



# Der Flügtag

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

June 2013 Issue



The Leader In Recreational Aviation

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## Next Chapter Meeting

Terminal Building  
New Braunfels Airport  
June 15 ,2013, 10:00 am

## Prez Sez

### Small Miracles

It seems sometimes that you need to take a break and peer backwards into the past to truly appreciate something. I recently attended the Spring Air Fair event at the old Kingsbury Aerodrome in Kingsbury Texas. It was both a surprisingly low-key affair and an exciting departure from the larger Airshow events that I normally attend. My stay at the show was quite short-lived for me due to the crowd I was travelling with...since I tend to want to linger around planes. The Bleriot replica and the Fokker DR-I and a Jenny were exceptional examples of the types. Special care was made to make them appear as authentic as possible. A Marquart Charger was representing the homebuilt crowd. A contingent of 0-1 Birdogs from the area were in attendance. There were more than just planes there to look at as there was a substantial collection of antique cars and motorcycles there as well. The notables for me were a Buick 218 V8 Wildcat, a Jeffery Quad four wheel drive truck (used extensively by Black Jack Pershing in WWI), A Buick Straight Eight Roadster, and a 1914 Triumph motorcycle. Just having the chance to see them fire that century old Quad truck up and drive it around was enough to stir my inner gearhead! There was a small contingent of antique aero motive engines as this museum specializes in building /restoring the WWI era aircraft. A Le Rhone rotary engine caused me to launch into an unwanted description about the crankshaft staying fixed to the plane as the cylinders spun around. As my wife has become accustomed to...my detail also stayed on course as I examined the antique Curtiss OX-5 V8 from Jenny. Immersing yourself into this sort of laid-back play-it-as-you-go event brings one to truly appreciate life at a less frenetic pace. There was no announcer pacing an aerobatic performer through his routine...just music. Although there were much newer examples of aircraft, cars and motors it was indeed a celebration of the past. Replete with a grass strip it was simple air fair for a simpler time...a small miracle.

The atmosphere here had a palpable sense of less technological time when all that machinery was untouched by complexity and electronics. Reliability meant simplicity and performance relied on human precision and skill (...it still does but we have a lot of help from our friend the electron these days). Antiquity should always evoke such raw feelings about all of our endeavors great and small...it is a connection to our history...a connection to the significance of those that came before us and what they managed to do with the limitations of their time. I see in this place an America in which the machines of the age have a craftsmanship in every component and a durability that flies in the face of modern consumerist mentalities. These machines had durability without advanced metallurgy, they were forged with the essence of the men who built them, and they had character. These are the machines that **hands** built. Built often on a crude assembly line using rudimentary tools and techniques they seemed to exude the pride of the builders. This was not the era of maximizing profit potential or volume sales. Men wrought machines that did things that were not possible a few years before.



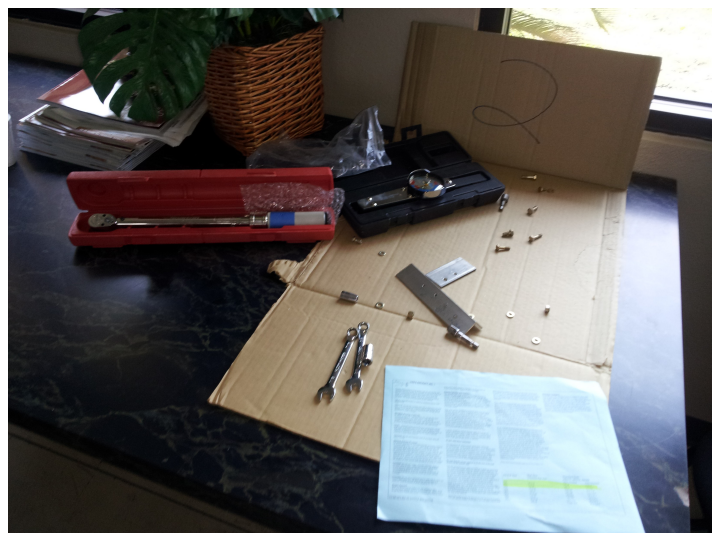




On a different note we held the chapter skills event during May's meeting. Due to the light turnout we tried to scale the event back a bit but managed to pit two teams in a close completion with the winning team leaving the proud owners of bright orange "Homer Boxes". I will leave it to always excellent Larry New, the event organizer, to give you a rundown of the results. But I thought I should include a few pictures of the event. The Fredricksburg trip was moved to the 29<sup>th</sup> of June so that the event organizer (Larry New) could be present for the festivities. Our meeting for June should be held at the normal time (10:00AM) and at the normal place (New Braunfels Terminal Bldg) on the normal date (6-15). Barry will present the Chapter video and I am working on getting a presenter at this time.

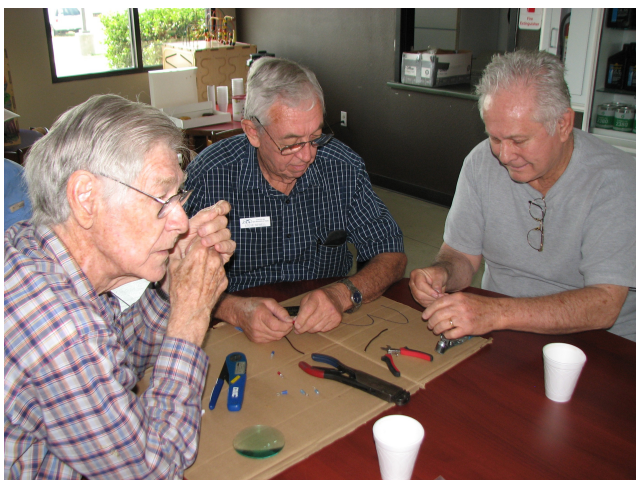


Larry had tool boxes for the winning team



Lets see...which torque wrench to use?





How does this wire fit the terminal?



Lets see... this thing-a-ma-jig goes into that whatzit

## Notes from 5/18 EAA Chap 958 Meeting

Next Young Eagles will be in the Fall

Report By Jack Fairchild from a Meeting of the Texas Aviation Association. Report indicated that General Aviation accidents have remained approximately the same as the last two years and is still higher than professional groups (airlines etc.). Most prominent factor is loss of control/lack of proficiency. Safety pledge cards were handed out to keep as reminders (see below).

### TXAA Pledge for Life **i PLEDGE**

1. To Eyeball Each Gas Tank
  2. To Check Weather Before Flight
  3. NO VFR Into IMC
  4. No Stalls – Keep Up Speed
  5. No Buzzing
  6. Shout “Gumps” On Approach
- And do the checks each time –

“NOT TO CRUNCH IT OR DIE WHEN I FLY”  
For ME, my PASSENGERS, my FAMILY

### **i PLEDGE**



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**i PLEDGE**

### Remember **PLEDGE**

- P** - Peek at each gas tank
- L** - Look at weather
- E** - Elude VFR into IMC
- D** - Do not stall • Keep up speed
- G** - Ground hurts • No buzzing
- E** - Exclaim • Shout “GUMPS” on approach





## ***Which to buy:***

### ***ipad vs. iPad mini, or wait for next Generation updates?***

**By: Charles Moore**

Macworld UK's David Price has posted an omnibus guide to addressing questions those facing the iPad vs. iPad mini conundrum may have. Specifically, do you go with the iPad 4 with Retina display, the iPad 2, or the iPad mini? Or, is it prudent to wait for the iPad mini 2 or iPad 5? Should you even get a new iPad at all if you already have one?



What storage capacity should you go with? Will Wi-Fi be adequate, or do you need cellular connectivity?

The overview answer is along the lines of “different strokes for different folks,” and there’s no one size fits all solution. The right iPad for you depends on your needs and tastes.

#### **First, do you need one at all?**

I dithered about this for a year before deciding to take the plunge with an iPad 2, and I’ve never regretted it. My first love is still my Mac laptops, but I’ve become totally addicted to the iPad and would now hate to be without it, although it remains very much a complementary device to my anchor Macs. In my estimation, trying to replace a PC totally with an iPad would simply impose too many compromises and limitations.

Other than the obvious portability advantages, there’s really not anything you can do with an iPad that you can’t do—probably more efficiently—with a MacBook, so in that sense I agree with David Price when he says he’s not convinced anyone truly needs an iPad, noting that more than a computer, it feels like a luxury device. While you can derive great joy from one, “need” is a strong word. However, an exception (and likely a fairly common one) is that if your computing requirements are simple and rudimentary—mainly email, web browsing, word processing, games, perhaps a bit of photo optimization and so forth—you can probably stick with the PC you have and rely on a new iPad instead for the bulk of your computing activity, saving some money in hardware capitalization.

#### **Do you already own a 2nd gen iPad?**

Price notes that if you already own an iPad, the issue gets a little more complicated, and it depends on what you’ve got. The original, first-generation iPads April 2010 are well past their “best before ...” date, especially being as they can’t run iOS 6, much less the forthcoming [iOS 7](#), so that locks you out of more and more new and updated app software. Some full-size iPad owners may be hankering after the iPad mini, but in practical terms, the mini offers only iPad 2 performance (its better camera being an exception).

## Or do you already own a 3rd gen iPad?

If you have a third-generation iPad, there is little objective sense in upgrading to an iPad 4. The 4 does have a faster processor and Apple's new Lightning interface connector (the latter may be a mixed blessing if you have 30-pin interface peripherals). But the third-generation iPad has the same Retina display as the 4th-gen, and the two models are otherwise comparable.

## Should you wait for the iPad 5 or iPad mini 2?

What about the rumored iPad 5 and iPad mini 2? The latest scuttlebutt is that they will be along in September or possibly October, the second generation mini perhaps a little earlier (my hunch is that it will be both in late September).

On Monday, Max Wang and Adam Hwang reported at Digitimes that trial production of the 5th-generation 9.7-inch iPad will begin soon, with volume production to begin in July. Monthly shipments ramping up to 2-3 million units, and the product will hit Apple Store and reseller shelves in September, according to Taiwan supply chain insider sources.

Wang and Hwang say the new iPad's Retina display will remain at 2,048 x 1,536 resolution, the same as the screen used in the 4th-generation model, except that the latest iteration will be built on a glass substrate of 0.2mm, thinner than the 0.25mm one used in the 4th-generation device. Plus, the iPad 5's enclosure will indeed have a narrow bezel, according to the rumors.

The reporters further note that the touch panel solution for the 5th-generation iPad is GF2 (1 layer of glass and two layers of ITO film) instead of the G/G bonding used in the 4th-generation iPad. According to sources, it will be illuminated by one LED light bar for backlighting, compared to the two LED light bars used in the 4th-generation iPad. I understand why Apple is doing this, given the success of the iPad mini and the popularity of 7-8-inch tablets in general, but it sounds like compromise is likely on ruggedness and optimum backlighting, neither of which is, for my purposes, a worthwhile tradeoff for the 25-33% lighter weight and trimmer dimensions than the 4th-generation model. If there were also any substantial power or features enhancements with Generation 5, I would be obliged to reconsider, but for now it looks like I'll be upgrading to a 4th-gen iPad.

## What about specs?

As Price notes, the fourth-generation iPad is the fastest, most powerful iPad that's been made to date. No matter which way you go, Price advocates buying as much storage as you can afford. I agree in theory, but in practice I have lots of free space on my 16GB iPad 2 after two years of intensive use. However, I don't have large music or video collections. For pilots, who want to use ForeFlight, WingX, etc., the 32GB iPad has sufficient memory to store ALL the North American VFR, Low Level, and High Level Charts along with the complete Airport database.

As for cellular, you may, or may not, choose to purchase that feature. For pilots, who wish to use the weather features of their flight software **in the air**, the appropriate ADS-B receiver will work well with Wi-Fi only support.

## Conclusion (of sorts)


Price thinks it's increasingly difficult to make a compelling argument for buying the iPad 2, and I agree. As I noted, I'd really like to have an iPad 4, and may well end up with one as my next upgrade once 4s make it into the Apple refurbished stream and after I see what the iPad 5 has to offer.

For pilots of most small aircraft, the iPad Mini would be the better choice (due to limited space), however, I would wait for the release of the next generation in the fall.



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Barry Ganaske also sent these slides from an AOPA forum he attended. It appears that if we have any of These conditions it would be prudent to obtain a worksheet for the respective condition from the FAA and have it filled out when going for the flight physical.



**WHAT IS CACI?**

- If the airman has brought in the correct documents and meets the requirements as stated in the Guide for Aviation Medical Examiners (the online handbook that the AME can refer to for their medical evaluations), the AME may now issue you an unrestricted medical certificate **without** calling the FAA for verbal or written permission to do so.

- Arthritis Worksheet
- Asthma Worksheet
- Glaucoma Worksheet
- Hepatitis C Worksheet
- Hypothyroidism Worksheet
- Migraine Worksheet
- Pre-Diabetes Worksheet
- Renal Cancer Worksheet
- CACI Hypertension Worksheet

**Editors note**

Just a reminder to please submit pics, aviation info, project reports, shop tips etc for publishing in the newsletter. Thanks for the help.