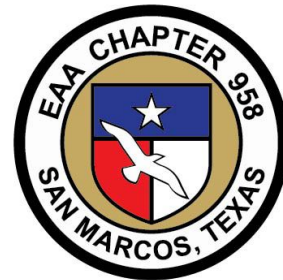


# Flightline



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

**March 2018**

## Hangar Talk

**Monthly Meeting**  
**March 17, 10:00 am**

**At Redbird Skyport Conference  
Room**

**San Marcos Regional Airport**

**VMC Culb @ 9:00 am**  
RedBird Conference Room

**Program:**  
**"The Nagasaki Mission and the  
End of WWII"**  
**Presented by: Ron Panton**

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Hi Everyone,  
Hope this finds everyone doing well and making plans for the upcoming flying season. Its been a chilly and damp start to the flying year but we should have a Spring thaw soon and a chance to get some good flying in.

We have quite a few activities going on this month and hope everyone can participate one way or another. There is also a need for some volunteers to step up and help with some ongoing activities. We need someone to pick up donuts for the meetings on Saturdays and we can use some assistance with programs and the newsletter. None of these require large amounts of time but can help ease the load on our officers contact me at 512-289-9094 or [rhrross44@yahoo.com](mailto:rhrross44@yahoo.com). Thanks.

### Chapter Polo Shirts and Tee Shirts

Phillip Steele has information on the Chapter Shirts that are available for purchase. Tee shirts and shirts for the ladies are a new item so plan to add a Tee for yourself and a shirt for your lady. See Phillip at the meeting or contact him at:  
[topauger@att.net](mailto:topauger@att.net)

### Young Eagles

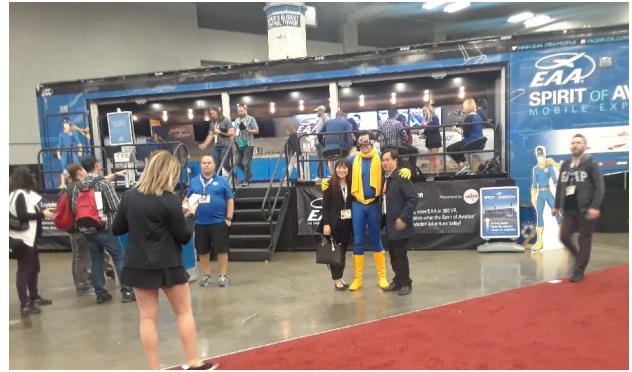
We have a Young Eagles event occuring after our regular meeting on Saturday (weather permitting) at approximately 11:30. This will include ROTC groups from San Marcos and Byron Steele High schools as well as several other individuals. Please contact John Brecher if you can assist or pilot: 214-448-2911, or [jbrecher@gmail.com](mailto:jbrecher@gmail.com)

(Cont. next page)

(Hangar talk cont.)

## SXSW

South by Southwest is currently underway in Austin as we speak. Due to changes in venue and program requirements, only Clell Bond has been able to participate for the required four days at the event. We did get three volunteers from the CAF to fill the gap and we really appreciate their help.



## EAA Chapter 958 hosts the Ford Tri-Motor

The Ford Tri-Motor will be back in town next week providing an opportunity for the public to experience flight from the golden age of aviation. Flights for the public will be given from about 3:00 pm to 5:00 pm Thursday and from 9:00 am to 5:00 pm Friday through Sunday. All operations will originate from the CAF Hangar each day. Check the sign up roster at the meeting to see what slots are available for each day. We need around five volunteers each day for briefings and aircraft marshalling. Volunteer orientation will begin at 8:30 am each morning.

Tell everyone about the event as it will be a fun experience for all who attend.

## San Marcos Regional Airport Advisory Board Meeting 3/12/18

KHYI is now the fastest growing airport in Texas and the City of San Marcos is working on plans for continued growth along with the surrounding area. With over 250 aircraft currently based at the airport, the City and Airport Management see a continued growth of facilities over the next 15 years.

- New Tower Manager, Billy White, has requested funding for an additional controller position to help expedite requests for IFR Flight Plans and Flight Following.
- Runway panels are scheduled to be replaced making runway and taxiway markers more readily visible
- Runway striping is scheduled to take place
- At certain times Air Force aircraft may be in the pattern for jet engine "flame out" simulation
- The Airport stand alone web page is set to go live shortly. Please check it out especially the EAA Chapter 958 listing, and provide feedback with any suggestions.
- **EAA Chapter 958** spoke about the Young Eagles program, The Ford Tri-Motor event and the desire to establish an aviation building program for youth.

## Around the Patch

Posters advertising our upcoming Tri-Motor event were distributed to Central Texas airports this past week. We were happy to see the positive response from everyone that was contacted. Personal experience with the folks at New Braunfels and Hallettsville was quite rewarding. At New Braunfels we were shown a number of places where we could leave posters and business cards and in Hallettsville we learned about their youth building program and were asked to reciprocate by placing a flyer for their upcoming event at our facilities (see add page 5). Overall, a very encouraging participation by the aviation community.

## Kobalt Video Shoot

At the last EAA Chapter meeting an email was passed around looking for someone in the Austin area that was building a plane. It was from Michael Kofsky, a film producer from Los Angeles. The email intrigued me. It looked like a great opportunity to get a professionally produced video on the RV10 I'm in the process of building.

It took me all of 10 minutes after the meeting to send Michael an email expressing my interest in being the subject of his video. He replied within the hour. We set up a time to talk by phone later that day to discuss the project and to answer questions both of us would have.

The call went very well. Michael seemed very low key, but very professional. He is an independent film producer that does many "short" videos for documentaries as well as commercial needs. The project he's currently working on is sponsored by Kobalt Tools (Lowe's private label tool company). They are putting together a collection of 4-5 minute human interest videos called "The Artisan Series". This collection of video's will highlight various builders of a variety of projects. He was already scheduled to come to Austin to film a custom guitar builder. Since he was going to be in our area and was looking for someone building an airplane, it seemed like the perfect fit.

It took Michael a couple of days to get Kobalt's approval for the project. We then connected by phone to set the date and talk about the details. We decided that the weekend of February 3<sup>rd</sup> would work for both of us. The plan was to shoot "building shots" and "flying shots" over two days of filming. I was really excited to know he wanted to get some shots of me flying my Mooney. Michael wanted to do air-to-air shots with the camera filming me from the outside of my plane. It's not every day that we pilots get to have a professional video our flying experiences. I made a couple of calls and was able to get Larry New to graciously accept the job of flying the camera plane for us on Saturday evening.

Michael and Andria (the camera operator) showed up at my house Saturday morning to start the shoot. We were going to film "building" for most of the day and then go do the air-to-air filming later that day, around sunset. It was a lot of fun! They videotaped me riveting, drilling, deburring, etc... all the fun steps in building a kit plane. Many of the shots were "staged". They'll look good in the video but have nothing to do with what I'm actually doing at this time. For instance, I'm currently working on the fuselage and won't be attaching the empennage for another month. But, for "production value" we placed the tail up against the fuse as if I were joining them together now. We also placed the cabin top above the fuse as if I was eyeballing the fit of that component. That won't happen for 2 months. At the end of the day, it was all fun and enjoyable.





As luck would have it, the weather did not cooperate with our air shots on Saturday (900 ft ceilings all day), and Larry was unable to fly Sunday morning, our next available time. So, after a couple more last minute calls, Dan Verda of Coast Flight Training (based at KHYI) graciously volunteered a plane and his chief flight instructor to fly the camera plane. We met at 10am and flew out over Canyon Lake. We shot air-to-air shots for about an hour over the lake. They said they got great shots, but I won't see them for at least a month. After the air-to-air shots, we landed and I took the camera person back up in my Mooney for some cockpit shots of me flying. I can't wait to see how those turned out.



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## Fly-In and Pig Roast, Hallettsville, TX (34R)



### FLY OVER AND HANG OUT

Your Invited!

Texas Barnstorming Museum proudly presents the 2018 3rd annual Fly-In & Pig Roast at the Hallettsville Municipal Airfield (34R)

Saturday April 21, 2018

Camping available Friday night (with pre registration)

Plan on eating around noon

Movie in the Hangar Friday Night

The Great Waldo Pepper

More info at [www.whereolddogsfly.org](http://www.whereolddogsfly.org) or call Jim at (361)772-6434

Proceeds benefit our kids in aviation scholarship program

## When in Tucson

We had an opportunity to spend some time in Tucson, AZ a couple weeks ago while looking at an aircraft project. Decisions are still in the air regarding the project but we had an excellent time in the town, beginning with a lunch at the Marana Regional Airport cafe. Food was great and we could watch parachute jumpers and local ground squirrels through the picture windows. The airport is located about 17 miles Northwest of the city, its uncontrolled, and has a good mix of general aviation aircraft based there.



A parachutist descends to the runway at Marana Regional Airport near Tucson. Their Airport Cafe is open from 7:00 am to 2:00 pm

When arriving at the Pima Air Museum, we were greeted by an F-22 practicing for the upcoming demonstration season.





And of course it wouldn't be a complete trip to Tucson without visiting the Pima Air and Space Museum. The museum and its renowned boneyard are next door to Davis Monthan Air Force Base, home to the Air Forces' 355th Fighter Wing. It's also the location of the Heritage Flight Training and Certification Course for the FAA. During the course, aircrews practice ground and flight training to enable civilian pilots of historic military aircraft and U.S. Air Force pilots of current fighter aircraft to fly safely in formations together. As we approached the Pima Air Museum, we were greeted by an F-22 practicing his low level demonstration runs.

We had visited the Air Museum about 30 years ago when it was primarily "just a boneyard". What a difference now. It has a number of buildings encompassing all aspects of aviation and very knowledgeable docents, many with personal history to some of the aircraft. Something that caught my attention was a beautifully preserved Grumman F-11 tiger in one of the hangars. That was the plane used by first Blue Angels demonstration team I ever saw when I was a kid. Brought back some memories.

A stroll around the boneyard was quite interesting, with some aircraft forgotten by time, still hovering over the sands at the museum. So if you get to Tucson, be sure to stop at the Pima Air and Space Museum and take a stroll along aviation's memory lane.



F-100 Super Saber



Martin PBM



Republic RF-84 ?



McDonnell-Douglas Voodoo

## **Safety Corner**

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### **EAA Webinars**

<b>Date</b>	<b>Time</b>	<b>Presentation</b>	<b>Presenter</b>
3/14/18	7 p.m. CDT	What TBO Really Means: Why I Bought a New Plane	Prof. H. Paul Shuch
3/21/18	7 p.m. CDT	Aw Chute! Qualifies for FAA WINGS and AMT credit.	Boris Popov
3/27/18	7 p.m. CDT	RV Aerobatics Qualifies for FAA WINGS credit.	Ron Schreck
4/3/18	7 p.m. CDT	Chapter Chat: Tax Exempt Basics	Patti Arthur
4/4/18	8 p.m. CDT	Differential Diagnosis Qualifies for FAA Wings and AMT credit	Mike Busch
4/11/18	7 p.m. CDT	Aviation Weather Center Operations and Products Qualifies for FAA Wings credit.	Declan Cannon
4/17/18	7 p.m. CDT	Freestyle Aerobatics	Jim Bourke
4/25/18	7 p.m. CDT	Flying with Aerovie EFB Qualifies for FAA WINGS credit.	Bryan Heitman

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