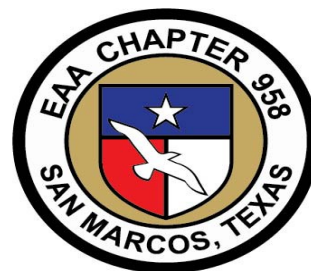


# Flightline

*EAA Chapter 958 San Marcos, TX*

*Where everyday is a good flying day!*



## Hangar Talk



**September 2020**

Greetings folks,

Hope everyone has been staying healthy and safe and are able to muddle through these changing times. As we get ready to enter the last quarter of the year, we need to take stock of where we are as a chapter and where we want to be this time next year. The pandemic has drastically affected all of us in the way we work, go to school, engage in social activities and our aviation activities. So, as we gradually emerge from the cloak of the virus, I'm hoping the chapter can use the remaining time this year to develop a strategic plan of attack for the upcoming year.

**EAA Chapter 958  
Monthly Meeting**  
September 19th  
10:00 a.m.  
**VIA ZOOM**  
Details to follow

### Event Possibilities

At the moment the good folks at Lockhart are looking at doing a fly-in and would like to have involvement from our chapter. There is a possibility of the EAA B-17 to come by, the "Go Wheels-UP/AOPA Fly-in" is tentatively rescheduled, and of course we want to get the Young Eagles events going again. So please keep the faith, and let's use the time to plan for next year.

### 2020 Chapter Elections

In concert with the end of the year activities we need to develop a slate of officers for the upcoming year. Yours truly will volunteer to work as president IF we can get a volunteer for president elect. That way whoever takes over the reins for 2022 will have had a smooth transition. We will also need a new for newsletter editor as I have also been handling that position for the past 7 years, and have been able to do it this past year because of the help from Veronica Ruiz for whom I am truly thankful.



So EAA Chapter 958 members please step up. It's time for a new beginning as things (eventually) get back to normal, and the chapter begins interfacing with the community again. As with everything else, new leadership and new ideas are necessary for an organization to grow. And I want to say thank you to all the members and officers who have helped to keep the chapter a viable entity.

**VMC CLUB**

**CANCELLED**



## New Members

Please welcome student member Jacob Halmos of New Braunfels. Jacob is interested in learning how to build and fly Aircraft and is ready for the Young Eagles experience. Welcome Jacob. And we have returning member Ron Mudge who has also donated an engine stand to the chapter .

## Members on the Move

Angel Gonzalez reports that he passed his flight test and is now a licensed Private Pilot. On top of that, he is now working as an A&P with Ameriflight in San Antonio. Congratulations Angel!

## First flights

Randy Vanstory completed the first flight of his RV-10 this past month and we'll have a video of the flight during our Zoom meeting on the 19<sup>th</sup>. Great job Randy!

And although not a first flight, check out Terry Ross's article on refinishing the interior of his '67 Mooney. Lookin' good.

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Blue Skies and Tailwinds,

Russ





When I purchased the 1967 Mooney 20F it was original except a few tweeks here and there. The interior was something out of the 70s, plush and red shiny something. The door wind lace (had to find out that term later) was coming off and probably half of the screws holding the interior in place were missing or someone just said what is the bother. The arm rest on the pilot side was cracked, so you could see the interior on the other side. My wife liked the curtains but I thought they were a hazard due to visibility issues.

I will say that the curtains may have kept the temperatures cooler in the cockpit. My last airplane a Grumman Cheetah was really hot in the summer. The Mooney seemed to be a lot cooler. Could be the fact that you are going faster. My wife wanted to keep the curtains and that is the plan but not drilled into the plastic so we will be looking for suction cups to put them up in the future and remove them when not needed.

Probably a little history is important to share about my past dealings with airplane interiors. Back when I was stationed at Barksdale AFB, the aero club had a Mooney 20C on lease back and the owner decided to do the interior himself. After a while, the aero club should have issued a NOTAM that interior work was being accomplished and no one should be around until work was finished for the day. Most of the time, the work was finished in a tirade of bad words, throwing some of the interior in any direction and then responsibly walking away. We watched a simple interior swap that should take 10 to 20 hours take, well, much more. The advertisement on the interior stated any simple person could accomplish it with little to no problems. I and all at the aero club can testify that was not how that went.

During my Grumman ownership days, I asked the avionics shop about interiors and got the response “we don’t do that, but we might have someone”. I had the interior touched up but not fully restored. The Grumman’ interior was not quite as “funky” as the Mooney. Cost was much lower, and the process did not add downtime due to avionics changes already taking place.

My mechanic is a maestro, a veterinarian of general aviation aircraft. He can do anything of which I am extremely grateful. Sometimes, I actually helped him with owner assisted maintenance. Let’s be clear, my help comes in do you want a water, how about the fan directed at you or tell him stories. Thank goodness he is patient and kind enough to tolerate me. Help is not by any definition what I provide for him. I need to be supervised very closely and watched like a hawk. I am an operator. Push the throttle up engine makes more noise and we usually go faster. When I asked him years ago about avionics and possibly interior work, I believe his response was find someone else. After what I have seen on both avionics and interiors I understand.

Once the decision was made to do the interior, I went with Aero Comfort out of San Antonio airport. They could do the work at my hangar and I had already purchased some seats from them. The seats are a huge portion of the interior price and I swapped out the old ones for the current refurbished ones a few years ago. They could match the interior with the seats and make it look like it was done all at once instead of in parts. I kept my sanity, and they did a grand job. The meticulousness of their work was really exceptional. They painted screw heads to match the leather. Placards were put into place as per the operational restrictions on the airplane that were not there before. Probably saved me from a potential FAA sideways look in the future. Can we put this placard here, what placard would that be, the one that is supposed to be on the airplane? Why, yes that is a great place and makes sense. How do you know that is required? We do that all the time. Oh! Since they do Mooney interiors, they are up on the requirements. The rear seat belts were re-worked and probably should have been. Those belts were in original condition and it was time.



The overhead work was really exceptional. The insulation was replaced and probably much more fire-proof than the original. The area between the pilots' legs was repainted and looks 100% better. Some panels were, and they were repaired and then wrapped in the matching leather. One of the side kick panels had to be completely rebuilt on the end due to it being broken off. Another excellent job and you would never know that panel had been broken. The yokes were wrapped, and they installed push to talk switches for both pilots' yokes. Again, just phenomenal work. New carpets that actual fit and don't move around like the old did.

Once the interior was out, I had my mechanic come and take a look at the bare interior to see if anything was broken or needed fixing. Any time in these processes, this is the scary part of a tear down. Now you have an exposed interior which can show a problem you didn't even know about. Sure enough there was one issue. The fuel lines on one side were seeping. I would have never known it had we not taken the interior out or until it got bad enough to detect. I look at it like a God thing. Interior was not inexpensive, but I would have never known about corrosion, bad insulation, bad wiring or a fuel leak had I not done it. My mechanic made short work of the fuel seep and pronounced the remainder of the interior is in very good shape despite her 50-year age.

The interior is like new and we look forward to trying it out on a trip in the future once the temperatures cool and COVID decreases a little more. I am not mechanically inclined and having it done by the pros at Aero Comfort was well worth it.







**35th annual FLYING M RANCH FLY-IN & CAMPOUT  
REKLAW, TEXAS - October 23 - 24 - 25, 2020**

**DAVE & MARCIA MASON Phone: 936-369-4362  
STINSONEER@AIRMAIL.NET visit: [reklawflyin.org](http://reklawflyin.org)  
7TA7 N31 50.7 W94 57.5 RWY 02-20  
3500' TURF 310 FT. ELEV. UNICOM 122.9**

35th. Annual Flying M Ranch Fly-In and Campout,  
Oct. 23-25th, 2020

The Flyin is still debatable this year due to COVID-19, because we can't screen everyone's temperature, force anyone to wear a mask, or enforce 6 ft. distancing. PLEASE STAY IN TOUCH WITH THIS SITE FOR UPDATES.

Work Party weekend is Oct 16-18, 2020 and all volunteers available AND EARLY ARRIVALS are requested to come and assist in cleanup.

Marcia & David Mason

*Aircraft Owners, Pilots and other Aviation enthusiasts welcome.*

**NOT OPEN TO THE GENERAL PUBLIC!**

Welcome to the Flying M Ranch in the Piney Woods of East Texas!

There are several ranches by this name (as your web browser will show), but none quite like this. We don't raise cattle anymore, we just have a good time once a year with our annual weekend Fly-In and Campout. If you are a pilot, fly in to our unique 3500 ft. grass runway, park the plane, pitch your tent, kick back, kick tires, whatever, and just enjoy the show rain or shine. We have food, we have minimal but adequate camping facilities, we have a very relaxing atmosphere. Meet up with old friends, and make some new ones. Hang up your goggles? Bring the RV, motorhome, or stay in one of the local hotels!

**DAVE & MARCIA MASON**  
**17643 State Hwy. 204 E.,**  
**Reklaw, TX 75784**  
**936-369-4362**

# Safety Corner



## EAA Webinars

Date	Time	Title	Presenter(s)
9/15/20	7 p.m. CDT	<a href="#"><u>Unusual Attitude Training Versus Upset Prevention and Recovery Training: What's the Difference and Why Does it Matter?</u></a> <b>Qualifies for FAA WINGS credit.</b>	Randy Brooks and Norm Dequier
9/22/20	7 p.m. CDT	<a href="#"><u>So You Think You Can Make a 180 Back on Takeoff? An In-Depth Look at Engine Failure Options</u></a> <b>Qualifies for FAA WINGS credit.</b>	Charlie Precourt, Chris Glaeser, Rick Marshall, and Terry Lutz
9/23/20	7 p.m. CDT	<a href="#"><u>Founder's Innovation Prize Grand Championship Preview</u></a>	Terry Lutz
9/24/20	7 p.m. CDT	<a href="#"><u>EAA Young Eagles Workshops: Day Camp Program for Chapters</u></a>	John Egan and Megan Hart
10/6/20	7 p.m. CDT	<a href="#"><u>\$500 HUD</u></a> <b>HOMEBUILDERS WEBINAR SERIES</b>	John Muzzoli
10/7/20	7 p.m. CDT	<a href="#"><u>The Looming Mechanic Shortage</u></a> <b>Qualifies for FAA WINGS and AMT credit.</b>	Mike Busch
10/14/20	7 p.m. CDT	<a href="#"><u>Strategies for Limiting, and Protecting Yourself from, Liability as an Aircraft Owner or Renter</u></a>	Jack Harrington, Paul Herbers, Alan Farkas, and Jim Anderson
10/20/20	7 p.m. CDT	<a href="#"><u>Emergency Bailout Procedures for Pilots and Survival Equipment</u></a>	Allen Silver

## Safety Corner



### FAA Webinars

#### "Breaking the Chain - Defensive Flying - with Rod Machado"

Topic: Breaking the Chain - Defensive Flying

On Tuesday, September 22, 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)

*Register in advance for this webinar:*

[https://us02web.zoom.us/webinar/register/WN\\_BDMVhkk3TEOvWQCl6m0KtQ](https://us02web.zoom.us/webinar/register/WN_BDMVhkk3TEOvWQCl6m0KtQ)

Select number: SW17101840

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