



Der Flügtag

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


January 2013 Issue

Experimental Aviation



The Success Continues...

EAA Chapter 958

 <i>The Leader In Recreational Aviation</i>	
	Page
Prez Sez.	1
From the Editor	2
Calendar	3



EAA Skiplane Fly-In Set for January 19
(Photo from the 2012 skiplane Fly-In)

Next Chapter Meeting
Terminal Building
New Braunfels Airport
January 19 ,2013, 10:00 am

Prez Sez Happy New Year

I have no illusions of becoming a commercial pilot this late in the game. I have known many retired pilots who flew for the majors over the years and it seems like I would have enjoyed the opportunity to become one myself. I started flying in a time when military pilots were staying in longer and most carriers were starting to hurt for pilots. The private flight schools were seeing an influx of new foreign students and many schools catered to that clientele and then 9-11 happened. Since then the airlines have enjoyed one of the most robust downturns in the economy from an airline revenue standpoint. When they should be losing money and laying huge blocks of machinists and pilots off and the lions-share of majors are either slimming down/merging or updating their liveries. The orders for new airliners have been what I would call steady and robust in a down-turned economy. In the midst of this: enter Sen. Chuck Schumer and his bill to bump the flight time requirement for non-university flight students to 1500hrs. Notice I said non-university and this means Utah Valley State, Embry Riddle, Southern Illinois State, Hallmark and the like will now enjoy an artificial advantage over the mom and pop flight centers as they allowed to apply an unspecified number of "college hours" to the 1500 requirement. The mom and pop approach was a broken system with highly variable results from various flight instructors. Instructors that were in many ways predominately focused on building hours. I did experience this myself on more than a few occasions. I know. Let's solve the problem by making those people spend more time (read that as money) to get to the same result! It seems like a typical government solution and their usual ham-handed approach to

legislating result! It seems like a typical government solution and their usual ham-handed approach to legislating somehow managed to come up with a far worse idea: make the process more expensive and cumbersome for everyone and except for a select targeted group. The goal was to produce more competent and proficient pilots was sort of left in the weeds. It has been reported that there is an impending pilot shortage. But will qualified commercial pilot candidates will be harder to come by in the future? The answer seems to be a resounding yes. My personal third law of social momentum states that "Perception is nine-tenths of the law" for example: Airplanes cost money + aviators fly airplanes implies (=>) aviators are rich! I know it is a typical Post Hoc Ergo Propter Hoc argument but these types of things make real sense to non-thinking persons. If the perception is that we are all independently wealthy to begin with + safety above all other considerations => pilots will afford it because it is the safe thing to do! Never mind the fact that we will be stretching the workforce thin and canceling flights which bumps the cost for airline tickets (creates an artificial competition for tickets) ol' Chuck is flying on government airways anyway so he doesn't have to deal with the mess he has made. Our goals in aviation are to be as safe as possible; however, a law never actually creates safety. At best it should make a better environment for safe behavior. A secondary goal in aviation is to make aviation as accessible to those who would pursue the dream of flight; however a law never actually makes anything cheaper or more accessible. Whenever a new rule or regulation is applied a newly imposed (and possibly hidden) overhead cost is brought into play. The spirit of this new law is simple: As long as you go to college and you can be a commercial pilot and don't even try to do it your way! Instead of proposing a rule or program that would help the oncoming shortage of commercial-grade pilot candidates we have a rule that marches us back on a different path. A possible answer to the problem is to extend 65+ yr. old experienced commercial pilots a chance to continue teaching professionally as long as they remain healthy (or interested) enough to do the job. There is some exceptional experience wasted there. What about creating specific aviation training pell grants open to candidates looking to earn a professional pilots degree? With the insane amount of money this country pays for people not to work or pursue useless degrees why not spend some on a potential burgeoning job market? Of course we would have to call it a "Green" energy technology to officially waste government money on it. Maybe I'm wrong, maybe Sen. Chuck Schumer is a visionary and sees us all flying without pilots in robotically piloted aircraft!&uhhh no...no he's definitely just a moron. (And that's not what I would call visionary.)

Our next meeting will be at the terminal building at KBAZ at 10:00AM. We will need to do some chapter business such as vote new officers in and renew chapter memberships. We have a few proposals to consider as well so please try on making it out! I have been working on getting a program together for the meeting but the holidays have made the task a formidable one. I'll see what I can dig up!

From The Editor

I'd like to briefly introduce myself to the members as the new editor for the newsletter. But first I think everyone owes a debt of gratitude to Richard Weber for 8 years of dedicated service to the club producing the newsletter. Thank you Richard!

Twenty years ago I produced and edited the newsletter for Chapter 12 in Houston - back when we were still printing, folding, stamping and mailing the club newsletter. Whew! Thank goodness times have changed. The digital age has certainly made it easier to gather and compose information and pictures on just about any given topic. (As well as help clean up my terrible typing skills.) Some of the things we tried to put in the newsletter were of course the presidents message, and chapter relevant topics that included pictures and stories about member projects and aircraft. (Some of the member owned production planes has historical and/or unusual stories too). We also tried to include hints and tips from the shop, local and area aviation activities, youth projects, war stories and other topics of interest.

With this, my first newsletter for EAA Chapter 958, I would like to solicit input from our membership about what you would like to see in the newsletter. My goal is to make it something that is meaningful and relevant to the chapter and perhaps something we can share with friends who might be interested in flying or with the youth who may someday find their way into the cockpit. Please forward your suggestions aviation events, photos, shop tips etc. to me at: r.h.ross@verizon.net.

Happy landings,
Russell Ross

2013 Aviation Happenings in Texas (250 mi. radius)

Jan 15, 2013 - Apr 23, 2013	<u>Private Pilot Ground School (PPGS)</u>	Fort Worth, TX, USA	208 miles	<u>http://www.eaa.org/calendar/eventdetail.aspx?id=14195</u>
Jan 17, 2013	<u>Annual Dinner</u>	Katy, TX	140 miles	<u>http://www.eaa.org/calendar/eventdetail.aspx?id=14412</u>
Feb 5, 2013	<u>February Monthly Meeting</u>	Houston, TX, USA	179 miles	<u>http://www.eaa.org/calendar/eventdetail.aspx?id=14419</u>
Apr 13, 2013	<u>Chapter 1219 Cook's choice Fly-In</u>	Lufkin, TX, USA	221 miles	<u>http://www.eaa.org/calendar/eventdetail.aspx?id=13684</u>
May 24-25, 2013	<u>Ranger Fly-In & Airshow No.6</u>	Ranger, TX	193 miles	<u>http://www.eaa.org/calendar/eventdetail.aspx?id=14327</u>
Jun 8, 2013	<u>EAA Chapter 1219 Cook's Choice</u>	Lufkin, TX, Angelina	221 miles	<u>http://www.eaa.org/calendar/eventdetail.aspx?id=13687</u>