

# Flightline



EAA Chapter 958 San Marcos, TX  
Where every day is a good flying day!

June 2019

## Hangar Talk

Hi everyone,

Hope every one has been having a good start to the summer despite some of the wet weather that's come our way. We hope everyone has opportunity to get out and fly or work on their projects while the weather cooperates.

### Chapter Meetings

We're currently looking for additional ideas and presenter's for our monthly meeting programs. We know that we have lots of expertise and stories out there with our members and encourage everyone to participate in the process, whether it's a topic suggestion, a contact who would be interested or if you would like to share your expertise or experiences. Chris Davis has graciously volunteered to coordinate the programs, so please contact him; [daviddude32@yahoo.com](mailto:daviddude32@yahoo.com) (or myself) with your ideas or information.

### Next Months Meeting

Because many of us will heading to Oshkosh next month we are moving the July meeting to the 13th. (Airventure runs from 7/22 - 7/28)

### New Members

Please be sure to extend a warm welcome to new members **Jesse Coleman** from Lockhart, **Eric Jacobs** from Austin and **Tim Hennessee** from New Braunfels.

### Projects Sought

As always we're constantly looking for project updates to highlight in the newsletter. We have a number of cool aircraft that are in the works in member garages and shops and our members are always interested in seeing the progression of each, so plan on sending in some photos and blurbs on the development of your aircraft.

## EAA Chapter 958 Monthly Meeting

June 15, 2019

RedBird Skyport  
Conference Room  
San Marcos Regional Airport

9:00 a.m.

VMC Club

"Hot weather Flying"

moderated by  
Terry Ross

10:00 a.m.

**"The Vulcan Bomber in the  
Falklands War"**

presented by  
Chris Davis

## Young Eagles

The Young Eagles do not have any planned events for the summer but we expect to have the program up in full swing in September. We have the possibility of adding Adkins and DelValle high school ROTC programs of Austin to our affiliated schools so we will be in continued need for YE pilots. Many Thanks to Dave and Matt and all the pilots for their efforts in continuing to make the program a success.

## Flying Club

Greg is currently waiting for Mike Rice to return from Europe to finish the L'ill Angel's annual. With any luck the little bird will be airborne by the end of Summer.

## EAA Chapter Taxes

All chapter tax returns have been filed with the IRS and Texas Comptroller for 2018. We filed a request for exemption to the State of Texas and have received notification that we are now considered exempt. So we shouldn't have to file State returns in the future as long as we retain the Federal Tax Exempt status. Please advise any prospective donors, that donations to the chapter and/or the scholarship fund are tax deductible.

## TKM Avionics offers KX 155 replacement

TKM is offering a sale on their MX155 a direct drop-in replacement for the venerable KX 155. The offer is a sale price of the experimental unit, with an opportunity to upgrade to a certificated unit once certification is complete (expected late summer—early fall this year). Upgrade to certificated units will be at minimum cost and still below cost of a new certificated unit.



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# Is Your plane ready to fly?

June 8, 2019 by General Aviation News Staff

Some fatal GA accidents have been caused by flying an aircraft that was undergoing maintenance and not approved for return to service.

This led to a new FAA Safety Briefing that delves into what you need to know before flying an aircraft that has been undergoing maintenance.

“Before you take or fly an aircraft, always check for the signed Approval for Return to Service entry in the aircraft’s logbook,” the safety briefing begins.

“Most aircraft owners are up to speed on the status of their aircraft, and rental fleets usually have aircraft status boards or squawk sheets to check for problems with an airplane, but nevertheless some pilots take, or attempt to fly, an airplane that is undergoing maintenance or is not ready to be returned to service,” the briefing continues.

## Always Check the Logbook

Never assume that an aircraft is ready to fly.

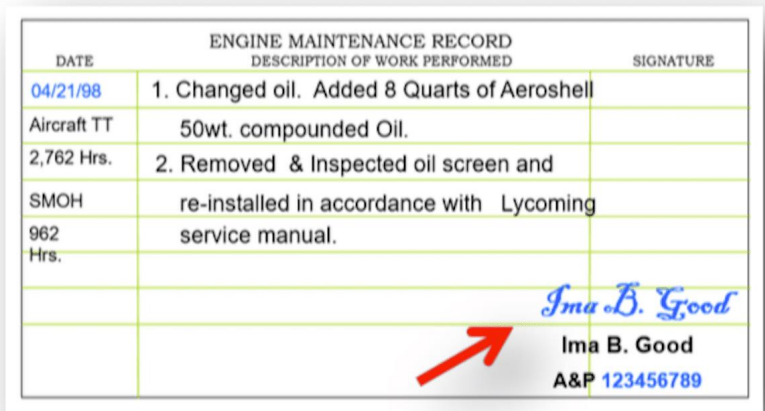
For example, if your mechanic tells you that the repairs are done and that all the work is documented on the work order, does that mean your aircraft is ready to fly? How about when that big, red “Do Not Fly” sign is no longer hanging on the yoke — does that mean your aircraft is approved for flight? In each of these cases, the answer is — absolutely not.

You have to check the aircraft’s logbook first, FAA officials advise. Do not take an airplane until you have seen the signed Approval for Return to Service entry in the aircraft’s logbook.

An Approval for Return to Service is a documentation in your aircraft’s logbook with the signature and certificate number of the person approving your aircraft for return to service. It is a written certification that tells you whether the aircraft is airworthy and ready to fly.

Per 14 CFR section 43.9, any person who performs maintenance, repairs, or alterations on an aircraft must make an entry in the maintenance record with the following information:

- A description of the work performed,
- The date the work was completed,
- The name of the person who performed the work, and
- The signature and certificate number of the person approving the work.



DATE	DESCRIPTION OF WORK PERFORMED	SIGNATURE
04/21/98	1. Changed oil. Added 8 Quarts of Aeroshell	
Aircraft TT 2,762 Hrs.	50wt. compounded Oil.	
SMOH 962 Hrs.	2. Removed & Inspected oil screen and re-installed in accordance with Lycoming service manual.	
		<i>Ima B. Good</i>
		Ima B. Good A&P 123456789

*The signature and certificate number make up the Approval for Return to Service.*

The signature and certificate number make up the Approval for Return to Service.

Keep in mind that the Approval for Return to Service is only for the work performed. Make sure that all the required inspections have been completed and logged, FAA officials note.

After an inspection, your maintenance record entry should contain:

A certification statement such as: "I certify that this aircraft has been inspected in accordance with XYZ inspection and was determined to be in airworthy condition."

The date of the inspection,

The aircraft total time in service, and

The signature, certificate number, and kind of certificate held by the person approving return to service.

You should see this for every inspection.

## **Inspect the Aircraft**

It's always a good idea to do an advanced preflight on an aircraft that has been returned to service.

Your advanced preflight should start with the aircraft documentation. Make sure the maintenance work has been documented in the appropriate aircraft log book, and check that the aircraft has been returned to service.

If the aircraft was test flown, there may be a discrepancy between the logbook time and what you see on the panel. Take your time looking the aircraft over.

Other tips from the FAA safety team:

- Use a checklist to make sure you don't miss anything.
- Pay particular attention to the areas that were worked on, including any disconnections that may have been required to access the parts that were serviced.
- Special attention should be paid to things like oil leaks and loose fasteners.
- For the first flight, stay in the pattern within gliding distance of your runway.

## **It is Your Responsibility**

As the aircraft owner, it is your responsibility to ensure that maintenance personnel make the appropriate entries in the aircraft logbook.

Proper logbook entries that detail the work completed not only keep you up to speed on the condition of your aircraft, but they also serve as an important factor in maintaining the airworthiness and long term value of your airplane.

As a best practice, always check the logbooks after an aircraft is returned from maintenance.

And before you take or fly that aircraft, always look for the signed Approval for Return to Service entry. That way you'll know that your aircraft is ready to fly.



# Safety Corner

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## EAA Webinars

6/12/18	7 p.m. CDT	Airventure 2019 Ultralight/Homebuilt Rotorcraft Arrival Procedures <b>Qualifies for FAA WINGS Credit</b>	Mark Sprang
6/18/19	7 P.M. CDT	Managing energy and developing Style: A Beginners Guide to Advancing in Aerobatics <b>Qualifies for FAA WINGS Credit</b>	Aaron McCartan
6/26/19	7 P.M. CDT	EAA AirVenture 2019 Features and Attrctions	Rick Larson/ Dennis Dunbar
7/3/19	7 P.M. CDT	A Matter of Policy <b>Qualifies for FAA WINGS and AMT Credit</b>	Mike Busch
7/10/19	7 P.M. CDT	Adventures in examining: One DPE Confesses All <b>Qualifies for FAA WINGS Credit</b>	Prof. Paul Shuch
7/16/19	7 P.M. CDT	Aerobatics: Basic Through Advanced Maneuvers Training <b>Qualifies for FAA WINGS Credit</b>	Mike Lents
7/17/19	7 P.M. CDT	How to Start a Flying Club	Robbie Culver

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## FAA Safety Team

### Airworthiness for Airplane Owners -Ensuring Your Airplane is Runway-Legal

**Saturday, June 22, 2019 at 12:00 Central Daylight Time**

**At Redbird Skyport, 2080 Airport Drive, San Marcos, TX 78666**

REGISTER at [ifjm200@gmail.com](mailto:ifjm200@gmail.com), select: **SW1792707**

### Weather Technology In The Cockpit (WTIC) - FAA NextGen Weather Research Program

To access this FAA Safety Center Broadcast - [https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=92953](https://www.faasafety.gov/SPANS/event_details.aspx?eid=92953) (Recorded at Airventure 2018)

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