

Chapter 569

NEWSLETTER

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FEBRUARY 2, 1993

LOCATION: Cobbler's Inn
4808 West "O"

TIME: 7:30 PM

PROGRAM: **OMAHA ULTRALIGHT CHAPTER**
They will present a program on light planes.

BUSINESS: Business meeting will follow the program

PROGRAM COMMITTEE

President Ken Mueller asked for volunteers to help establish some programs for the coming year. Rollie Woodruff immediately volunteered and Rick Cooper was sort of drafted. I'm sure Rick was just ready to volunteer though.

Ken and his volunteers would certainly appreciate any suggestions or requests from the general membership. Let's let them know what we want in the way of programs. If you don't get involved, you give up your rights as a critic.

IRIS CHRISTIANSEN

I'm sure I speak for the entire Chapter in extending our sincere sympathy to Les Christiansen and his family in the loss of Iris. A memorial from the Chapter will be discussed at next week's meeting.

Christiansen — Iris, 68, 885 S. 46th St., died Monday (1/25/93). Member Second Baptist Church. Survivors: husband, Lester; son, Don, Edmund, Okla.; daughter, Sarah Stein, Omaha; nine grandchildren

Services: Thursday, 1 p.m., Second Baptist Church, 525 N. 58th St. Fairview Cemetery. Roper and Sons. Memorials: Nebraska Council on Alcoholism.

EXPERIMENTAL AIRCRAFT ASSOCIATION

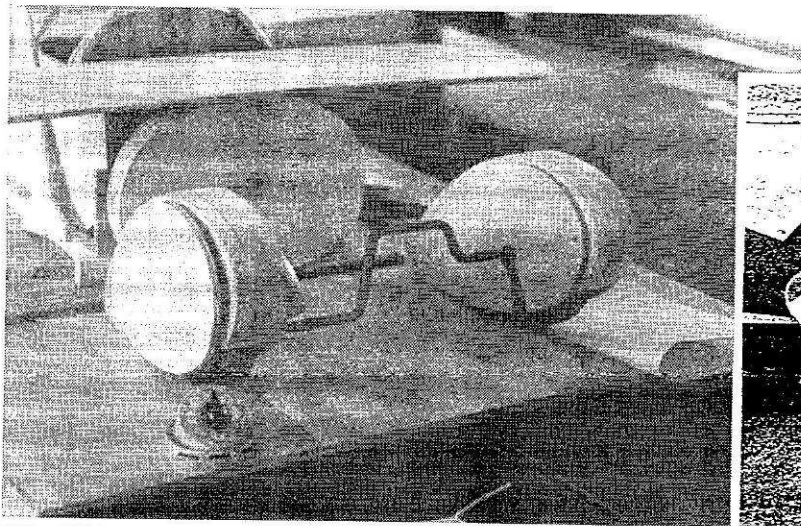
WITTMAN AIRFIELD, OSHKOSH, WI 54903-3086 - PHONE 414-426-4800 - FAX 414-426-4828

FIX'S PITTS

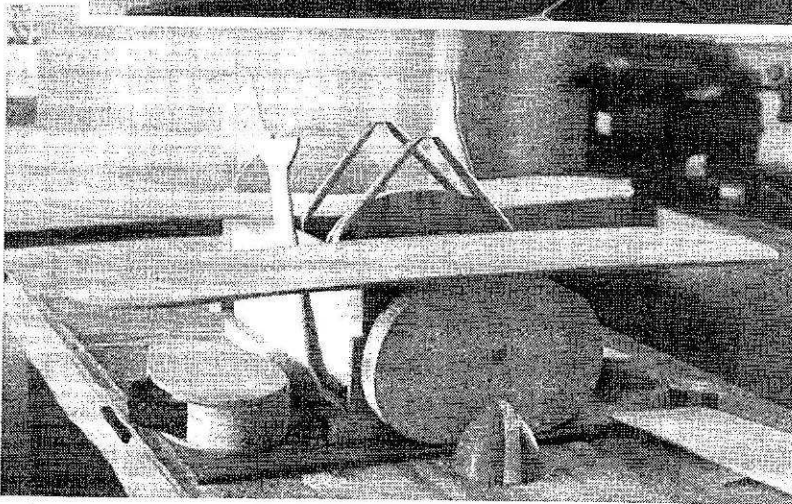
Jim Fix is doing more than "bending propellers" at his airpark shop. It seems he has decided to build a Pitts, so I went over to check out his progress. His motivation for this project was a grandchild who would soon be ready to solo.

Of course Jim, in the true spirit of an experimental builder, wants to make a couple of modifications, like adding more realism to the instrument panel by applying faces of real instruments and, of course, by adding a propeller. He plans to make the propeller turn when the Pitts is moving.

Looks like fun Jim, but tell me, since it's not a two-seater where are you going to ride?



When it's done this is what it should look like..... with a propeller.



I hope this odd wing configuration is not one of Jim's modifications.



AIRCRAFT STORAGE

The following two articles were taken from the "Nebraska Aviation Trade Association" December Newsletter. - editor

A recent Malfunction or Defect Report restated a long-standing problem of extended periods of time when the aircraft is not operated, better known as "storage."

The report was submitted by a certified repair station, and stated that an aircraft sat for 4 years in storage without any prior preservative measures. After that time, the operator attempted to start the engine which refused to run and would only backfire. An inspection by the repair station revealed that all of the exhaust valves were stuck in the guides and all push rods were bent. When the cylinders were removed the walls of the cylinders were found coated with rust. The pistons were found to be coated with a rust colored oil sludge.

Teledyne Continental (TCM) Service Bulletin (SB) M91-5 deals with long term storage and gives proper procedures for doing so. Operators of aviation engines with steel cylinders need to be aware of the extensive damage possible during improper long term storage and should consult the reference data mentioned here. Since there are other airframe considerations involved with long term aircraft storage, and many are specific to individual aircraft, a reliable maintenance person should also be consulted. There are also other factors to consider such as, will the storage be done inside a hangar or outside on the ramp, the geographic environment of the storage site, etc. A few dollars spent on prevention can save thousands in cures.

UNAPPROVED PARTS

AC21-29A, Suspected Unapproved Parts Detecting and Reporting Program, defines "unapproved parts" as those produced outside an FAA-approved manufacturing system. This also includes some parts in inventory and in use that are offered for use on aircraft without proper approval. Original Equipment Manufacturers (OEM) parts are FAA-approved if: 1) parts are processed through the Production Approval Holder's quality control system; 2)

parts are distributed from the PAH with "direct ship authority;" or 3) parts are produced under the PMA (Parts Manufacturing Approval). Be aware that the term "bogus parts" refers to counterfeit or fraudulent parts.

The FAA and the DOT Office of the Inspector General are actively investigating bogus, defective and unapproved parts. The concern of the aviation industry is that a part or material is defined as UAPPROVED if it is intended to be installed on a type-certificated product that is not manufactured under the approval procedures in FAR 21.305; does not conform to an approved type design and is not in condition for safe operation; or does not conform to U.S. Specifications or accepted industry standard (i.e., standard parts.)

The Aircraft Engineering Division of the FAA has a new parts Approval Action Team (PAAT) that will develop policy and procedures to facilitate approval of PMA applications by suppliers and sub-tier suppliers to type Certificate holders. In conjunction with FAA's Flight Standards Service, the PAAT will develop policy and procedures to facilitate decisions on the airworthiness of parts already in existence.

The PAAT will accomplish their tasks in three phases. Phase I will provide guidance on PMA applications regarding "showing evidence of a licensing agreement" or equivalent. The FAA will issue a Notice providing specific instruction to the applicant on what is required when applying for FAA-PMA. The Notice will also include specific instructions on the format for information to expedite the administrative processing of applications. Phase II will address OEMs that are not able to "show evidence of a licensing agreement" but may qualify under "identity." The team will explore alternative procedures to be used in situations where there is a high degree of confidence regarding the airworthiness of the parts and the capabilities of the OEM. In Phase III the PAAT team will assist the FAA in developing policy and procedures to ascertain and document the airworthiness of replacement and modification parts that are in service, in an operator's inventory, or in a distributor's stock.

EAA AVIATION EXPLORERS POST #569

A meeting was held at Hill Aero on Tuesday the 26th. Officers were elected and took over responsibility for this meeting.

The new officers are:

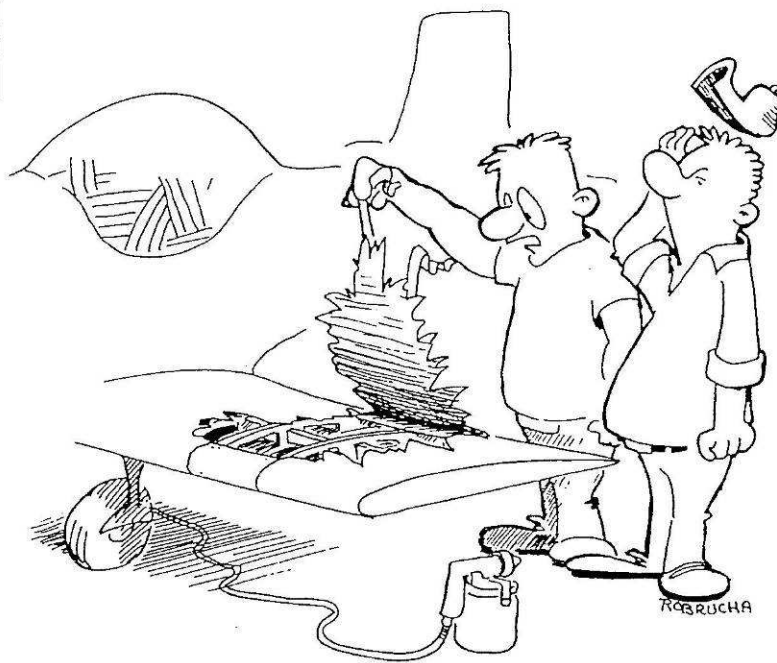
Matt Gangler	President
Ben Morrow	VP Administration
Tim Carney	VP Programs
Travis Yochum	Sec. Treasurer

List order of new business was to survey the membership for program suggestions, summer activity suggestions and fund raising suggestions. Responses are to be sent to VP Programs Tim Carney.

The military aircraft identification contest was a tie for first between Matt Gangler and Joe Tindle. The current contest point leader is Matt Gangler.

The career program was conducted by Tim Klenke of Duncan Aviation who gave a tour of the facilities at Duncan and discussed entry level requests for aviation maintenance.

The meeting closed on schedule at 9:00 P.M.



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