




Der Flügtag

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

March 2013 Issue



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Prez Sez

You might say hey Guy! Aren't you supposed to be working on that Dragonfly project? Why the <insert expletive of your choice> are you watching TV for while you have a perfectly good black hole out in the garage to throw your time, money and attention into? I don't have a good answer at this point so I'll just talk about what's on. Reality TV has long been the bane of sane people but somehow, no matter how sane you proclaim to be, we get suckered into watching shows that are in fact the electronic equivalent of junk food. For the guys you have your Deadliest Catch hookers, Wicked Tuna wanters, Duck Dynasty lovers, your Sons of Guns guys, Pawn Stars junkies, or American Pickers pickers. For the ladies you have your American Idol idolaters, Dancing With the Stars paramours, and Real Housewives gals. If you want to see gold you have your choice with Bamazon, Gold Rush, Bearing Sea Gold. Then you have the Ghost shows Ghost Hunters Ghost Adventures, Paranormal State, Paranormal Witness, Celebrity Ghost

Stories, and if you like gold mining and the paranormal you have Ghost Mine on SyFy. Also, there is the copious car and home makeover shows. Most all of the shows are cookie-cutter produced to such an extent that the all you have to do is swap each show's host, setting, subject and of course the characters (even they tend to blend together). Case in point and production technique #1: The Rehash. The Rehash is used to bumper a post-commercial break. They basically rehash the plot line of the story up to the point they left for the commercials before continuing on to new material. If used correctly, it shaves the actual content time of the 47 minute show to about 30 minutes. Technique #2: the cutscene interview is when the plot action is interrupted by an impromptu (read that as staged) comment by one of the characters this shave about 10 more minutes leaving 20 minutes of real content. Those are just two of the various and sundry plot devices employed by reality TV shows. Every one of these shows uses these same methods. It is rather tiring to watch and it seems to me that entertainment has truly become as lazy as some of the viewers, but there is Hope & Aviation Reality TV.

My favorites are the aviation-centric reality shows like Airport, Airline, Plane Extreme, Ice Pilots, Flying Wild Alaska, Aircraft Repo, and Alaska's Wild Wings. They bring a subject matter that is interesting to me personally. Sometimes I wonder whether they are creating interest in aviation or just in a lifestyle. It may seem that flying is well represented in reality TV but a closer look will reveal that what is shown is pretty sensationalized stuff like bush flying, extreme weather flying, transoceanic ferrying, commercial operations and repo work. The meat and potatoes GA flying that we are mostly involved with really does not have a sensational side that translates well to film. We are a pretty mundane group at the local airport with our hangar talk and weather stories&it almost never comes to blows save for the occasional spirited argument. Getting cut off in the pattern is, on most occasions, is usually handled by a radio call and nothing more. Getting a bill for an annual might result in severe gastric distress but that is fodder for Pepto-Bismol or Alka-Seltzer commercials and not TV shows. Doing your first power-on stall may seem horrific but, on camera, it does not rise to the level of terror one needs to rival a good ol' fashioned paranormal show. The avionics salesman at Oshkosh might seem like a real character&but he's pretty tame by some old salty sailor's standpoint&and his products are usually a bit cheaper per ounce than gold&but not by much. Getting stalked by an FAA guy at a ramp check will usually not result in a Bear Grylls moment. No and we are a pretty tame bunch by TV's standards.

I do have an idea for an experimental reality TV show though. So here's my pitch: A group of grizzled-tech savvy Experimental aviators and builders are called in to....wait for it....Help a guy finish his project! You can bring in star experts like Dick VanGrunsvan, Burt Rutan, Jim Bede, Chris Heintz, William Wynne or Tony Bingelis. Or in the case of a warbird one of the many celebrities who have become synonymous with the type. They quickly asses the plane project, get the finishing parts and within a few weeks, and a sizeable crew they get the project ready for the test hop. Much like Overhaulin' the recipient aviator comes back on a later episode to assist the crew with someone else's project. There is one bugaboo however...It's never a great idea to put that much pressure on the test flight knowing it will be televised. The technical challenges and the fact that more people will become more familiar with what we do in experimental aviation would be a boon to our organization. Plus I'm pretty sure those "I didn't know you could do that!" people would be more likely to act on the curiosity factor. But perhaps I'm just daydreaming.

Next meeting is going to be at the usual place: (KBAZ) terminal building and at the usual time 10:00 AM Saturday March 16th. The presenter is John Harris and he will do a Flight Review Ground School which sounds exciting! Remember for April's meeting (20th) we will be meeting at Ron Mudge's hangar in Bulverde and it will be a pot luck lunch so start thinking about what you are going to bring!

Coming of Age

March 7, 2013 by [Jamie Beckett](#) for General Aviation News

General Aviation is dead. If it's not dead, it's dying. If it's not dying, it's paralyzed with a sickness that manifests itself in the form of high prices, lousy service, ancient participants, and a generalized sense of ennui among the spectators at the fence line. You've read these charges, and I'm here to tell you they're bunk.

This twisted logic is a prime example of pure, unadulterated, down-in-the-dumps nonsense. It's the sort of thing that sounds good and can get a crowd to believe the hype. But it's not true.

GA isn't dead, it's in transition. In human terms it's going through a period of change, not all that different from the change that occurs when an optimistic, energetic, action-oriented 10 year old transitions into a slightly more serious and somewhat less energetic 19 year old with a job, a full course load at college, and a significant other he or she would like to spend more time with. Simply put, GA is growing up.

After nearly 100 years of boundless enthusiasm, relentless growth, massive technological leaps into the future, and an explosion of popularity that is only surpassed by humanity's adaptation to electricity and the automobile – GA is going through a period of transition. And that's a good thing.

You can't be young forever. Even Peter Pan had a tough time with the idea of perpetual youth. That's true for GA, too. It's grown a bit, is learning to accept some limitations, and is finding a way to set its sights on more attainable, if slightly less ambitious goals.

Perhaps private ownership of an airplane isn't as practical for most people as we might like. That's not the end of the world. The club model still exists to fill the need for some. Partnerships work for others. Fractional ownership is an option that was a true oddity not long ago, but is becoming more mainstream every day. And there's nothing wrong with renting for those who fly less frequently but would still like to have access to an aircraft they're proud to get some altitude in.

Many of us have a tendency to see GA as a binary business. It's either thriving or dying. There is no in-between for this crowd. Unfortunately, they've been seeing the dark gloomy base layer of a very dark cloud deck for a long time. Their focus has been so laser-like, they've failed to notice the bright silver lining higher up, where the sun glints off the puffy, cheerful upper reaches of those same clouds.

For those who haven't noticed, kids are beginning to get involved in aviation again. What's more, there are educational programs being launched from coast to coast. Many are born and run from the offices of highly respected learning institutions and aviation bases of operation. There is hope for a new tomorrow, with a new population of pilots who have a fresh, vibrant appreciation for GA's role in the US economy, and the world at large.

What makes all these good things happen, of course, is the active involvement of GA participants. Let me give you a good example.

I invited a young man out to the airport the other day for a chat. Our first appointment came and went, the victim of last minute scheduling conflicts that couldn't be avoided. But on the second visit he arrived with a smile, a firm handshake, and settled in for a conversation about the opportunities available in aviation. That chat lasted for more than two hours. He met with retired airline pilots, mechanics, business owners, and flight instructors. With each new face came new information and new contacts. He took notes.

By the time he left the airport he had met more than half-a-dozen airport regulars. He'd spent some time in the pilot's seat of an airplane too. That was a first for him.

He came out the next day with his son, and asked if the two of them could replicate the cockpit experience to get a photo or two. By the time they left, the son was enamored of aviation, and the father was noticeably pleased. He even talked about bringing his own father out to see the sites at the local airport.

By the next day this young man had a Facebook post up with photos of his visits. His post raved about the great time he'd had and his new-found interest in GA. He had successfully transitioned from being moderately interested in aviation to being a full-blown aviation enthusiast in a single weekend. That's progress.

My young friend may never own an airplane. He may never even take the substantial step of learning to fly. Then again, he might. Either way he's out there today talking to people he works with about what an inviting, exciting, inspirational place the local airport is. And that's beneficial to all of us.

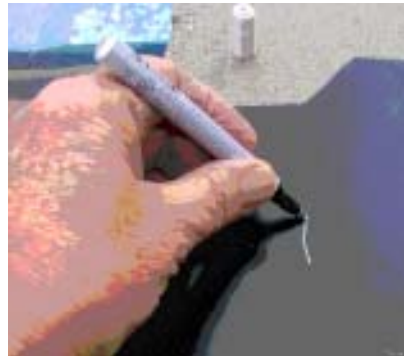
GA isn't dead. It's not sick either. It's growing up, stretching its legs, and getting ready to launch off in a whole new direction. This time, the trip will be planned out with a better understanding of the challenges ahead, and will be driven by people who have the experience and the tools to make a more viable and long-lasting GA model work.

I have hope. You should have hope, too. Better yet, you should seriously consider becoming a participant. Because if I can have an impact, so can you. And if both of us have a positive impact, we might just inspire a third person to get into the game. Just think of the possibilities if we get that ball rolling in the right direction.

FROM THE SHOP



Small bar clamp was found at McCoy's lumber. It's only 8 inches long but is great for clamping and holding small parts (approx. \$6)



When marking lines, dimension etc. on dark material, pencil or pen lines can be difficult to see. A white line pen available from craft stores such as Michaels makes it much easier to see your work on those dark materials (approx. \$2)

BUILDING TIPS WANTED

Do you have some tips or construction techniques you'd like to share? Send them to r.h.ross@verizon.net and we'll put them in upcoming newsletters.

From The Editor

Remembering SWRFI

It doesn't seem that long ago when New Braunfels was host to the South West Regional Fly In. It was a grand demonstration of the creativity and resourcefulness of homebuilders and restorers to the general public. It allowed the kids of the next generation of central Texans to see what creativity, hard work and stick-to-itiveness can produce. Of course those days are gone, and there are more politics and regulations both nationally and locally than we care to discuss. It kinda makes you want to throw your hands in the air and say "What can we do?" But if we look around, there plenty to do, starting with Club participation, and getting involved with groups like the young eagles, boy scouts civil air patrol and other groups that have aviation components; or volunteering at schools to pass on your bits of aviation knowledge to students who may have never seen a small airplane up close. Its all a matter of getting started and saying "what can I do" or "who needs help"



SWRFI in New Braunfels, 2003