

Flightline



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

July 2019

Hangar Talk

Hello Chapter 958,

Well summer is in full swing and good flying weather is back and folks are traveling. I hope everyone is doing well and able to work on their projects and/or get some flying under their belts. Our family just returned from a road trip to the high country of Southeast Utah where the Bryce Canyon Airfield is at 7500 ft msl. (Note to self, get some mountain flying instruction and see some of the sights from the air)

Chapter Meetings

As mentioned last month we're always looking for ideas and presenters for the chapter meetings as well as material for the newsletter. If you have ideas or would like to talk about specific topics, don't be shy, everyone has something that can be of interest to the chapter whether its building techniques, safety topics, weather, flying techniques, etc. Everyone has something that he can contribute and would be of interest to the members.

New Members

Please be sure to extend a warm welcome to new member James Reyna of Kyle.

EAA Chapter 958 Monthly Meeting

July 13, 2019, 10:00 a.m.

RedBird Skyport
Conference Room
San Marcos Regional Airport

9:00 a.m.

VMC Club

**"The Great Lakes Biplane:
Risk Management on a Short
Cross Country"**

moderated by
Terry Ross

10:00 a.m.

"The Colt, LSA"

presented by
Phillip Jung
QA Manager,
Texas Aircraft Manufacturing

Young Eagles

The Young Eagles program will resume in September with participating ROTC schools and possibly 2 new school JrROTC programs. If you are able to serve as a pilot or ground crew member please contact Dave Falleur or Matt Naylor to get on our list. We're currently looking at inviting an area model club for a show and tell during the events as well as trying to obtain a Flight Simulator for use with the program. Any Help in these areas will be appreciated.

Flying Club

Greg is currently waiting for Mike Rice to return from Europe to finish the L'ill Angel's annual. With any luck the little bird will be airborne by the end of Summer.

Airventure

The annual gathering in Oshkosh signifies that summer is in full swing for aviation enthusiasts. Those flying in will have bragging rights to have flown into the worlds busiest airport at that time. Those flying in their own homebuilt creations, that much more so. Chapter members attending the event are encouraged to take photos and videos that can be shared by others in the chapter less fortunate.

We hope to get attending Chapter members together for a photo op and perhaps a food break to share their observations and experiences of the show. In addition there will be corn roasts and pancake breakfasts at the chapter pavilion to help chase away those hunger pangs and provide a chance to network with other chapters' members.



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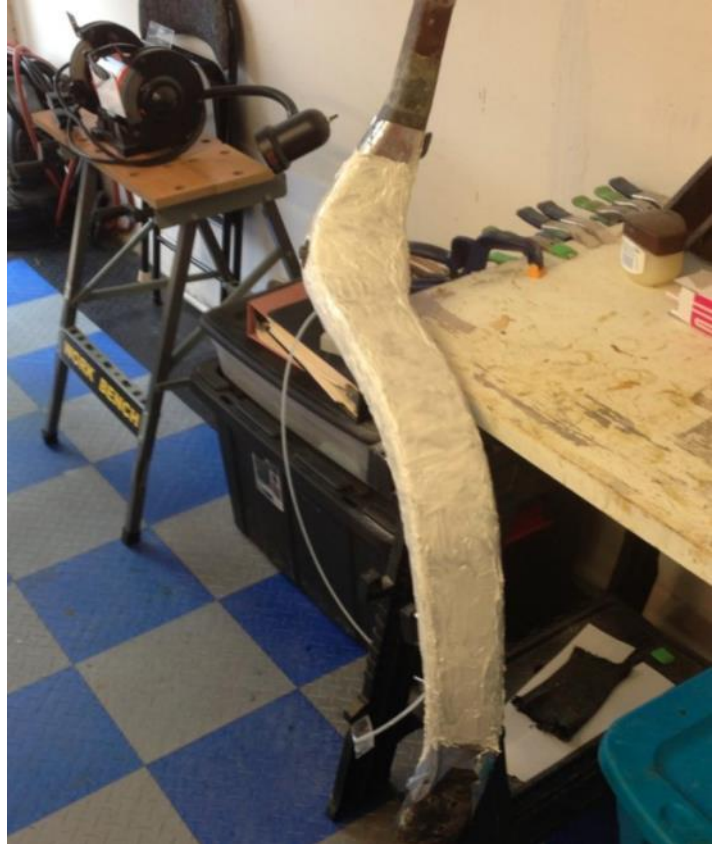
SKYPORT	AWOS	CLNC DEL	GND	TWR
130.850	120.825	121.35	120.125	126.825

Chris Davis' Velocity

I recently did the finishing and bodywork on the main gear legs of my Velocity kitplane. The first step is to apply a lightweight filler over the raw fiberglass. On these airplanes we use microscopic glass spheres - microballoons - mixed with epoxy. It goes on like butter and is not structural meaning it sands easy when cured. It is not used to shape, just to fill. Car body shops are not as weight obsessed and sometimes use Bondo for this type of thing.

The second step is to sand as much off without digging into the fiberglass. I use 80 grit for this. That tends to leave scratch marks in the dried surface, but that goes away in step 3, which is to roll on something called "smooth prime", not a paint per se but is about as thick as milk. It fills in the scratches and other tiny imperfections. You can sand this very lightly with 400 grit or higher as part of step 4. Step 5 is to fill in any items the "smooth prime" did not catch. You can then repeat steps 3-5 several times until the surface feels smooth with no visible imperfections.

For step 6 I then hit the gear legs with white primer using a sprayer and reattached the gear legs to the fuselage.





Gear legs back on the Velocity and looking good.

Places to Fly “N” Visit

On our recent road trip to Utah, we stopped by a small aviation museum about 30 miles Northwest of Flagstaff, AZ called the “**Planes of Fame Air Museum**” in Valle, AZ. The facility is a branch of the “Planes of Fame Museum” in Chino, CA and offers a glimpse of some of the more famous aircraft from days gone by. They include aircraft from WWI, WWII and include homebuilt and model aircraft of some of the better known varieties. They even have a modest boneyard of several including a partial hull and wing section of a C-197 Globemaster. If in the area check it out.

Planes of Fame Air Museum



Messerschmitt ME-109



Mooney Mite



T-6 Trojan



Lancair 235



Anybody know this aircraft? It was in the boneyard and I couldn't find info on it.



This is actually a Vultee BT-13 converted to look like a Aichi D3A-1 for the film "Tora, Tora, Tora"

Safety Corner

EAA Webinars

7/10/19	7 P.M. CDT	Adventures in examining: One DPE Confesses All Qualifies for FAA WINGS Credit	Prof. Paul Shuch
7/16/19	7 P.M. CDT	Aerobatics: Basic Through Advanced Maneuvers Training Qualifies for FAA WINGS Credit	Mike Lents
7/17/19	7 P.M. CDT	How to Start a Flying Club	Robbie Culver
8/7/19	7 P.M. CDT	I Wanna Sue Someone Qualifies for FAA Wings and AMT Credit	Mike Busch
8/14//19	7 P.M. CDT	Rotax 912iS Sport Engine Overview Qualifies for FAA Wings and AMT Credit	Jorge Tavio
8/20/19	7 P.M. CDT	What is Scenario-Based Training: How to Use in Everyday Flying Qualifies for FAA Wings Credit	Tom Johnson
8/28/19	7 P.M. CDT	Loss of Control: Root Causes and Innovation Opportunities Qualifies for FAA Wings Credit	Loss of Control Committee Members
