




Der Flügtag

EAA Chapter 958 New Braunfels, TX
Where every day is a good flying day!
February 2014 Issue



	
<i>The Leader In Recreational Aviation</i>	
	Page
Meeting Notice	1
Prez Sez	1 & 2
Camaraderie	2 & 3
Redbird Location	4
Quicksilver EMG	5
Pilot Shortage	6 & 7

February Chapter Meeting At Redbird Skyport

Chapter 958 will be meeting at Redbird Aviation at the San Marcos Airport Saturday February 15 at 10:00 am. All members are encouraged to attend. (See pg. 4)

Prez Sez

Howdy 958

I receive several magazines every month. They project my interest in and my passion for those subjects. They are quite varied and include horses, cattle, ranching, flying, aircraft, motorcycles, and class A trucks. More than one person has commented on having such a strange combination of interest. After some reflection it simply speaks of how I was raised and those people that had influence on my life. I joined EAA and chapter 958 to pursue my interest in aviation. Which is for me to own and fly my own plane. I've made a great many discoveries and had many questions answered with having become a member of the chapter. Most every thing that I've experienced has led to the formation of my plan to start my journey into the flying community. I will say honestly that I have enjoyed my time with this chapter.

Over the last year I've concluded and finalized my path to becoming a pilot, and how to get into a aircraft. Like most people I have to plan, account for finance, and work around family, job, and life. But although this happening I'll say some what slower than I and probably others care that it would, it will get under way this year. I have run into and worked through a number of issues which at times seemed unmovable. Without the opinion, knowledge, and willingness of members to express thoughts and stories it may have taken somewhat longer. I know that I am not the most eloquent speaker nor the most flamboyant president this chapter has had. I am just an average guy trying to make some ones hopes of being able to fly come true. Making there journey a little easier along the way. Hoping that they will then some time down the line return that knowledge and help to some one else. A few months ago a EAA member from New Mexico came through New Braunfels with some maintenance problems. With the help, knowledge, and support of our chapter he was able to remain on schedule, had his aircraft fixed, and did not cost him an arm or leg. This to me is why we exist as a chapter to promote and extend help to the aviation community.

The last couple of years have presented this chapter with some issues that for me and others simply have not been resolved. The February chapter meeting will take place on the fifteenth of February 10:00 am. At the Redbird / Skyport F.B.O., Address is 2080 Airport Dr., San Marcos airport (KHYI) San Marcos, Texas. These issues will be announced and addressed to their resolution. These will be discussed and will be resolved if it takes the next months meetings to do so. So if you have opinions, concerns, Etc. I urge all members to attend this meeting. This will be your opportunity to speak out and be heard. I can not stress the importance of your attendance at this meeting. Whether we remain a viable EAA chapter is at stake. Hope to see all members on the fifteenth.

Phillip Steel

WANTED

Photos and information about members projects and shop tips, tricks and ideas for the newsletter



Camaraderie, Growing Your Chapter, and Hops & Props

Trevor Janz By Trevor Janz, EAA 594477
EAA Manager of Chapters and Eagle Flights

It has been a pleasure reading all the chapter newsletters that come in this time of year. The majority have photos of annual banquets and holiday parties, illustrating what EAA is all about. When we sent out a survey early last year, we asked you to provide one word that describes why you are an EAA chapter member. The number one answer was camaraderie. Community was number two.

It truly is all about the people, and it was nice to see so many with young families in attendance. Some chapters, such as Chapter 75 (Iowa-Illinois Quad Cities), had Santa Claus visit for the kids, making it even more family friendly.

As we go deeper into 2014, many chapters have asked how they can continue to grow and maintain members. One way to maintain membership and continue to grow is becoming family friendly. Some chapters have activities for the kids, such as pedal planes, coloring, balsa wood aircraft flying, remote-controlled aircraft build nights, and much more. These chapters have found that when the entire family can participate, this keeps people coming back. Remember, the kids will eventually become chapter members. Continue to reach out to the entire family of your members.

Also, consider the day of the week that you have your monthly meeting. Check local after-school sports and activities, and even religion nights. If you will be competing against an evening of kids sports and programs, the parents will be there and not at your meeting. For example, Friday night is not a good night for attendance.

Paul Poberezny once told me that he really enjoyed seeing the families grow over the years. At conventions, he would see the members, then their children, then their grandchildren, and in some cases, their great-grandchildren coming and being a part of EAA.

Another way to grow chapters and participation is to host an FAA Wings Program at your hangar/club-house or local airport. When properly promoted, this will attract many pilots in the area that may or not be EAA members. It will give you the opportunity to show them what EAA and chapters are all about. Prior to the FAA Wings seminar, take some time to talk about your chapter and all your activities and highly recommend to visitors that they join - you could provide complimentary memberships to get them started.

Learn more about how to host an FAA Wings Program (FAA Safety Team).

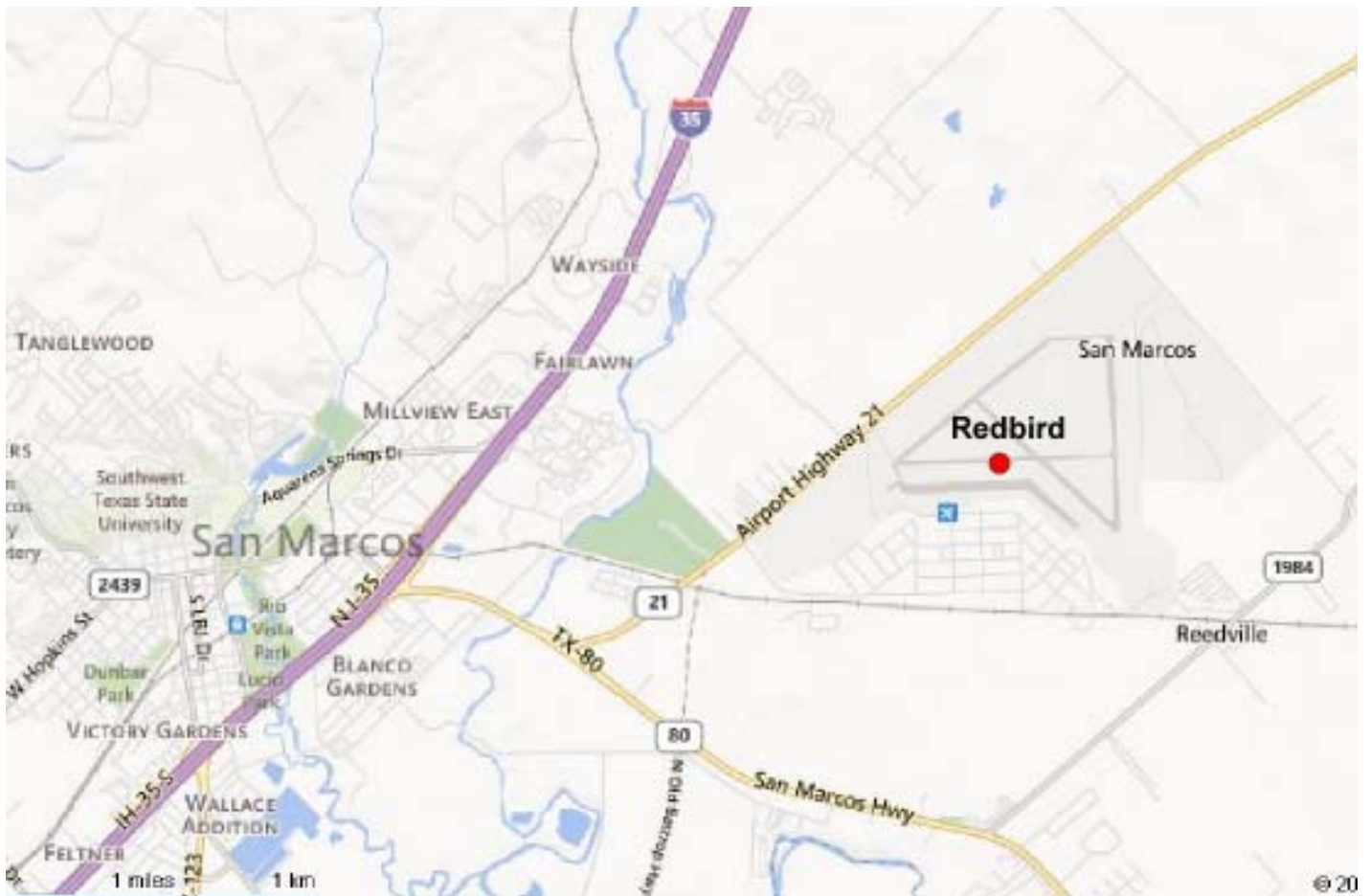
This past November we had more than 30 chapter leaders attend the Chapter Leaders Academy here at Oshkosh. The next one is planned for Friday to Sunday, March 7 to 9. The seminars are great, but we find more is learned by talking with other chapter leaders from throughout the country and sharing ideas. You pay travel, but your lodging and meals are all covered. You stay at the Air Academy Lodge on grounds. Sign up here for the March Leaders Academy.

On Saturday, March 8, during the Leaders Academy, EAA's annual Hops & Props event will take place in the museum. It's also recommended that if you want to attend Hops & Props, you should purchase your tickets in advance.

As we start the New Year, I want to thank you for all you do for EAA and for all your support. Please remember that here at the chapter office, we work for you.

**New meeting location for Chapter 958
at REDBIRD Skyport
at San Marcos Munciple Airport**

**IMPORTANT Meeting
All members are encouraged to attend**



I35 From New Braunfels, Right on TX HWY 80 then Left on hwy 21



Quicksilver EMG Makes First Flight

Adventure Aircraft, a subsidiary of Rainbow Aviation, announced the successful first flights of its new Electric Motor Glider 6 (EMG-6). This aircraft is a joint collaboration between Adventure Aircraft and Quicksilver Aeronautics. The EMG-6 flew on December 20, 2013, at Corning Municipal Airport in Corning, California, and was piloted by aircraft designer Brian Carpenter. The glider was towed aloft by a 400-cc Honda quad runner.

Although the aircraft is equipped with a small electric motor to fit into the FAR Part 103 category (allowing for flight without an FAA pilot certificate), all of the initial flight tests were conducted as a pure glider without any of the drag reduction enhancements and without the use of power.

Flight testing will continue into the spring with a multitude of different configurations: pure glider, glider with a single-engine electric sustainer motor, 40-hp single-engine, twin-engine, and tri-motor configurations. Testing will continue by evaluating several combinations of speed fairings, gap seals, and cockpit enclosures, most of which will be manufactured from lightweight carbon fiber materials. The EMG-6 aircraft can be built as a single-place, FAR Part 103 ultralight and then legally converted at a later date into a two-place experimental aircraft. The folding wing and folding tail design reduces the machine's storage footprint, making it possible to fold the aircraft and store it in your garage at home.

With a gross weight design limit of 750 pounds, theoretical flights lasting as long as three hours are possible using current battery technology. The prototype aircraft will be flown initially with two 20-hp brushless Predator 37 motors manufactured by Plettenberg of Germany. The motors, controllers, batteries, and propellers are all of -the-shelf components currently used in the giantscale, radio-controlled aircraft industry. Adventure Aircraft also feels there are several other viable powerplants that are currently available.

This aircraft can be built as an experimental amateur-built aircraft, and it can be flown with a fixed-wing sport pilot certificate without a glider rating as long as the aircraft is flown as a single-place aircraft. Additionally, a glider pilot can fly it as an electric-powered glider with multiple engines without a multiengine rating. No medical certificate is required. Adventure Aircraft hopes to offer an entry-level kit near a \$10,000 price range and is diligently working on a fast-build kit requiring less than 80 hours to assemble.

While Adventure Aircraft currently uses a four-wheeler to tow the prototype, thousands of aircraft are capable of towing the EMG-6 (with a tow speed range from 30 to 60 mph). Learn more about the EMG-6 at www.ElectricMotorGlider.com.

Small aviation businesses say pilot shortage could drive industry into the ground



Joshua Lindsey/AP - In the past three decades, production of single-engine planes, such as this Cessna 172, has nosedived from 14,000 per year to fewer than 700.

By J.D. Harrison, Published: February 9 E-mail the writer

In the past several decades, the number of private and recreational pilots across the country has plummeted, as has the number of small aircraft being manufactured — trends that some say have been accelerated by increasingly strict federal regulations.

If the decline continues, it will spell trouble for entrepreneurs such as Austin Heffernan, who runs an aircraft maintenance and repair company in Hagerstown, Md. He was one of several small-business owners asked to testify last week during a congressional hearing on the state of the general aviation industry.

“We see many more pilots leaving general aviation than we see new pilots getting started,” Heffernan told the House Small Business Committee, later adding that those pilots “are the main market for many of the on-airport small businesses that make up the general aviation industry.”

In addition to maintenance firms such as Heffernan’s, which employs 14 people, the industry includes thousands of flight training schools, parts manufacturers and air cargo companies, the vast majority of which are small firms, according to data collected by the Small Business Administration. Those businesses depend on pilots to buy their products and services — and that has become a serious problem.

Since 1980, the number of pilots in the country has nosedived from about 827,000 in 1980 to 617,000, according to the Frederick, Md.-based Aircraft Owners and Pilots Association. During about the same period, data from the General Aviation Manufacturers Association in Washington show that production of single-engine planes plunged from 14,000 per year to fewer than 700.

Some have attributed the declines to rising fuel prices, waning interest and heightened flying restrictions following the Sept. 11, 2001, attacks. Others say the recent economic downturn has left fewer people with discretionary income, further accelerating the decline in the past few years.

But at the hearing last week, Heffernan and other employers pinned the blame largely on federal regulators, who they say have built a complex maze of red tape and bureaucratic hurdles that deter pilots from obtaining and renewing their licenses, which hurts small businesses like theirs and the broader aviation industry.

“One of the biggest problems facing us is the pilot population, and putting more requirements in front of people that stop them from flying is a real problem,” John Uczekaj, chief executive of Aspen Avionics, a small aviation electronics firm in Albuquerque, said during the hearing. Among the most onerous hurdles for pilots, he said, is the Federal Aviation Administration’s medical certification requirements.

Under the current rules, private and recreational pilots under age 40 must pass a comprehensive medical exam every five years. Once they hit 40, the renewals are good for only two years.

The requirement is “a definite detractor to business,” Heffernan told the committee. He and several lawmakers noted that the closest individuals come to a medical exam when obtaining a driver’s license is usually a vision test. Meanwhile, most boat operators do not need any medical certifications.

Rep. Chris Collins (R-N.Y.), a pilot himself, called the rules an arbitrary intrusion into the lives of private pilots. Collins recently sponsored legislation that would allow many non-commercial pilots to use their driver’s licenses in lieu of medical exams, as long as they fly small planes, carry fewer than six passengers and stay below certain speed and altitude limits. A similar proposal was submitted directly to the FAA two years ago by aviation groups, but the agency has not issued a response.

While FAA officials did not reply to requests for comment, the agency’s administrator, Michael P. Huerta, last month apologized in a letter to AOPA for failing to take action yet on the proposal. He did not, however, set a date to address the matter, and he emphasized the importance of ensuring “that such an unprecedented change will not result in any adverse impact that could lead to degradation in safety.”

Kenneth Button, a professor and director of the Center for Transportation, Policy, Operations and Logistics at George Mason University, issued a similar safety warning during his testimony last week. He argued that an accident in the air generally leaves pilots in a more precarious position than those on the road.

“One involves two-dimensional safety, one involves three-dimensional safety,” Button said. “Have a heart attack in an airplane, and you’re coming down. Have a heart attack in a Winnebago, and you drive to the side of the road.”

Committee Chairman Sam Graves (R-Mo.) pushed back, arguing that he “could make the same generality the other way around — you have a heart attack in a Winnebago, you’re going to cross the line and kill somebody.” Graves later urged the FAA to do “a much better job of working with stakeholders so it can better meet the needs of those it regulates and boost the industry, rather than drag it down.”

If not, and the number of pilots continues to descend, small aviation businesses won’t be the only ones running into problems. It could hit large commercial airlines, too.

“Where do commercial pilots come from? They come from, by and large, general aviation,” Button said, directing attention to a report by Boeing estimating that the global airline industry will need nearly a half million new pilots over the next 20 years and suggesting that, “in many parts of the world, a pilot shortage is already here.”

“If we are going to have commercial pilots, we need a healthy GA business,” Rep. Richard Hanna (R-N.Y.), also a pilot, said during the hearing. “And GA is really in big trouble.”

WHAT CAN WE DO!!!