

Oct 2018



# EAA CHAPTER 145

SINCE 1962



**Chapter Meeting: Saturday, October 13, 2018 – 6:00 pm**  
**Riverview Airport (08C) in the big hangar**

## \*\*\*SPECIAL CHAPTER MEETING\*\*\*

The EAA Chapter 145 meeting for October will be a cookout and bonfire. We'll be starting at 6pm – in the Big Hangar. The meal will be in the Main Hangar, and then move out to the bonfire. Bring a dish to pass, service, hamburgers, hotdogs & drinks will be provided. If you would like, bring a chair to sit around the fire.



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## COLOR TOUR



Crisp, cool air is circulating throughout Michigan which means fall colors are upon us! Early to mid-October looks to be best time to get out and see the colors this year. The colors last only a few weeks so you'll need to get out while the air is smooth and the visibility and weather is good.



## YOUNG EAGLES

There are no scheduled Young Eagle activities at this time. However, the planning is going on between Y.E. coordinators about next summer activities. Also, Y.E. pilots should have received their "10 for 2018" recently; I received mine last week. Dick

## EAA145 HANGAR

- Todd Verhage has moved his Power Parachute Trike into the hangar for refurbishing.
- Scott Dykstra has plans to move his RV-9A into the hangar mid-October.
- The Chapter now has a form for members to fill out if they want to put a project in the hangar.
- Hangar space is available for anyone working on a project. Contact Dick Foster for details.

Are you still fit to fly? By Chad Mayer

To ensure uninterrupted compliance with BasicMed, pilots must complete the required comprehensive medical examination and online medical education course within the required and differently calculated time periods. For an airman to act as PIC under BasicMed rules, within the previous 48 months he or she must have received a physical examination by a state-licensed physician who followed and completed the FAA's comprehensive medical examination checklist, while the airman must have completed the online course within the previous 24 calendar months.

When the **FAA Extension, Safety, and Security Act of 2016 (FESSA)** which contained BasicMed was signed into law, the FAA incorporated the requirements of FESSA into the Federal Aviation Regulations. This involved changes to **Part 61**, including § **61.23(c)(3)(i)(C)** and **61.23(c)(3)(i)(D)**, as well as the inclusion of the new **Part 68**. Additional FAA guidance on the new regulations is available in Advisory Circular **68-1A**. The takeaway is that careful attention must be paid to when the different components of BasicMed lapse and must be completed again.

For example, an airman completing the BasicMed checklist and physical exam on May 10, 2017, and the online course on May 20, 2017, would be able to operate under BasicMed through May 31, 2019 (24 calendar months after the online course was completed). If the airman then completes the online course again on May 31, 2019, then he or she would be able to continue operating under BasicMed until May 10, 2021 (NOT May 31, 2021) because 48 months have passed since the physical exam.

Completing a new checklist and exam on May 11, 2021 would allow the pilot to operate under BasicMed until May 31, 2021, at which time another online course would be required. It would be advisable to set smartphone or other calendar reminders to keep the applicable expiration days straight.

## HINTS FOR HOMEBUILDERS

# Removing a Defective Rivet

JOE NORRIS

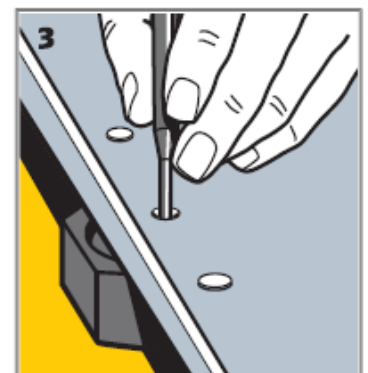
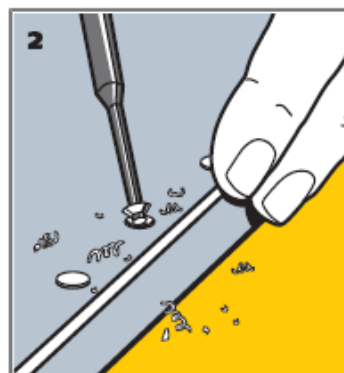
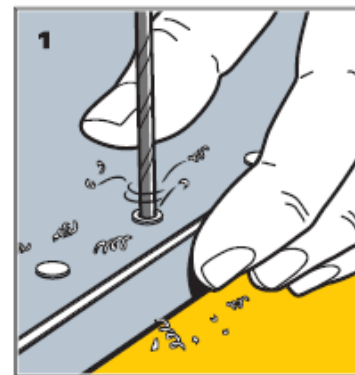
**IF YOUR PROJECT USES** rivets, chances are you'll need to remove a rivet that wasn't properly set. Here's how to do it.

**1/** Take a sharp drill bit the same size as the diameter of the rivet; for example, a 1/8-inch diameter rivet is drilled with a #30 drill bit. Drill in the exact center of the head. The little dimple in the head of an AN rivet can serve the same purpose as a center punch to start your drill. In a pulled rivet you'll have the mandrel hole to act as your guide.

Drill just deep enough to penetrate the head of the rivet, but not through the body of the rivet. Do not enlarge or deform the rivet hole or you won't be able to replace the defective rivet with one of the same size.

**2/** Using a pin punch in the hole you've just drilled, apply some sideways pressure to snap off the head of the rivet, leaving the body in the hole. The rivet is now ready to be removed.

**3/** Support the part so that you've got clearance to drive the defective rivet out the back side. We used a large hex nut, but you could use a socket or a piece of wood with a hole drilled in it as well. You just need room to drive the rivet clear of the part. Use your pin punch and a hammer to drive the rivet out and you're ready to set a new rivet in its place.





By JACK V. HUFFMAN  
EAA 23503  
15737 East Ave., Y-4  
Llano, CA 93544

I am in the process of building a Marquart Charger. This is my third project, having previously completed all the woodwork and most of the hardware installation on a Rutan VariViggen prior to selling the project and having recently finished a much-modified Quickie. I have had a great deal of trouble drilling through spars to accurately match a fitting that brackets the spar. Many (most) holes simply cannot be drilled on a drill press, and even if they could, the fit-

ting to be matched is not necessarily exactly aligned on both sides of the spar. Drilling halfway through from each side of the spar with a pilot bit is a partial, poor solution.

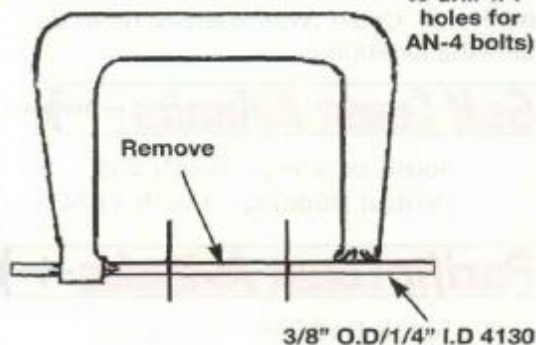
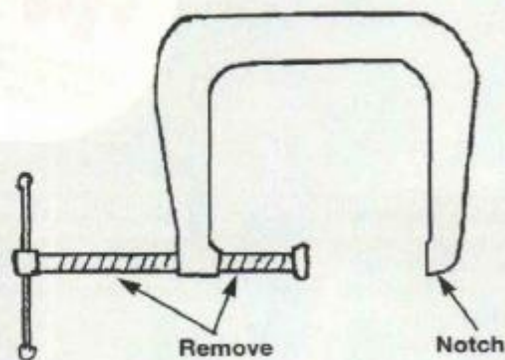
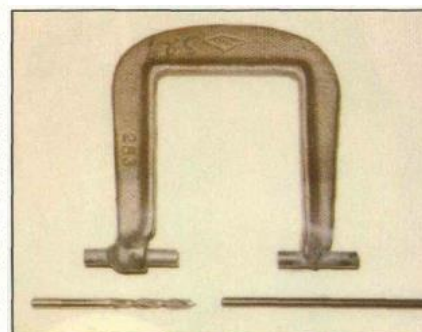
I have designed a simple tool that works to perfection every time. It may have been designed and used by others, but it is certainly unknown to me. It has been a real "godsend" to me on my Charger project. (My interplane strut fittings span a spar 2" thick.)

I used a C clamp with a 4-1/2" throat and a 2-3/4" opening. Remove the screw and handle and cut a 3/8" notch exactly opposite.

I brazed a piece of 3/8" O.D. 4130 tubing in the clamp. Then I cut a 2-

1/4" piece out of the center of the tubing. I now have a perfectly aligned drill jig.

To use (see photos): Place a 7/32" locating pin in one tube, fit the jig over the spar and place the locating pin in the fitting hole you want to hit. Place the drill bit in the tube on the other side of the spar in the opposite fitting hole and drill halfway through the spar. Now reverse the process and the holes will meet. I used a 7/32" locating pin and a 7/32" brad-point bit for the pilot hole, then went back and enlarged to the 1/4" size. Works every time. Of course clamp, tubing and drill sizes can be varied according to requirements.



(I wanted to drill 1/4" holes for AN-4 bolts)



## SPACING HOLES ON A ROUND TUBE

BY RICK GALATI, EAA 9010508

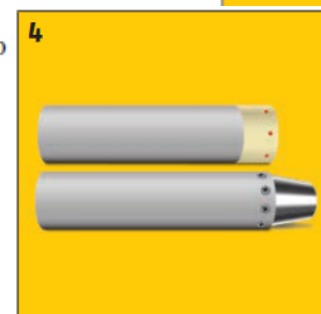
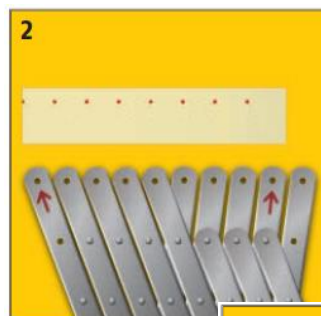
**THERE ARE TIMES WHEN** a builder needs to locate several equally spaced holes around a round tube. Getting these measured correctly on the tube itself can be difficult. I use a piece of tape to help locate the holes.

The first step is to wrap a piece of tape around the tube where you want the holes located, with the edge of the tape even with the end of the tube. Trim the tape so that the ends meet exactly. (The tape length now equals the outer diameter of the tube.) Remove the tape from the tube, lay it flat on a clean surface, and

mark the distance from the edge to where you want the row of rivets.

Once you have your edge distance marked you can lay out your rivets using either a rivet fan (as pictured) or a suitable measuring device such as a machinist's rule. Lay out the holes along the edge distance line you marked on the tape.

After the holes are marked on the tape, put the tape back on the tube (with the edge even with the end of the tube again so that you maintain your edge distance to your rivet line) and use the marks on your tape to drill the holes in the tube.



## Useful Aviation Mnemonics

Here are some handy mnemonics that pilot use to help verify the completion of certain tasks. Of course, conscientious checklist usage should be primary, but these can also help.

<b>CIGAR</b>	<b>Runup/Ground Check</b>
<b>C</b>	controls check
<b>I</b>	instruments set
<b>G</b>	gas (proper tank, pump on, etc)
<b>A</b>	attitude (flaps, trim, etc.)
<b>R</b>	runup

<b>LCA</b>	<b>Before Takeoff</b>
<b>LIGHTS</b>	strobes, navs, landing
<b>CAMERA</b>	transponder (so ATC can "see" you)
<b>ACTION</b>	any other actions to be performed like boost pump on, control checks, flaps and trim set, etc.

<b>BLITS</b>	<b>Line-Up Check</b>
<b>B</b>	boost pump on
<b>L</b>	lights as required
<b>I</b>	instruments set
<b>T</b>	transponder on
<b>T</b>	takeoff time noted
<b>S</b>	seat, belts, doors secured

<b>FLARE</b>	<b>Enroute</b>
<b>F</b>	flaps set (if extended during takeoff)
<b>L</b>	lights as required
<b>A</b>	auxiliary fuel pump off (if on for departure)
<b>R</b>	radar transponder on
<b>E</b>	engine (lean mixture when at altitude)

<b>GUMPS</b>	<b>Before Landing</b>
<b>G</b>	gas (proper tank, pump on or off, etc.)
<b>U</b>	undercarriage
<b>M</b>	mixture set
<b>P</b>	prop set and/or primer in/locked
<b>S</b>	switches (lights, pitot heat, etc.)
<b>Note: add C in front of GUMPS for carb heat (becomes "Charlie GUMPS")</b>	

<b>MPG</b>	<b>Before Landing</b>
<b>M</b>	mixture set
<b>P</b>	prop set
<b>G</b>	three green (gear down)





## PRESIDENT'S CORNER

Chapter members are looking forward to some of the annual activities at Riverview, such as the bonfire in this month and the Christmas brunch in December. As the weather patterns change this time of year, we have more time to work on projects and less time flying. I'll try to get around and visit the various projects and include a report in the following news letters.

EAA145 has been informed by EAA HQ that there is possibility of a new EAA chapter starting at Ottawa Exec. (Z98). Currently, this is in the planning stage. EAA HQ is working with EAA145 officers and board members about the impact of a new EAA Chapter in West Michigan. Stay tuned...we'll keep you up to date of any developments.

Recruiting new members is a common goal for many EAA chapters. Through the Chapter Trial Membership program, we could give prospective chapter members a free 6-month EAA general membership trial, which includes the full set of EAA membership benefits at no cost. Let's identify some people around Riverview, so I can give them a free EAA membership. Cheers, Dick

## WEST MICHIGAN PILOTS

*a note from Dick Foster, President EAA145.*

Need work done on your sport or light aircraft? Look at Riverview airport for the best group of qualified and friendly mechanics in Michigan. Pete, Larry and Bill are a team that will get you back in the air with a minimum of time and money. Here is the contact; yes it's at 08C.

Calkins Field Aviation, LLC, (616) 889-5971

[www.petes1776@allcom.net](mailto:www.petes1776@allcom.net)



## PROJECT OF THE MONTH

Ercoupe, 1946, Hank Betke. Restoration of a classic aircraft



EAA Chapter 145 website: [www.145.eaachapter.org](http://www.145.eaachapter.org)

EAA National website: [www.eaa.org](http://www.eaa.org)

Riverview Facebook: [www.facebook.com/pages/Riverview-Airport/115468211816419](https://www.facebook.com/pages/Riverview-Airport/115468211816419)



## **DUES ARE NOW BEING COLLECTED**

Dues of \$35.00 are payable to "EAA CHAPTER 145" and can be mailed to Bob Swietek at the address listed at the end of the newsletter or brought to the monthly chapter meeting. If you need to make any updates on your contact information, please include the tear-off slip for member data and update with your payment.

## **UPCOMING EVENTS**

Oct 6	Brooks Field (RMY)	Dawn Patrol Fly-In Breakfast
<b>Oct 13</b>	<b>Riverview Airport (08C)</b>	<b>Meeting - Bon Fire &amp; Potluck</b>
Oct 21	Watervliet (40C)	Chili Hop Fly-In
<b>Nov 10</b>	<b>Riverview Airport (08C)</b>	<b>Meeting - Dennis Hutchinson - Davis DA-2</b>
<b>Dec 8</b>	<b>Riverview Airport (08C)</b>	<b>Meeting - Christmas Brunch</b>
<b>Jan 12</b>	<b>Riverview Airport (08C)</b>	<b>Meeting - Sonex "B" Model - Greg Kaat</b>

**If you know of events that should be on the event calendar, please e-mail them to me**

If you would like to be on the e-mail list for meeting and event reminders, or if you would like to receive the newsletter electronically, which is full color and delivered days before the print version... please send your e-mail address to: [randall.houtman@dematic.com](mailto:randall.houtman@dematic.com)

## **The 2017 Officers for EAA145:**

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## **Treasurer's Report: (As of Oct 31st)**

Liabilities: \$3500.00  
Cash: \$95.85      Checking: \$74.71  
Savings: \$5035.20      Total: \$5205.46

Website Editor, Bill Willyard  
([wqwillyard@att.net](mailto:wqwillyard@att.net))

## **EAA CHAPTER 145 MEMBERSHIP APPLICATION / RENEWAL FORM**

DUES ARE \$35.00 PER YEAR – JANUARY 1st to DECEMBER 31st

Name _____	Aircraft Owned _____
Co-Pilot / Spouse _____	_____
Address _____	Projects / % Complete _____
City _____	_____
State / Zip _____	Bring this form to the next meeting or mail to:
e-mail address _____	EAA Chapter 145 Treasurer
Home Phone _____	6962 Bridgewater Dr. SE
Work Phone _____	Grand Rapids, MI, 49546
National Membership # _____	

