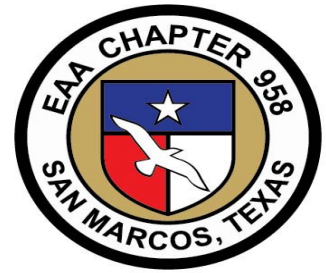


Flightline

EAA Chapter 958 San Marcos, TX

Where everyday is a good flying day!



Hangar Talk



May 2020

Greetings Chapter 958,

Well its been a most uncommon and thought-provoking year so far. We hope everyone and your families have been able to escape the clutches of the pandemic. At this writing it is unsure when we will be able to resume regular in-person meetings or other related activities. And, needless to say, when we do, we want to err on the side of safety. We are tentatively working on a virtual Chapter meeting for next Saturday (5/16/20) at 10:00 am. We will send an email link to all members on Friday which will allow direct access to the Zoom website without having to download any software. Hopefully, everyone will be able to join and present their views as we try to determine our course forward and gradually move back into full chapter operation. Once we are able to offer live meetings, we may continue a joint live/virtual meeting to help those who either cannot make the meeting or who do not want to risk exposure until the virus has been conquered.

EAA Chapter 958
Monthly Meeting
May 16th—10:00
a.m.
VIA ZOOM
Details to follow

Of course, the big news is most of the upcoming aviation events have either been re-scheduled or cancelled. No events in the Central Texas area and the most consequential is the cancellation of AirVenture 2020. A wise move on the part of our EAA leaders when you consider it draws attendees from all over the world. It could have been a disaster waiting to happen.

Moving ahead, we have two volunteers to fill chapter posts vacated over the past few months; Gary Wall has volunteered to serve as chapter Secretary, and Angel Gonzalez has volunteered to serve as co-coordinator for the Young Eagles. We appreciate their help and know they will serve the chapter well.



VMC and IMC Clubs

The local VMC and IMC clubs at KHYI have been cancelled for this month with future meetings dependent on the TAP facility being available to the public. More info later.

Young Eagles

There are no immediate plans for the startup of the Young Eagles, but much will depend on the resumption of school classes and the JrROTC programs. We will try to be prepared with updated procedures to protect pilots, students and volunteers working with the program.

The chapter also has over \$400 in EAA credits that may be used for scholarships or other chapter purchases, but it must be used by the end of the year.

The Air Camps in Oshkosh have all been cancelled for this summer, so we'll need to contact that office to find out about the possibility of getting a slot for a scholarship student next year. We'll be contacting that office soon.

VMC CLUB
CANCELLED



Newsletter Articles Needed

To all members, we need your input for the newsletter, whether is an update on you project, a flying experience, how-to, or just an interesting aviation story they all help to bring the chapter community together. Speaking of which, a friend from church sent me the following.

An 18 year-old just out of high school was trained to take pictures of damage done to German targets by B-17s. He flew in a British Spitfire fitted with extra fuel tanks where the guns were. In other words, he flew over Germany unarmed. This is probably one of the best WWII film clips out there. Stored for 61 years in two suitcases of 16 mm home movies that were inherited by filmmaker William Lorton from his great uncle who served as a Flight Surgeon. Those suitcases contained 3 hours of war footage that included a compelling crash landing of a Spitfire in 1944.

Filmed in a 2005 interview with the now 83 year old pilot and seeing the expression on his face when he realizes it is him in the cockpit, is something you won't soon forget. At 18 years old, he was all alone, behind enemy lines, with no guns, no escort, and he gladly did it. They just don't make them like that anymore. It was truly the greatest generation and we owe them so much.

Click this link: [American Spitfire Pilot in WWII](#)

Barn Find

Jim Swisher reports that during a friend's hangar clean-out, he found a unique flying wing almost complete but without the engine. (See Pic) Although the original owner plans to retrieve it, it still begs the question, "what is it"?

Anybody know?



Chapter Hangar

As with everything else, things are moving regarding the Chapter Hangar, albeit very slowly. In a note from Cassidy Beranato of TAP she said: "We're still working with the EDA regarding the hangar grant. There are additional funds coming available as part of the CARES act as well so we're looking into all of our options. Looks like we have to do a preliminary engineering report so we're trying to get an idea of the cost on that before proceeding." We will continue to stay in touch with TAP regarding this subject and report back once we know more.

Chapter Affiliated Flying Club

The flying club is looking for additional members to fly the newly restored "L'il Angel", a sweet little C-150. For more information contact David Falleur at: davef3500@gmail.com.

Blue Skies and Tailwinds.

Russ

Lycoming Fixed Pitch conversion

By Chris Davis

When buying an engine for your kitplane there is a wide array of choices. You can go new, used, overhauled, salvaged, etc. If you buy a new engine the manufacturer might ask you if the engine should be configured for fixed pitch(FP) or constant speed operations. However, what do you do if you get an engine for a constant speed and then decide to go the FP route? This article covers the changes necessary, the tools used, and has what every homebuilder is REALLY after...pictures!

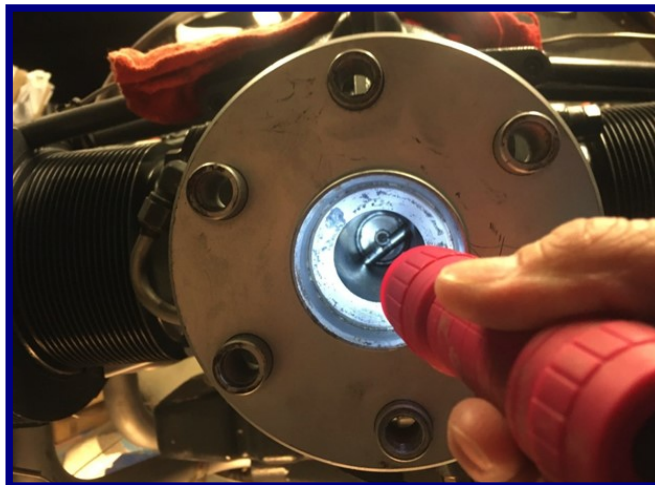
Fortunately there is service bulletin(SB) # 1435 for Lycoming engines that describes the necessary conversion process. The steps are:

1. Remove the plug behind the oil return tube inside the crankshaft
2. Install an expansion plug in the front of the crankshaft
3. Remove the flex tube leading from the governor pad to the front of the crankshaft and cap off the fittings
4. Install a governor pad cover

The part of this conversion that is challenging is the removal of the plug in the back of the crankshaft. In my IO-360, the plug is a 3/16", so originally I tried one of these hex wrench tools:



I found that while long enough, the tool shaft bent because that plug was really in there tight. The plug sits behind the oil return line. The line has a divot in it, allowing for a narrow tool to fit:



After struggling to find a different tool that would do the job, I settled on a hex bit for a $\frac{3}{8}$ drive socket. This was Amazon part #B07TDPP9BX, and I also used a $\frac{3}{8}$ " drive with a 6 inch extension - part #B079TKVTL5. The combination of these two parts provided a way to reach all the way down the crankshaft, thread the hex bit through the divot, and get enough torque to release the plug without damaging anything.



Here is the plug when removed:



Capping the front end of the crankshaft is necessary to prevent oil from leaking out. You will need to purchase this part for around four dollars online (part #07-00894 from Spruce). The SB does not describe how to make the cap stick in place. Some other mechanics who have done this typically give it a couple of taps once in place. This deforms the slightly curved frisbee shape of the cap to seal it in place.



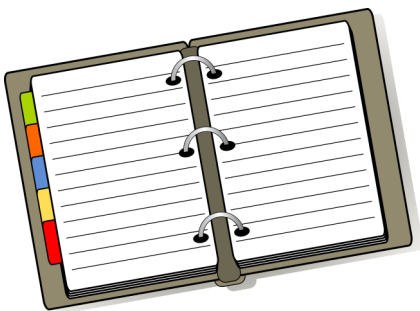
Removing the oil line is easy and capping the fittings is trivial.



Removing the oil line is easy and capping the fittings is trivial.

Don't forget to cover the governor hole with the proper plate. To reverse the process or to go from FP to constant speed, just reverse the above steps. You can drill a hole in the end cap and yank it out (vacuum the shavings).

Finally, you should make an engine logbook entry documenting this work to your kitplane (no 337 form required).



Safety Corner



EAA Webinars

5/12/20	7 p.m. CDT	<u>ATC and You: Don't Let That Cloud Mislead You</u> Qualifies for FAA WINGS credit.	Richard Kennington and Bob Obama
5/13/20	7 p.m. CDT	<u>Operation at Towered Airports</u> Qualifies for FAA WINGS credit.	Prof. H. Paul Such
5/19/20	7 p.m. CDT	<u>Understanding Hypoxia in Aviation</u> Qualifies for FAA WINGS credit .	Steve Martin
5/20/20	7 p.m. CDT	<u>Getting to Know the Rotax 915 iS Engine</u> Qualifies for FAA WINGS and AMT credit.	Jorge Tavio
5/27/20	7 p.m. CDT	<u>Amateur-Built Condition Inspections</u> Qualifies for FAA WINGS and AMT credit.	Vic Syracuse
6/3/20	7 p.m. CDT	<u>Predictive Maintenance</u> Qualifies for FAA WINGS and AMT credit.	Mike Busch
6/10/20	7 p.m. CDT	<u>Pass Your Checkride</u> Qualifies for FAA WINGS credit.	Larry Bothe
6/16/20	7 p.m. CDT	<u>Two Guys, One Airplane, and the 2018 World Advanced Aerobatic Championship</u>	Mike Lents and Aaron McCartan
6/17/20	7 p.m. CDT	<u>The Doolittle Raid Story</u>	Chris Henry
6/24/20	7 p.m. CDT	<u>Your Airworthiness Inspection — Be Ready</u> Qualifies for FAA WINGS and AMT credit.	Joe Norris

Safety Corner



FAA Webinars

"Talk to an Air Traffic Controller - Free Webinar"

Topic: Join ATC Specialist, Eddie Albert, from CVG Approach & learn what controllers expect from pilots, plus tips for your next flight

On Thursday, May 14, 2020 at 20:00 Eastern Daylight Time (17:00 PDT, 18:00 MDT, 19:00 CDT, 14:00 HST, 16:00 AKDT, 17:00 Arizona, 00:00 GMT)

AOPA Webinars



Practical Practices: Weather and the Long VFR Cross Country
MAY 14 | 12:00 - 1:00 p.m. (EDT) Space is limited – [register today.](#)



The Plan of a Scan: Learning Where to Look for Smoother and Safer Flying
May 21 | 12:00 - 1:00 p.m. (EDT) Space is limited – [register today.](#)



Preparing for the Worst: Preflight Survival Tips from a Combat SAR Pilot
May 28 | 7:00 - 8:00 p.m. (EDT) Space is limited – [register today.](#)



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