

EAA Chapter 81 Meeting Minutes
September 15, 2018

Meeting was called to order by President Tito Sanchez at 1000 at the Ryan Field meeting room.

Secretary's Report: As always, Bob Miller offered to read the Minutes of the previous month's meeting. As always, a motion was made to accept the Minutes as published in Sky Writer and on the website eaa81.org, and quickly seconded. The motion passed with a whole lot of ayes and nary a nay. As always. Jeez, you guys are really in a rut.

Treasurer's Report: Eric Nelson told us that we have about \$2,000 more than when we finished 2017. 2018 income so far has been \$4,875.79, including \$169.00 toward coffee and donuts. 2018 expenses were \$2,697.36, including \$145.33 for coffee and donuts. What this means is that we are finally donating enough to pay for the coffee and donuts! July -August balance was \$8,289.85, to which were added coffee and donut contributions of \$49.00 and dues payments of \$40.00, leaving a September balance of \$8,378.85. Chapter Hangar rent is paid up through September and will continue to be paid for the time being, but, if there is not more utilization, the Board of Directors will decide to shut it down, which will lead us to the dilemma of what to do with all the contents. We put a whole lot of work into having a Chapter Hangar; c'mon folks, let's make use of it!

Next, our featured presentation began, starring Kelly McMullan, who is President of the Casa Grande/Chandler EAA Chapter 1415. His topic: *Owner/Operator-Performed Aircraft Preventative Maintenance*. Kelly's presentation was primarily oriented toward certificated aircraft, but he added information regarding LSAs and Experimental/Amateur-Built (E/AB) aircraft as well. Rather than trying to repeat everything that was said, I will refer our readers to the complete transcript of the talk that will be posted on our website; however, I would like to point out some highlights that were surprising to many Chapter 81 Members regarding preventative maintenance that may be performed by the owner without A&P (Airframe and Power Plant Mechanic) oversight:

Elastic shock-cord (bungee) replacement on landing gear, not an easy job.

With the exception of the wind shield, all windows may be replaced.

Replace wheels and skis.

Replace any hoses not requiring a hydraulic connection.

Replace prefabricated fuel lines.

Replace or adjust any non-structural fasteners.

Remove/replace self-contained front panel-mounted NAV/COM (Navigation/Communication) devices that are tray-mounted, excluding DME and transponders.

Documentation for all owner-provided maintenance requires the following items according to FAR (Federal Aviation Regulations) Part 43.9:

1. Description of work performed.
2. Date of Completion
3. Name of person performing the work if different from the person approving it.
4. Signature, Certificate No. and type.

Here's something that may come as a surprise to owners: Who is responsible for keeping aircraft records? The Owner/Operator, NOT the A&P! Aside from the transcript, Kelly stated that AOPA (Aircraft Owners and Pilots Association) has a good presentation on Owner/Operator-provided maintenance.

Moving on to E/AB aircraft, Kelly informed us that the annual Condition Inspection must be based upon the Operating Limitations that the builder has documented. *Any person* may do any and all work on an E/AB aircraft, but only an A&P (no Inspection Authorization required) or the person holding the Repairman's Certificate (per FAR 65.104) may sign it off, stating that inspection was done and the aircraft was found to be in a condition for safe operation. Part 42 Appendix D states that the Registration, Airworthiness Certificate, Operating Limitations, and Weight and Balance documents must be present in the aircraft. Appendix D may be used as a guide for a maintenance check list, or the kit manufacturer, if any, may be able to provide one. That's it! Not even a logbook entry is required; just documentation that it was done.

There is a lot of confusion in the chapter about LSAs. Kelly was able to clarify this. There are 4 types of LSA (Light Sport Aircraft):

1. Type Certificated (think Cub, early Ercoup, Taylorcraft; factory-built aircraft that meet the LSA definition and limitations)
2. SLSA = Special Light Sport Aircraft (factory-built LSA)
3. ELSA = Experimental Light Sport Aircraft (a kit from a factory which builds an SLSA) This must be built exactly to factory specification, identical to the SLSA. No substitutions nor deviation from the factory specifications may be made. There is no 51% rule in this category, and the Phase I testing (erroneously called fly-off time) is usually only 5 hours. After the aircraft has been certified airworthy, any modification desired may be performed. However maintenance must be signed off by an A&P or any person who has taken a maintenance course and been certified to maintain an LSA.
4. E/AB (home-built aircraft) that meet the LSA definition and limitations. There are no other limitations on design or modification to design; however, a Certificated Aircraft may not be made into an E/AB. Phase I testing generally requires at least 40 hours unless a certified engine/propeller combination is used; then the minimum requirement is reduced to 25 hours.

See; simple, nothing to it. Kelly's presentation was very well-received and we thank him and the FAAST team (of which he is a member) for enlightening us about this very important topic. An hour of WINGS program credit was awarded to those who signed up for it.

Visitors: Tim Carswell from El Paso is working on his Pilot's Certificate and is looking at building a Velocity. Rick Brown is flying a plans-built Sissler Cygnet. Ethan McLeod and Alan Palmer

are beginning pilot training. Mark Gregory has many aircraft engineering qualifications, including being a Certification Engineer. Kevin Hunt is soon-to-retire and is interested in LSA and E/AB aircraft.

Old Business: The Board of Directors met last month; most of the business was routine and the Minutes of the meeting are available on the website. Of interest to most Chapter 81 members is a simplified system for paying dues, with all renewals in January, and new memberships starting in October or later being credited to the next year, rather than pro-rating. Dues remain \$20/yr.

New Business: Next Month, Ken Druse of the National Weather Service will provide a presentation on Severe (Aviation) Weather Prediction.

Nominations for Chapter Officers will be made at the October meeting. At the November meeting, we will need to elect a new Chapter 81 President and possibly a Secretary, but nominations are open for all offices. We are also looking for a new Young Eagles Coordinator. Aside from this, we need more Young Eagles pilots. 6 of the current 10 are Chapter 81 members. To become a YE pilot, a 20-minute online course at EAA.org is required, and a background check that could require 24-48 hours to complete. The rides are provided to kids from ages 8-17 and typically last about 20 minutes. The next YE flight is scheduled for Saturday October 27 for the nine teenagers participating in Southern Arizona Teen Aviation. This is a reward for the hard work they have been putting in on the construction of a Van's RV-12, which is anticipated to be completed in the spring of 2019. The tail kit for the second aircraft has already been started, with vertical stabilizer and rudder completed.

We still need a volunteer to organize the Christmas dinner, and we need contributions to the newsletter. Any flying-related material is welcome, including anecdotes, building or maintenance experiences; whatever you might find interesting. If you are concerned about your grammar, send a draft to Secretary Bob Miller for editing and polish; he'll make you look like a pro!

Lynn Wesley gave us an update about the Copperstate Fly-In. Like many area fly-ins, this is not officially affiliated with EAA. The Copperstate Board of Directors decided not to use the Falcon Field location again, instead moving the location to Buckeye, AZ, southwest of Phoenix, and the date from the usual October to February. Chapter 81 Member John Harlow, who is Forums Director, and Lynn, his assistant, went to Buckeye and spoke to the City Administration. The latter did something unprecedented: five attended Sun 'N Fun in Lakeland Florida, the second-biggest aviation fly-in in the US. It is extremely well-run and popular, and very successful. The Buckeye administrators want to learn what they can do to make the Copperstate Fly-In successful as well; what Sun 'N Fun is doing right! This is a good prognostic sign for the event. By the way, there *will* be an air show, for the first time in many years.

Meeting was adjourned at 1110. The next meeting will be at the Ryan Field meeting room on Saturday October 20 at 1000.

Respectfully Submitted by
Secretary Bob Miller