



# The Flightline

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

## August 2014 Issue

Experimental Aviation



The Success Continues...

EAA Chapter 958



The Leader In Recreational Aviation

	Page
Meeting Notice	1
Prez Sez	1 & 2
Editors Notes	2
Model & full scale routine	3
One Week Wonder	4-5
Oshkosh by the Numbers	6
Janet the Gannett	6
KidVenture	7
Seen at Oshkosh	8-9

## August Chapter Meeting at Redbird Skyport in San Marcos

**Chapter 958 will be meeting Saturday 8/16 at 10:00 a.m. in the conference room at Redbird Skyport  
PANCAKE BREAKFAST at 9:00 am: Please come and join in!**

**Program: James "Steve" Dixon will present an open forum on Aircraft engines vs. Automotive engines for aircraft and Guy Bowen will have his Corvair engine on display**

**NEW CHAPTER WEBSITE: [www.958.eaachapter.org](http://www.958.eaachapter.org)**

## Prez Sez

### How Do 958

Last month we had a good turn out for chapter meeting. I'd like to thank Mark Lush (flight training admissions advisor) with Redbird for the time he spent with us. Most of our members already have gone through flight training although there are some of us who have not. It was my intention to let those looking into pilot training know that with the rule changes from 2010 that there are very few training schools that teach sport pilot or recreational pilot. Since first becoming a member of this chapter five years ago I've tried to locate a school that would train pilots in these two courses. I've only found one on the east coast in Florida. There may be others but I've not found them. This has left me with the understanding that sport pilot was brought about to allow pilots with health issue's a means to remain flying without the hassle of FAA exams. But this also closed many small schools that trained students with ultralights. Because those two seat ultralight aircraft used in training were now considered aircraft which demanded private pilot licenses to fly. Most flight schools already had training aircraft they where using and did not need or want to purchase light sport (1320 lbs. gross weight) aircraft. all this with the down turn in the economy in 2009 really made the sport and recreational licenses a dead issue. As Mark stated at last meeting having a private pilot license; a pilot with the proper check rides can fly any aircraft. But it makes little sense to go that route simply too regress into flying ultralights.

This brings me to my own story as I pursue flight and aircraft ownership. After a short time with the chapter ( I joined wanting to build a Challenger ultralight ) it became clear that with the lack of training facilities, the ruling on sport and recreational pilot, and information I was learning from other chapter members that I would soon found myself looking for another aircraft. I found myself discarding the Challenger and searching for a new aircraft. I came across the Bearhawk Patrol. This aircraft seemed to have every thing that I wanted in an aircraft.

But not wanting to make a hasty decision and with knowledge learned and found I put more thought into what type flying I wanted to do. I've looked at aircraft from American legend cub, Kitfox, Just aircraft, Cubcrafters, Zenith, Vans, Flight design, Rans, and more. Most of the members have told me that there comes a time when you must stop comparing, make a decision, and start building. Each time I found a design I thought would work. They just did not compare to the Bearhawk. Last year I came across a new design by Rans aircraft the S-20 one more time I put the Bearhawk on the back burner while I waited to see the finished S-20. I liked the aircraft but it did not once again compare to the Patrol. So around the first of July Taking the advise of the chapter pilots and builders I made the choice and closed the book on finding the right aircraft. It will be the Bearhawk Patrol. I plan to start flying in November completing training no later than February. Then start construction on about first of April. There is still many decisions to be made on many things But I now feel that I can start with the knowledge that I done the homework.

It is my hope that as a chapter we can support, encourage, pass knowledge, and help all with there dreams of aviation. The chapter is now permanently meeting at Redbird Skyport FBO / San Marcos Airport / San Marcos, Texas. The Meetings are scheduled on the third Saturday of each month. Starting at 10:00 AM in the morning. Until further notice there will be a pancake breakfast served starting at 09:00 prior to the meeting. So come on out have some breakfast and get to know fellow members. Please if you attend our meetings paid member or not check with chapter officers so that we can ensure that we have current contact information So you will be included on the chapter mailing list. To all paid members Please make sure we have you current so we can have new nametags made. I Hope to See all on the 16th.

Phillip Steele

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## From the Editor

Its been Hard getting into the groove after running around the country for over a month, culminating in six days at Oshkosh but here goes. First, lets thank some of the members who have been helping with the chapter functions. Guy Bowen Has taken the reins for providing a superb Chapter Meeting Day Pancake Breakfast while Stan Timmerman has put together a new and fine looking Chapter Website, and Gerald Champagne is working to get members linked together on Google Groups. Thanks guys, your time and work are appreciated. Speaking of volunteers, the chapter may be hosting the EAA Ford TriMotor this fall. We still do not have details on it yet, but if it happens we'll need lots of help to organize for a successful event. So once we know for sure if it will happen we'll be asking for volunteers.

My focus this month is on Airventure at Oshkosh basically, because its such a great aviation experience. I've had the opportunity to attend several times now, and there is always something new plus having been a volunteer, I get to see old friends from past years. I've worked primarily in the aircraft greeting area, but have also helped distribute registration materials the week prior to the start, and flown models at Kidventure. No matter where you work, the folks are friendly helpful and ready with a smile. This year I was working with aircraft greeters on Tuesday 7/29. By noon the field had been closed to twin engined craft and was close to closing for single engines because there were ao many aircraft. It was a good sign to see that it might be a banner year for the show.

Of course the air show performances were superb especially the nighttime airshow and of course what else can you say about the Thunderbirds except "Awesome". Kid venture has grown into it own hanger space at the Pioneer airport and entertainment was exceptional topped by opening night's Kenny Loggins.

# Model Aircraft Flies Routine with Full Scale



Matt Chapman appears to be flying in formation in his CAP 580 with a radio-controlled Extra 300 model, but they're actually as much as 1,500 feet apart.

Photo by Frank Knoll

Matt Chapman, EAA 226243, is a well-known air show performer and former U.S. Aerobatic Team member who flies a high-performance CAP 580. He's also a passionate aircraft modeler and member of the Academy of Model Aeronautics (AMA), and he will combine those two pursuits in Oshkosh this year when he flies his 580 along with a 43 percent scale Extra 300 radio-controlled model following his air show performances.

From the flightline, the two airplanes look like they're flying in close formation, but they're actually not as close as they appear, Chapman said.

"You can't really tell from the ground, but we're flying about 1,000 to 1,500 feet apart," Chapman explained. "Actually, it's some of the easiest flying I've done at an air show."

Manning the controls on the ground will be Frank Noll, founder of Extreme Flight Championships, who initially approached Chapman about the idea of flying an RC plane with an aerobatic aircraft. "He kind of talked me into it," Chapman said. The two pilots are in constant radio communication stating the various maneuvers so they're in sync, like "Loop, ready, GO," he added.

The goal is for Noll to position the Extra RC model so it looks like it's right next to the Edge. The two pilots performed at Sun 'n Fun 2013 in Lakeland, Florida and, according to Chapman, "All eyes were watching."

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**Note:** 8/16/14 is also Model Aviation Day promoted by the Academy of Model Aeronautics (AMA) and partner of the EAA. Many model clubs around the country will be sponsoring special modeling events to acquaint the public with current modeling activities. See [hillcountryrc.org](http://hillcountryrc.org) or [modelaircraft.org](http://modelaircraft.org)

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# One Week Wonder Takes Shape at Oshkosh

During the week of Airventure a new homebuilt was taking shape. Nicknamed the “One Week Wonder, a Zenith 750 kit aircraft was begun the first morning of Airventure with the goal of having it finished, ready to taxi by the end of the airshow on Sunday. EAA “volunteers” from around the country and around the globe had signed up to be part of the team whose charge was to produce a “finished” homebuilt aircraft within the weeklong event.

The project showcased how current kit manufacturing technology makes homebuilding accessible and affordable. The Zenith kit comes complete with holes pre drilled to size for all of its 2500 rivets. Tutorial stations were set up at the building tent to allow visitors to learn how to pull rivets like those used on the 750. Many visitors took advantage of the sessions and the builders log for the project showed over 2500 builders signatures at the end of the week.



Sophia Shay, Pat Nyekodzi, Greg Kilpatrick, and Michael Long (left to right) work on One Week Wonder’s horizontal tail. Nyekodzi is leading a team comprised completely of youth volunteers in the construction of the control surface.

Photo courtesy of Randy Dufault

Exemplifying the diversity of builders working on the project a very untypical group of homebuilders was working on the [One Week Wonder](#)’s horizontal tail. Patricia Mawulia Nyekodzi built a Zenith CH 701 in her home country of Ghana, the first aircraft of the type to fly in all of West Africa. When she heard that volunteers were needed for this project, and in particular a female volunteer to lead a team of youth, she jumped at the chance.

“This is the best group of airplane builders I’ve ever worked with,” Nyekodzi said. “They have great attention to detail and really want to see the finished product.”

When I visited the builders tent on Friday I really didn’t think the crew would get the project finished on time, but was told that it was right on schedule. Sure enough, on August 3rd it taxied in front of the crowds at the end of Airventure. On Tuesday August 5th it was airborne with Jeff Skiles at the controls.

“The flight was great,” Skiles said. “The Zenith Cruiser has a lot of performance, and lifts off very fast. Like a rocket ship, really.” It was Skiles first maiden flight of a new aircraft, and on Monday he was thoroughly checked out in another Cruiser as well as a 750 STOL.

“I am very fortunate to have the honor of making this first flight today,” he added. Although the instruments are not calibrated, Skiles figures he reached a speed of about 85 mph during the flight.

Charlie Becker, EAA community director and homebuilt community manager, who led the program from uncrating to first flight, was finally able to exhale. “To be honest, it’s a huge sigh of relief for me,” he said. “I didn’t really see it as done until it flew. Sure we got the airworthiness certificate and taxied it at AirVenture on Sunday, but until it flies, it’s not an airplane.”

The logbook located at the One Week Wonder workshop last week shows an incredible 2,500-plus people had a hand in building this airplane. Many people who pulled a rivet also signed their names on the airframe.

“I want to thank each and every one of the participants,” Becker said. “You gave the crew a lot of energy to make it happen. It’s an incredibly rewarding feeling.”

Becker notes that the project’s purpose was to show that building your own airplane is an attainable goal. You can do this!

“This airplane has touched a lot of lives and will continue to touch lives by showing it can be done.”

Sebastien Heintz, Zenith president, spent most of his time during the convention in the One Week Wonder workshop and decided to stay in Oshkosh a little longer to witness the occasion.

“It came out very nicely, didn’t it?” he said. “The focus of the week was to get it done, but this is a very nice airplane.” Heintz spent most of Monday working with Skiles on transition training.

Skiles added that he was pleased to take advantage of the EAA Flight Advisor program. “I did some transition training with Zenith, and that was very valuable, but this morning it was very helpful for the EAA Flight Advisor to sort of walk me through things and let me know what to expect.”

“It was built in a week, and it is a basic airplane, but it also has a state of the art engine (Rotax 912 iS) and a touch-screen Dynon panel,” Heintz added. “Nobody builds a plane alone. There are resources out there like EAA, and everyone’s goal is to make building an airplane more common.”

About 2,500 visitors also voted on what paint scheme would grace the new airplane and the runaway winner was the blue on white, garnering a little over half the votes.



# Oshkosh by the Numbers

- AirVenture's KidVenture experienced record attendance in its 16th year.
- Total aircraft: More than 10,000 aircraft arriving at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin.
- Total showplanes: 2,649 (308 more than in 2013) – including close to 1,000 homebuilts, 1,050 vintage airplanes, 303 warbirds, 122 ultralights and light-sport aircraft, 91 seaplanes, 40 rotorcraft, 38 aerobatic aircraft, and eight hot-air balloons.
- International visitors registered: 2,081 visitors registered from 69 nations, with Canada (505 visitors), Australia (416), and Brazil (194) as the top three nations. (This total includes only non-U.S. visitors registered at the International Visitors Tent, so the actual international contingent is undoubtedly larger.)
- Media: 917 media representatives on-site, from five continents.
- EAA's One Week Wonder project totaled more than 2,500 participants and resulted in a finished airplane on closing day, August 3.

Preliminary features for the 2015 AirVenture (July 20-26) include legendary aircraft innovator Burt Rutan who wants to share some innovations with the aviation community, and a new B-29 restoration, *Doc*, to help commemorate the 70th anniversary of the end of World War II. There are plenty of other highlights to come in the months ahead, and we'll let you know as they're confirmed. For more information, visit [the EAA website](#).

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## Janet the Gannet makes Appearance at Airventure



The last flying FAirey Gannet affectionately known as "Janet" was at Oshkosh for the show. The 1950's British designed Anti-Submarine aircraft sported two turbine engines, concentric counter rotating propellers, and unique tri-fold wings to fit aircraft carriers of the day. A special transmission links one engine to one propeller and the other engine to the remaining prop. To conserve fuel one engine and prop could be shut down during flight.



# KidVenture Enlightens Kids of all Ages

With their digs now at Pioneer Airport, Kids coming to Airventure have expanded opportunities to experience crafting model aircraft as well as being immersed into the world of full scale aviation construction and flight.



These young fellows are learning about aviation communications



Learning the basics of wood wing construction



Even the ladies can learn about engines



The younger crowd kept busy building model airplanes



It was a "riveting" adventure for the kids



A RV12 fuselage built by kids

# Seen at Oshkosh



The Seaplane Base is always a tranquil setting in the midst of all the hustle and bustle

The Ultralight area was abuzz with helicopters, ultralights and powered parachutes



Ford had its newest...and oldest cars on display



Individual craftsmanship was apparent everywhere



The Aeroshell team performed flawlessly during daytime and Night airshows







Simple flyers can often be the most fun

The great planes and the great sacrifices were remembered



The field almost closed on Tuesday because there were so many aircraft



And of course what can you say about the Thunderbirds other than... **AWesome!**

