



The Flightline

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

May 2015 Issue



The Success Continues...

EAA Chapter 958



The Leader In Recreational Aviation

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May Chapter Meeting at Redbird Skyport

The May meeting will begin with a pancake breakfast at 9:00 am followed by the regular meeting at 10:00 am Saturday 5/16/15.

Program: John Brecher, instructor with SportAir Workshops on Sheet Metal Fabrication

Prez Sez

Howdy Y'all

I would like to start this months Prez Sez by thanking those members who have stepped forward and are now serving as officers for our chapter. As we now have a full complement of same for the first time in about three years. This is not to forget that we also have two people serving with duties related to the news letter and our web page. This has made things much easier for all with regard to chapter business and planning. The new officers are as follows Will Hartsell (secretary), and Steve Sewell (treasurer). Russell Ross (newsletter editor) and Stan Timmerman (web page design and support) will continue in those positions. Not at all do I wish to forget or pass over our technical councilor James Dixson. All are much appreciated by those who have been serving in a number of positions over the last few years. I wish to let the chapter know that I've been on our web page several times over the last few months and find it very well put together and informative. There is a calendar of events on our web page and starting this next month I will see that events are posted for your convenience. Speaking of events I have been receiving information about fly-ins, and aviation shows from many different sources sent to me via e-mail. These activities are coming from airports, EAA chapters and others from all over the country. In posting these events it is hoped that some members may possibly find the opportunity to attend, or as with the Stinson Airport anniversary last month; helping out other chapters. This information has started coming to me just over the last few months I've responded with interest and told them to send info on future events. So start keeping an eye on the web page for those listings. I will also try to inform members at the chapter meetings of these events. Here is one coming up on May 29th and 30th 2015. Texas Aircraft Expo Austin Executive Airport (KEDC) Beech, Cessna, and many more aircraft on site. The 29th 3:00 PM to 6:00 PM ; 30th 10:00 AM to 2:00 PM.

Some members like myself are looking for flight training. I've found two flight schools that can and do have programs geared toward the light sport pilot certificate. The first is Genesis Aviation 302 Toledo Trail Georgetown, TX. 78628 Phone 512-931-0330. They teach with a Cessna 162 skycatcher. The second is San Antonio Light Sport Aviation (SALSA) 400 Boerne Stage Field Rd. Boerne, TX. 78006 Phone 830-981-2345. They have a motor powered sailplane. I've had correspondence with both and are trying to schedule both for a program about there facilities, training, pricing, and instruction at meetings before the end of the year. If you are in flight training or looking into same please let me know what you've found and if you are comfortable with the school, instruction, and pricing. This information my help others with there selection. In news related to training, Quicksilver Aircraft is starting a program where they will build your aircraft (S-LSA), and train you to fly your aircraft with an instructor at a dealership. You will have your sport pilot certificate when completed. They have a few around the country and putting on more as time passes.

My congratulations to Larry New I've heard thru the grapevine that his aircraft is now official and ready to fly. Weather permitting he should start flight testing soon. John Brecher from Sport Air work-shops Will give a talk this month on sheet metal in home building. The pancake breakfast will start at 0900 hrs.. There will be some discussion about the fly-in we will support with Redbird on the 30th of May. If you do not have plans for that weekend we still need some volunteers. Please check your calendar and if you are free Saturday the 30th spend some time with us in support of this effort. This event could become a major fund raiser for our chapter and a much larger event as time passes. I will mention at this time that we have members from many different areas around San Marcos. It has been brought to my attention that some of us could possibly car pool to meetings. If you think this is a good idea let me know and we will bring this up to membership. This may help out with increasing attendance and the general feeling of fellowship within our chapter. Please feel free to approach any of your officers with suggestions, interest, or concerns. See you all on the sixteenth

Phillip Steele

April 2015 Meeting Minutes

John Koenrwich from Redbird Skyport had the following details about the Bluebonnet flyin on May 30th:

Redbird Skyport has prominently displayed info about the fly in on their home page with a link to more details at: <http://redbirdskyport.com/about-skyport/upcomingevents/bluebonnet-fly-in/>

Swapmeet tables are available at \$20/table

All flying activities (e.g. poker run, spot landing, etc) will be free to participants

Young eagles flights will be available

Our chapter will be providing the concessions.

The airports for the poker run are:

Gonzales (T20)

Lockhart (50R)

Seguine (E70)

New Braunfels (BAZ)

Flying events will run from 1000-1400 with awards at 1600.

Our guest speaker from Specialized Aero, Travis Ahlhorn, spoke about different welding techniques and types of welds. Specialized Aero is an FAA Certified repair station that can fabricate parts, do welding, composite work, machining, and interior fabrication and repair.

No job is too small...they will work on homebuilts. Travis suggested Westbrook in San Antonio for best deal on larger quantities of 4130 steel. For small quantities he mentioned they would piggyback any individual order with their orders, saving shipping costs. Speak with Specialized Aero for more details. Their website is <http://www.specializedaero.com/>

Will Hartsell
EAA Chap 958 Secretary

He Got the Pink Slip!

And that's good for Larry New and his RV. Larry said: "It's officially an airplane as of May 2nd. The airworthiness inspection was done by DAR Tim Martinez of San Antonio. No problems and now it's time to put everything back together and get ready for the first flight. I'm grateful for all the help and encouragement I got from EAA 958 over the last 6 years! "



The Builders Workshop

(My apologies to Stan Timmermen for leaving off the last part of his article last month. For many of us it typifies the building process where parts and materials tend to overflow from the garage or workshop back into one or more rooms of the house much to the chagrin of our patient spouses. Ed.)



I lost track of how many sheets I bought. There is a saying measure twice cut once. I did not do it that way and had to buy extra sheets.

At a minimum this is (1) 4x8 sheet and (2) 3/4 sheet mdf



(Best use of a ping-pong table when children are grown and no grandkids have arrived) The air compressor, iron piping, hydraulic press are charged under the food preparation budget and are not shown. (See article April issue)

Wing Parts Constructed to Date

Full size wing tip rib right flange	25	1
Full size wing tip rib left flange	25	1
Nose ribs left flange	25	15
Nose ribs right flange	25	15
Center rib left flange	25	9
Center rib right flange	25	9
Center rib rib left flange	32	4
Center rib right flange	32	4
Flap rib left flange	25	11
Flap rib right flange	25	11
Aileron left flange	25	8
Aileron right flange	25	8
Aileron pocket rib left flange	20	9
Aileron pocket rib right flange	20	9
Aileron Nose rib left flange	25	8
Aileron Nose rib right flange	25	8
Flap Nose rib left flange	20	13
Flap Nose rib right flange	20	13
Total ribs required for (2) wings		156

Materials for Jigs and Forms

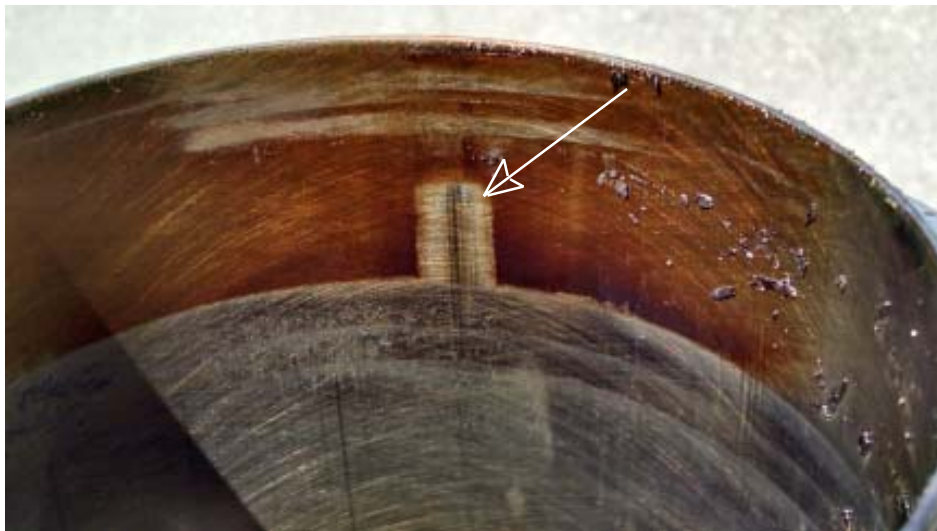
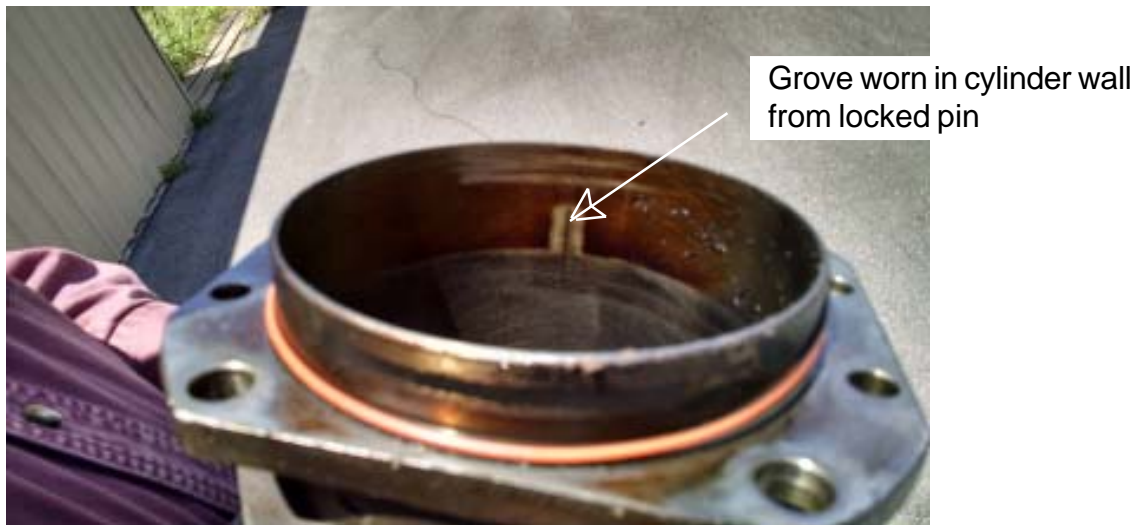
4x12 0	2	133	265.5
4x8 03	1	114	113.89
2x4 02	1	20.5	20.53
4x8x1	1	50	50
4x8x3/4	2	30	60
			509.92

Keep that Engine Clean

Technical Advisor Steve Dixson has found this anomaly on two different engines recently and wanted to pass it on to the members.

Some type of dirt or other contamination has managed to lodge between the piston wrist pin and the piston causing the normally floating pin to become locked in place, protruding slightly into the cylinder. The locked pin eventually wore a groove into the cylinder wall, preventing the piston rings from sealing and causing subsequent loss of compression. With the loss of compression there was a loss of power. The overall result was an engine teardown and replacement of the affected cylinder(s).

All the more reason to make sure we keep a watchful eye on the cleanliness of our fuels and lubricants. Thanks Steve.



Bluebonnet Fly-In

HOSTED BY **Redbird** Skyport

MAY 30TH - 10^{AM} TO 2^{PM} - AWARDS AT 4^{PM}



DETAILS AND RESERVATIONS: WWW.REDBIRDskyport.com/BLUEBONNET

A Day of Aviation Activities

Poker Run

Aviation Swap Meet

EAA Eagle and Young Eagle Rides

Redbird Simulation Contests

RedHawk Demo & Experience Flights

Precision Landing Contest

Redbird Helicopter Rides

Free 30-min Safety Seminar

Hamburgers & Hot Dogs

CAF Warbird Static Display

MAY 30TH

10^{AM} to 2^{PM}

Redbird Skyport

San Marcos Airport (KHYI)

2080 Airport Dr.

San Marcos, Texas 78666

(512) 878-6670

www.redbirdskyport.com

ONLY 30 Minutes
From Austin &
San Antonio



Editors Notes

Things appear to be coming together for the Fly-in on the 30th and there will be lots to talk about at the meeting on Saturday. Please everyone plan on attending, and show the folks at Redbird Skyport how much we appreciate the use of their fine facility each month. Note that we also have John Brecher of the Sportair Workshops stopping by to provide an introduction to sheetmetal work on homebuilt aircraft.

We have a pretty good showing of volunteers so far and it looks like we need 2 or 3 more to help with the concessions as this will be the most labor intensive of our volunteer responsibilities at the fly-in. And best of all, the chapter gets to keep any profits from the concessions. If the weatherman cooperates, this could be a super little event that could potentially grow.

We now have information available for anyone interested in Eagle Flights, the program for introducing adult prospective pilots into the world of aviation. Pilot requirements are the same as for Young Eagles, and its designed to provide a quality perspective on general aviation from an established pilots point of view. See me at the meeting for additional information about the program.

Our June meeting will feature Erik from McKee Avionics speaking about everybody's favorite topic (drum roll),... ADS-B. It should be an interesting presentation. And don't forget we welcome anyone who would like to present to the chapter, an account of their personal escapades in homebuilding. The chapter meeting is an open forum for anyone with stories, information, new technologies...anything aviation, that would be of interest to our flying community.

Till Later - Blue Skies and Tailwinds to all.
ED.

AOPA Call to Action

The AOPA is calling for pilots to contact their congressmen to support the the Pilots Bill of Rights 2. The bill would relieve those normally required to obtain a 3rd class aviation medical every 2 or 4 years of the process. The AOPA has a form letter available by clicking the related link on its home page. It will also give ou assistance in directing either your own comments or their form letter to the appropriate congressmen for your area. Please help in the support of this important issue to general aviation.

Lycoming Owners

Heres a cool video on how these great little engines are manufactured today up in Williamsport, PA. Always great to see the homegrown manufacturers still making it in the USA. (May have to paste)
<http://generalaviationnews.com/2015/01/28/how-lycoming-builds-engines/>

More Aviation Diesel Engines Being Developed

Engineered Propulsion Systems completes Phase One testing

NEW RICHMOND, Wis. — Since introducing its diesel engine developed from a “clean sheet” design at AirVenture last summer, Engineered Propulsion Systems (EPS) has been busy. It recently completed Phase One of its flight testing program, added staff and production facilities, and will soon be launching advanced tests with pre-production engines.

Expectations were met or exceeded with the first two concept engines, according to company officials.



Pilot Dick Rutan will resume collecting performance data in the skies over Mojave with a pre-production engine. A second pre-production engine will be tested and calibrated on EPS' mobile static system developed for ground tests. The company is also refining software that is designed to significantly lighten pilot workload.

Superior debuts Gemini 100 diesel

Superior Air Parts introduced the Gemini Diesel engine on opening day of SUN 'n FUN.

Using technology acquired from Power Plant Developments late last year, the 100-horsepower engine already has 10 years and 10,000 flight hours of development, according to Tim Archer, Superior Aviation Group CEO.

He added that because of its uniflow design featuring two-opposing-pistons-per-cylinder, the Gemini will be smaller than many current gasoline and diesel piston engines, giving it a power-to-weight ratio advantage and making it especially attractive to the experimental and LSA markets initially.

A fully loaded Gemini 100 weighs 199.7 pounds and burns 4-5 gallons per hour at 75% cruise power settings.



DeltaHawk unveils diesel engine for certified aircraft

If avgas, also known as 100LL, disappeared tomorrow, what would you use to power your airplane?

The folks at DeltaHawk Engines have an answer to that: A diesel engine designed for aviation.

During AirVenture the company showed off the new design mounted in a Cirrus SR20. The Cirrus is the proof-of-concept model and during the show it had a steady crowd around it.

Dennis Webb, the president of DeltaHawk, notes that the engine would not have been feasible as little as 10 years ago.

“There is a lot of innovation in it,” he said. “This engine took a lot of hard-core research and development. In the past 10 years materials and technology have changed and now we have computer-designed engines that we never could have done in the 1960s. This is not a rehash of automotive diesel technology.”

Safety Corner

Aviation Safety Programs and Webinars

EAA Sponsored webinars (free)

5/21/15

7 p.m. CDT

Emergency Bailout Procedures for Pilots and Survival Equipment

FAA Wings Credit

Allen Silver

6/10/15

7 p.m. CDT

Tips for Flying into EAA AirVenture Oshkosh 2015

Fred Stadler

5/27/15

7 p.m. CDT

Flying with Your iPad using WingX Pro7

FAA Wings Credit

Jim Sweeney

6/16/15

7 p.m. CDT

Aircraft Control at High Angles of Attack

FAA Wings Credit

Benjamin Freelove

6/3/15

8 p.m. CDT

Safe vs. Airworthy

FAA AMT & Wings Credit

Mike Busch

