



Chapter 569

Communicator

PRESIDENT Russ Kelsea 420-5813
V. PRESIDENT Chuck Oden 489-6034

JUNE
1999

SEC/TREASURER Norm Sell 797-7333
NEWS EDITOR Roger Aspegren 797-5825

Meeting Announcement

DATE: Tuesday, June 1, 1999

TIME: 7:30 P.M.

PLACE: HillAero Modifications at
Lincoln Municipal Airport

PROGRAM: Doug Hill, our Club Technical Counselor, will have an airplane prepared for us which is supposedly just out of maintenance and each of us will have a chance to pre-flight the airplane and find any "over-looked" items.

Of course we know this never happens in actual conditions, but it will be a good exercise for us, and lots of fun, and maybe, for the best pre-flighters, even a prize or two.

If God had meant man to fly, he would have given him more money.

ATC: "N123YZ, say altitude"
N123YZ: "ALTITUDE"
ATC: "N123YZ, say airspeed"
N123YZ: "AIRSPEED"
ATC: "N123YZ, say cancel IFR"
N123YZ: "Eight Thousand feet, one hundred fifty knots indicated"

PRESIDENT'S MESSAGE

Our president is absent. It seems he has decided to take his lovely wife, Judy, on a trip to northern Arkansas for a little R & R, and whatever else they can find to do. We'll expect a full report in this column next month!

**Notes from EAA Chapter 569 Executive Board
Meeting May 18, 1999
Kelsea residence, 7211 Cedar Creek Circle,
Lincoln, Nebraska**

Roger Aspegren	Norm Sell
Russ Kelsea	Tom Winter
Chuck Oden	

We received some feedback from the LNK tower and Air National Guard regarding the Young Eagles event held at Lincoln on Saturday, May 15. It seems that everyone was satisfied that the event went very smoothly. The Air National Guard asked that we consider another event later in the year, possibly September. The tower congratulated us for limiting ourselves to two aircraft in the pattern, and commented that using the right closed then left closed traffic pattern worked well. In turn, the tower did a great job planning the event and working with the marginal weather. **ACTION:** Norm will draft a letter to the LNK Tower from the Executive Board thanking them for their cooperation.

We do not have pilot qualification forms from all the Young Eagle pilots. These forms remind pilots of the mandatory requirements for EAA insurance coverage and assure the Chapter, its members and volunteers that pilots are qualified and covered by insurance. **ACTION:** Tom will get qualification forms from all Young Eagle pilots.

Chapter 569 will not buy advertising in Star City

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Sports this year, but will have a listing in the free section of Star City Sports.

The Chapter will publish an information/membership brochure that describes EAA Chapter 569 activities and has an invitation for membership in our Chapter. The brochure will be appropriate for distribution at FBOs and other venues as well as through the mail. **ACTION:** Roger will provide 500 copies of the brochure before the next Executive Board meeting.

The Crete Airport asked that we fly Young Eagles during the Crete Blue River Festival on Sunday, July 25. A fly-in and drive-in breakfast is being held the same day at Crete. The Chapter offered to fly up to 60 Young Eagles on a first-come, first-serve basis. **ACTION:** Roger will contact Pat Dennison at Crete and coordinate with Tom Winter.

The Chapter submitted 286 Young Eagle credits to the EAA Air Academy in support of Jack Clausen's attendance.

Follow-up is needed on Library and Calling Tree functions. **ACTION:** Russ will contact John Kunkle and Dana Dienstbier about current status.

Next Executive Board meeting will be held at the Sell residence, 5001 West Deercrest Drive, Denton on Tuesday, June 15 at 7:00 PM.

MAY MINUTES

The May meeting started out at Andy Lahrs to see his Pelican homebuilt, we then proceeded to Al Spauldings to see his Flying Saucer. We ended up in Crete. Pat Dennison opened up the main hanger so we could view other aircraft. Lester David showed us his Hawker Fury Two he is working on. Pat and Ray have their Aeronca Chief ready to fly.

The April minutes were approved as printed in the Communicator. The treasurer's report was also approved. We had twenty-four members present and one guest. We want to welcome a new member Dennis Crispin of Humbolt to our chapter. Dennis is building a Cozy Mark IV. We thank Pat and Lester for furnishing the refreshments.

The next meeting will be held at Hill Aero on June

1st. Doug will have a program on preflight inspection and also a contest.

Meeting adjourned, Norm Sell, Secretary

RECAP OF RULES AND REGS OF AIRPLANE BUILDING

One of our chapter members approached me recently and requested my input, from a technical counselor standpoint, about the continuous airworthiness of the home built aircraft that he has modified. Seems that our member was being cautious about insurance coverage versus airworthiness status regarding vortex generator installation testing he was doing for stability purposes. I encouraged him to meet with FAA to certify his modification based on the fact that a change in the aircraft that affects performance (lower stall speed) constituted a major change, necessitating FAA inspection.

Coincidentally, when I was over at the FSDO office last week working on a modification package for one of my customers, I picked up a current copy of the "FAAviation news". Not because I was looking for punishment, but because there was a picture of a Pulsar and the words HOME BUILT on the cover. I am guilty of not reading every FAA publication, but the Pulsar attracted my attention more than the usual picture of the current administrator. Inside I found that it is a great issue and one I recommend to all of you members. You'll find an entertaining and informative story about the beautiful Pulsar XP built by Lisa Turner. When I read it I immediately wanted to get a copy to our chapter Pulsar builder, Bill Landucci for encouragement and information. Even more interesting to me, from a technical counselor standpoint, was another article written by Ron Alexander titled "Rules and Regulations of Airplane Building". Mr. Alexander's article does an excellent job of clarifying the much convoluted topic of what needs to be certified on your amateur built aircraft and the FAA regulatory basis for maintaining your home built

To make sure everybody is playing by the same rules I ran a copy of this document past the local FAA airworthiness specialists I work with and asked that they confirm the information I picked up out of the article and am passing on to you. I took this precautionary FAA review step because I have learned that in this system interpretation is somewhat subjective. The points of interest I want to highlight from Mr. Alexander's article are as follows.

An amateur built aircraft can be built by one or more persons and it must be built only for their own enjoyment or education, not for profit, to be classified as a personal use aircraft. The builder must assemble

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and construct at least 51% of the airplane. When you purchase a manufactured kit new, it should be on the FAA's list that has been evaluated to comply with the 51% rule.

Before you begin your project ask our local FAA office for the information packet related to amateur built aircraft. It will give you the "regs" about "N" number requirements, required equipment (VFR, night, and IFR, ELT), flight testing, and licensing.

Once you are enjoying flying your amateur built labor of love you are still restricted by one additional requirement more than type certified production aircraft. You may not carry passengers or property for hire. Also, like type certified production aircraft, (and in the case of the chapter member concerned with recertification) if you make a major change to the aircraft an FAA inspection of the aircraft is required before further flight.

Regarding maintenance, we all know that an annual condition inspection is required on an experimental aircraft. Most of us probably also know that the builder with a repairman's certificate can perform the condition inspection. FAR, Part 43, Appendix D applies to the annual condition inspection and is the FAA required guide by which the inspection is to be conducted. FAR Part 43 (pertaining to maintenance) does not apply to amateur built aircraft, but Part 43, Appendix D (annual condition inspection guide) does apply because of the specific reference to it in the FAR Part 91.319 (pertaining to operations) Phase 2 operating limitations you received at the time of FAA certification inspection. Only one builder (in the case of a group project) can apply for a repairman's certificate, which is required to perform the annual condition inspection. The repairman's certificate is not transferable if the airplane is sold and the new owner can not get a repairman's certificate for an aircraft he did not build.

I know this Governmentese is more than a little confusing, so suffice it to say that it takes a repairman's certificate for the aircraft, an A & P, or a Repair Station for a home built annual, but anybody can maintain a home built.

Also, once a certified appliance (engine, carburetor, nav-com radio, bolt) is placed on a home built it becomes an experimental appliance and no longer conforms to it's type design, so like I said, anyone can work on it. To use this previously certified, now experimental, appliance on a certified production aircraft again it would have to be recertified. The now experimental appliance can be used on any experimental aircraft.

Here is clarification to an often asked question that I previously misunderstood. An Airworthiness Directive (AD note) cannot apply to any part of an amateur built aircraft unless the specific aircraft is cited along with

who should do the work and to what standards.

When you sell your home built, execute an FAA bill of sale, transfer the airworthiness certificate, and complete the registration paperwork (don't forget state sales tax). If you buy a partially completed kit it may not qualify as an amateur built aircraft for personal use and you may not qualify as the builder, all under the 51% rule, unless you get all of the builder's records.

OK, now that you are all thoroughly confused, I'll open myself up and say that I'll do what I can to help with your certification questions. This FAA Aviation News also printed a good summary of applicable FARs adjacent to Mr. Alexander's article. Further, I think this article and the associated information is the best source for clarifying this topic that I have read to date. I don't pretend to know all the answers, but I have access to the information and a reasonable knowledge of the system, all of which I am glad to share.

Chapter 569- Technical Counselor - Doug Hill

YOUNG EAGLE REPORT

One weekend, two ways to go, 65 Young Eagles Flown. Tom Trumble lined up a YE rally for sixth-graders May 14 at Silverhawk; May 15, your Chapter with the Air Force Association, the Nebraska Air Guard and the Civil Air Patrol, hosted by Duncan Aviation, held another. At Silverhawk, Tom Trumble, Steve Becker, Phil Jossi, and Mike Manzitto flew 23 Young Eagles.

Next day Roger Aspegren, Les Clausen, Rick Cooper, Phil Jossi, Wally Peterson, Don Shoemaker and Tom Trumble flew 42 more.

Duncan Aviation gave us most of the space in the Jensen Hangar. The Nebraska Air National Guard and the Air Force Association and the Civil Air Patrol all had booths, and all helped out.

The Guard and the Association took care of lining up the Young Eagles. The CAP's brand-new Cessna was on static display; Harry Barr of Duncan Aviation brought in his One-Design and his P-51 Mustang for static display. He started polishing it, and, like Tom Sawyer, got a number of Young Eagles (and EAA members) to help polish!

Tom Winter, Chapter 569 YE Coordinator, brought in several rubber-powered foam flying models which he had adapted for whip-control flying, with fishing poles. Instead of waiting, the YEs were taking turns flying them and watching them go.

Wally Peterson got permission from the Tower to fly

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YEs with his no-transponder Cub, but was restricted to the pattern. So there was this Cub orbiting around, like a continuing visual display! The ceiling came down on us, and for a while, everyone was restricted to the pattern.

In coordination with the Tower, we had imposed limits on everything: no more than five planes at a time, and (with the Guard) no more than 60 YE candidates. The result was a happy, high-quality experience. I heard remarks from parents who were very pleased with the time that the pilot took with the whole family introducing the plane and the upcoming flight, a smile on every face.

Next rally is June 26, to be hosted by Capitol Aviation. Jason McCants of Capitol has gotten pizza lined up for the Young Eagles, and is going to work on the Coca Cola distributor.

Tom Winter, YE Coordinator

CALENDAR

Jun 5	Crete Fly-out, Topeka Aviation Museum
Jun 6	Biplane event - Bartlesville, OK
Jun 6	Central City Fly-in, 7:30-11:00
Jun 12	Statewide Fly-in, Fairbury

Jun 13	Blair (K46) Fly-in, 10:00-3:00
Jun 20	Ord Fly-in, 7:00-10:00
Jun 20	Iowa State Fly-in, Ft Dodge, two excellent AOPA Saf programs starting at 9:15
Jun 21	AOPA Saf seminar, SCC Rm. B7-8 7:00 pm
Jun 22	Ace Air Academy, Silverhawk
Jun 26	Young Eagle Flights, Capitol Aviation
Jun 26	Brown's Airport, Limestone Days
Jun 26-27	EAA Regional Fly-in, Longmont, CO
Jun 27	Pender Fly-in, 8:00-12:00
Jul 3-4	Midwest Aerobatic Championships Seward.
Jul 11	O'Neil Fly-in
Jul 11	Tekamah Fly-in, 7:00-11:00
Jul 25	Fly-in Breakfast/Blue River Festival, Crete
Jul 25	Camdon, SD Fly-inc 7:00-11:00
Jul 28-Aug 3	EAA AirVenture, Oshkosh
Aug 8	Hartington Fly-in, 7:00-12:00
Aug 14	Hastings EAA Fly-in
Aug 15	Red Cloud Fly-in, 7:00-10:00
Aug 21	Aviation Game Day, Crete
Aug 27-29	AAA, Minden
Aug 29	Norfolk Fly-in, 8:00-11:00
Aug 29	APA (Aircraft Preserv Assn), Greenfield, IA

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