



Der Flügtag

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

July 2013 Issue



The Leader In Recreational Aviation

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Next Chapter Meeting

Terminal Building
New Braunfels Airport
July 20, 2013, 10:00 am

In Memorium

This past month Chapter 958 was saddened by the loss of one of its own. Peter Dankelman, age 74, of New Braunfels, passed away on June 27, 2013 doing what he loved, flying, in the New Braunfels area.

He was born April 2, 1939 in Staten Island. He is survived by his wife, Joyce West Dankelman; his three daughters, Debra, Sandra and Laura Dankelme available to all membersan; and brother, James Dankelman.

He graduated from Curtis High School, Staten Island. Peter continued his education at the [University of Georgia](#) attaining a master's degree and became a math teacher for grades 7-12 and Junior College. He had several successful business ventures. His most cherished avocation was aviation, achieving the rating of certified flight instructor and building his own airplane.

He volunteered at St. Peter's Hospice in Albany, for seven years and felt very blessed and rewarded in doing this volunteering. Peter felt his most cherished gift in life was his Catholic faith.

Chapter 958 Aviation Library

Philip Steele is currently involved in accumulating books, video's etc for a chapter aviation library that would be available to all members. Currently he has two books and a EAA DVD on sport pilots. The books are Katherine Stins`on the flying schoolgril by D.L. Winegarten, and Fighter Pilot the memoirs of Robin Olds. These Items will be avavailable for any and all chapter members to sign for reading or viewing. I will all so be asking chapter members do donate any aviation related books etc. for same. Please see Philip to borrow or donate to the cause.

Wanted

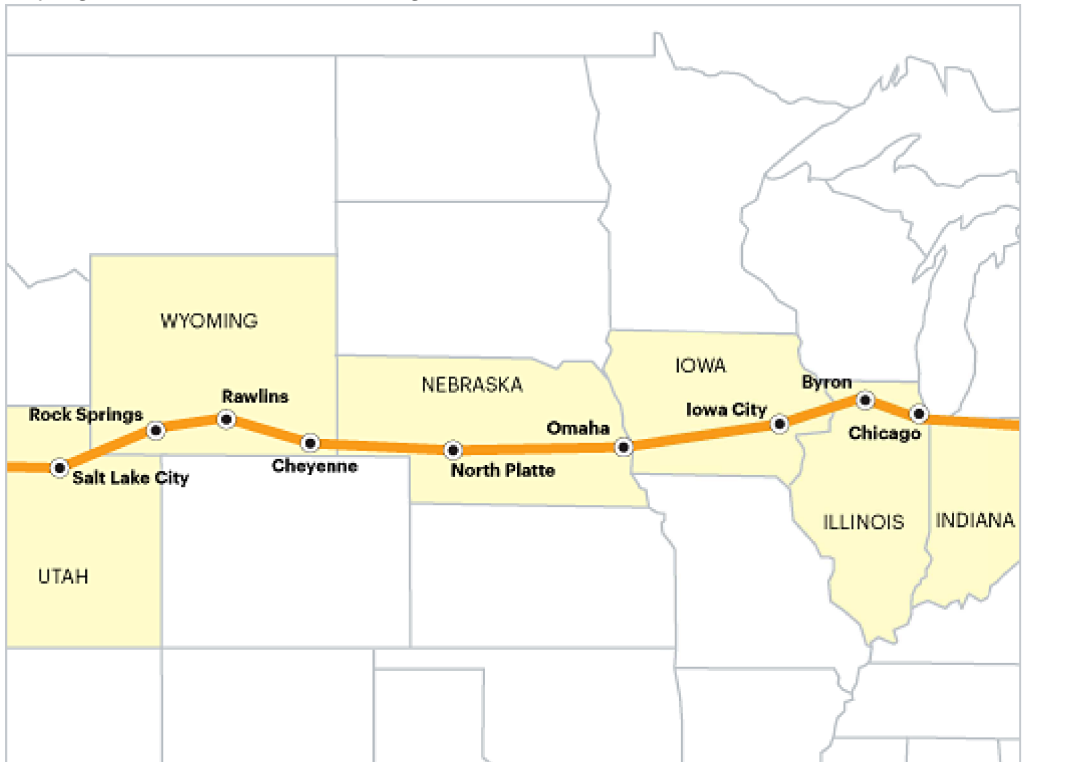
Photos and text from the happenings at Airventure for publishing in the Newsletter.

Giant Concrete Arrows That Point a Way Across America



Courtesy of [Aviation Archaeological Investigation & Research](#)

Every so often, usually in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling: a ginormous concrete arrow, as much as seventy feet in length, just sitting in the middle of scrub-covered nowhere. What are these giant arrows? Some kind of surveying mark? Landing beacons for flying saucers? Earth's turn signals? No, it's...The Transcontinental Air Mail Route



(Giant Arrows cont.)

A re-creation of a 1920s map showing the route of airmail planes; the dots are intermediate stops along the course.

On August 20, 1920, the United States opened its first coast-to-coast airmail delivery route, just 60 years after the Pony Express closed up shop. There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and night flying was just about impossible.

- The Postal Service solved the problem with the world's first ground-based civilian navigation system: a series of lit beacons that would extend from New York to San Francisco. Every ten miles, pilots would pass a bright yellow concrete arrow. Each arrow would be surmounted by a 51-foot steel tower and lit by a million-candlepower rotating beacon. (A generator shed at the tail of each arrow powered the beacon). Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in just 30 hours or so.
- Even the dumbest of air mail pilots, it seems, could follow a series of bright yellow arrows straight out of a Tex Avery cartoon. By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs, Wyoming to Cleveland, Ohio. The next summer, it reached all the way to New York, and by 1929 it spanned the continent uninterrupted, the envy of postal systems worldwide.
- Radio and radar are, of course, infinitely less cool than a concrete Yellow Brick Road from sea to shining sea, but I think we all know how this story ends. New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940s. The steel towers were torn down and went to the war effort. But the hundreds of arrows remain. Their yellow paint is gone, their concrete cracks a little more with every winter frost, and no one crosses their path much, except for coyotes and tumbleweeds. But they're still out there.

Registration still open for Build A Plane Teachers' Day

July 12, 2013 by [General Aviation News Staff](#) [Leave a Comment](#)

BuildAPlane, a non-profit aviation education organization, in cooperation with the General Aviation Manufacturers Association and the Experimental Aircraft Association, will sponsor Teachers' Day at AirVenture again this year in Oshkosh.

The event is scheduled for July 30, and will expose teachers to a variety of programs that allow educators to put aviation in classrooms, from middle school through high school grades.

"We are amazed how many great opportunities are out there to use aviation to engage and motivate kids to learn," says Lyn Freeman, Build A Plane's president. "Today's students respond to real world applications, and aviation really captures their attention."

Presentations will be given on materials available from private industry, the federal government and aviation organizations that expose students to all aspects of aviation, from vocation to avocation.

Participants will have the opportunity to take part in a number of hands-on presentations and to speak directly to program specialists. A wide variety of free take-home materials will be available for all attendees. A special keynote address will be provided by Patty Wagstaff, international aerobatics champion.

"There are some truly remarkable aviation programs for the classroom available. Not only can teachers use aviation to motivate kids to learn science, math, technology and engineering, but this is a chance to allow their students to start a lifelong love affair with aviation," says Katrina Bradshaw, BuildAPlane's Executive Director.

"And all teachers get a free wristband to attend AirVenture for the day after the presentations."

Organizations presenting material at Build A Plane's Teachers' Day include the Federal Aviation Administration, the National Air and Space Museum, AOPA, AMA, EAA, Learn to Fly, Aviation Explorers and more.

Teachers' Day at AirVenture is made possible by the support of the EAA, GAMA, the Wolf Aviation Fund and NCASE.

Attendees participating in Teachers Day can receive one Graduate Credit from Viterbo University. A special rate of \$220 has been provided. Additional information can be obtained at lee@viterbo-online.com.

Registration for the free event is available at BuildAPlane.org, and space is limited

Required checks: What's needed for an Experimental to Pass an FAA Ramp Check?

by Brendan O'Riordan, CFI A&P

About the Author:

Brendan O'Riordan attended the University of Nebraska at Kearney, where he attained his flying ratings and graduated from Utah State University in Logan Utah, where he received his A&P. He has been flying since 1990 with about 2300 hours logged to date. He holds both a CFI as well as an MEI (multi-engine instructor). As a mechanic he has worked on planes from as small as 152's up to C-97's, DC-3's, C-130's and a couple other big radial and turbine airplanes that are used as firebombers. Brendan is 28 years old and works at Velocity Inc. in Sebastian, Florida.

I see airplanes from time to time fly in that have not had the required inspections performed or are missing placards that are needed for the aircraft to be legal. Just to remind everybody what is required on our airplanes to be legal I will list inspections and when they need to be performed and a list of placards that are commonly overlooked.

1. Logbook entry for Phase one flyoff.-The first thing we need to address with an experimental airplane is our phase one fly off period. When our phase one period is over we need to make sure the required log book entry is made so that we are legal to continue with phase two.

2. Condition Inspection -The next obvious inspection is our condition inspection. This is to be performed every 12 calendar months by either the designated repairman or by an A&P Mechanic.

3. ELT Batteries-ELT batteries must be changed when the transmitter is in use for more than one cumulative hour or when 50% of the batteries useful life has been exceeded.

4. VOR check-If your airplane is IFR equipped within the preceding 30 days the VOR equipment must be operationally check in accordance with FAR 91.171. Remember you should also maintain a record in the airplane of this. I have always used a small spiral notepad.

5. Pitot Static Check-Again for IFR flight your pitot/static system needs to be checked within the preceding 24 calendar months. There are also some commonly missed placards that people overlook that you need in your airplane to be legal.

- Data Plates. This one seems like a "No- Brainer" but believe me, people forget them and inspectors overlook them. If you refer to section 9 in AC20-27D the data plate needs to be fireproof. It also needs to be mounted on the outside of the airplane near the tail and visible to a person standing on the ground. (FAR 45.11)
- EXPERIMENTAL - The word Experimental needs to be in a place where it is visible to all passengers getting into the airplane. Minimum of 2" high letters. If you have two doors sticking this on one door and not on the other doesn't work. You need to get it on both or somewhere in the cabin where it is visible from both doors.
- Passenger Warning- THIS AIRCRAFT IS AMATEUR-BUILT AND DOES NOT COMPLY WITH THE FEDERAL SAFETY REGULATIONS FOR STANDARD AIRCRAFT. This warning must be in full view of all passengers.
- Compass card - This is the most common card to missing from airplanes, Experimental or Certified. You need to have a compass deviation card in the airplane, displayed on or near the compass.
- AROW- Airworthiness, Registration, Operating Limitations and Weight and Balance. Your Airworthiness certificate needs to be displayed in full view of all passengers. Not buried in your logbook. Operating

(Required Checks, cont.)

Limitations refers to the Phase one, Phase two operating limitations that Your DAR gave you when your airplane was signed off. Most pilots incorporate the Weight and Balance and their Pilot Operation Handbook into one using Velocity's POH filled in with their own weight and balance data. If you do this remember to put your N-number on the cover of the book. Remember that even though we are all flying Experimental aircraft we have to abide by the rules. Missing one of the above items could at the least ground the airplane if caught on an FAA ramp inspection. A pilot flying that airplane could also face suspensions of their license and even though you pay your insurance it could be null and void if your aircraft does not comply with these items. So check your airplane out and keep up with those inspections.

Improve General Aviation Safety

What is the issue?

While commercial aviation continues to have a strong safety record of 2 years without a fatal accident, the NTSB continues to investigate about 1,500 accidents each year in general aviation. In many cases, pilots did not have the adequate knowledge, skills, or recurrent training to fly safely, particularly in questionable weather conditions. In addition, the more sophisticated "glass" cockpit displays present a new layer of complications for general aviation pilots. And not only are pilots dying due to human error and inadequate training, but also they are frequently transporting their families who suffer the same tragic fate.

What can be done . . .

In our general aviation accident investigations, the NTSB sees similar accident circumstances time after time. Adequate education and training and screening for risky behavior are critical to improving general aviation safety. For example, guidance materials should include information on the use of Internet, satellite, and other data sources for obtaining weather information. Training materials should include elements on electronic primary flight displays, and pilots should have access to flight simulators that provide equipment-specific electronic avionics displays. Knowledge tests and flight reviews should test for awareness of weather, use of instruments, and use of "glass" cockpits. And there should be a mechanism for identifying at-risk pilots and addressing risks so that both the pilot and passengers can safely fly.

Human error in general aviation accidents is not solely a pilot problem. Aircraft maintenance workers should also be required to undergo recurrent training to keep them up to date with the best practices for inspecting and maintaining electrical systems, circuit breakers, and aged wiring.

Statistics

General aviation has the highest aviation accident rate within civil aviation. The rate is 6 times higher than for small commuter operators and 40 times higher than for transport category operations. Although the overall general aviation accident rate has remained relatively steady at an average of 6.8 per 100,000 flight hours, the components of that figure have changed dramatically over the last 10 years. In particular, personal flying accident rates have increased 20 percent, while the fatal accident rate has increased 25 percent over the same 10-year period. The NTSB sees this statistic play out frequently, having investigated an average of 1,500 general aviation accidents each year, in which more than 400 pilots and passengers are killed annually.

Texas honors general aviation's 'critical' role

By Dan Namowitz

Who is general aviation, and what does GA do in Texas?

There are many examples to point to. But if you want to see a wide cross-section of the length, breadth, economic impact, and community support that GA can offer, surveying the Lone Star State's GA activity is a good way to start.

By offering flight training at the local airport, helping to protect farmers' crops, and closing the deal for major companies who want to relocate to the state, aviation facilities and services in Texas keep scoring bull's-eyes. And it is happening across a sprawling air transportation network that includes almost 400 general aviation airports and more than 31,000 registered aircraft that generate economic activity—direct and indirect—of [\\$14.6 billion](#), according to a state study.

In official recognition of general aviation's wide and critical reach, Texas is one of the states and national aviation organizations that observed November 2012 as Aviation Appreciation Month, as heralded by a [proclamation](#) from Gov. Rick Perry.

Aviation represents "a critical component of our economy and our way of life," Perry declared, calling on Texas residents to learn more about aviation's role, and recognize the contributions of the industry's hardworking participants.