




The Flightline

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



	
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November Chapter Meeting
at Redbird Skyport

The November meeting will begin with coffee and Donuts around 9:30 am followed by the regular meeting at 10:00 am Saturday 11/21/15 at Redbird.

Program: Homebrew Flight Simulator
By: Will Hartsell

Editors Notes

Well Mother Nature has been at it again this past month, but hopefully everyone of you stayed high and dry. Sadly the Elm Creek Fly-In had to be cancelled due to a soggy field from the rains the night before. With any luck Mother Nature will shine on us the rest of the year and into next. As things wind down this year and we get ready for the holiday festivities, think about how we can interface the chapter with the community, and other local aviation organizations. As an EAA chapter we need to be focused not only on the building aspects, but the promotion of aviation, promotion of aviation safety, aviation education and others aspects of this great endeavor.

We need to look at ways to foster participation in our chapter and recruit new members into the fold. If each one of us would recruit 1 new member we would have a membership of 70, and as they say, there's strength in numbers. With a larger membership, it will be easier to promote everything EAA. Young eagles, Eagles programs, perhaps a chapter hanger (Note: I talked to the airport management and there is plenty of airport land available for lease to build aviation facilities and hangers), related AOPA or IMC programs etc.

We also need to thank the chapter officers for the work they do. They've raised their hand and committed to the chapter, and to show our support, we need to raise ours hands as we call for new candidates for the upcoming year.

And don't forget to send in info on your latest achievements to the newsletter - first solo, first flight, first completed part, new starts, completions etc. so we can cheer you on.
Blue Skies and Tailwinds,
Russ

A Builders Table

by Stan Timmerman

To build a wing you need a flat surface. In the case of a bearhawk I needed a flat 4x18 surface. If you have a flat surface you can make another flat surface.

This was the article that was not going to happen. Originally, I thought I would talk about building a table but as it went on and on (time and money) I just got more depressed. I changed my mind when I read the article by Ken Scott in the November 2015 Kit Planes magazine. I very much enjoy that magazine by the way.

Ken Scott comes from the RV Vans world. Anyone building an RV has probably talked to him. As it turns out, he and some others are building a Bearhawk LSA. The article he wrote is about their continuing build progress.

I felt better after reading about Ken's table(s) . The local Bearhawk kit company in Bastrop sells complete wings, as well as ribs and spars. I am doing it the hard way and making my own. It was conjecture on my part that my success or failure would have to do with my table. I spent a ridiculous amount of time and money building my table. The reason I am writing this up is because Ken also found a normal table to be insufficient.



I made 3 saw horses that spanned 10 feet. On top of the saw horses I laid a bunch of 2x4s that I had cut as straight as possible. I then took a sheet of 1/2 mdf and laid it across the 2x4s.

The loose sheet was then slathered with paste wax. The surface would be used as a glue table.

Using every way I could think of I shimmed up and leveled the 4x10 foot surface.



I then took another sheet of 1/2 mdf and cut many uniform width slices. Did I mention how important my table saw was? Then I slowly made a grid using wood glue. I must have spent \$40 on glue. The waxed table will not let the glue adhere. My belief was that the grid would have to follow the flat contour of the waxed table.

After the glue cured I flipped the web surface that was on the bottom to be on the top. I then laid out another sheet of 1/2 mdf on top and glued it down. I used \$20 in screws and thousands of pin nails.

After my good (top) surface was cured I flipped it back over and worked on the inside.



My son welded hundreds of these nut plates up. All of the work I have described so far was to build a 4x10 table. I need a 4x18 foot table. The two tables have to be seamed up using these internal nut plates.

After the insides were done, more glue and nails are used to attach the bottom.

After the 10 foot table was made, I had to make another table that was 8 foot long.





The 18 legs were attached using the internal nut plates.



My garage floor has as serious slant. Each leg has its own adjustment for level.



Here is why I am depressed. I finished my very level and very big table. When I am not looking, someone keeps piling stuff on top of my nice table. I do not know who is doing it.

My advice to anyone else building a table is buy your bolts from Tractor Supply Center by the pound.

Like most of my projects I announce that it is done when I cannot pick it up or shoved it around. I now consider it my go to place in case of a tornado.

EAA Providing IMC Club Flight Proficiency Programming

IMC chapters and members to be integrated into EAA

November 4, 2015 — A newly formed EAA subsidiary and IMC Club International Inc. have entered into a license agreement that will provide IMC flight proficiency programming to EAA and its chapters around the world.

The agreement comes three months after EAA and IMC Club signed a letter of intent to explore an EAA acquisition, a possibility that was announced during EAA AirVenture Oshkosh 2015. The license agreement will result in IMC Club's chapter resources and offerings being created and distributed as new programs produced by the EAA subsidiary (EAA IMC LLC) to EAA chapters and members.

"This agreement means additional resources will now be made available for the popular IMC Club program offerings that evangelize the benefits that enhanced pilot proficiency creates for pilots of all skill levels," said Jack Pelton, EAA's chairman of the board. "Adding these programs is a further strong indication of EAA's commitment to aviation safety while also expanding the value offered by EAA's chapter network."

As result of the agreement, IMC Club's 2,350 members will become EAA members immediately. For IMC's 126 chapters, beginning in the first quarter of 2016, those with neighboring EAA chapters will be encouraged to merge into the EAA chapter, while IMC Club chapters without a nearby EAA affiliation will be encouraged to become new EAA chapters.

In addition, IMC Club founder Radek Wyrzykowski will join the new EAA subsidiary as Manager of Flight Proficiency and continue to develop programs and activities to promote flying proficiency, including the build-out of EAA's Pilot Proficiency Center at AirVenture. Additionally, Wyrzykowski will carry forward the IMC Club's legacy by providing real-world scenarios (both IFR and VFR) to actively engage EAA members in becoming safer pilots through progressive training and curriculum development.

"It is important to maintain and expand the reach of IMC Club programming while allowing the content to remain free of charge. This integration into EAA allows us to do exactly that," Wyrzykowski said. "At the same time, this agreement brings our flight safety programs and scenarios to more aviators through the worldwide reach and visibility that only EAA can provide."

IMC Club members have received additional information regarding their EAA memberships, which will include all EAA services and EAA's monthly flagship publication, Sport Aviation. IMC Club International Inc. will discontinue its separate programming and new memberships.

Safety Corner

Aviation Safety Programs and Webinars

EAA Sponsored webinars (free)

Date	Time	Presentation	Presentor
11/18/15	7 p.m. CST	The ForeFlight / Garmin Panel Connection	Eric Hake
11/24/15	7 p.m. CST	Drones: The New Frontier?	Scott "Sky" Smith
12/2/15	8 p.m. CST	Piston Engine (In)Efficiency FAA Wings and AMT Credit	Mike Busch
12/8/15	7 p.m. CST	Financing a Flying Club Aircraft	Kevin Buckland
12/9/15	7 p.m. CST	3D Printing for Experimental Aircraft Builders	Scott VanderVeen
12/15/15	12 p.m. CST	Flying Club Insurance	Bob Mackey

