

The Flightline

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

February 2018

Hangar Talk

Hello EAA Chapter 958,

Hope everyone has has time to fly, build or do whatever aviation activities they like. Things are starting to ramp up for the chapter this year, with our February meeting (see below), the EAA exhibiting at SXSU and the Ford Tri-Motor coming to town again (see next page). We're looking at a variety of programs through the year, and possibly a field trip to the Mooney factory pending availability of Saturday tours. We ae looking at presentations on "firewall forward" as well as new aspects on sheet metal, composites and fabric. Of course much of it depends on teamwork so if asked to help we hope everyone will donate some time as their schedule will allow. And many thanks to those who have already come forward to help out.

And speaking of programs – a big thank you to Jon Sanders for providing insight into the building of his beautiful Thatcher TX-4. Its bound to be one of the best ones out there when finished.

February Chapter Open House and Pancake Breakfast

This month we are planning our 2nd annual Chapter Open House. Beginning with the VMC Club and followed by a pancake breakfast and presentation by Pat Brown from the AOPA on "Weather Challenge". Spread the word, plan on coming and bring a friend.

Chapter Tax/Non-Profit status update

Required paperwork that was submitted to the Office of Secretary of State was returned for a \$25 filing fee and completion of an additional form. This has been re-submitted and at this time we are awaiting a resopnse from their office

Monthly Meeting

February 17, 10:30 am

At Redbird Skyport Conference Room

San Marcos Regional Airport

VMC Culb @ 9:00 am

Moderated by

Terry Ross

RedBird Conference Room

Program:

"Weather Challenge"

Presented by: Pat Brown

Texas You Can Fly Ambassador,
AOPA

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**Pancake Breakfast
at 9:45 am**

Dues Due

Please be sure to pay your 2018 dues if you haven't already done so. Remember they can pe paid through our chapter website <http://www.958.eaachapter.org/>, or at Saturday's meeting.

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Hangar Talk (cont)

Young Eagles

The Chapter is set to host about 20 cadets from San Marcos and Byron Steele High Schools ROTC after the March 17th meeting. We'll be looking for pilots and ground leprechauns to help with that event pending the weather.

New Members

Please welcome 2 new members who joined since last month, they are, Chris Davis and Matt Naylor. Chris is working on a Velocity Standard Elite RG and Matt is a Commercial rated pilot with 40 years experience. Glad to have you guys on board.

SXSW

As of this writing we understand the EAA is again planning to exhibit at the South by Southwest and may be needing volunteers to help man the booth and manage the crowds. We do not have information on when the exhibit will be at the event yet, but will keep membership apprised as we obtain information. We hope this will also be an opportunity to advertise the Chapter and the Tri-Motor event.

Ford Tri-Motor

And as we've been talking about, the Tri-motor is due to make its appearance in San Marcos, Arriving Wednesday March 21st and giving rides to the general public starting that Friday. The event is made possible by the CAF which has generously donated its hangar for base of operations. Everybody please be sure to thank CAF members for their help in this endeavor.



Secretary's report

by Phillip Steele

Greetings Chapter 958

January's meeting had several items presented to the members for their discussion and approval. Membership where we ask if the chapter would support the EAA while they would be exhibiting again in March at Austin at South by Southwest. A few days prior to our meeting we were contacted about hosting the Ford Tri-Motor again this spring, also making February an open house month for the chapter. And also if the membership would have interest in ordering chapter shirts again this year. The young eagles and eagles programs were also discussed along with the frequency and time of these events. The chapter agreed that we should support EAA at South by Southwest, we will need some members to be there with the EAA booth around the first week of March. After confirming the Tri-Motor support we have dates of the 22nd thru the 25th of March for the hosting of same. Redbird will be hosting the Mooney groups that weekend and not able to support the Tri-Motor. Chapter officers contacted the CAF and all operations will be from the CAF hanger. Chapter will have its first young eagles event after the meeting in March on the 17th. Also it was agreed that chapter shirts should be made available for those that did not order last year and to the new members that may want them. This month February will be an open house with pancake breakfast. We are off to a good start and hope that you will come out and enjoy the programs and support the activities coming over the next few months.

Riveting Experiences

By Stan Timmerman

I have become very proficient at removing rivets. That is not the sort of thing you brag about. For the record, it is not because I am a bad riveter. It is the consequence of putting rivets in locations that should not have them at this point in the assembly.

It usually goes like this. I am going along riveting and accidentally put a rivet where it should not go yet. After the requisite amount of swearing, I spend an hour removing the rivet. I then go on riveting away only to discover that I have again placed a rivet back in the same place that I removed a rivet from.

This is a picture of my first attempt at resolving this on going problem. I place a giant X over the location that does not receive a rivet.

This turns out to be a completely useless method. It turns out that I cannot read while riveting.



My next attempt at stopping the carnage is to place a bolt in the hole that should not receive a rivet.

This method also failed. While I cannot read the X, I do have the ability without thinking to remove screws. I then promptly fill the hole with a rivet that I have to take out again.

At this point I digress. My daughter watches a show called Duck Dynasty. It is a show about old guys doing stupid things. I do not see the attraction since she sees me doing stupid things all the time.

Anyway, in one episode the four old guys were battling beavers. Beavers make dams that for some reason affects their duck hunting. I do not care about the hunting bit, but I was fascinated with their solution. They got hold of dynamite and blew the dam up. I have checked at Home Depot, Lowes and Tractor Supply Center and cannot find a vendor for dynamite. So the dynamite part of the story did not turn out to be useful.

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What was useful was the beavers. Beavers are known for their water dams. Such a small creature making large structures has always captivated us. Researching beavers a little deeper tells a different story. Beavers are stupid. By all rights, there is no way they could build such things. The thing that makes dam building possible is a simple directive. Beavers hate the sound of flowing water. Their dam building is nothing more than the consequence of a stupid creature trying to stop the noise of water flowing.

Now, the connection between beavers and sound is the the same as a builder and rivets. Everywhere I see a hole I put a rivet in without thinking. Even a bolt is flashing light indicator of a hole.

Finally, I arrive at my solution. It turns out that I can make the site of the hole go away by using a piece of tape.

Blue is not a great camouflage but the adage “out of site out of mind” works.



This ends my helpful suggestions. I now will continue with more stupid stuff that you should not do.

First up is my attempt to build a rivet squeezer. My first problem was that it was too heavy to pick up and carry around.

I have a twenty year supply of brake rotors laying in caches stored in my back yard. I do not think my wife would throw them away if she found them because she does not know what they are. I had a previous article on how to use a brake rotor to support a tent heater. I have also used brake rotors for grinder stands.

I tried to stack a bunch of them together to make a stand for my rivet squeezer. It did not work because I soon was unable to move the stand either.





I tried to attach the brake rotors to a c Frame but that did not work either. I still could not push it around. I eventually put wheels under it so I could slide it but by this time I was losing interest

This was the final solution. I regret that I could not figure out how to incorporate brake rotors.

I am never going to get rid of my stash at this rate..

FAA DAR-F Available

I am a FAA DAR-F (Manufacturing) and wanted to get my name and contact information out to you to for your chapter members to consider when it comes time to have your airplane inspected and airworthiness issued.

As you know, it is getting harder and harder to get FAA out to inspect amateur-built airplanes and especially on a schedule that meets an individuals timeline.

Please feel free to contact me anytime at the below number or email address.

Ernest W. "Chip" King III
King Aerospace Consulting, LLC
901 Maple St.
Uvalde, Texas 78801
830-591-9581
www.kingaerodar.com

Safety Corner

EAA Webinars

Date	Time	Presentation	Presenter
2/13/18	7 p.m. CST	IFR Decision Making: Chasing Choices Qualifies for FAA WINGS credit.	Andy Miller
2/15/18	7 p.m. CST	Become A Better Chapter Leader - President/Vice-President	John Egan
2/21/18	7 p.m. CST	So, You Want to Build a Jet?	Lance Hooley
2/27/18	7 p.m. CST	Avoiding the Base to Final Spin Accident Qualifies for FAA Wings Credit.	Gordon Penner
2/28/18	7 p.m. CST	Become a Better Chapter Leader - Secretary/Treasurer	John Egan
3/7/18	8 p.m. CDT	Making Metal Behave Qualifies for FAA Wings and AMT credit.	Mike Busch
3/14/18	7 p.m. CDT	What TBO Really Means: Why I Bought a New Plane	Prof. H. Paul Shuch



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 phone: (512) 878-6670 fax: (512) 396-0029

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