

Flightline



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

Hangar Talk

Chapter 958 welcomed the Byron Steele High School Honor Guard to start off the February pancake breakfast and meeting. Chief Joe Johnson ROTC instructor, brought M.J.Reyes—American Flag, Aaron Duncan—American Rifle, Ilyonah Saunders—Texas Flag and Julianna Ham—Texas Rifle. Many Thanks to these fine young folks for their efforts.



And many thanks to Jon Sanders, Ron Whittington and Phillip Steele for serving up some fine pancakes and sausages for the breakfast . We appreciate their work. The chapter netted around \$80 as a result of their efforts.

Right: Jon and Phillip hard at work making the pancakes, Ron avoided the camera somehow.

EAA Chapter 958 Monthly Meeting

March 16, 2019
RedBird Skyport
Conference Room
San Marcos Regional Airport

9:00 a.m. VMC Club
moderated by
Terry Ross

10:00 a.m. "The X-15;
A Step into Space"
Presented By
Ron Panton



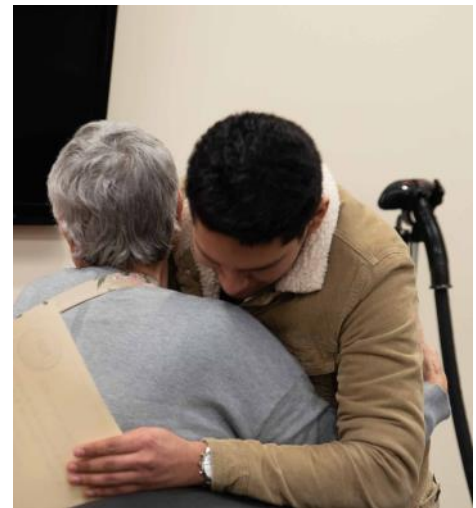
Hangar Talk (cont.)

Chapter Awards First “John Brecher Memorial Scholarship” to Angel Gonzales.

Angel Gonzales has been named the first recipient of the scholarship to the EAA Advanced Air Academy this year. We had three very well qualified applicants and we anticipate more applicants next year. One generous donor has indicated that they will possibly match the chapters’ amount, to send a second candidate to the camp next year. So folks lets get the word out so we have a good selection of candidates for next year



Above: Chapter members line up for some fresh cooked pancakes and sausage.



Angel receives the certificate of scholarship from Nancy Brecher



Maj. Tony Williams from the San Marcos ROTC program gave a tribute to John Brecher and the work he did to bring the Young Eagles program to the school while CSMSGT Joe Johnson discussed what the Young Eagles program has meant to the Byron Steele program.

Hangar Talk (cont.)



Pat Brown, the AOPA Southwest Ambassador Gave a superb presentation .

Pat Brown of AOPA Addresses Chapter

Following the Pancake breakfast and Scholarship awards Mr. Pat Brown, AOPA Southwest Region Ambassador gave a great presentation Titled the “Cross Country Challenge” where the group identified “best “ routes for various VFR scenarios.

Flying Club Update

The chapter affiliated flying club is moving slow while Greg is recovering from surgery. There are four committed members and the general consensus is that the maximum membership should be limited to 10 individuals. The C-150 is getting close to flight status so we need to spread the word that memberships will be available.

Young Eagles

The Chapter has new Young Eagles Coordinators with David Falleur and Matt Naylor . We greatly appreciate their interest in helping to move the program forward and expand it in the community. Please be sure to assist them in any way you can.

If you have been through the EAA Background check and training in the past and your completion year was 2016, you will need to renew your certificate to continue to work with any student related activities.

NOTE: There is NO Young Eagles event this month due to the Spring break falling on our meeting weekend but we should be resuming soon, possibly with a new schedule.

APRIL MEETING MOVED

Because our regular April meeting would fall on Easter weekend we are moving the April meeting to 4/27/19. We hope this will not cause too great an inconvenience.

New Coordinators

We are pleased to announce that John O’Connor will be working to market the Chapter and photograph Chapter activities while Chris Davis will be setting up our monthly programs. Many Thanks for their service.

Go Wheels Up: Air/Auto show event

EAA Chapter 958 is planning to exhibit at the event to promote the Chapter, Young Eagles and the affiliated Flying Club. More at the meeting. The program organizers will also be looking for volunteers for the event. If interested see: <https://gowheelsup.live/volunteer/> They are giving 3 extra tickets to each volunteer, tshirt, food discount tickets, and close parking.

ED.

Jeff Stein's Lancair 320/360

I believe that for those of you wanting to build an airplane that this idea probably started at some point in your youth. For some of you, that is now and for people like me, it was many years ago. I remember looking through the Popular Mechanics and Popular Science Magazines and spending most of my time in the back of the magazine looking at this kit airplane called a Falco. Prior to that, I probably had no idea that "kits" were even available. I had made plastic models of cars, boats, aircraft carriers, and the like but I had always just understood them to be models. I guess I thought that only factories manufactured "real" modes of transportation.

Then in the late 80's after I had started my real career (I went through a couple of others first), I started working on my private pilot's license. Since my work was in aviation already, I took to flying fairly easily. I am not much of a thrill seeker but I certainly like being up in the sky with a whole new perspective for the world in which I live. I got my pilot's license and then my brother and I bought a Cherokee 140 together. The real purpose was for me to get my instrument rating. I think we figured out that it was less expensive to buy a plane, build hours, get instruction, and get the rating than it would have been to rent a plane. Owning a plane puts you in a whole new circle of people from mechanics to other pilots from all different backgrounds with planes. The country becomes so much smaller when you have the ability to travel in a private plane

During this time, the late 80's and early 90's, I came across some information on the Lancair and Glasair. I ordered both of their promotional videos and really fell in love with the sleek looking Lancair. But because my wife and I had started a family, the flying got put on the back burner (way back burner!). I had gotten my instrument rating and then we sold the plane.

Finally, my youngest child graduated college in May of 2017. In August of the same year I found an incomplete Lancair 320/360 kit in the local area. I discussed it with my wife and she agreed that it was something that I could now afford. Here is a picture of it being loaded up to make the short trip home.



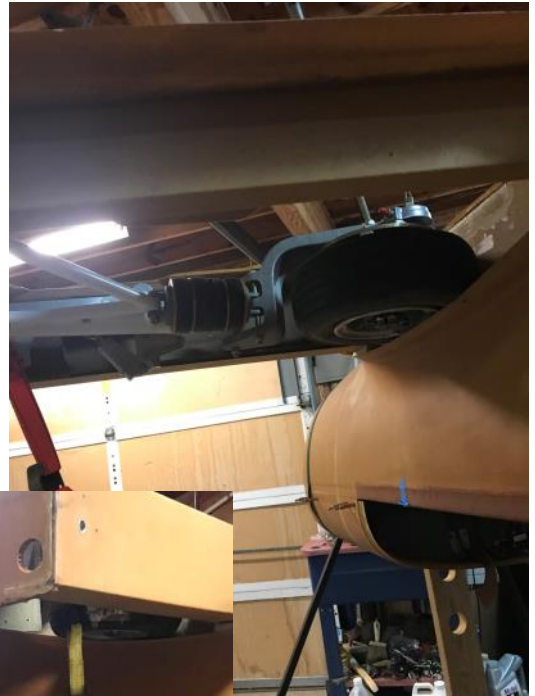
I am sure that was quite a site driving down the road!



I did a lot of reading and research on the kit for the first year but didn't really know what to do, as far as continuing with the project. I made contact with people in the EAA, some pilots I know, and eventually contacted and visited the recently relocated headquarters in Uvalde, TX. I discovered that I was missing parts from the kit, that some things that were done were not done correctly, and that I had a lot of learning to do as far as constructing a fiberglass airplane! (I still do but I am moving forward)

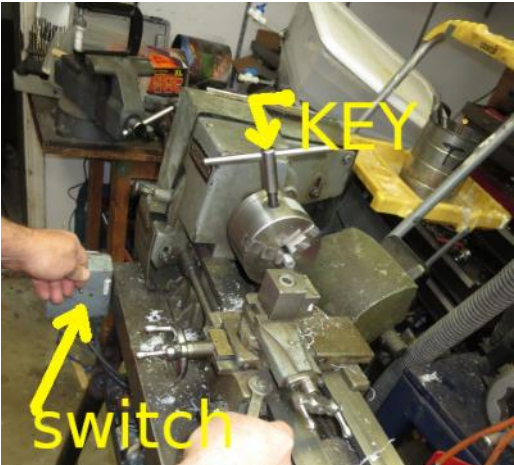
The plane may not look much different now than it did when I purchased it but a fair amount of work has been done. As the saying goes though, when you are 90% complete, you still have 90% left to go (I am only about 25% through the first 90%). Certain parts had to be fabricated and much fiberglassing has been done and still needs to be done. More money is being spent on missing and replacement parts. I am now warm close personal friends with someone at Lancair. We speak weekly. Here are a few more pictures of the project. As you can see there is plenty of work left to do!

Jeff Steins' Lancair (cont.)



Of Switches and Dogs

By Stan Timmerman

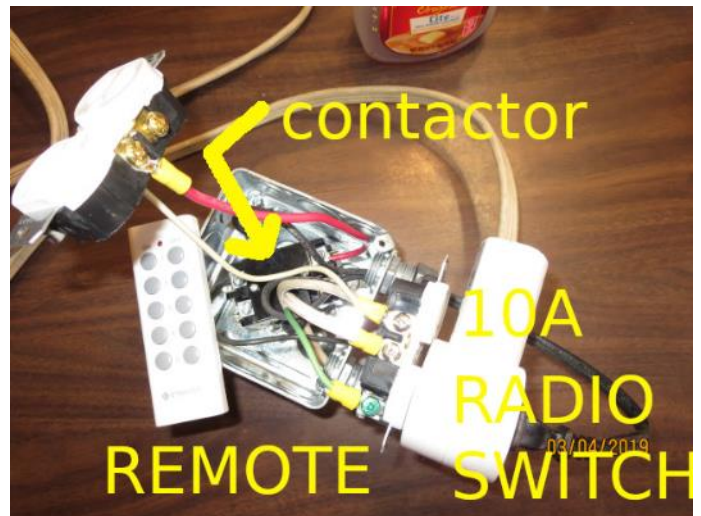


In my continuing effort to make my project take longer, I decided I needed a better vacuum system. I have my rivet bucking bar on a sliding platform. I have a milk stool that can slide around. I can sit, drill, and rivet without getting up. Except, the drilling operation makes aluminum shavings. And I have to get off my chair to turn on the vacuum. A solution was needed.



From my vacuum, I ran PVC piping with tee connectors. The plan was I could have a short length of hose right where I needed to vacuum. Even after this modification, I still had to get off my chair to turn on the vacuum.

On Amazon I purchased a cheap radio controlled 110v switch. This type of switch is for light bulbs. It will not work for motors. I also purchased a relay - otherwise known as a contactor - with a 110v coil. I wired the switch so that it turns on the relay. The relay can handle 30 amps. So now I can stay seated in my chair and just push a button. No more getting up.



I tried something like this with my drill press once before. I needed my right hand to lower the drill bit and engage the dimple. I need my left hand to hold the piece to keep it from spinning. I am now out of options for turning the drill press on. Originally, I tried to use a foot switch to turn on the drill. This was a disaster. I would accidentally step on the switch with horrible results. Now I can hold my remote control in my right hand while simultaneously holding the drill press down. Two problems solved.

When I work on cars, I often need both hands and sometimes one or both feet to hold things down. I am limited to just hands while working on airplane parts. The addition of electrical relays has helped. But, there is another problem that keeps creeping in. Maybe this happens to everybody, or maybe I have a mental disorder – in addition to my obvious attention deficit.

This is still frame capture of what happens. My right hand is told to adjust the carriage lock. My left hand is told to remove the key from the chuck.

If you look close you will see the left hand is reaching for the switch to turn on the lathe with the key still in place.

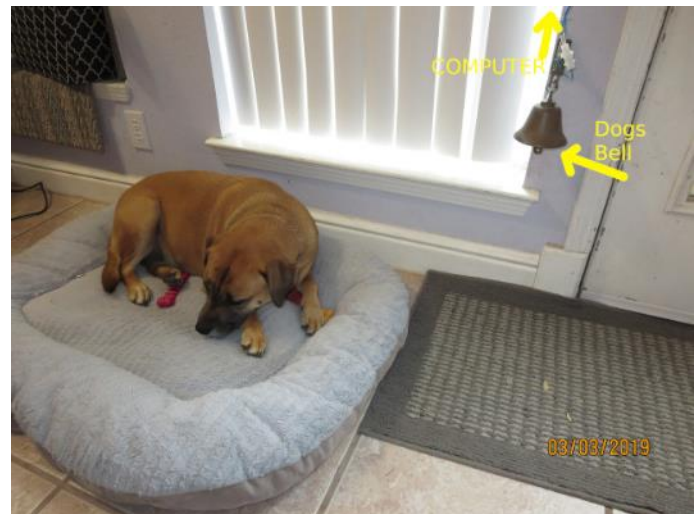
I do not know what my left hand means by this. I think it might be trying to kill me.

I had assumed my feet stepping on switches at just the wrong time was an accident, but now I do not know.

On another subject having to do with wasting time, I want to complain about my dog. When I look at various builder websites, I see that they have their dog lying down nearby while work is being done. I thought that would be nice. So, I let my dog into the garage. She will not lie down; all she does is pester me. She wants me to take her to Lowes or Home Depot. She thinks the employees are lavishing attention on her because she is pretty. The employees are lavishing attention on her so that I will buy PVC piping and drill bits.

So the dog can not be in the garage. And since it is cold outside the backdoor has to remain shut.

Since I am not in the house, I taught the dog to ring a bell so that I will come and open the door. I then wired the bell to the computer so that I get an email in the garage that the dog wants out. This plan has also failed. I am getting constant emails that the bell has been rung. When I go in and check, my dog acts like she does not know who rang the bell. She does not want to go out. She wants to go to Home Depot.



**SPECIALIZED AERO TEJAS**

Full Paint Jobs & Schemes | Partial Paint & Touch Ups
Interior Refurbishments | Structural Repairs | Wingtips
Maintenance | Inspections | LEDs | and Much More...

2285 Airport Drive, San Marcos, Texas 78666
512-992-4534 • SpecializedAero.com

**REDBIRD® Skyport**

KHYI - San Marcos Airport

2080 Airport Dr.
San Marcos, Texas 78666
fbo@redbirdskyport.com
phone: (512) 878-6670 fax: (512) 396-0029

WWW.REDBIRDSKYPORT.COM

KHYI - SAN MARCOS MUNICIPAL AIRPORT

SKYPORT 130.850	AWOS 120.825	CLNC DEL 121.35	GND 120.125	TWR 126.825
---------------------------	------------------------	---------------------------	-----------------------	-----------------------

Safety Corner

EAA Webinars

3/13/19	7 p.m.	First Flight, No Fright, All about Discovery Flight and introductory Lessons Qualifies for FAA Wings Credit	Prof. Paul Shuch
3/20/19	7 p.m.	Temporary flight Restrictions Airspace and ADS-B Qualifies for FAA Wings Credit	John Townsley
3/26/19	7 p.m.	Avoiding Stalls and Spins Qualifies for FAA Wings Credit	Gordon Penner
4/3/19	7 p.m.	Errors of Distraction Qualifies for FAA Wings Credit	Mike Busch
4/10/19	7 p.m.	Good Things to Know About ADS-B Installation Qualifies for FAA Wings Credit	Dick Socash
4/17/19	7 p.m.	Buying, Selling, Importing, and Exporting Homebuilt Aircraft and Projects Qualifies for FAA Wings Credit	Tim Hoversten
4/23/19	7 p.m.	Controllability as Affected by Weight and Balance Qualifies for FAA Wings Credit	Gordon Penner
5/1/19	7 p.m.	Powerplant Resurrection Qualifies for FAA Wings Credit	Mike Busch
