

# The Flightline



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

## May 2016 Issue

**EAA Chap 958 Meeting**  
**Redbird Conference Room**  
**San Marcos Airport**  
**Saturday May 21, 2016,**  
**10:00 am**  
**Coffee and Donuts @ 9:30**

**Program: Formation**  
**Flying & Safety**

**Presenter: Brian Lloyd**

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## Prez Sez

Salutations Chapter 958

Hope you all have had a good month and you are all well. This month Mr. Brian Lloyd will be speaking on formation flying. Items on the agenda include an update on the chapter members' trip to Airventure, we'd like to get a headcount of those planning to drive and camp and those flying. Next month we have a presentation by Paul Erb of the Central Texas Rotorcraft Club and we have been in communication with the folks at Foreflight for a possible presentation at a future meeting. If you have any suggestions of future programs that may be of interest to you, please see one of the officers at the meeting. Having said that, we know we have a wealth of aviation knowledge in our membership, if you as a member possess knowledge, training or war stories that you may wish to share with the chapter, please feel free to let us know.

Other items for discussion on the agenda include: 1. A fall chapter fundraiser; 2. Purchase of EAA/Chapter Tee shirts, Polo Shirts, or other; 3. An Eagles program for chapter members and 4. Collection of goods (aircraft parts, tools or other) for future swap meet or hangar sale.

For some time now Russell has been asking for a short bio on myself and other officers for the news letter. So I am not putting it off any longer. See it on page 4.

Phillip Steele Sr.

(Editors Note: I edited several bio's to fit in the space I allocated)

# Editors Notes

Well we're certainly not seeing the best of weather lately, bad for flying but conducive to building, and honing our building and flying skills by reviewing construction and flight training videos, checking out EAA or AOPA free webinars from their respective libraries, or just reading a good aviation book. I've recently completed the online portion of the basic FAA Wings program and am waiting to schedule my flight portion of the program. It's also time to renew my aircraft insurance, and to my surprise, I found I can get a discount on my insurance once the Wings program has been completed. Its nice to know that there's an additional benefit to safety training.

Our chapter members have been on the go this past month. Clell Bond participated in a formation flying clinic led by Bucko Strehlow and Saturdays' speaker, Brian Lloyd. Clell said that although the Training was for the Mooney group, the training and techniques can be applied to any other aircraft type as they're largely based on military procedures. Clell said he's not ready to join the Mooney Caravan yet, but with more practice, maybe.

I was getting ready to leave Redbird in the Cherokee a couple weeks ago when a Jabiru (Correct me if I'm wrong) taxied in and parked next to me. And getting out of it was our illustrious vice president Will Hartsell. Will was in the process of doing his first solo cross country towards his Sport Pilot license. Running out to meet him was mom and son with congratulations. Good going Will.


We've had some discussion on and off about having a hangar meeting. Because we have a relatively diverse group geographically, this has been a problem. I'd like to take a poll of those who have a hangar and find out where it is located, and if they would be willing to host a hangar meeting. Even if it is not at San Marcos, we certainly would not rule out a possible meeting. See me Saturday and let me know or email me regarding what you have and if you would be interested in hosting.

As mentioned in Prez Sez, the chapter is setting a goal to have at least one fund raising event this year, probably in the fall. Ideas include a pancake breakfast fly-in and possibly a swap meet/hangar sale. We need your input regarding the ideas and possibilities. Funds raised from these type of functions will be used to help send members to the EAA Chapter Leaders Academy and pay for chapter group camping at Airventure and one of these days perhaps a Chapter Hangar (wouldn't that be nice).

And last Beginning on page 4, we'd like to introduce the Chapter's volunteers and officers so every one knows who's who. We know especially for those who work the 9 to 5 it's a sacrifice to take on additional responsibilities of the chapter. Don't forget to thank them, and better yet raise your hand when the chapter need some help.

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Have a great day!  
Russ



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# EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.



EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.



EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!



## 2016 Chapter 958 Crew



### Phillip Steele Sr. - President

Worked as truck driver and veterinary assistant after high school. Joined the Air Force in the early 80's and served as crew chief and mechanic, working on aircraft such as the T-33, T-38, F-4, A-4, F-18, F-15, F-16, and many more. After the Air Force he Attended Embry-Riddle Aero in Phoenix after which he returned to being an Oil and Energy transport driver. Phillip recently left the trucking business and is pursuing his A&P certification At St Phillips in San Antonio. Future plans are to build a Bearhawk.



### Guy Bowen – Vice President/Past President

Sr. Systems Engineer/Mfg. Software Developer at Cfan. Previously Production Associate with BF Goodrich Aerostructures. Guy is currently working on a dragonfly project.



### Will Hartsell – Vice President/Secretary

Is a software performance engineer with over 15 years experience in software development. Prior to his career change he was a Staff Sargent in the USAF for 7 years working avionics on EC-130H and KC-135R. Will has also worked professionally and voluntarily on WWII aircraft restoration, specializing in aircraft wiring and avionics. When not working on his RV-12 project, Will is involved in personal flight simulation as well as building custom cockpits for home simulators. Will is married with one son (2yrs old) and a daughter on the way.



### Steve Sewell - Treasurer

Steve has been flying since 1955, has a commercial license and was a pilot in the US Marine Corp. He served 2 tours in Vietnam with over 400 total missions as attack pilot, close air support and forward air controller. He has been a Flight instructor at the Naval Air Training command in Pensacola Fla. And served on flight crews for Continental Airlines and AirCal Airlines. Today Steve flies a C-172 and is building an RV-14.

## 2016 Chapter 958 Crew (Cont.)



### Mike Short – Young Eagles Coordinator

I have been the Young Eagles Coordinator for the Chapter for a number of years. I have flown over 70 young eagles with the Chapter. I have maintained a private pilot license since 1987 flying with no other rating than single engine land. I do have a background in aircraft structural engineering having worked with United Airlines for a number of years. I am currently a licensed professional engineer practicing civil engineering in New Braunfels. Mike is a private pilot flying a Cherokee 140



### John Brecher – Eagles Co-Chair

Started in aviation working on planes and start flying lessons in 1959 at Pekin Air Service Pekin, Ill. Joined EAA. IN 1971. Got A&P IN 1994. Taught A&P's from 2002 to 2010. Have built 6 experimentals. Teach Sport Air workshops for EAA since 2006. Tech counselor for EAA since 2010



### Terry Ross – Eagles Co-Chair

Has been flying since '78 and is retired from the Air Force although he still works as a flight simulator instructor for the Air Force. Terry currently flies a Grumman Cheetah.



### James "Steve" Dixson II – Technical Adviser

Pilot/ A&P - IA with over 40 years experience. Steve has years of experience flying helicopter in the military and as a civilian life flight pilot. Steve currently flies a late 50's model Bonanza.

## 2016 Chapter 958 Crew (Cont.)



### Stan Timmerman – Chapter Web Manager

Stan is a private pilot and a retired engineer (mechanical/electrical) who spends his days working on a Bearhawk Patrol from plans. He also produces some very interesting and funny articles on the building of home made tools for the project.



### Russell Ross – Newsletter Editor

Retired Mechanical designer and Allied Health Educator. Have been involved in the design of various door safety mechanisms and have Taught at the UTMB/Galveston College School for Respiratory Therapy. Recently I designed a wooden framed Ceconite covered kayak for smooth water cruising. I currently fly a Cherokee B and am looking for a project to start in the fall.

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## Places to Fly

By R. Ross

Two weeks ago I had the opportunity to fly to Lufkin, TX and the Angelina County Airport. The airport sits in a beautiful setting south of Lufkin and nestled between the David Crocket and Angelina national Forests and about 10 miles from the Sam Rayburn Reservoir. It gave me a good chance to practice setting up initiating and closing my flight plan as well as using Flight Following and working on my ATC communication skills. The AWOS was out at the time, due to recent rains in the area so I did a high pass over the airport to check the wind sock. Luckily the wind was almost straight down Rwy 33. With the visual check for traffic and announcements to the local traffic I dropped to pattern altitude and turned downwind. Once on final I was a little high (a nasty trait of mine), but with a little less power and the last notch of flap the Cherokee came in just past the numbers and met the ground with a slight bump as the wheels grabbed the concrete and it stopped flying.

You can tell there were aircraft aficionados hidden in the hangars as there was a fuselage of a '40s vintage Ercoupe sitting on a trailer, presumably awaiting its appendages coming from elsewhere. Also propped up alongside the hangars were aircraft parts, ailerons, rudders etc. probably playing the same waiting game. The Main terminal building serves as a pilot lounge, and administration building, with a diner centrally located and facing the apron. I landed shortly after 3:00 pm and at that time was able to taxi and park right in front of the diner. When I walked into the diner the gals manning the operation were busy cleaning and mopping the floors. I queried if they were open and I was met with "We sure are honey, just sit yourself down and we'll be right with you". With that, the waitress put down the mop, grabbed a menu and asked what I would like to drink. The bottom line is, I had a BIG cheeseburger that kept me going the rest of the day, and had fun chatting with the waitresses who were quite entertaining.

On Leaving, I had an opportunity to fuel my own plane as the gas was self serve and there was no active line service. I watched another fellow fuel his plane, as I had never fueled a plane before (what can I say, I lead a sheltered life). But as the old sage says "If everything else fails, read the instructions". And so I did, and the plane was fueled without too much embarrassment on my part. And the price of the gas seemed quite reasonable - \$3.48 if I recall correctly.

All said, Angelina County Airport is a nice airport and pretty location to go to for the \$100 hamburger.

# Safety Corner

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## EAA Webinars

| Date    | Time       | Webinar  | Presenter           |
|---------|------------|--|---------------------|
| 5/25/16 | 7 p.m. CDT | Using VFR Sectional Charts<br>Qualifies for FAA Wings credit                 | Brian Herget        |
| 6/1/16  | 8 p.m. CDT | Suck, Squeeze, Bang, Blow<br>Qualifies for FAA Wings and AMT credit          | Mike Busch          |
| 6/8/16  | 7 p.m. CDT | Tips for Flying into EAA AirVenture Oshkosh 2016                             | Fred Stadler        |
| 6/15/16 | 7 p.m. CDT | ADS-B, a Pilot's Guide: Equipping for 2020<br>Qualifies for FAA Wings credit | Bret Koebbe         |
| 6/29/16 | 7 p.m. CDT | Low-Cost Avionics STC Breakthrough   | Tom Charpentier     |
| 7/13/16 | 7 p.m. CDT | Airspace Ace - Sampling the Alphabet Soup<br>Qualifies for FAA Wings credit  | Prof. H. Paul Shuch |

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