



The

Flightline

EAA Chapter 958 San Marcos, TX
Where every day is a good flying day!

July 2014 Issue



The Leader In Recreational Aviation

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Next Chapter Meeting Redbird Skyport

San Marcos Airport
July 19, 2014, 10:00 am
Pancake Breakfast
Starting @ 9:00 am

Program: Flight Training, and
Licenses, for the Pilot
By: Mark Lush – Redbird
Skyport

Prez Sez

Hello Chapter 958

Man this month has flown by! It is time to write the Prez Sez again. I was told some years ago that as we grow older distances and time seem to contract. Did not think much of that info then. But man I know what they meant now. We will be having our meeting on the 19th this month (July). This is also very near time for Oshkosh. I had planned to attend Air Venture this year but It will not happen. Too many irons in the fire this year. Some of our members will make the trip I'm sure. Hope those who do will have a safe journey and enjoy the show. I have put in for vacation and come this time next year I will be packing.

This month Mr. Mark Lush of Skyport will give a presentation on getting started with flight training. the different types of licenses available. Types of training available in the local area. Incite With what may fit your personal mission, flying style, and aircraft type. It should be very informative for those considering flight training in the near future. Upon completion of the presentation and meeting those wishing to do so may fly there simulators. So come on out and have some fun. Hope to see all of you on the 19th.

Phil Steele

New Google Group for Chapter Communication

We now have a chapter wide mailing list that can be used for communication within the chapter. To send an Email to everyone in the chapter, simply send an Email to:

eea958@googlegroups.com

The Email will be sent to everyone else who is subscribed to the list. If you reply to the Email, the reply will be sent to everyone subscribed to the list.

Feel free to use the list to announce any upcoming meetings or activities, ask questions, request tools, show off accomplishments, or for anything else that would be of interest to the rest of the chapter.

Gerald Champagne

From The Editor

Hello Aviation fans. This issue comes by way of New York the Empire State. Last months meeting included a pancake breakfast thanks to the good work of Guy Bowen and Jon Sanders and of course the good folks at Redbird. We'd like to hear from everyone about how they liked it and find out how often members would like to have such programs in the future.



Phillip contemplates getting more pancakes while Larry New talks building processes

Steve Dixon – Chap 958's new Technical Advisor discusses his role with the Chapter and passes on tips for maintenance, dealing with the FAA and keeping everything legal.



James "Steve" Dixon is now the chapters' official Technical Advisor. His presentation at the June meeting was most informative and included aspects of updating older nav-coms and electronics, getting your homebuilt inspected, how to locate approved modifications for your aircraft and many others. Many thanks to Steve for the many insights.

For this month's meeting the program will center around the training available at Rrd Skyport. Chapter officers are also interested in input from members on programs such as pancake breakfasts and fun stuff like a "poker run".

R. Ross

The Old Rhinebeck Aerodrome: Great fun for the Aviation enthusiast when in New York



When traveling the Hudson River Valley of New York State, there is a quaint little town about 55 miles south of Albany named Rhinebeck. The town is charming, quite pretty, and boasts of a little airstrip that's a throwback to the dawn of aviation; **The Old Rhinebeck Aerodrome**. Developed by the late Cole Palen of airshow fame, it has become a showplace of functioning aviation antiquity. With regular shows every weekend during the summer and an adjacent museum, it provides aviation fun for the entire family. Nestled in the rolling hills, the Aerodrome captures the flavor of early aviation at the grass roots, when people looked to the skies whenever an airplane engine was heard overhead.



The fleet of aircraft at Rhinebeck consists of both restored and replica versions. Those that are too fragile or deemed unflyable are placed in the museum across the road and up the hill. Volunteers help maintain these nostalgic aircraft in near perfect condition so visitors to the aerodrome and airshow can feel the excitement of the early days. Rare engines that can still be fired up, are frequently started up for the crowd to get a feel of how little control the pilot had over the engine (in some cases either full power or none). At the show we attended, the Rhone rotary engine with its huge prop was quite impressive. The German Albatross and of course the Fokker Triplane wowed the crowd in mock skirmishes and antique autos were used in skits augmenting the airshow.



The show is also a great value at \$20.00 (\$15.00 for vets and seniors). When you're in New York, plan a side trip to the Old Rhinebeck Aerodrome, you'll be glad you did.

R. Ross





Learn, Build, and Fly...

A new plans-built emphasis at Oshkosh

BY KEVIN CONNER, EAA 700293

ELEVEN YEARS HAVE PASSED Since I began building my Hatz CB-1 from plans. During this time I've never grown tired of working on my project or lost motivation. After the building process started, I began to clearly understand the passion for homebuilding that was shared by those who came together and organized the Experimental Aircraft Association (EAA).

I've always been fascinated with the simple designs and construction techniques that were used to create safe, low-cost airplanes. My interest grew more and more and I couldn't wait to start building. I am now down to final assembly on my Hatz biplane and preparing for the airworthiness inspection. I have developed so many good friendships with other builders who have given a tremendous amount of advice and support.

This is the spirit that causes EAA to thrive and grow every year. EAA has been the pathway for millions to get involved in sport aviation by either building or flying. It is paramount that we preserve the history and heritage of EAA and celebrate its early beginnings each year at EAA AirVenture Oshkosh.

The Hatz Biplane Association and I are proud to participate in EAA AirVenture Oshkosh 2014 and support the positive changes coming to the homebuilders' community. Thanks to Homebuilt Community Manager Charlie Becker, there will be an area where we will focus on early home-

built designs that were popular in the early years of EAA. The idea is to focus on grassroots, low-cost, in-your-garage homebuilding. We will be focusing on early designs such as the Fly Baby, Pietenpol, Wittman Tailwind, Baby Ace, Hatz biplane, Acro Sport, Breezy, and so on.

We invite other homebuilt type clubs and supporters of these designs to join with us to display drawings and provide information to potential builders. A builder will be able to see examples of finished and flying airplanes that were built using skills that can be learned in the Workshops area. The new display will be in the Aeroplane Factory (the former North Exhibit Building).

Our goal is to develop and grow a common area that brings back to life the early, nostalgic, plans-built airplanes and provides technical help to those who want to get started building. Many people who are considering building come to Oshkosh to gain knowledge and search for resources as they begin, and later, throughout the building process. We will be there to offer information and support.

Please stop by the Aeroplane Factory and visit our display. If you would like to volunteer to help promote this grassroots scratchbuilding effort, please e-mail me at Kevin.Conner@Williams.com EAA

Kevin Conner is the president of the Hatz Biplane Association.



A computerized sketch of the production EMG Glider. For updates on the project's progress, visit the electric motorglider progress site:

http://www.electrictotorglider.com/Progress/Current_progress.html

Designing a Plans- or Kit-Built Electric-Powered Ultralight

Brian Carpenter decided to find a cheaper way to fly...electrically!

BY JAMES LAWRENCE

NATURE-AND AERODYNAMIC design, abhors a vacuum. Brian Carpenter sees a vacuum in the sport flying sector of personal aviation. He decries the current slate of too-expensive light-sport aircraft (LSA), and he's got an electrifying answer.

It's called the Quicksilver EMG-6, the acronym standing for electric motorglider. It resembles a Quicksilver ultralight, not by accident. Carpenter and his team are working closely with the venerable, rejuvenated ultralight company's new owners to develop a kit and ready-to-fly electric ultralight for the masses who want to fly but can't afford the current high tariff.

Brian has no trouble laying out his vision. During our chat a few weeks back, I asked Brian how the project was going. He started talking, I started typing, and below is the distillation.

Background: Brian's company, Rainbow Aviation (www.RainbowAviation.com), is where a lot of LSA folks go to get trained for their LSA maintenance and repairman certificates.

Brian Carpenter (BC): We realized the \$150,000 entry price for LSA is not realistic for far too many pilots; it's just not working. We've spent our whole lives invested in aviation. I've personally built 43 airplanes—Lancairs, GlaStars, and metal airplanes. It's all fun, interesting, exciting, difficult, and enjoyable. Meanwhile, we're losing pilots at an enormous rate. The interest in general aviation is diminishing.

We need to revitalize flying. LSA was built on the back of the ultralight movement. It made flying a less massive under-

taking than going for a private pilot certificate. What can you do with a private pilot certificate these days? Buy a \$400 hamburger! I believe most nonpilots would love to go flying, but it's too costly for them.

We see no reason why we can't have resurgence like in the heyday of ultralights in the 1970s and '80s, which was the most wonderful thing in the world for so many people who wanted to fly.

James Lawrence (JL): Why an electric, though? Especially given the weight limitation of Part 103 ultralights?

BC: We think an electric ultralight-type aircraft, whether experimental amateur-built (E-AB) or Part 103, is really the answer. Electric power has so many benefits over gas for this type of aircraft. There are problems with the small two-stroke engine. They're unreliable, have objectionable noise levels, are difficult to maintain, and have fairly high fuel consumption. They helped give ultralights a bad reputation.

All those disadvantages disappear with a reliable, clean-energy powerplant. We should be able to push a lever forward and go flying into the sunset, powered with the same reliability of a fan on the ceiling in your living room.

It's a long road ahead. With all technology, there's a steep learning curve. There will be failures, motors blowing up, etc. It's part of what comes with any new technology.

Aeromedical Legislation, Rulemaking Continues

LEGISLATION TO ALTER the third-class medical certificate requirement for private pilots continues to work its way through Congress, while the aviation community awaits an announced rulemaking proposal from the FAA to reform aeromedical certification. HR 3708, the House version of the General Aviation Pilot Protection Act filed by Rep. Todd Rokita (R-IN), has so far garnered the co-sponsorship of over a quarter of the chamber and is currently before the House Subcommittee on Aviation. The bill would allow pilots of aircraft less than 6,000 pounds gross takeoff weight, with six seats or fewer, and flying VFR under 250 knots and under 14,000 feet MSL, to fly with a valid driver's license in lieu of an FAA medical certificate. EAA, AOPA, and other associations continue to lobby vigorously for the measure on the GA community's behalf.

At the same time, the FAA has announced a "rulemaking project" to modify third-class medical requirements. The specific language of this proposed rulemaking is not yet known, but a public announcement is expected in the near future. This follows the EAA/AOPA petition for exemption to the third-class rules for many pilots, which has been under evaluation by the FAA for more than two years. "We are eager to see what the FAA's proposed rulemaking offers the GA community," said Sean Elliott, EAA vice president of Advocacy and Safety. "That said, we are leaving open all options for bringing needed reform to aeromedical certification, and we will diligently pursue all possible avenues for change until we have an acceptable end result."

