

Hangar 13 News

Chattahoochee Valley EAA Chapter 677
Columbus, Georgia

Volume 1 Issue 4



2012 United States Advanced Aerobatic Team

Team members:
(In order, front to rear)

Kelly Adams (Staudacher S500)
Jessy Panzer (Pitts S-1S)
Mark Nowosielski (Giles G200)
Nick Timofeev (MXS)
Marty Flournoy (Giles G202)
Reinaldo Beyer (Extra 300L)
Benjamin Freelove (Extra 300L)
Craig Gifford (Christen Eagle II)

Photos by Laurie Zaleski
President, Art-Z Graphics
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Marty looking good in his new Team shirt



A bad memory and memorable things...

I have always relied on checklists as a pilot. Heavily relied on them! Some instructors slap their foreheads and encourage me to create a cockpit “flow” that only uses the checklist when I’m finished. And I smile and say, “I’ll think about that! Where were we? Let’s

start again to be sure I didn’t miss anything.”

As I get older, checklists have become even more important and I find myself using them for complex tasks at work and even things at home – aren’t recipes a kind of checklist? I even suggested to a government agency they should consider a checklist for finding documents. Apparently, the department of archives lost my entire military history (which, admittedly, is a very, very small document), which I would really like to have so I can get some hearing aids. But hearing is another issue. I’m talking about memory, aren’t I?

Something I hope I never forget is the sight of all those aircraft lined up to fly our Young Eagles on September 27. I think we had about six planes in all and only carried 15 kids. Of course, until the Thursday before, we were expecting 35, so six would have been just right. But as it was, only a few pilots flew more than one load, which is how it should be. That way no one incurs too much expense or spends too much time in the pilot’s seat. Thanks to all who flew, who made their planes available, or who helped out on the ground. As it often is, we had several show up just before noon we had to turn away. I hope they’ll be back this month.

Touring the space in Hangar 13 was also memorable. Frankly, it’s a mess. But there is so much potential. We’ll

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get an agreement drafted this month and send it to the Airport Commission and see where we go from there. But it is exciting to think about having a place we can call our own – a place to create new memories.

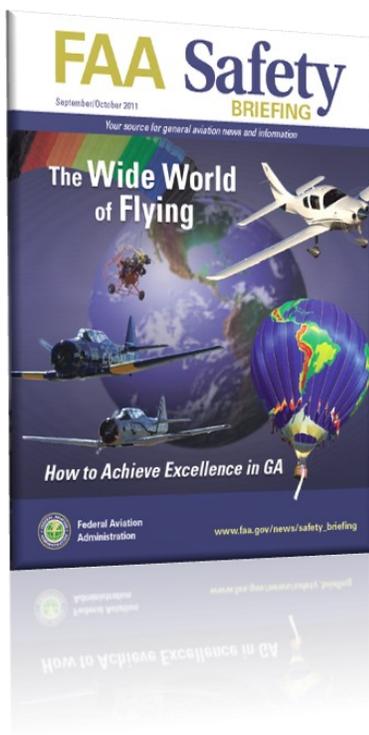
My checklist for this message has Marty Flournoy's name on it. That's because while we were introducing kids to their first flights, Mary Flournoy was kicking butt and taking names with his freestyle routine in the Advance Power category of the **2011 National Aerobatic Championships** at North Texas Regional Airport (KGYI). Freestyle, is of course, only one aspect of the competition, but it is Marty's strength. Overall, he did so well he'll be one of eight pilots representing the United States (and of course, EAA 677) on the U.S. Advanced Aerobatic Team in the World Aerobatic Championships in 2012. Congratulations, Marty!

Finally, for *your* checklist, please add our October 25 Chapter Meeting and the October 29 Young Eagles Rally to your calendars. The meeting will be focused on Lighter-Than-Air flight and the rally will be a lot of fun, as usual.

Hope to see you at both events!

Ernie

FAA Safety Briefing September/October



Aviation Safety—*"You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck"*

- Limited visibility of meteorological towers (MET)<200ft
- Advances in laser surgery
- Interesting Ways to Bore Holes in the Sky
- Can I (Legally) use my iPad?
- Airworthiness tips for pilots of rental and multi-owner aircraft
- Too old to fly?

Available for download at
http://www.faa.gov/news/safety_briefing/

Hangar update

The "Before" shots

The space has lots of potential, but will require some work to become operational for the chapter.

The Agreement

Ernie is preparing a draft hangar agreement, which will be e-mailed to the membership for review and comment shortly. The comment period will need to be short, so please look for it in your e-mail. Once you receive it, please respond quickly.



Chapter Workshop



Chapter Office/Library



Meeting Room



Work Bay



Facilities

Young Eagles Gallery

September 24, 2011



10 for 2011

Ken Sines
Mac Molnar
Chris Cook
George Wade
Todd Shellnutt
Ernie Kelly

Elizabeth Canty Boys & Girls Club



Great Georgia Airshow



Heavy metal Jet Team



Aeroshell Team



Mig 17



Rob Holland's MX2



Buck Roetman's Eagle



P-51



C-45 Expeditior





The Condition Inspection

David VanDenburg, TC#4272

Pilots all know that every aircraft registered in the United States requires an Annual Inspection once every 12 calendar months. Does this requirement apply to amateur-built aircraft as well? If so, what does this inspection consist of, and who can do it?

First of all, Amateur built aircraft also have a requirement for an inspection every 12 calendar months, but it is not called an “Annual Inspection.” It is called a “Condition Inspection” and is somewhat like an Annual, but there are differences. For example, an Annual Inspection must be done by an appropriately licensed aircraft mechanic. This means an individual who holds a license with an Airframe and Powerplant rating and an Inspection Authorization (A&P with IA). A “Condition Inspection” on an amateur built aircraft, however, can be done by any A&P (no IA required) or by the builder of the aircraft if he or she has applied for the “Repairman’s Certificate.” This certificate is like having IA privileges for that specific aircraft only. After all, if you built the aircraft, you should know enough about it to be able to determine if it is in a condition for safe operation. Another difference is the logbook entry. Both inspections require an entry into the aircraft maintenance records. The wording for an Annual Inspection comes from 14 CFR Part 43. The wording for a Condition Inspection, however, is different, and comes from the Aircraft’s Operating Limitations, which are issued to the aircraft as a part of its airworthiness certificate. If a homebuilder has a local A&P do the Condition Inspection, it's important to provide him or her with the operating limitations so that the correct entry can be made in the aircraft's records.

The actual inspections are basically the same. Those of us flying certificated aircraft probably have factory-provided checklists for the Annual. Piper, Moony, Cessna, etc. all supply checklists for Annual Inspections. But what about us homebuilders? I know some kit manufacturers provide checklists for their products, but for the most part, we're “on our own”. Not to worry, the “Friendly Aviation Administration (FAA)” has taken care of us. Appendix D to 14 CFR Part 43 (available at www.faa.gov) is a list of the minimum items that must be included on a 100 hour, Annual or Condition Inspection. Note that this is the minimum. You will want to use this document as a starting point and expand your checklist to cover the specifics of your aircraft. In fact, you will probably add items from time to time as you discover issues or hear of issues others are having with similar aircraft. 14 CFR part 43 requires a mechanic to use a checklist for an Annual. This regulation does not apply to homebuilders, but the operating limitations still require the aircraft to be inspected at least in accordance with the scope and detail of appendix D to Part 43. Build a checklist and use it every time you do a Condition Inspection. This will prevent missed items and maybe save your life.

(Reprint from Jul 07 issue of Safety Wire, Flight Advisor and Technical Counselor News)

2012 ELECTION

Announcement

Open nominations will be accepted for the following positions during the October 25 chapter meeting:

<i>Class I Directors (2 yr term)</i>	Incumbent	Served
President	Ernie Kelly	Elected April 2011 to fill vacancy
Vice President	Gary Brossett	Elected April 2011 to fill vacancy
Secretary/treasurer	Dianne Preston	Full term 2011

<i>Class II Directors (1 yr term)</i>	Incumbent	Served
Board member	Chris Kelly	Elected June 2011 to fill vacancy
Board member	Mac Molnar	Full term 2011
Board member	Marty Flournoy	Full term 2011

Chapter positions Available

The positions are appointed by the Chapter Board of Directors

Web Editor (Webmaster)

Responsible for the maintenance and improvement of our chapter website
<http://677.eaachapter.org/>
and assist with Facebook group

Membership Coordinator

Point of contact for membership information and activities

Flight Advisor

Counsel members considering purchasing an aircraft, preparing for flight in a newly built or restored aircraft, or looking to transition to a high performance or unfamiliar aircraft. Note: Application to EAA HQ with chapter president's endorsement required

Chapter elections will be held at our November meeting

Around the State

FAA Team - FAASafety.gov

Seminars hosted by
Skyline Columbus

Renting vs. Owning
Oct 20th @ 6:30 pm

Aircraft Icing
Nov 3 @ 6:30 pm



South East Regional Fly-in
Oct 21-23
Evergreen, Al



706.393.3000

Thunder XV

"Extreme Thunder"
March 17 - 18, 2012

Chapter Meeting
at
Skyline Columbus
Oct 25 @ 7 pm

Georgia Pancakes

EAA 690
Lawrenceville (LZU)
1st Sat, 8-10:30

EAA 709
Rome (RMG)
2nd Sat, 8-10:30

EAA 1082
Moultrie (MGR)
2nd Sat, 9:30-10:30

EAA 354
Dawson (16J)
3rd Sat, 7-10:00

EAA 1025
Covington (9A1)
3rd Sat, 8:30-10:00

EAA 1350
Lagrange (LGC)
3rd Sat, 8-10:30



SportAir Workshops

Nov 5-6 Duluth, GA

- Fabric Covering
- Electrical Systems, Wiring and Avionics
- Composite Construction
- What's involved in Kit Building
- Sheet Metal Basics





Next Chapter Meeting

**Oct 25
@ 7 pm**

Skyline Columbus
Training room

**Young Eagles Rally**

Flightways Columbus
Oct 29
8:30– 11:30 am

