Flightline

EAA Chapter 958 San Marcos, TX *June 2025 Issue*

Where every day is a good flying day!

EAA Chapter 958 Meeting Saturday

June 21st, 10:30 AM at the briefing room on the ground floor, NE corner of the CAF hangar

We will be hosting a fly-in event at the CAF hangar. See announcement below:

EAA Chapter 958, San Marcos, Texas, will be hosting a Fly-in event and tour of the aircraft of the Centex Wing of the Commemorative Air Force on Saturday, June 21, 2025 at the San Marcos Regional Airport (HYI). If you plan to drive, the address of the CAF hangar is 1841 Airport Drive, Building #2249, San Marcos, TX.

The program begins at 10:30am with a brief presentation by the CAF staff. The aircraft currently housed at the CAF hangar include a B-25, the "Yellow Rose", a P-39 Bell Airacobra undergoing restoration, a BT-13, C-45, and an AT-6 Texan. Rides may be available for a fee. The CAF also has a C-47 simulator that is used for training on the CAF C-47 "That's All Brother."

There is no charge for admission to the museum, however, donations are welcome and appreciated. We hope to see you in San Marcos on June 21, 2025!

Below is the website for the Central Texas Wing Museum:
Www.centraltexaswing.org

[Commemorative Air Force Central Texas Wing | WWII Era Hangar and Museum - Home of 'That's All Brother' and the Yellow Rose]

www.centraltexaswing.org

Also: Please be prepared to purchase golf ball numbers for the CAF golf tournament helicopter golf ball drop. $10 for one number, $25 for three. You will get the numbers as you purchase them! You can also pay for them in the PX.

.++

Important: Pay Chapter dues for this year!

Pay Dues for 2024: You can pay Dave Olvera in person at the next meeting or go to the link below. Thanks.

You can Join for $25 or renew for just $20 at this link:

[Chapters | Membership]

CHAPTER OFFICERS

President – vacant

Vice President - vacant

David Olvera – Treasurer – davidolvera915@gmail.com

Russell Ross – Secretary – rhross44@yahoo.com

David Falleur – Young Eagles Coordinator - davef3500@gmail.com

Angel Gonzales – Young Eagles Co-Coordinator - a.g.737.747@gmail.com

Rick Cooper – Programs coordinator – cooperrl@hotmail.com

Grant Lannon – Newsletter Editor – rlannon@austin.rr.com

Clell Bond – Past Vice President - cbond8@austin.rr.com

Stan Timmerman – Web Editor - bearhawkpatrol@gmail.com

Steve Dixson -- Technical Counselor – 6dranch@gvec.net

KHYI INSTRUMENT METEOROLOGICAL CLUB

IMC meetings are held the third Thursday of each month at the KHYI admin Building.

Follow their Facebook page for more information or email Gary White (imckhyi@gmail.com) to be added to the newsletter.

Note: VMC Club meets 6:30 PM KBAZ Administration building 2nd Tuesday of the month. Contact Terry Ross at: tkedpcross@gmail.com

May Meeting Minutes

By Rick Cooper

-Welcome to Flying Start seminar
-Chapter magazine video
-Next month meeting:
10:30 am (regular time)

I've invited 10 chapters from the area for a fly-in/drive-in museum tour.
Everybody is welcome. I've also posted it on social flight.
I personally contacted several chapters to give us a headcount if they could.

-We discussed taking the excess airplane parts from Russ's hanger to the CFA hangar and have someone make us an offer.

-We will not be meeting July due to Air Venture in Oshkosh, Wisconsin.
-August meeting:
Cora will be speaking on her participation in Air Oshkosh Academy.
Members that went to Oshkosh are welcome to share updates with the chapter.

-A zoom board meeting will be on 6/11/25 at 7 pm.
Anybody interested in attending the board meetings please contact Rick Cooper.
Everyone is welcome.

-We had eight people sign up for the Flying Start. Jonathan Lee gave the Flying Start presentation.
It included:
- Discussion of several topics about EAA and what was involved
- What it takes to be a pilot
- The benefits of being a pilot
- Costs of being a pilot
- Getting the medical certification
- Flight schools around the area
- His slide & video presentation

Coffee and donuts were provided by the Chapter.


EAA
958
SAN MARCOS, TEXAS


Advocacy

A Calculated Flight: Risk Management in the Test Flight of a Kitfox Series 5 – Part 1

This will be a two-part series on my recent experience conducting a first re-flight of a Kitfox V.

A few months ago, I received a call from an acquaintance looking for a test pilot for his newly rebuilt Kitfox Series 5. The airplane had accumulated a few hundred hours in a previous life, but this wasn't a turnkey flyer. He had taken it on as a project—refitting the fuel system, modifying the landing gear, and recovering the wings. As is often the case in experimental aviation, the aircraft's history and modifications necessitated a meticulous, safety-oriented approach to first flight operations.

The Kitfox Series 5 occupies a unique niche in the world of backcountry aircraft. With its STOL performance, folding wings, and compatibility with a wide range of engines—in this case, the Rotax 912ULS—it offers builders exceptional flexibility.

The Series 5 was originally developed by SkyStar Aircraft Corporation as a significant departure from earlier Kitfox models. While retaining the iconic folding wing design that allows for trailering and compact storage, the airframe of the Series 5 was reinforced to accept larger, more powerful engines. This design decision gave pilots the freedom to select from a wide range of powerplants, from the lightweight and efficient Rotax 912ULS, to the robust Lycoming O-320 and even the cutting-edge Rotax 915iS.

The aircraft's construction is robust yet builder-friendly: a 4130 chromoly steel tube fuselage provides strength and durability, while the wings—crafted from aluminum spars and ribs—are fabric-covered and optimized for STOL efficiency. Builders appreciate the simplicity of the build process, typically requiring 800 to 1,200 hours from start to finish. With a cabin width of over 43 inches, the Series 5 offers a surprisingly spacious cockpit.

Performance is where the Kitfox Series 5 truly shines. With cruise speeds in the 120 to 130 mph range and stall speeds as low as 40 mph, the aircraft is well-suited for tight strips, high-altitude ops, and slow-speed exploration. It's not uncommon to see Kitfoxes equipped with tundra tires, amphibious floats, or skis, reflecting their utility in various environments. Takeoff and landing rolls can routinely be kept under 500 feet, depending on configuration, making it a true STOL performer.

However, this versatility also introduces variability, making every aircraft a reflection of its builder—and a compelling reason to treat each test flight as a one-of-a-kind event demanding thoughtful risk management.

Groundwork for Safety

At the time, I was actively instructing private pilot students and tailwheel add-ons in vintage taildraggers like the J-3, 11AC, and the PA-18, which gave me a level of confidence to accomplish the task, but no level of prior experience substitutes for preparation.

Not a stranger to the world of flight test, but by no means an expert, I endeavored to take responsibility for the planning and execution of the flight test as a professional exploit. I began by reviewing the literature on conducting safe and efficient flight tests. I also studied the aircraft and engine manuals. Through this review I formulated a flight test profile, and a cockpit reference card with essential speeds, power settings, and engine parameters to affix to the instrument panel for an at-a-glance aid should something unexpected occur.

For the next day and a half, I inspected the aircraft in detail. Unlike factory-certified aircraft, each Kitfox reflects its own build quality, decisions, and wear. The inspection was not just a checklist—it was a comprehensive risk-reduction process. From burping the Rotax engine to validate oil return, to scrutinizing the folding wing locks, strut attach points, and fabric surfaces, I approached the preflight with the mindset that hidden risks often lie in the details.

Landing gear received extra attention due to its recent modification. With bush tires and a new stance, ground handling characteristics would differ. Tailwheel hardware, brake lines, and strut bolts were examined for play, wear, or torque seal breaches. Even interior checks were deliberate: flight control freedom, avionics integrity, removal of all unnecessary personal items—all small items that, if left unaddressed, could magnify in flight were removed.

Aligning Expectations, Reducing Surprises

Before the first flight, I briefed the owner. We reviewed the airworthiness documentation, a condition inspection was completed by an A&P the month prior, weight and balance and performance data were computed, and we discussed anomalies found during the ground preflight. This discussion wasn't just technical—it was essential for building mutual trust, confidence, and aligning expectations. A first flight is not about demonstrating performance; it's about verifying systems and ensuring basic controllability and stability.

We walked through a deliberately conservative flight profile. Key points included low- and high-speed taxi tests, a climb to a safe working altitude, cruise configuration stability assessments, and contingency procedures for early return or engine failure. Abort criteria were clearly defined. We also discussed cockpit communications, instrumentation monitoring, and how data would be captured and reviewed after the flight. Emotional readiness was addressed too. For the owner, this flight marked the culmination of his restoration and modification work, as well as his entry into flying tailwheel aircraft; for me, it was about ensuring that pride never overrode prudence.

In next month's newsletter, we will discuss the flight execution.

Blue Skies! Jonathan Lee, CFI, CFII, MEI

EAA Technical Counselor, EAA Flight Advisor

Aircraft Project Available

Due to inability to obtain insurance for my aircraft due to age (80) I am offering my plans built Mirage Marathon project for sale. Although it is a plans built aircraft, It is now basically a kit, with the fuselage, horizontal and vertical stabilizer, framed and nearly ready for closure. Spar caps for the main wing spar are formed and ready to receive intercostals and skins. Rear wing spar is framed and will need to be paired to the main spar once the main spar has been installed on the fuselage. Most of the hardware for the elevator and rudder controls is finished, alodined and primed. Project includes RV7 canopy and hardware, Ray Allen trim servos, Matco Brake cylinders and a **Lycoming O-360 engine plus stand**. Will require engine mount and landing gear assemblies. Also included are construction Manual and plans (hard copy and on CD), Construction videos, general aircraft building books, EAA Flight Test Manual and Certification Guide and photo documentation of build to date plus many extras. The Marathon is a fixed gear version of the 1987 award winning Celerity.

See: **http://mirage-aircraft.net/celerity.html**

Entire project, engine, parts and supplies only $14,000

Contact R.H.Ross : rhross44@yahoo.com; text or message 512-289-9094

Fuselage framed and ready for controls and finish work

O-360 Engine and Stand

Example of a finished Marathon

Most Rudder and Elevator Hardware alodined and primed

Does your Airplane need Exercise???

50R / LOCKHART MUNICIPAL AIRPORT

BREAKFAST TACO & PANCAKE SHINDIG

KEEP YOUR AIRPLANE (OR CAR / MOTORCYCLE / BICYCLE / FEET) HAPPY BY VISITING THE AIRPORT!

The 1st Saturday of every month Weather Permitting! 9:00am to Noon

Donations accepted but not required