



Der Flügtag

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

September Issue

Experimental Aviation



The Success Continues...

EAA Chapter 958



The Leader In Recreational Aviation

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Next Chapter Meeting

Terminal Building
New Braunfels Airport
September 21, 2013, 10:00 am



**In Memorium
Paul Poberezny
1921-2013**

Prez Sez

Abiding faith and the passage of time

I was thinking about the passing of the EAA founder and homebuilding champion Paul Poberezny today. His 91 years on the planet were fruitful and powerful...his passing is significant. I was thinking about what it took to bring an organization up from its humble beginnings to the immense organization that it is today. Paul then Tom oversaw all but the last few years of operations...so you can say the family built this (I won't insert a political reference here). Paul and Audrey worked at the growth of the organization for a good portion of their lives. They would probably tell you it **was** their life. Having to step away from that body of work had to be hard (or easy depending on how you look at it). Personal struggles and the victories that come from them define and defy explanation in the same breath and they are the literal embodiment of man's struggle to achieve. I never met Paul personally but I have met people like him. Maybe not on the scale of what Paul built but they are builders. Builders have a special type of ambition. Ambition is a funny word in the vernacular and it conjures all manner of meanings and inflections from pride and drive to zeal to avarice...it really depends on the context. There exists a type of ambition that hides from the outside world, in a sense. It is a burning drive to succeed and exceed; to succeed where others fail and

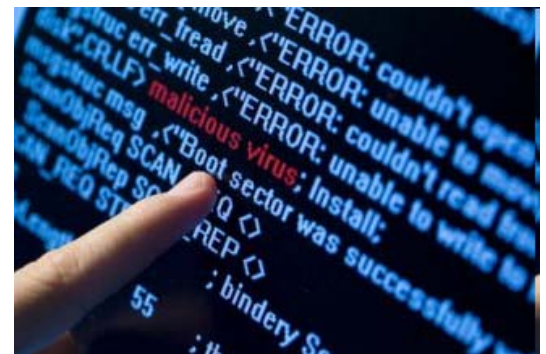
(Prez Sez from pg 1)

to exceed one's own expectations. It doesn't brag but does have pride. It is within all of us and this is the voice that nags on you to work on your project or create with your hands. It burns in you while you are in the moment. It builds the dream in one little seemingly insignificant step at a time. I'm sure Paul and Audrey woke up one day to see their organization and the force that it has become, and wondered where did all this come from? But they knew...they were there through it all. Until every piece finds its place, until every rivet is bucked, and every screw is turned the dream remains a dream, the creation an idea, the work becomes sweat, the time from past to future: a marvel can be born. All the while and as time passes you don't see the work anymore or the time or the sweat that has been spent. You know it is there but don't sense it for some vague detachment sets in as you witness things come slowly together. Then there are the setbacks and disappointments that plague all who strive to achieve any goal. Paul certainly had those to deal with as we do all. A setback like the quench in the forge can serve to harden our resolve or embrittle our mettle. It can serve as an impulse to move forward or sledge to crush our resolve. The difference is that a Challenge is met with an expectation to ultimately overcome and a defeat is met with the desire to accept the outcome. If Paul could be said to embody the art of the challenge then his organization should embody that as well. Though we tend to disagree with our organization's approach at times...it is easy to appreciate Paul Poberezny's marvel. It was created with abiding faith in doing for oneself, the power of the individual, of the sum of the effort and the passage of time.

I think the August meeting at the CAF hangar went pretty well. It was well attended, The CAF guys were busy detaching the tail feathers (actually all of the fabric-covered flying surfaces) of the B-25 Yellow Rose for a recover and paint. I even got some stick time on the old Hyster forklift on the assist. Getting out of our surroundings every once-in-a-while is a great thing. I had to make an announcement to the guys that I will be stepping down as President at the end of the year. I had thought that I might be getting a promotion at work but plans have changed and it's time to start looking for a new opportunity...which in most ways is **more** time-consuming! I welcome any nominations or suggestions since we have only a couple more meetings between now and the Christmas party...and we have to start planning the Christmas party! We will be moving the November meeting to coincide with the Elm Creek Flyin on Nov. 3rd. September and October meetings should be at the NB Terminal at the normal time 10:00AM. See you guys there!

Malware Mining Civil Aviation Data

A computer security company, TrendMicro, Thursday reported that it has found a particular family of malware gathering information "related to the civil aviation sector." The company says that the intentions of the latest targeted information gathering are not clear, but the programs are "now being used to gather intelligence about the civil aviation sector in the United States." The particular malicious program is called Sykipot, a "malware" program that has been known since 2007, according to the company, and



has traditionally attacked other industries including telecommunications. The new attacks "indicate a certain level of expertise and funding," says TrendMicro, which offered basic advice for self-defense.

The best defense against the Sykipot malware is to keep your computer systems updated with the most current security software. Sykipot attacks normally arrive via email attachments that exploit applications

(submitted by Barry Genaske)

Good reasons to check your weight and Balance



EVA Air Boeing 747-45EM taking off from runway 36L at Amsterdam - Schiphol, Netherlands.

The great timing and angle just makes this shot, and the size of the 747, looks surreal. The distance to the fence was 145 meters (475ft). Yikes! I wonder if anyone computed the takeoff distance prior to the trip. This is an amazing picture of a disaster that didn't happen. From the smallest airplane to the largest, weight & balance calculations are a critical part of flight safety. From the looks of this 747, the weight was within the CG envelope, but if they'd added one more 'marshmallow' to each snack tray, this BIRD might not have cleared the fence!

(cont. from page 2)

like Adobe Reader and Microsoft Office but has evolved to use a target's operating system, web browsers and Java scripts. The security company says that the new attacks are not especially more sophisticated than older attacks associated with the same malware. But the campaign is "just sophisticated enough to be effective." It has been targeting U.S.-based entities and outside of civil aviation the company advises that "other U.S. sectors should also be aware and able to identify it."

7 Good Things About General Aviation

By John Zimmerman - from January 2013 Air Facts

Pilots are famous for being passionate about flying, but they're also famous for being pessimistic about flying. Plenty of pilots like to grumble about the state of aviation these days, decrying high fuel prices, expensive airplanes and an intrusive FAA. If only we could go back to "the good old days," they say. We're not completely innocent here at Air Facts, either—just read our Special Report from a few months ago. Judging by some of the comments, general aviation is in a death spiral.

For an outsider or a new student pilot, this negativity can be very discouraging. Why invest lots of time and money into a hobby or profession that seems so hopelessly weak? If the people who are already pilots think it's so bad, why would anyone new want to join in? Indeed, we do ourselves no favors when we emphasize the negatives and ignore the positives.

What positives, you say? How can there be any good news in a world of \$7 avgas and \$700,000 piston singles?

Call me hopelessly naive if you want, but I think there is still a lot to be thankful for as pilots. With that in mind, I'd like to offer seven good things about general aviation right now:

Air Traffic Control

Air Traffic Control free for GA pilots – something to appreciate.

1. Start with the obvious, but under-appreciated, fact that the US is still by far the best place in the world to fly (sorry international readers). Both the infrastructure and the culture provide a strong foundation for aviation in general and private pilots in particular. Just unfold a sectional and look at how many airports there are in the US—and they're not all in major cities either. Then consider the great service we get from Flight Service and Air Traffic Control (heck, even most FBOs) without paying user fees. There is probably no other place on Earth where you can take off with an iPad and a credit card and fly across the country—no flight plans, no government approval, and no radio required. That's real freedom, and it's to be appreciated.



2. The Light Sport Aircraft market is robust. Sure, LSAs aren't \$50,000 like some had hoped, but this is still a vibrant niche, with entrepreneurial companies competing fiercely with each other to design higher performing and less expensive aircraft. Pipistrel thinks it can build a sub-\$100,000 training airplane. That may sound expensive, but against a \$300,000+ Skyhawk, it's radical innovation. And Pipistrel is hardly the only company with big ideas. In fact, the most common complaint is that nobody can keep track of all the new companies in the market. True, it's somewhat chaotic, and it's unlikely that all of these companies can survive—but when's the last time you heard pilots complain about too much competition?



Cessna JT-A

Cessna's Jet-A sipping 182 isn't revolutionary, but it's an encouraging sign.

3. In a related area, aviation companies are finally working on new engine designs. For decades, avionics have advanced rapidly, but engines have been stuck in the 1940s. This while gas prices have rocketed into the 21st century. That's finally starting to change, as diesel and electric powerplants are getting a serious look. Cessna introduced the Skylane JT-A this year, their first diesel airplane that has a real chance of being delivered. This could be huge for international customers, and increasingly attractive for US customers too as avgas gets more expensive and eventually fades away. On the lower end, lots of companies are experimenting with electric airplanes, either as hybrids or completely gas-free. Electric motors won't replace Cirrus SR22s anytime soon, but in the next decade they very well might enter the training and recreational flying market. This innovation, combined with new diesel technologies, has the potential to lower costs and is a good sign for pilots.

4. Oshkosh, aviation's grand fly-in/family reunion/trade show, is as strong as it's been in a decade. While so much of aviation has been shrinking, EAA's big show every summer remains a spectacular event. It's not perfect (what big event is?), but it represents aviation at its messy best: homebuilts, antiques, seaplanes, military jets, warbirds, production airplanes, business jets and just about every other kind of flying machine sit side-by-side at KOSH. The entire aviation world comes together here to celebrate and show off what's new. Oshkosh is also invitational, welcoming non-pilots and dreamers by the thousands to taste aviation and join the family. Anyone who's down on aviation needs to spend a few days in Wisconsin this summer and feel the energy that's still there.

5. Airplanes are built to last. This is a problem in some pilots' eyes, as they argue that we simply built too many airplanes in the 1970s. But while this may be a problem for new airplane salesmen, it has left us with a glut of affordable airplanes that provide good utility. Sure, a 1977 Cessna 182 may sound old, but with some smart upgrades it can be a fantastic airplane for under \$75,000. And while a 1977 car may be worthless, a 1977 airplane—if maintained properly—can fly on for many more years. Maybe the FAA deserves some credit for demanding airplanes be well-built; maybe the manufacturers just believed in the product and built them the right way. Whatever the cause, there is a healthy market in used airplanes that allows many pilots to own quality airplanes that would otherwise be unaffordable.

iPad Mini

6. The iPad is making flying less expensive, at least a little. One of the reasons Apple's wildly popular tablet has been such a hit is that it lowers the cost of flying—replacing expensive paper chart subscriptions and even more expensive aviation GPSs and XM Weather receivers. The savings can amount to more than \$2000/year in chart and subscription fees, which is enough for about 30 hours of gas in a 172 or Cherokee. And these savings aren't due to an inferior product; if anything, the iPad is a step up. The fierce competition between app developers ensures that quality and features will only increase in the year ahead. In a world where so many things are getting more expensive, it's nice to have one product that delivers more features for less money.

7. Pilots still help other pilots. One of general aviation's defining characteristics is its spirit of camaraderie and brotherhood. Go to any fly-in or airshow, from a local pancake breakfast to Oshkosh, and you'll feel it right away. People who would otherwise have nothing in common and never be friends can instantly connect when aviation is involved. I've been (cont. pg 6)



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bailed out by this spirit more than once, from a loaner car at a remote airport to a mechanic's free help on a Sunday night. These people helped simply because, as the airport manager said after I returned his car, "That's what pilots do—we help each other." Try getting that kind of service at a gas station or from a stranger on the street.

For sure, everything is not rosy—general aviation faces a number of serious problems as 2013 dawns. But let's not get carried away. As the list above shows, there is still a lot to be thankful for (and I probably missed a lot). For me, the good far outweighs the bad.

The next time a student pilot or non-pilot asks you about flying, tell them about the unforgettable sunsets you've seen from the cockpit or the efficient day trip you did in a small airplane that would have been impossible on the airlines. Tell them how learning to fly changed your life, and how a pilot's license never expires. Leave the laundry list of complaints for another day.

So here's a new year's resolution for you: let's share the passion, not the pessimism.

From The Editor

With the passing of Paul Poberezney its appropriate to stop and take a look at how far homebuilding has come since the meetings that led to the founding of the EAA. Looking back, one can find that this stimulus has resulted in hundreds (perhaps thousands) of aircraft designs over the years. Some quite successful such as the RV and some that had much less success. Some have sparked new construction methods, even space travel like the Rutan designs or moved into general aviation production as the cirrus designs did. The idea is that homebuilding or sport aviation fostered by the EAA has been a rich proving ground for new ideas, concepts and techniques that crossover into other aspects of life. At this juncture perhaps we all should renew our enthusiasm for aviation by sharing this wonderful sport, technology, hobby, craft or whatever you want to call it, with those around us. A lot has been accomplished over the years - but there is so much more yet to do!

Wanted

for the newsletter

- Pictures and descriptions of chapter projects in progress.
- How To articles
- Pictures and info from Airventure