




The Flightline

EAA Chapter 958 San Marcos, TX
Where every day is a good flying day!
September 2015 Issue



	
<i>The Leader In Recreational Aviation</i>	
	Page
Meeting Notice	1
Prez Sez	1
Editors notes	2
Young Eagles	3
Original Wright	
Factory Tour	4
King of cancellations	6
Safety Corner	7

April Chapter Meeting
at Redbird Skyport

The September meeting will begin with coffee and Donuts around 9:30 am followed by the regular meeting at 10:00 am Saturday 9/19/15.

Program: Aviation Fuels
By: Steve from Royce Groff Oil

Prez Sez

Greetings 958

To the chapter I must extend an apology. I had over several weeks and numerous occasions looked at the calendar last month and was most positive that the 22nd was the third Saturday. I had arranged a speaker for that same weekend. He is quite knowledgeable about aviation fuels and engine lubricants. Is a aircraft owner and high time pilot. Some of our members may know him or have had dealings with him in the past. He is a sales rep for Royce Groff oil company in Castroville. But as I found myself opening email on Monday the realization that I had missed the meeting became altogether apparent. It was somewhat of an embarrassment for myself having also requested a officers meeting that same day. I believe that it is a combo of old age and to many irons in the fire. It was some what of a pickle when I contacted Steve to reschedule. He will be attending the meeting this month. It turned out to be much better for him to reschedule for this month.

Those Whom wished to hear him speak can do so by attending chapter meeting this month. He will bring a great deal of information, knowledge, and experience into the discussion. I feel that we will also be asking him to return in the future. Coffee and do-nuts will be on-tap for the meeting. If we can get this news letter out prior to the 12th there will be a Young Eagles event starting that Saturday morning if you can participate come on out and give a hand.

The year will be coming to a close sooner than we probably care to think. We have speakers set for the next few months, then the Christmas party. The Chapter Elections coming in January. So let your officers hear from you in regards to what you as members would enjoy seeing and hearing about over the next year.

Phill Steele
Prez Chapter 958

August 2015 Meeting Minutes

1. Young eagles will tentatively meet next month

We're always looking for volunteer Pilots and ground support

Date to be 12th of September at 10 with rain dates the following Saturday in conjunction with the meeting. If you know any kids who are interested bring them out

2. We need to look at officers for next year. Now is the time to start thinking of stepping up. The chapter will be trying to pay part or all of the travel expenses to the Chapter Leaders Academy in Oshkosh for new officers in the Chapter. Note the Chapter leaders is free (room & board provided) for participants. Just need to get there. If you have time please consider becoming an officer with the Chapter as everyone has ideas and skills that can be beneficial. The Academy is offered in the Fall and Spring each year. (Note: Will Hartsell will be the next participant from the chapter this Fall - Sept 25-27)

3. The Elm Creek Flyin is October 31st this year. Wear your Halloween costume. Chapter participation to be determined at next meeting.

From the Editor

The heat of summer is slowly fading, school is back in session and nature's original aviators are starting their migrations. Now is the time to think about the future year for the chapter. Chapter 958 has been making great stride this past year since moving to Redbird Skyport at San Marcos airport. We've had a growth in our numbers, we've initiated pancake breakfasts, had excellent speakers at the meetings, better turnout at the meetings, and superb support from John Koenreich and his staff at Redbird. We're also trying to set up an inticement for perspactive officers. We're looking at paying at least half to all of the travel expenses to EAA's Chapter leader's Academy held twice a year, in the spring and fall. The Academy, held in Oshkosh is free with room and board provided to selected members, so the only expense incurred is the cost of travel. It's held over the course of a weekend from Friday evening to around Noon on Sunday. The adantage of participation is that officers new to the operation of a chapter, are provided with the insight and tools to help make the chapter operation more effective.

With this in mind, we're asking members to step forward and participate as we get ready for a new year and election of new officers. The chapter has come a long way over the past year, but as with any organization, fresh faces and new ideas are necessary to make it work and keep it fresh.

Academy Mmbers March 2014



You never know who you'll meet at the Academy



First Young Eagles Program in San Marcos

Well our first Young Eagles program at our new location was a success. We had a great turnout of members to help on the ground and 4 pilots brought their planes. We had a small group of YEs this time, however as the word gets out we can expect many more for our next endeavor. We need someone in the San Marcos/Kyle area to help find contacts in the school system, Big Brothers/Big Sisters, Scouts etc. Once we do there should be a steady stream of participants for the program. Anyone who either has contacts or knows of someone who has contacts in the local area please contact Mike Short to work out the details. (m.short13@att.net)

Again, thanks to everyone who came out Saturday to support the program and special thanks to Steve Sewell, Larry New, Larry Bowles and Mike Short for providing their aircraft and skills to fly the kids.



The smiles say it all



Guy made arrangements for the kids to see the inside of the control Tower.

Tours of original Wright factory buildings slated through end of year

September 13, 2015 by General Aviation News Staff

DAYTON, Ohio — The National Aviation Heritage Alliance (NAHA) has scheduled free monthly tours of the Wright Company factory buildings through the end of 2015.

Tours of the two historic buildings will take place on the third Thursday of each month — Sept. 17, Oct. 15, Nov. and Dec. 17. Each tour will begin at 10 a.m. except Dec. 17, when it will begin at 2 p.m. A tour typically takes about an hour.

The Wright factory is the first American factory built for the purpose of manufacturing airplanes. The two structures are the oldest airplane manufacturing buildings still standing in the world and the only buildings still in Dayton where the Wright brothers worked on airplanes.

Wilbur and Orville Wright formed the Wright Company in 1909 and built their first factory in 1910. They added a second one in 1911. The buildings later became part of the Delphi Home Avenue auto parts manufacturing plant. The plant closed in 2008 and is now owned by a redevelopment company.

In 2009, Congress authorized the National Park Service to restore the factory as a part of the Dayton Aviation Heritage National Historical Park, but it hasn't provided funding to acquire or restore it.



Historical image of the Wright Company factory buildings circa 1911, from Library of Congress.



NAHA's vision is for the Wright factory to be restored as a national park unit and for other parts of the site to be redeveloped as an aerospace education, research and manufacturing hub.

With the cooperation of the property owner, Home Avenue Redevelopment, NAHA is conducting the public tours to raise awareness of the factory and build community support for its restoration. This site is not restored, so visitors will be asked to sign a hold-harmless agreement. Closed-toed shoes are required, and no restroom facilities are available.

The factory entrance is off West Third Street just east of Abbey Avenue. The gate has no specific address, but GPS users will find it by navigating to 2900 W. Third St.

The King of Cancellations

September 10, 2015 by Jamie Beckett

Like you, I have on occasion cancelled a dentist appointment. Even at the last minute, with almost no warning, I've cancelled plans to attend a wedding or a birthday party. A friend of mine just cancelled a dinner he had been planning.

Cancellations happen. We might be disappointed, but we adapt. We overcome the sorrow of a lost opportunity and regroup. There is almost certainly another date on the calendar somewhere in the not-too-distant future when we can make up that nullified appointment or invitation.

That is, unless the activity you choose not to cancel is a flight. If peer pressure causes us to fly when we shouldn't, there may be no tomorrow.

If our sense of invulnerability overcomes us and we launch off into roiling black skies when overtired and underfed and maybe only seven hours removed from the bar where things got out of hand last night, we very well may forfeit the opportunity to fly another day.

Make no mistake, you are vulnerable. So am I.



The summer of 2015 will go down in the annals of time as the year I became the King of Cancellations. Here I sat with plenty of opportunities to fly, a beautiful airplane at my disposal, and a boatload of appointments that were accessible by air — if only the weather would cooperate. ??There was the day I was supposed to go to Deland to speak to an EAA chapter about the wonders of founding a flying club. Except the ceiling at my home airport was 400 feet. I made it to the meeting, but I drove there.

Then there was the Rusty Pilot seminar I was presenting at University Air Center in Gainesville. On the morning of the presentation, the fog of Paynes Prairie rose to 200 feet and hung there like a snugly, puffy blanket. It burned off by mid morning, but well beyond the time when I needed to be on the ground engaged with guests. The forecast had been right. I drove to that event as well.

This scenario and other substantially similar scenes repeated themselves over and over this summer. That was frustrating. But being frustrated and traveling by surface roads is far better than the alternative had I flown on those days.

I will be honest with you. I am not a brave pilot. Rather, I'm deeply established on the conservative side of the decision-making process. If there's known icing, you can find me sipping coffee by the fire. If there

are embedded thunderstorms, I'll take up residence in front of a wide screen television and start surfing channels.

My airplanes of choice are light, small, have minimal instrumentation, and generally pack fewer horses under the cowl than your average fighter jet. Yet I love flying these inexpensive flivvers. They're all the fun I ever wanted and they get me where I want to go. They have that ability for this simple reason: I refuse to abuse their capabilities, or mine.

When I was 7 years old I came upon a Cessna 172 in the woods near the summit of Mt. Higby in Meriden, Connecticut. The nose was in the dirt. The tail was on the ground, but had clearly been elevated prior to my arrival on the scene, stuck well up in a tree on the hillside. The aircraft was inverted. I'll spare you the rest of what I remember about the airplane itself. It wasn't pretty.

The weather was bad. Visibility was zero. The ceiling was on the ground. Fog and drizzle blanketed the area. All of which led to a maddeningly predictable outcome for a low-time non-instrument rated private pilot who chose to make a flight he shouldn't have made. Ostensibly, he flew without a briefing or a flight plan in an effort to get his friend home on time after the two of them spent a weekend on Block Island. Weather be damned, he launched off headed for home, regardless.

The pilot was killed in the crash. That's as good as the news gets on this one. The passenger, who was the pilot's good friend, found himself trapped by the collapsed instrument panel and buckled firewall. He was inverted. His buddy hung next to him, dead. It was August. Six days later search crews found the airplane. The passenger was still alive. He died in the hospital a short time later.

This is not a child's nightmare, it's a real occurrence. There's an NTSB report that details the crash and its outcome. I've read it, although I didn't have to. I saw the wreck. I know what it looks like when you play fast and loose with the odds. Sometimes you lose, and you lose big.

Years later as a relatively newly minted CFI, I flew professionally from a nearby airport. I flew over Mt. Higby every day, looking down on the spot where I'd come across the best example I'd ever see of why it's so important for a pilot to be willing to say, "No, I'm not going. Not today. Not like this."

I passed that lesson on to my students. Now I've passed it on to you. I suspect I'll keep telling this story, too. Because it's important.

They were just 15 miles from home when their Cessna impacted Mt. Higby. Had they taken the ferry to the mainland, rented a car, and driven home, they'd have had a few problems to deal with on Tuesday morning. Yet the challenge of schlepping out to Block Island to retrieve the airplane, and paying the bill for several hours of extra rental time, might seem like small potatoes compared to the outcome they experienced for plunging into the soup dead set on getting home. Because they didn't get home. They just got dead.

Winter is coming. Here in Florida my weather is about to improve dramatically. If you live up north yours may get substantially worse. Either way, let's commit to this simple promise. Let's take great care in the decisions we make before we take off. Once airborne, let's not be shy about admitting we'd be better off on the ground, even if the place we land isn't the place we intended to land. Then let's meet back here next year to cover the topic again.

If we can commit to those simple rules, I'll bet both you and I will be here next year to have that conversation. That would be nice, wouldn't it?

Safety Corner

Aviation Safety Programs and Webinars

EAA Sponsored webinars (free)

9/16/15 7 p.m. CDT [What's the Spin on Stalls?](#)
FAA Wings Credit Prof. H. Paul Shuch

9/23/15 7 p.m. CDT [Electronic Ignition for Aircraft Engines](#)
FAAAMT & Wings Credit Klaus Savier

9/30/15 7 p.m. CDT [Chapter Chat: Facebook Basics for Chapters](#) Kyle Voltz

10/7/15 8 p.m. CDT [Know Your Oleo](#)
FAA Wings and AMT Credit Mike Busch

10/14/15 7 p.m. CDT [Designing the Perfect Paint Scheme](#)
FAAAMT Wings Credit Craig Barnett

10/21/15 7 p.m. CDT [Prepare for Your Checkride and Pass](#)
FAA Wings Credit Larry Bothe

10/28/15 7 p.m. CDT [Flying the Tailwheel Airplane: Key Points for Becoming a Great Stick and Rudder Pilot](#)
FAA Wings Credit Jim Alsip

11/4/15 8 p.m. CDT [Carbon Monoxide - Silent Killer](#)
FAA Wings and AMT Credit Mike Busch

11/11/15 7 p.m. CST [Precession Precision: Taming Turning Tendency](#)
FAA Wings Credit Prof. H. Paul Shuch

