

The Flightline



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

October 2016

EAA Chap 958 Get Together
Redbird Conference Room, San Marcos Airport
Saturday October 15, 2016, 10:00 am
Coffee and Donuts @ 9:30

Special Program:
Join your fellow homebuilders and aviators of Chapter 958 for an epic “Battle of Skill and Cunning” to ferret out the best of the best. Teams will be chosen and prizes will be of surprising value. Judges will be fairly partial

Presented by: Larry New and Will Hartsell

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Mark Your Calendars
EAA Chapter 958 Christmas Dinner and Awards
Where: Kent Blacks Barbecue – San Marcos
When: December 10, 2016 @ 7:00 pm

Prez Sez

Greetings 958

We are coming to the end of another year. We've only a few more meetings and the holiday season will be upon us. So looking ahead into next year there are some items which I'd like to present for the chapters consideration. First for the newer members of the chapter we do not have a chapter meeting in December. Due to the third Saturday falling so close to Christmas, we have found that many members are traveling for the holiday and there has been historically a very small if any turn out for the meeting. So to all please be aware that there is no chapter meeting the month of December, having said that; We do have a Christmas party every year. We have arranged for the party room at Kent Black's BBQ In San Marcos, Texas on the Tenth of December 2016. So if you can please mark this date on your calendars. The hours of the party are 7:00 PM to 10:00 PM on the tenth. We will be having a white elephant gift exchange that evening so please bring a gift for exchange (Suggested limit of twenty five dollars). We will be posting directions to Kent Blacks BBQ, so all will have them prior to December tenth.

(Prez Sez cont.)

Next as we approach the new year it will be time to renew your chapter membership, so if we can, lets get our membership forms updated and our dues in so this can be taken care of in a timely manner. As the chapter will have to renew our membership with EAA by the end of march and pay dues and insurance at this time. This also brings up the elections which the chapter has had generally in January for the installation of new officers. We are asking this year that anyone interested in serving as a chapter officer to please bring this to the attention of the current officers so we can include you on the ballot. For those at last months meeting this was brought to the attention of those in attendance that I will not seek or run for an office this year. Some of you know that I've be attending school full time to acquire my airframe and powerplant license and will be finishing same mid December this year. In doing so there is a possibility that I may leave the area at some time after that. This because of job offers which have already started coming my way. Not wanting to leave the chapter with out someone in place to fill my office. So if you feel you can, please look at stepping up and working for the chapter. The officers have worked to give the chapter some directions and goals that will benefit all the members if we can accomplish them.

This leads me into asking you as members of the chapter to let the leadership know what you would enjoy seeing or hearing about in the way of programs for next year. We are working to include more hands on projects and would like to hear from the membership if we are on the right track. But there are many other items which can and should be considered when looking at building a kit aircraft. So if you know someone in the aviation industry that has a product, information, etc., related to aircraft please let us know. Maybe we can have them give a presentation to the chapter. As many of you also know; as a chapter we've not had many fund raising actives over the last few years. The chapter has relied on chapter dues to cover many of the expenses' which come our way through out the year. We need to start working as a group to change this and begin having some type of event or several events over the year. This would move us away from the dependency of chapter dues and allow the chapter to peruse some other avenues. One coming to mind would be helping a young eagle attend Oshkosh for the academy. This could also help us possibly support the members of our chapter that fly young eagles. Also allowing us as a chapter to have camping spots available for our members that attend Airventure. As I have expressed over this last year, I think it would be great to attend Oshkosh as a chapter. Think this may allow some of us to attend that may not have the opportunity to do so otherwise. Several of our members attended this year and it would be great to have the August meeting just having those that attended give a presentation on Airventure. This next year the chapter will be looking for someone that may fill a position of Fund Raising Chair person. This leads me to the chapter shirts that we've been discussing over the last few months. I believe we have found what we've been looking for and as we determine cost and lay out of the shirts It will be presented for chapter approval. If the chapter approves they will be ordered and available after the first of the year.

I would like to take this time to thank all the chapter and the officers with whom I've worked with over the last few years. You are all are all a great group and it has been a pleasure for me to have worked with you all. If I remain in the area I hope to remain with the chapter and will always help out any way I can. One thing more If you are at the meeting this month Thank Jack Fairchild for always having the coffee and do-nuts available: Thanks Jack. See you next weekend.

Phill Steele
President
EAA Chapter 958

Editors notes

Hey everyone,

Hope its been a great month for you so far. We have a great presentation for you at the meeting thanks to Larry New and Will Hartsell. Everyone please try to be there as it should be fun testing our homebuilding and aircraft mechanical skills.

As Phillip mentioned, please consider using your talents to help the chapter this coming year. If we can get a little more organized, there are a lot of things we can do to really get things rolling and have a great time. And, I have found when working with various groups, that if they are well organized, officers and volunteers spend a lot less time getting things done than if they try to wing it. In fact, with good organization it will often take less than 15 to 30 minutes a month to get things done. So keep an open mind and think about what you might like to do to help the chapter move on with its goals.

From our members, we have an article by Terry Ross about his beautiful Grumman Cheetah and a project update from Jon Sanders on his nifty Thatcher CR-4. We all like to see what other builders and pilots are building or flying, and I know that like Terry and Jon there are more unique stories out there. Please help by getting the story about your project or aircraft to me to share with the rest of the chapter via the newsletter.

Also note that there are a couple favorite aviation fly-ins coming up – the annual Elm Creek Fly-in and the Fall Old Kingsbury Aerodrome fly-in. See the advertisements elsewhere in the newsletter.

Russ



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Our Members

Grumman Cheetah By Terry Ross

I had owned a Citabria for almost 7 years and decided to purchase an aircraft that I could travel in and my wife would go flying with me. My wife has graciously put up with my flying habit over the years but, she voiced that she would be more inclined to go flying with me if I bought a metal "regular" airplane. We finally had a buyer for the Citabria after a long time for sale. When the new owners arrived I guess I went into delay mode. After attempts to fill it with fuel and wash it again they were determined to leave and started it up and flew off. I can't lie and tell you I was totally happy. An empty feeling came over me watching it fly away but it was the right thing to do

With an empty hangar and some airplane money in the bank I went searching for another aircraft. My budget was around \$25K to \$35K for a 4 place manufactured fixed gear aircraft. Many years ago on my first airplane purchase, I bought an aircraft out of state and after that debacle and the pressure once you travel to buy I knew I wanted to look locally. My wife and I looked at some real dogged out airplanes that were in very poor condition and thought we would not find anything for a while. Finally, we found a Cheetah for sale that looked promising. Too much money and a questionable engine history stopped that sale so I was back on the search.

I was looking at the various for sale sights including Trade A Plane, Controller and Barnstormers when I came across another Grumman Cheetah for sale with a 210 area code. Much to my surprise when I called the number, I realized I knew the person on the other line as a friend that our daughters rode horses together. He immediately told me to come on over and look at the plane. Mike takes very good care of his stuff and the airplane was no exception. After a quick inspection from my airplane mechanic and guru Rogers, I committed to be the next owner of Grumman Cheetah 9774U.

Now this was not the first Grumman we had owned, back in the late 80s we purchased a Grumman Traveler but sold it due to a growing family. 9774U was not perfect, it had its original interior, funky 70s paint and was a VFR only airplane. My plan was to fix it up as I could and fly as much as possible.

The first project was to see if I could make it IFR, so I went on line and purchased some radios, a VOR display and a KLN 94 GPS. I found a retired avionics person who worked on the aircraft and got the purchased equipment installed. We made our first long flight to visit our daughter up in Lubbock and I discovered that buying avionics on the internet was not for everyone and I was disappointed in the radios and GPS. We primarily navigated via my handheld garmin portable. The airplane was in no way IFR capable and was woefully below my comfort level for IFR.

After the trip, the aircraft went to a shop in New Braunfels for real avionics work, certification and the KLN 94 went in trade for a Garmin 430. I knew that I wanted to do more to the aircraft and after attending Oshkosh the next summer I got the bug to get a glass cockpit. Aspen seemed to be the most economic and I definitely wanted a more reliable instrument. My training took place in the late 70s early 80s so I was rigorously trained on partial panel but have little faith in my currency and proficiency to handle that emergency. The Aspen PFD with a battery backup seemed like a good investment.

The paint job on Cheetah especially the horizontal stabilizer was in very bad shape. We were going to have to paint that part anyway so the search was on for a paint shop. Finding a paint shop is a story totally on its own but finally we chose Tejas here in San Marcos. My wife thankfully stopped my idea to return the Grumman back to its 1970s glory and insisted we go with a newer scheme. She was absolutely right.

(Cheetah cont.)

If you go and buy an Aspen PFD you will shortly realize that you like it so much, you want more. Yes, it would have been better to install the PFD and MFD at the same time but money was short at the time. Finally, the decision was made to do the entire panel one more time and make it look right. I installed a GTN 750, 406 ELT, new transponder (replacing the broken NARCO), ADS-B, a new ILS antenna that worked and a new panel. While they were at it we fixed some of the interior.

I found a shop in Indiana that specializes in Grumman interiors. We ordered the side panels and sent the seats to them for matching leather refurbishment. A carpet kit had already been purchased from Airtex. The plastic panels on the side were pulled out and repainted and some repair was accomplished. The ceiling and upper area would have to wait for another day. The interior looks good. The interior could take some more work but it is much better than it was.

The Cheetah is my baby and the great thing throughout the 2 ½ years process, every time we removed interior or exterior we found no significant corrosion. When the interior came out I was really worried I would get the call about corrosion. We did have to replace the horizontal trim tab which was beyond repair during painting but that was small in my books for the horror stories I have heard about on aircraft refurbishment.

The Cheetah is in great shape and of course I can think of other things to fix or refurbish in the future but that is for another day.



Terry Ross's beautiful Grumman Cheetah

Jon Sanders' Thatcher

Chapter 958 member Jon Sanders is a man with a plane ...or two. He's the proud builder of a Thatcher CX-4, an all metal single place aircraft that can be powered by a Volkswagon engine and cruise around 125 mph. Being a self proclaimed perfectionist, he admits to spending much time redoing parts and straightening areas and improving work of the original builder. That being done, he is now in the process of installing the control system and is looking forward to closing in the fuselage and finishing the wings. Jon already has his engine, a modified for aircraft, version of a Volkswagon engine that will provide ample power and be miserly with the gas.

Now along the way Jon has owned a Cessna Cardinal and a Davis DA2 which met an untimely demise due to a brake failure. He has also become the owner of a Thatcher CX-5, 2 place project, as well as a KR-2 project. The CX-5 will be a future project once the CX-4 is finished while he is contemplating whether to sell the KR-2 project. Jon certainly will have a couple spiffy aircraft once he gets them finished. I know we're all anxious to see the finished product. Good going Jon.



The fuselage now straightened and getting the control system installed

Lots of time was spent getting a level and straight work surface for the fuselage



The Volkswagon engine to be used in the CX4



Coming Events

Elm Creek Airpark Fly In - 2016



**The Elm Creek Airpark is proud to announce the
Fly In for 2016!
Saturday, Oct 29th!**

Location:

FAA Identifier: 0TX6
Lat/Long: 29.505298, -97.997156
Multicom Frequency: 122.9
Elevation: 550 ft.
From city: 4 miles SSW of SEGUIN, TX
Time zone: UTC -5 (UTC -6 during Standard Time)
Zip code: 78155

10am - 3pm CDT

Lasagna Lunch starting at 11:30am CST

Raffle at 12pm CDT

See: <http://www.elmcreekairpark.com/>
Monitor 122.9 - Look for 'Follow Me' golf cart(s)

Old Kingsbury Aerodrome Airport



November 12, 2016 - Fall Fly-In!

Directions

Old Kingsbury Aerodrome is located on Farm Road 1104 in Kingsbury, Texas. If coming from San Antonio going East on IH10 heading towards Houston, you will pass Seguin, pass Highway 90, pass Farm Road 2438, and take a left on Farm Road 1104. The Aerodrome is located on your left. If coming from Houston you will take a right on Farm Road 1104. See: <http://pioneerflightmuseum.org/museum/index.shtml>

Safety Corner

EAA Webinars

Date	Time	Webinar	Presenter
10/12/16	7 p.m. CDT	An Introduction to Soaring Flight Qualifies for FAA Wings credit	Scott Manley
10/19/16	7 p.m. CDT	The EMG-6 Electric Motor Glider	Brian Carpenter
10/26/16	7 p.m. CDT	Engine Out Survival Tactics Qualifies for FAA Wings credit	Nate "Buster" Jaros
11/2/16	8 p.m. CDT	The Traveling Tool Kit Qualifies for FAA Wings & AMT credit.	Mike Busch
11/9/16	7 p.m. CST	How to Fly a Perfect Traffic Pattern Qualifies for FAA Wings credit.	Prof. H. Paul Shuch
11/16/16	7 p.m. CST	The Advanced Basics of GPS Qualifies for FAA Wings credit.	Brian Herget
11/29/16	7 p.m. CST	Introduction to SOLIDWORKS, EAA's Newest Member Benefit	Cory Puuri and Jeff Setzer