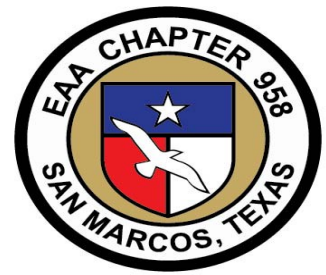


Flightline

EAA Chapter 958 San Marcos, TX

Where everyday is a good flying day!



Hangar Talk



July 2020

Hangar Talk

Well this is going to be a year to remember for everyone with the Corona Virus, killings, protests, economic loss, political divide and now extreme heat. Through it all, I hope everyone and their families, have been able to stay safe, secure and avoid these ravages of society. On the bright side, it has given us time to be with family, do some flying and/or work on projects and do things we so often ignore in our busy lives.

With the virus spreading like crazy here in Central Texas I don't see having a face to face meeting very soon, and of course it also depends on the availability of meeting facilities. So, we will be having another zoom Chapter meeting on the 18th. A meeting reminder and link will be sent to everyone this Friday.

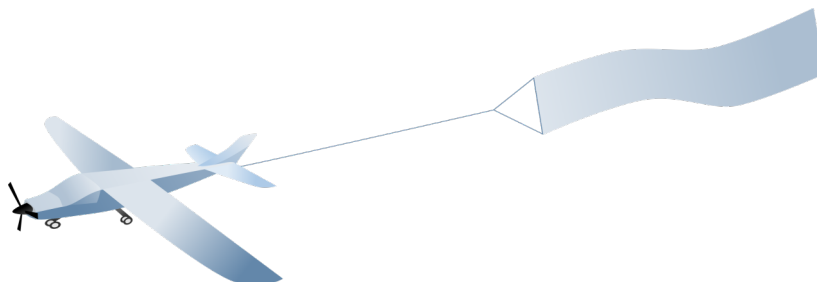
Now I know some of you have been flying and some have been building so please come to the meeting with updates on these activities because we are all interested in what aviation activities are happening around the area.

Young Eagles

With all the uncertainty around school opening and how it will be handled, I feel we will need to hold back on the Young Eagles program and take our cues from the schools and coordinate with the JrROTC instructors to see what kind of arrangements can be made to keep everyone involved safe during an event.

Articles Needed

With the extra time some of us now have, please take the time to jot down some notes on your projects and send them in for the newsletter. It doesn't take that long, and chapter members are always interested in projects being built by the group. We also need some "how to" articles to share with our members.



**EAA Chapter 958
Monthly Meeting**
July 18th
10:00 a.m.
VIA ZOOM
Details to follow



VMC CLUB
CANCELLED



B-17 Tour

Things are still up in the air regarding the B-17 tour. In a recent communication, the EAA folks had this to say: “Greetings all,

You are receiving this email because you are still on one of our touring aircraft schedules for this fall and we are still onboard with a September start at this time while monitoring for any potential need to postpone or delay as often as we can.

With that being said we are starting to get serious about laying out our sanitization plan and requirements. As we begin to do that we will have our own processes in place but I understand we may need to adjust or follow additional guidelines (distancing requirements/number of visitors onsite at a time requirements/etc) onsite required by your city/airport/etc as needed.

I understand the situation is incredibly fluid and continues to change daily and there is plenty of time for change (good or bad) between now and your scheduled tour stop. But, in order to get this ball really rolling I need to put together the framework of our first version of the plan of what our tour processes look like in our new world. I also understand that you may have no additional requirements outside of the normal CDC guidelines at your airport or city.

If you have any insight or input you can share with me regarding what you envision for social distancing needs or requirements onsite unique to your area please send that my way.

And if not or your city/airport are not requiring anything beyond the norm, no worries – that is great, we will keep working on this together.

I appreciate your time!

Best,

Kristy Busse EAA #1016800”

So that being said, we will wait for direction from the EAA then “work like crazy” to have a successful event if it comes to fruition. I contacted the CAF and they are still on board to aid in hosting the B-17 if it comes to town. Many thanks to the CAF.

A Note From the TAP

Happy early Independence Day!

Since we have been unable to hold our quarterly Airport Advisory Board meetings of late, we have been using this time to seriously consider other ways to foster more user-friendly communications with each of you when we get the green light to resume in-person meetings.

Below you'll find a link to a very short survey that could help guide us in preparing a recommendation to the City. The basic question we're attempting to answer: is the existing Airport Advisory Board Meeting structure the optimum format for open, two-way communication with our users and tenants?

Jim Wimberly

Of Wood and Wings

Well it finally happened, I took the leap of faith and started an aircraft project. Not just any project mind you but a plans-built wood and composite aircraft. It is an early eighty's design that I had been watching for several years (while evaluating the merits of others designs and construction types). Being an old model airplane builder, I could relate to the build of a wood frame aircraft with the addition of foam and fiberglass to produce the clean esthetics of a modern, sleek, low drag aircraft.

After making the fateful decision and getting the appropriate spousal approval, I put together a beginning list of materials (lots of wood) to be ordered from Aircraft Spruce. However, I made one mistake, I ordered the materials March 12th (the early stage of the virus outbreak) and the much-anticipated supplies didn't arrive until May 18th. But that did give me time to set up a worktable and draw the full-scale fuselage and empennage frames. Now I did have some difficulty finding paper large enough to draw full scale frames. The instructions recommend butcher paper but finding it in a small enough quantity was impossible. I did find a roll (42 inches by 150 feet) of plotter paper for around \$30 at Office Depot and that has worked quite well.

The primary empennage spars and fuselage bulkheads are spruce frames sheeted on either side with 1.5 mm Birch plywood. The interior of the structures is sealed with 3 or more coats of spar varnish and each enclosed compartment has two 3/16 inch holes drilled in it for pressure equalization. The second skin is varnished on all surfaces not receiving glue, prior to final closure.

While the varnish is being applied to the bulkheads and spars my worktable will be expanded from 8 to 16 feet in preparation for fuselage construction. The sides will be drawn out to plan specifications and the wood frames built over the drawings.

I should note at this time that the glue being used in the project is FPL-16 (from the Forest Products Laboratory) and better known as Hughes glue. It is a low viscosity epoxy with a white filler that is very high strength for wood construction and requires comparatively low clamping pressure for excellent results.

When building some of the parts its necessary to make scarf joints on longer pieces. In doing so we want to make the scarf 10 to 12 times the thickness of the material. It was an interesting process when scarfing the 1.5 mm plywood for the skins. But with the aid of my trusty orbital sander I was able to get it done (pretty much).

Plans for the next few weeks are to enclose all bulkheads and spars and complete the fuselage side frames. From that point the parts should be ready to come together into something resembling an aircraft fuselage.

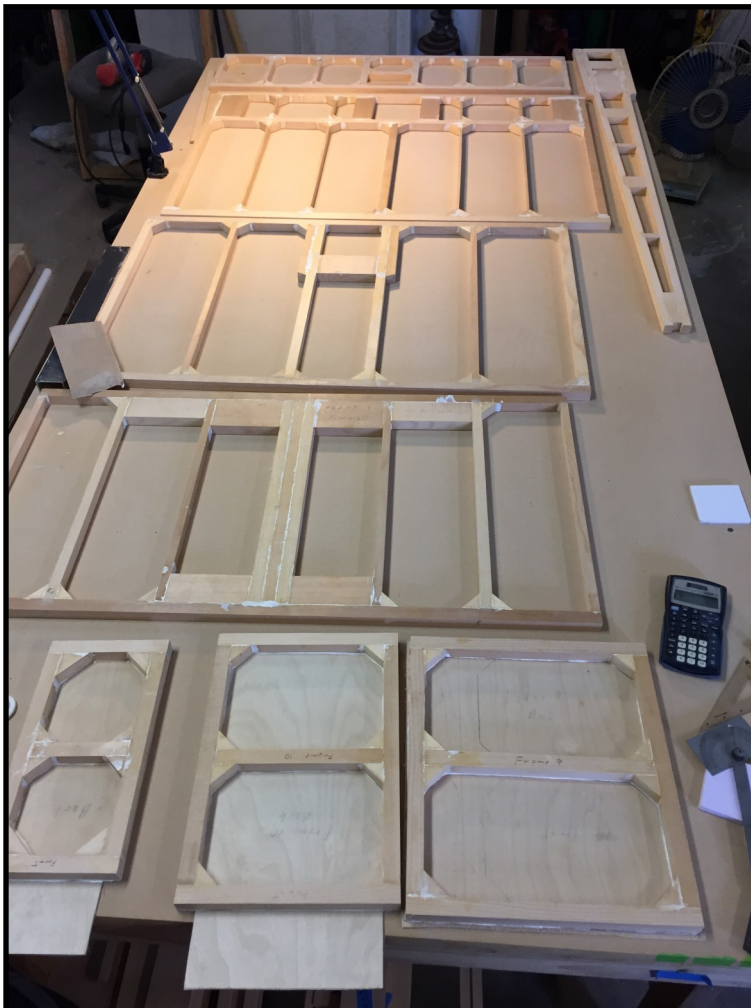
Till next time,

Russ

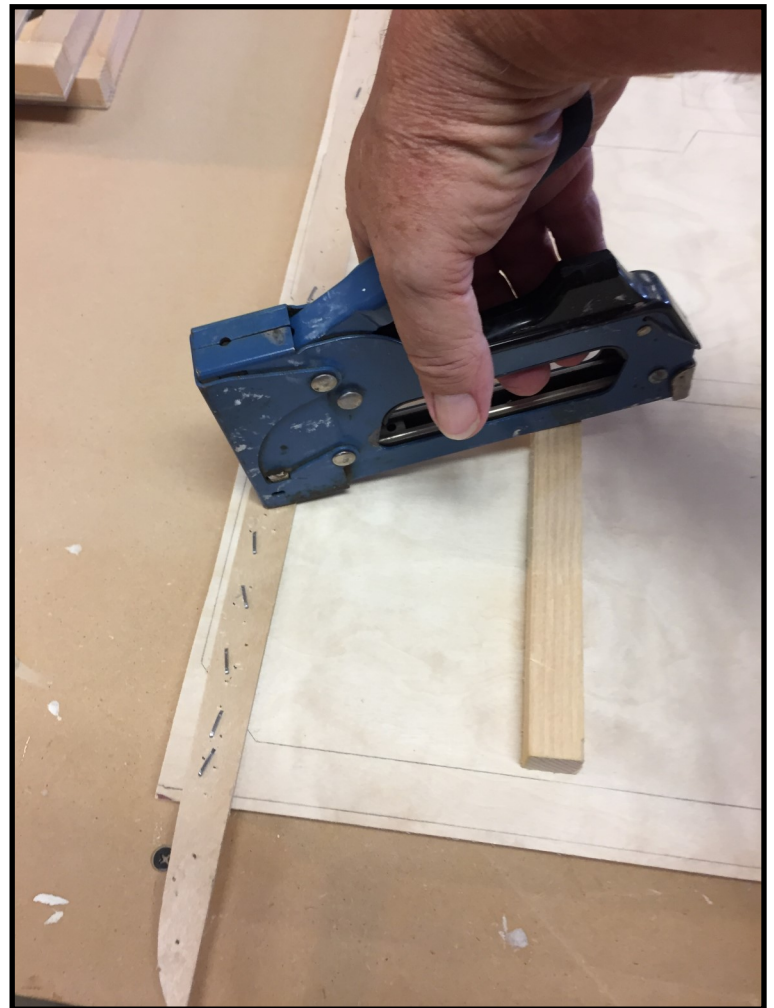
**Of Woods and Wings!
Photographs:**



Assembling the pieces for the bulkhead frames



Bulkhead frames with one side skinned



Using staple strips to hold skins in place while glue cures

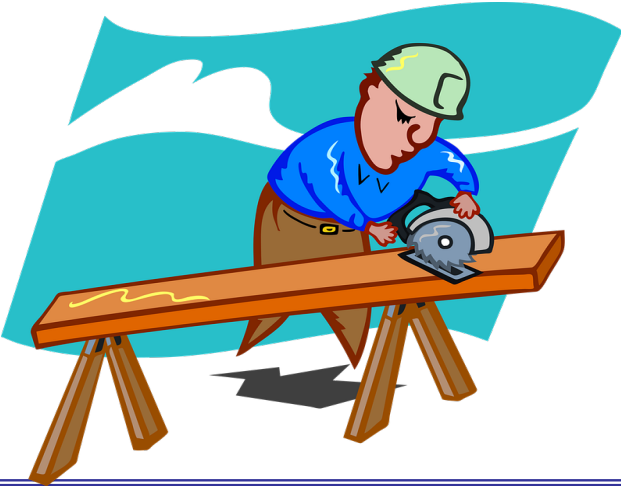
Of Woods and Wings!
Photographs:



**Two coats of varnish on frames and skins.
(Note bare wood areas where glue will be applied)**



Scarf joints on 1.5 mm spar skins



Safety Corner



EAA Webinars

7/14/20	7 p.m. CDT	<u>Shuttle, Houston — a Look Inside Space Shuttle Mission Control</u>	Paul Dye
7/29/20	7 p.m. CDT	<u>Completing the FAA Application for Medical Certificate: Legal Traps for the Unwary</u> Qualifies for FAA WINGS credit.	Greg Reigel and Patrick Phillips
8/5/20	7 p.m. CDT	<u>Why Valves Stick</u> Qualifies for FAA WINGS and AMT credit.	Mike Busch
8/11/20	12 p.m. CDT	<u>Chapter Chat: Applying for Charitable Status - Filing the 1023EZ</u>	Patti Arthur
8/12/20	7 p.m. CDT	<u>Legal Issues in Buying and Selling GA Aircraft</u> Qualifies for FAA WINGS credit.	Kathy Yodice, Patrick Floyd and Alan L. Farkas
8/18/20	7 p.m. CDT	<u>Air Shows: Not Just Events, But a Lifestyle!</u>	Grant & Brittany Nielsen
8/19/20	7 p.m. CDT	<u>How to Use Your Pilot's Operating Handbook</u> Qualifies for FAA WINGS credit.	Mike Bauer

Safety Corner



FAA Webinars

"Breaking the Chain (Operating Outside of the United States in North and South America)"

Topic: Operating Outside of the United States in North and South America

On Tuesday, July 14, 2020 at 19:30 Central Daylight Time

(17:30 PDT, 18:30 MDT, 20:30 EDT, 14:30 HST, 16:30 AKDT, 17:30 Arizona, 00:30 GMT)

Select Number:

SW17101075 To view further details and registration information for this webinar, [click here](#)

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