow members, especially when seeking advice on your latest project. Two new members were announced plus one who rejoined the chapter after an absence. One new member was Ralph Lemes of Bulverde. Although Ralph has not considered building an airplane, he has been either a military or commercial pilot for his entire career and is an excellent addition to the club.

Our main speaker, John Reagan, has quite a biography. Don Staats introduced John and informed us of John's long-term affiliation with EAA, having worked both EAA AirVenture and SWRFI. He is a big supporter of EAA and although he works for the FAA, he has many views that are right in line with EAA's positions. John proceeded to talk tower operations and how the tower should but does not always react to the tremendous



John Reagan

diversity of pilots and skill levels that they encounter on a daily basis. John was both informative and amusing and I believe everyone came away from his portion of the meeting with a better understanding of tower operations and also with access to national tower and controller operations through John, should the need exist. The chapter is most appreciative of his time spent not only

with our club but also for his on-going help that he has provided to EAA activities through the years.

Following John, Larry Osborn made a presentation of the proposed hanger space that was to be constructed at New Braunfels's airport. He had diagrams and basically was informing members of their availability and convenience. Unfortunately, of the some 100 pilots expressing interest in the facilities, far fewer have actually committed to contracts and unless Larry is able to stir up significant interest, the whole project is in Jeopardy. It was an interesting presentation and of course, the chapter



enjoyed the sweet rolls that he provided. Larry's business card has been included at the end of this article. If you have or know of anyone who has interest in the available hanger space, Larry would love to hear from you.

The conclusion of the meeting was conducted by Joe Corder. Joe talked about the newly constructed tower at New Braunfels and how it would effect airport operations. He concluded with a tour of the tower for those who had an interest. Again, Thank you Joe for the information and tour.



OUR LEGACY

Mike Short, Young Eagles Coordinator

Often we hear how as a part of the aviation community we need to encourage our legislators to support general aviation. I believe in the short term with enough activism we can maintain the current environment; however, long term I believe it may become extremely difficult. It is clear the number of new student pilots and the number of private pilot certificate issued continue to decrease every year; our support base over time is eroding from within. The EAA's mission is dedicated to providing aviation access to all who wish to participate. Through the EAA Young Eagles Program we not only have the opportunity to introduce young people to aviation we have an opportunity to inspire our next generation to support general aviation.

The following represents the basic Young Eagles pilot requirements:

- All participating pilots must hold an Appropriate Airmen's Certificate (Sport Pilot or greater)
- Pilots must possess a current Medical Certificate (if applicable)

- Pilots must be an EAA National Member
- Pilots must be current
- Aircraft Passenger Liability Insurance is required for aircraft being used
- Young Eagles registration form must be complete and signed by parent or guardian prior to flight



- The aircraft must be airworthy

Volunteer and we will create a legacy of aviation enthusiasm we will also leave a legacy of support. For

more information visit www.youngeagles.org or contact Mike Short bshort@satx.rr.com

Bits and Pieces

Rockie and Bulwinkle – This was a case of Bull Moose versus a helicopter and the moose, unfortunately lost. In Alaska the Division of Wildlife Conservation out of Anchorage was attempting to tranquilize a bull moose. Why? No explanation was given but the project involved a helicopter, an air gun and a moose. Once the moose was shot, it headed for the water and had the tranquilizer kicked in while he was in the water, there was a good chance of him drowning. The pilot, very probably a retired cowboy with herding experience, decided to use his helicopter as one would use a horse to direct the moose away from the water but the moose was Teed off and charged the copter hitting rear rotor. It was not a pretty sight and the damage done to the moose required that it be euthanized. Moose jerky for all at the Division of Wildlife.

Canada, Ah Canada! – I'm sure there are some very capable individuals in the Canada military but let's face it, in recent times Canada has not been a big participant in world military operations. Given some of their past leadership in the area of defense, you can speculate why and the following might give you a clue of why this has come to pass. Paul Hellyer, former defense minister, has become concerned about **Global Warming** and has issued a call to action for world leaders. "We need to persuade governments to come clean on what they know. Some of us suspect they know quite a lot, and it might be enough to save our planet if applied quickly enough." He is referring to "Alien Technology" gleaned from captured UFO's. This technology, he believes, is being held back and may well be the key to cleaner air and resolving the global warming crisis he feels we are now in. "OK, Paul, we'll get right on that. Thanks for the suggestion!"

All-Altitude Recovery Technique – Take a Look – Things keep evolving in aviation and they are not all technical in nature. Some things are simply basic problems like "uncontrolled flight attitude" (an interesting name for spins, stalls and basically, an airplane doing something that neither the pilot or manufacture intended.) Untrained reactions to these circumstances can often be wrong but an Arizona training school has developed what it calls **APS Emergency Training** and claims that outside of a fully developed spin, their techniques can, combined with proper knowledge and skill, allow recovery from a "wide variety of stalls, upsets, wake turbulence encounters and unusual attitudes encountered in fixed-wing aircraft." This is according to APS President Paul "B.J" Ransbury. The

technique works on virtually all aircraft from singles to heavy transports. Training is conducted in an Extra 300, an aerobatic aircraft used by many aerobatic performers. Training is two days and centers around five words, (push, power, rudder, roll and climb.) Sounds interesting and fun! For more information visit <http://www.apstraining.com/>

Gone but Not Forgotten - Boeing 747 – 400 Passenger Production Ends – This was truly the first commercial Jumbo Jet. It was as big as a house and gave the passengers little clue that they were flying. You entered, sat, watched a movie, ate bad food and soon you were in a new location. Magic!! The last Boeing 747 – 400 has rolled off the production line after a production run of 450. That does not mean, however, that the 747 is dead, only this version because there are so many variations of the original design that it just may fly longer into the future than its much older cousin, the B –52. The latest version, the 747 – 8 will be using new wings plus the far more efficient engines and is largely responsible for some of the difficulties encountered by Airbus's lagging sales of their super jumbo. Lufthansa has ordered over of 20 of this design, each of which will seat 466.



747 – 8

RV Makes 5,000th Flight – On February 14, 2007 the 5,000 RV built by Steve Fromhals of San Antonio, TX made its maiden flight. Vans can boast a new airplane every 2.5 days since they began RV production.

General Aviation Accidents Down for 2006 – While that would seem to be good news, it is both good and bad. As old pilots retire from flying, there are not enough new ones coming on line and that means a decline in number of hours flown. Fewer hours flown in this case means fewer accidents. Since 1990 there has been a 20% decline in hours flown but the accident rate has stayed at approximately 7.5 accidents for 100,000 hours flown.

Poachers Beware – What do you do with an old military airplane except park it in Arizona? Well Israel, the USA and France have begun to donate retired military aircraft to *Interpol* who in turn will refurbish the airplanes and use them in places like Kenya and other parts of Africa in an effort to reduce the poaching of endangered species such as Elephants and Rhinoceros'. Can't you just close your eyes and envision a poacher in a pick up truck taking a pot shot at some animal only to be strafed by a refurbished A-10! The whole idea just may work as long as they don't make too many rules of engagement for the pilots.

Young Eagles Turns 15 – In March the Young Eagle program turned 15 years old and after flying some 1,300,000 children supported by you, over 40,000 pilots, it is quite an accomplishment. Just think, that 14 year-old kid flying the first year may now be a 29 year old first officer on one of our major air carriers or he or she may simply be a general aviation pilot. EAA and our chapter thanks you for supporting this program.

Name that Plane

March's Plane of the Month



Beechcraft Staggerwing C-17B

Don Staats was the first to properly identify March's "Plane of the Month" as a Beechcraft Model 17 Staggerwing. There is a lot of historical importance to this airplane because it is literally an airplane that is responsible for the founding of a company. In this case, it was Beechcraft Aircraft Company, founded in April 1932. That is pretty significant in addition to being a pretty slick airplane on its own right.

Actually, the Staggerwing was designed by a Curtiss-Wright engineer named Ted Wells when he was working for *Travel-Air Co.* Although it is not clear to me how Walter Beech got involved, he did. He approached Curtiss-Wright management team encouraging them to begin production of this unique aircraft but they declined. Keep in mind that this was in 1932 and the recession was in full gear. The Staggerwing was definitely a high-end airplane originally designed to serve as a corporate aircraft. For its day it was much the equivalent of the *Gulfstream G200* midrange jet. It was fast, expensive and came at a time in our economy (much like the Beechcraft

Star Ship) when corporate travel was being cut back. When Curtiss-Wright took a pass, Walter Beech along with Olive Ann Beech, K.K. Shaul, engineer, Ted Wells and investor C. G. Yankey founded the *Beechcraft Aircraft Company*.

The First Staggerwing was test flown on 11/5/1932 and was delivered to the *Ethyl Corporation* in May of the next year. Unfortunately, it crashed in December of 1935 but sometimes good things come from bad. In 1973 the *Staggerwing Museum* was founded at the Tullahoma Regional Airport in Tennessee. In 1984 the wreckage of the first Staggerwing was collected and restoration began and with completion in 1990. You can see it plus 9 other Staggerwings at the Tallahoma museum.

<http://www.staggerwing.com>

The Staggerwing was not an instant success. Costing anywhere from \$14,000 to \$17,000 in 1933, it was expensive but not everyone was poor in the 30's and it found a market. Seating four with the interior

appointments of the finest luxury automobiles of its day, it began to take hold. From a design prospective, it looked very impressive with its staggerwing but that was not all for show. The rear wing was slightly forward of the upper wing for reasons other than looks. First, the pilot could see better and in those days, that was even more important than it is today. Second, lower wings stall first and the new wing configuration improved its stall characteristics. The design was basically a steel frame with the fabric-covered fuselage being faired by wooden formers. The plane had retractable landing gear, a rare feature for its day and even had wheel fairings for added streamlining. This was topped off by a 245 hp Radial Engine.

The airplane was a leap of faith with only 18 of these hand-built airplanes being sold in 1933 but it caught on with 424 Model 17's being sold before the start of WWII. During the war it was pressed into military service all over the world. Forces of the **Second Spanish Republic** bought some to be used as bombers and China bought some for use as ambulance planes. US Army Aircorp purchased their first military versions in 1938 and often used them as courier aircraft. Eventually 270 were ordered by the

military with another 118 being purchased or leased from private owners. All told 785 Staggerwings were built with production ceasing in 1949. It was around this time that Beechcraft started producing the 4 passenger V tailed Beechcraft Bonanza. Although physically much smaller, its capacity was just about the same as the Staggerwing and it cost about 1/3rd the price and was less expensive to operate and maintain. If you have to lose market share, it is always nice to do it to your own product.

Characteristics & Performance

- Capacity:**— up to 5 depending on configuration
- Weight:** oaded) – 4,250 lbs.
- Power Plant:**— P & W R-985 “Wasp Junior” Radial Engine
- Maximum Speed:**— 212 mph
- Cruising Speed:**— 202
- Landing Speed:**— 45 mph
- Range:**— 670 miles
- Rate of Climb:** 1,500 fpm
- Service Ceiling:**— 25,000 ft.

Sources:Wikipedia & www.staggerwing.com

Now can you name April's Plane of the Month?



April/May EVENTS CALENDAR (Courtesy of EAA and AOPA Websites)

Apr 17 - 23. -Lakeland, FL. Sun and Fun,Lakeland
Contact Information: Website: <http://www.sun-n-fun.org>
Telephone: 863-644-2431

Apr 21 — Lake Jackson, TX . LBX Spring Fly-In
Brazoria County Airport LBX Contact Information: Louis
Jones (979) 849-5755 Website:
<http://www.airport1.com>

Apr 26-28 — San Antonio, TX 11th Annual POA
Convention, San Antonio International Airport SAT
Contact Information: Laura Mason 520-299-7485
popapc12@aol.com Website:
<http://www.pilatusowners.com/>

Apr 27- 28 —Waco, TX Texas Aviation EXPO
2007,TSTC Waco KCNW Contact Information: Margy
Mahoney 512-454-9476 Website: www.txaa.org

Apr 28 - 29 — Galveston, TX 17th Annual Spirit of
Flight Airshow, Galveston International Airport GLS
Contact Information: Elizabeth Smith 409-740-7722
Email Address: <mailto:flight@lonestarflight.org> Website:
<http://www.lonestarflight.org/>

Apr 8 — Burnet, TX. Kate Craddock Field (BMQ). CAF
Bluebonnet Airsho. 16th Annual CAF Airshow. Warbirds,
Aerobatics, Parachute Jumpers. Gates open at 9am show
starts at 1pm. Tickets \$10 adults \$5 children.. Contact Clif
Walker, 512-756-2226

Apr 8 — Lufkin, TX. Angelina County Airport (KLFK).
East Texas Fajita Fly-In. Come enjoy Spring in East Texas!
See the Redbuds and Dogwoods blooming. Free fajita's and
reduced fuel prices. . Contact Don Lymbery, 936-635-
3144.

Apr 8 - 15 — Marfa, TX. Marfa Municipal (MRF). Marfa
Gliders' Mountain Wave Soaring Camp. Sailplane
enthusiasts gather for thermal and mountain wave soaring
in southwest Texas. Marfa Airport is at 5,000' msl,
located on a grassy plateau between Carlsbad Caverns and
Big Bend National Parks. Introductory glider flights and
instruction available. Contact Burt Compton, 800/ 667-
9464

Apr 12 — McKinney, TX. Collin County Community
College. Speaker/Program - Mike Huffman. Presentation
by Mike Huffman, the owner of Sport Aviation
Specialties, a Missouri based company that does a number
of things related to experimental aircraft. Contact Bob
Rogers, 972 761 2280

Apr 14 — New Braunfels, TX. EAA Chapter 958
Monthly Meeting. New Braunfels Airport (BAZ)
Terminal Building. 10:00 AM. Web: www.eaa958.org.
Tel: 512-357-6827

Apr 14 — San Marcos, TX. CAF Museum (KHYI).
Challenge Air for Kid's and Friends. Volunteer pilot's fly
disabled children for appr. 25 - 30 minutes. A wonderful
event for some wonderful kids.. Contact Todd McLelland,
214-351-3353

Apr 14 — San Antonio, TX. EAA Chapter 35 Pancake
Breakfast Flyin. San Geronimo Airpark (8T8, 122.9). A
few miles W. of San Antonio. Fabulous clubhouse and
new hangar. Raffles. Web: www.EAA35.org. Tel: 210-
680-0332.

Apr 14 — Temple, TX. Temple Draughon-Miller Airport
(TPL). Wings Over Texas Future Pilot's Day. Kids ages 9-
15 can come to learn about airplanes & take a ride at the
end of the class. . Contact Ron Stewart, 254-742-2359

Apr 14 — Uvalde, TX. Uvalde Flight Center (KUVA).
Annual Uvalde Fly-In. Come out to the Uvalde Spring
Fly-In. The best Fly-In in West Texas. Aircraft judging,
raffle, spot landing, flour bombing, & 20 cent rides. On
display- P-51 Mustang, T-28, T-33, J-3 Cub, Waco, Siai
Marchetti, Cessna Static displays & much more. Breakfast.
Contact Cynthia King, 830-279-0877

Apr 15 — Houston, TX. William P. Hobby Airport
(KHOU). Wings & Wheels Saturday at the 1940 Air
Terminal Museum. Enjoy vintage aircraft, vintage cars,
special guests, food and family fun. Admission is \$10 for
adults and \$5.00 for kids 12 and under. Admission
includes lunch, admission to Museum, static displays and
special attractions. Fly-in visitors welcome. . Contact
Francisco Gutierrez, 713-454-1940

**April 15 (Noon to 6 PM)-Apr 16 (10AM to 4 PM). San
Marcos, TX.** San Marcos Airport (HYI). CAF Centex
Wing Hangar. Sunday Apr. 15, Noon to 6 PM. Monday,
Apr. 16, 10 AM to 4 PM. Sports Car Rally/Fly-
in/Cockpit tours/airplane rides on Sunday/"Yellow Rose"
B-25 rides/ School Childrens Day Monday. Web: www.b-25yellowrose.com

Apr 17-23. Lakeland, FL. Annual Sun'n Fun Fly-in.
Lakeland Linder Regional Airport (LAL). [www.sun-n-
fun.org](http://www.sun-n-fun.org). Tel: 863-644-2431

Apr 20 - 23 — Austin, TX. Austin Bergstrom
International (AUS). Flying Physicians CME Meeting with
Radiological Society Annual Meeting. CME and aviation
safety lectures and group activities. Contact Fred Rader,
MD, 254/754-3868

Apr 21 — Gladewater , TX. Gladewater Municipal
(07F). Gladewater Annual . "Flap Jack" Breakfast 8a -
10a. "Runway Gumbo" Lunch 11a to 1p. City Events (2
miles). Free Rides both directions.. Contact Bob Tippens,
903-574-3641; Email. Website.

Apr 21 — Lake Jackson, TX. Brazoria County Airport
(LBX). LBX Spring Fly-In. Join us for flour bombing,
precision landing, and aircraft judging contests. Pancake
breakfast starts at 8AM, catered lunch at noon, awards
and raffle at 2PM. LBX is located 45 nm south of
Houston. . Contact Stephen Seth, 979-849-5755

Apr 21 — Tyler, TX. Tyler Pounds Field (TYR). Fly In/
Drive In Breakfast. Serving Breakfast 0800am to

1100am. Every 3rd Sat every month. Email for info, please put subject as CAP Breakfast. Contact 2Lt Koen, Emmett , 903/592-2426

Apr 22 — Conroe, TX. EAA 302 Fly-In, Lone Star Municipal Airport KCXO Contact Information

Apr 26 - 28 — San Antonio , TX. San Antonio International (SAT). 11th Annual POPA (Pilatus Owners & Pilots Association) Convention. Aircraft will fly into Million Air at San Antonio International (SAT). Convention rates have been negotiated at the Westin-Riverwalk in San Antonio. . Contact Laura Mason, 520/299-7485

Apr 27 - 28 — Waco, TX. Texas State Technical College (KCNW). Texas Aviation EXPO 2007. Five acres of ramp static display, a robust agenda of 60 hrs safety seminars, vendors showcasing their products & services, and an anticipated crowd of 700-1,000 attendees. Speakers include George "Pinky" Nelson, former Astronaut, and J.W. "Corkey" Fornof, movie stunt aviation character. Contact Tre Deathe, 512-454-9476;

Apr 28 — Conroe, TX. Lone Star Executive Airport (KCXO). Taildragger Crawfish boil fly in. Tail Dragger Crawfish boil Fly in Hosted by Ratcliff Development Group Serving Crawfish from 2pm - 6pm \$20 Includes Crawfish, refreshments, discounted AV

Light Stuff!



How Don Staats Must Feel Flying near SAT

Ahhhhhhhh!



For those of you who wonder what *Chuck Wood's* latest project has been, the above is self explanatory. Also, it is an excellent use of use that old Rotax R2800

Born to be Wild!!



The Future of Military Funding

★ THE EAA TEXAS FLY-IN ★



HONDO TEXAS

Friday-Saturday June 1 - 2, 2007



WWW.EAATEXASFLYIN.ORG

★ Young Eagles Flights on Saturday-Where Kids Fly FREE ★

Speaker: ★ GENE KRANTZ (NASA-Apollo Missions)

Demonstration flights ★ Forums & workshops ★ Aircraft manufacturers

Commercial Exhibitors ★ Food vendors & Banquet ★ Fly market

Camping sites & showers ★ Experimental Aircraft Association 

**Newsletter Editor – EAA Chapter 958
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