



Pilots Progress

www.eaachapter865.org

Volume 25
Issue 6
June
2011



Chapter 865 25th Annual Fly-In

The June meeting will be on the 14th, 7pm in our hangar. We will have two speakers. Final planning for the June 26 Fly-In Breakfast, pre-fly-in cleaning and setup. Other summer events will be discussed, as well as, Airventure 2011.

EAA Chapter 865 Meeting Minutes May 10, 2011

Meeting called to order by Bill Baird. Reading of the April Meeting minutes was taken care of by Ralph Ballard.

Reading of Treasures reports was also done by Ralph Ballard. Both

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The EAA Chapter 865, 25th annual Fly-In Breakfast, will be held on Sunday June 26th.

As in the past, we'll need all members to turn out for this major fundraiser. Signup sheets for work details will be passed around at the meeting. If you cannot be there please call Bob or Bill and let them know. Donations of cash or food products, milk, orange juice, coffee, bottled

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The Prez Sez

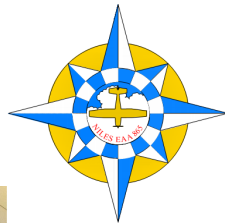
By
Bill Baird
justabillbaird@aol.com



Every month in aviation seems to bring something new. For example it seems that a new and secrete airplane is introduced that is more exotic than the last most exotic airplane. Altitude and speed records are broke and are on the news. In Sport Aviation there is always something special that is on its the way to Oshkosh. This year a zeppelin is making its way there. This has been an eventful month in aviation for me as well. For example, I call it an eventful month when your

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Below, My Son Jeff (R), gave a presentation on his Compass Rose Project, CENTER, Chuck Worthen cooks as Artist Ron Neil and Joe Landy look on. (L) Bob Rogers and Bob Baird give an aluminum welding demo.



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Paid members list: Dick Haigh, Jim Steere, Jim Van Hulle Chad Strauss, William Joy & Kyle, Tom Huizinga, Ivan Truyaert & Evan, Philip Adkinson, Herb Schwelnus, Ralph Ballard, Tom Troester, Jon Ritter, Bob Crowley, Don Green Brian Bowen, J. Landy *If you don't see your name, please pay soon.*

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were approved.

Discussion was opened for Old Business.

There was repeated discussion about the Shop Smith, plans for development of a new work area, what needed to be planned for future fly-ins, and the Saturday morning work parties.

It was mentioned that Shop Smith was being worked on by Jim VanHulle. There is a need for some new bearings for the band saw attachment.

New business.

Ralph's son Jeff Ballard gave a presentation on painting a new compass rose on the airports tarmac. A big compass rose! In the presentation several computer graphics were presented and all versions of the design were accepted. Ralph and Jeff are going to attend the airport the board meeting for final approval.

It was decided to send a card and note of condolence to the Warren family, the designer of Ivan's Corvette to aero engine conversion who along with his daughter died in a plane crash in Conroe TX.

Also completing the MiniMax, completing the HighMax, and getting the simulator up to speed.

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water, syrup etc. would be appreciated. Just let me know what and how much, so I can adjust my shopping list. Ralph

Airport Report

By Neil C. Coulston, Public Works Director

Bids were opened on Friday, June 3rd for the airport electrical improvement project that we have been working on for the past year or so. Allstate Electric of Jenison, MI submitted the low 'as-read' bid of \$538,339.70, almost \$100,000 below the estimated \$636,040.50 cost. A

total of 5 bids were received ranging from the low bid up to a high bid of \$855,914.31. Federal funds are paying for the majority of the project. The work will include a new electric vault, wiring, runway lighting, PAPI's, REIL's, taxiway guidance signs, refurbishing the beacon tower and installing a rehabbed rotating beacon, and other related work.

The project will move forward once FAA funding approval is received and will take 28 days, while the runway lighting work is being done, runway 15/33 will be closed. Both runways will be closed for 2 days when duct boring work across both runways is necessary. Advance notice on the closing of both runways will be released once we have the information.

We also hope to do some pavement crack sealing work on runway 15/33 and the apron and taxiway areas. In addition we hope to complete some pavement marking work on both runways, taxiways, apron areas, etc. Contract documents are currently being prepared and it is hoped that the work can be coordinated with the lighting project to minimize the amount of time the runways would need to be closed. We won't know the extent of work that will be completed until we have opened bids and have an idea of the cost.

(Prez Sez Continued from page 1)

father walks away from a airplane crash. Fortunately, my father, who was a passenger and not the pilot, doesn't have to worry about a reprimand from the FAA. It is also fortunate neither were hurt and that the airplane didn't catch on fire as it skidded to a stop because the gas tanks were ruptured. But the plane was totaled. This was all a result of practicing a precision power off landing in preparation for the CFI test. The other event was, once again my father, passing the oral test CFI. Now in a few days the flying test of his flight instructor exam will be completed as well. Completing these tests has been long awaited. When they are finally done, flying lessons will soon be taking place at Niles, Tyler Memorial. This has

been a dream that has been with my father for years. As for me, work and a young family takes the lion's share of my time. I'm actively looking for a new job, one that pays better and has better hours. I'm looking for a new house and these things seems to take up what little time I have left after work. It has been hard to keep up with my duties as president of the 865. I say this because I appreciate your help. Team work has helped the 865 to continue to be successful. For example, Herb has been working on the entrance of our hanger to keep the snow, rain and ice off the door, doorstep and lock. The Saturday morning work parties were terrific last year and the Saturday morning work parties this year should begin to get active now that good weather is here. So the 865 is depending on this volunteerism to start getting the hangar ready for the fly-in. We also need some concentrated work on the Hi-max. Wouldn't it be nice to see it on display at the fly-in. Last week we saw that Ralph had done a great job on the vinyl cutter and has put a computer in the hangar to drive it. Last week Bob Jorgensen, our aeronautical engineer speaker didn't show up but we did have some fun burning up some pop cans and trying our luck at some DuraFix braze rod for aluminum. Of interest to us all is that Dave Cooper (the Bat Plane MiniMax owner) and his friend Ken are putting their two place Challengers together and they should be flying in July. It'll be good to see those guys flying again during the beautiful Michigan evenings. The Ornathopter in being reassembled with modifications and tests will soon begin. The Boredom Fighters have come a long way over the winter months. Dad wants Jerrid to be the first entry in his instructor logbook and for him and others to solo this summer. As I said, "Every month is an interesting month in the aviation world." Bill Baird.

Excerpt from Tales from the DAR Side

Operating Limitations – Wrapping It Up

By Joe Norris, for *Experimenter*

Read the rest of the articles here:

http://www.eaa.org/experimenter/articles/2011-04_darside.asp

This limitation tells you to record the inspection in the aircraft maintenance records (typically the airframe logbook) and gives you the appropriate verbiage to use. As you can see, everything regarding the inspection requirements for your aircraft can be found in the operating limitations.

Now what about the maintenance? Maintenance requirements are called out in Part 43 of the FAA regulations. Right at the start of Part 43 there's a paragraph regarding applicability. This paragraph contains the following verbiage:

"This part does not apply to—

Any aircraft for which the FAA has issued an experimental certificate, unless the FAA has previously issued a different kind of airworthiness certificate for that aircraft;"

This specifically states that Part 43 doesn't apply to an aircraft that holds an experimental airworthiness certificate except in those cases where a different type of certificate was previously held. Because our amateur-built aircraft have always held an experimental airworthiness certificate since their original certification, this statement applies. This is why there's no requirement to hold an FAA certificate of any type when doing maintenance, repair, or modification on an amateur-built aircraft. You don't have to be the builder or the owner or hold any FAA authorization of any kind when performing these functions.

Night and/or IFR Operation

The inspection requirements we've just discussed are pretty much universal and will be found in any set of operating limitations regardless of when they may have been issued. The last issue I'd like to discuss is something that varies from limitation to limitation, even if the limitations were issued at approximately the same time frame. The issue I'm referring to is night and/or IFR operation. It is very important that a pilot be aware of whether or not an aircraft is allowed to fly at night or under IFR before undertaking such flights. You can't just go by whatever equipment is installed. You need to check to make sure the appropriate limitation is present.

Operating limitations issued in the early days of homebuilt aircraft, and even some up into the 1980s, contain a simple statement that looks something like this:

"This aircraft is to be operated under VFR, day only."

That's pretty straightforward and easy to understand. Many of these early homebuilts weren't equipped for night or IFR, so the limitation was appropriate. But as homebuilt aircraft progressed in performance, utility builders began to have a desire to expand the operational envelope. The FAA finally started to include a limitation that allowed night flight, and then later IFR flight, providing that the aircraft was properly equipped. Current operating limitations will contain the following or a similarly worded statement:

"After completion of phase 1 flight testing, unless appropriately equipped for night and/or instrument flight in accordance with § 91.205, this aircraft is to be operated under VFR, day only."

This limitation opens up the opportunity to fly the aircraft at night or under IFR if it's equipped in accordance with FAR 91.205, titled "Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements." You'll note that, like the maintenance regulations found in Part 43 discussed earlier, this regulation only directly applies to aircraft with standard airworthiness certificates. Homebuilt aircraft operating VFR day aren't required to contain all the listed equipment. But the operating limitation makes § 91.205 applicable to those homebuilts that are to be operated at night or under IFR.

Note that this regulation works on a "building block" principle, where aircraft flown at night must have all the day VFR equipment as well as that called out for night, and aircraft flown under IFR must have all the day VFR and night VFR equipment in addition to the IFR equipment. So if you want to operate your homebuilt at night or under IFR, you need to make sure that the operating limitations allow such operations *and* make sure your aircraft includes the proper equipment. For more info on equipping your homebuilt for IFR operation, see my article posted in the Homebuilders HQ section of the EAA website.

This concludes our discussion of amateur-built aircraft operating limitations, and with that I bring this column to a close as well. By the time you read this I will have left the EAA and will already be onto my next challenge. I want to thank all of you for subscribing to *Experimenter* and for supporting the homebuilt movement. I have enjoyed meeting many of you and have always appreciated your thoughts and suggestions. EAA has always been about members helping members, and I encourage all of you to continue that tradition.

More pictures from Dave Bragdon's collection



1954 BEECHCRAFT T-34A / A45 snG-57 N26K
LEBANON, TN 6/09



1942 CONSOLIDATED VULTEE BT-13A sn11756 N79VV
LEBANON, tn 6/09



CHAMPION L-16B / 7CCM-50 N3956A
LEBANON, TN 6/09



/1971 CESSNA 305A / L-19 'BIRDOG' 56-599 sn23721 N292K
LEBANON, TN 6/09

Calendar of Events

- June 12**, Fly-In Breakfast, Mason Jewett (TEW) MI
- June 26**, EAA 865 25th Annual Fly-In Breakfast, Niles MI
- July 2**, EAA Chapter 585 Steak Luncheon, Watervliet MI
- July 3**, EAA 966 Fly-In Breakfast Michigan City IN
- July 8 to 10**, EAA Ford Tri-Motor Tour, Elkhart IN
- July 25 to 31**, AirVenture, Oshkosh WI
- Aug. 20**, EAA Chapter 55 Fly-In Breakfast, Mason MI
- Sept. 3**, 21st Annual Fly-In Cruise/In Breakfast, Marion, IN
- Sept. 10**, EAA Chapter 865, Salute to Veterans, Fly-In Breakfast, Niles MI
- Sept. 17**, EAA 938 Apple Fest and Wings and Wheels, Nappanee IN
- Oct. 16**, EAA 585 Chili Hop Fly-In, Watervliet MI

Pilots Progress is published each month by Experimental Aircraft Association Chapter 865, Inc., located in Niles MI. The contents are for the use, education and enjoyment of the chapter. No claim is made for the accuracy of materials presented. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 865 or the EAA. Members are encouraged to submit articles for publication. Other EAA Chapters may use articles for publication, as long as credit is given. Meetings are held at our Chapter Hangar, east side of the airport on Lake St., Niles MI, unless otherwise stated in the newsletter.

PRES.: Bill Baird (574-674-2313)
VICE-PRES.: Chad Strauss (269-876-3456)
TRES.: Ivan Truyaert (574-273-0923)
SEC.: Bob Baird (574-339-9991)
NEWSLETTER: Ralph Ballard
 Submit Articles to: P.O. Box 444, Niles MI 49120
 269-684-0972 - E-Mail: raphyboi02@sbcglobal.net

Board of Directors:
 All Officers and:
 Jon Ritter-574-273-4291
 Gerry Wieringa-269-683-7718
 William Joy-574-272-5408