



EAA Chapter 1612 Newsletter

October 2019

THOMPSON AIRPORT (53OK) 1981 COUNTY ROAD 1221 TUTTLE, OK

Volume 1 Issue 7

9 October, 2019

From the Front Seat—President Eric Muehlberg

September has been a good month for Chapter 1612 and its members. We had the honor of hosting the One Week Wonder RV-12

while on its national tour on the evening of the 17th. The weather gods smiled on

us as it turned out to be a perfect evening for the event. The aircraft and crew showed up right on time and some 75 folks from 3 chapters all had a great evening. A lot of people helped make it all come together, thank you everyone.

Early on the morning of Saturday the 21st, several chapter members were wondering if the Anadarko Wings & Wheels event was going to turn out just like the 2018 event—rained out. Everyone hung in there and by 10:00 the rain stopped and we started putting up the tents and tables. Within a few minutes the air-



planes started to show up as did several of the futures Young Eagles with their parents. It wasn't as hectic as a couple of years ago when we flew 193 Young Eagles, but a steady flow of kids looking for an airplane flight continued to arrive till 2:30. When we finally closed up shop, 55 Young Eagles had taken their flight. There were a lot of smiles and first time airplane rides, which makes it all worth the effort. Again, a lot of people made it all possible, thank you. I know it made a difference to a lot of kids. I've listed the pilots who flew and the members of the support crew elsewhere in the newsletter.

Our next fly-in/drive-in meeting will be held at the David J. Perry airport (1K4) in Goldsby, OK on the 12th of October at 11:30. Many of you have been to their terminal building for other events in the past. It is a really nice facility. Our lunch prior to the meeting will be a Fried Chicken Pot Luck lunch. The chapter will provide the fried chicken and drinks. We ask that those attending bring an appropriate side dish or desert. Following lunch, we'll have our meeting. Hope to see many of you at the meeting.

Tailwinds,

Eric



Inside this issue:

CHAPTER MEETING LOCATION	2
OWNER PRODUCED PARTS—M BUSCH	2
VMC CLUB QUESTION	2
CLASSIFIED ADS	3
TOOL LOANER PROGRAM	3
EVENTS & CHAPTER MEETING PICTURES	4
CHAPTER LEADERSHIP INFO	5

EAA Chapter 1612 Newsletter

New Meeting Location: David J. Perry Airport (1K4) Goldsby, OK

This month's meeting will be held at the David J. Perry airport (1K4) in Goldsby, OK on the 12th of October from 11:30-1300. Our lunch prior to the meeting will be a Fried Chicken Pot Luck lunch. The chapter will provide the fried chicken and drinks. We ask that those attending bring an appropriate side dish or desert. If you have any questions, call Eric



David J. Perry Airport (1K4)

Owner-Produced Parts—parts you can make

Mike Busch, Savvy Aviation



“FEDERAL AVIATION REGULATIONS (FAR) PART 21 CONTAINS THE RULES FOR CERTIFICATION OF PRODUCTS AND PARTS.”

When we need a replacement part for our certificated aircraft we usually buy from the Original Equipment Manufacturer (OEM) or a manufacturer who has an FAA parts manufacturer approval (PMA), but there may be yet another alternative—fabricate the part yourself, or hire someone to fabricate it for you. The FAA, in its sage wisdom, made provisions for an owner to produce his own repair parts as “the source of last resort.”

Federal Aviation Regulations (FAR) Part 21 contains the rules for certification of products (aircraft, engines, propellers, and appliances) and parts. The key regulation concerning repair parts is Section 21.303(b)(2). The FARs state that it is not necessary for the owner to actually manufacture the part to be considered an “owner-produced” part. The owner may contract with a mechanic, a repair station, or even a non-certificated individual or firm (e.g., a machine shop) to manufacture the part for him, provided that the owner “participated in controlling the design, manufacture or quality of the part.” The FAA deems the part to be owner-produced if the owner does any of the following:

- Provides the manufacturer with design or performance data from which to manufacture the part—this test would be met if the owner provides the manufacturer with the old part and asks that it be duplicated.
- Provides materials to make the part.
- Provides fabrication processes or assembly methods to be used in making the part.

- Provides quality control procedures to be used in making the part.
- Supervises the manufacture of the part.

In short, a part whose manufacture is contracted by the aircraft owner will qualify as “owner-produced” if the owner participates in the production of the part in any meaningful way at all.

While only the owner or operator is allowed to produce an “owner-produced part,” it typically requires an A&P mechanic or certified repair station to install the part on the aircraft, determine that the resulting repair is airworthy, and approve the aircraft for return to service—team work is needed here. To make this process work, the best way to document a repair involving owner-produced parts is to have the owner make and sign

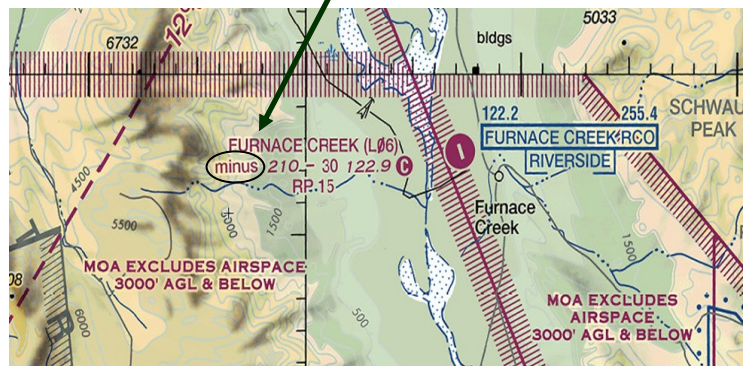
a logbook entry stating the part is owner produced under FAR 21.303.

The mechanic should then document the repair work and approve the aircraft for return to service with a normal logbook entry made in accordance with FAR 43.9. The mechanic's entry can state that he helped manufacture the owner-produced part, but should clearly state that the owner supervised the manufacture, furnished the materials, or otherwise participated in controlling the design, manufacture, or quality of the part. When the paperwork is complete, it should be obvious to anyone reading the logbook that the owner was responsible for producing the part and ensuring its conformity to the aircraft's type design, and the mechanic was responsible for installing the part, making any other necessary repairs, and approving the aircraft for return to service.

VMC Question of the Month

The question:

Why does it say “minus” under the name of the Furnace Creek airport?



What is it?



The September "What is it" is a Howard DGA 15

The Howard DGA-15 was a single-engine civil aircraft produced in the United States by the Howard Aircraft Corporation from 1939 to 1944. After the United States' entry into

World War II, it was built in large numbers for the United States Navy and also served various roles in the United States Army Air Forces. Superb travelling airplanes with much better visibility, headroom, and shoulder room than some contemporary cabin aircraft, they have very long "legs" with a fuel capacity of 151 gallons in 3 belly-mounted tanks, giving an endurance of more than 7 hours, for a range, at normal cruise (130 kn, 150 mph), of over 1,000 statute miles.



Here is the October "What is it?"

Classified Ads

For Sale: 1938 Taylor-Young. Low time Continental A-65 installed and original Continental A-40 available. All engine modifications have approved 337s. Asking \$15K. Contact Wally Black at stearman3@hotmail.com



For Sale: Steve Ingraham has three experimental engines in his hangar he'd like to sell: a Buick aluminum 215 V-8, an EA-71 (1600 cc) Subaru, and a 4 cylinder AO-84. Give him a call at 405-822-0621 or come give them a look on Saturday; he needs to free up some space in his hangar.

For Sale: 7" dia. prop end, 6" dia. engine end, length: 4" "Saber MFG" Black anodized ext 4" long with threaded stainless prop lugs. Lugs are 3/4" diameter for 1/2" prop and engine bolts. Will fit O & IO-360 Lyc engines and is common on RV-X or other A/C with wooden props. Was used for about 16 hours and replaced by a longer ext. New price is currently \$453. Make a reasonable offer.



Contact Kelly Troyer at kel-tro@att.net (405) 853-5226

Tool Loaner List (more to come here)

- **Wing Rotisserie** – Terry Joy has a wing rotisserie he used to paint his Piper Colt. He would loan it to someone for a similar project.

- **Aircraft Weight and Balance Scales**

- **Paint System**—High Volume, Low Pressure paint gun

We have acquired more tools for use. We are developing a tool list which we will post in the newsletter and on our Chapter Website in the near future. *Stay tuned.*



Anadarko OK, Young Eagle Day

1612 YE Pilots	Total Anadarko	Total for Yr	Total
Kevin Simpson	12	12	12
Mitch Williams	01	10	82
Steve Black	04	04	04
Cody Smisek	08	19	19
Jordan Tally	13	13	13
Robert Self	07	16	18
Cassi L. Terry	10	34	34
Total Anadarko	55		

The support crew included Trina Southard, Christy Self, Tim Muehlberg, Clark Southard and Dennis D'Angelo. Thank you ALL!!



One Week Wonder Pictures-Thompson Airport





Who is EAA and Chapter 1612?

We are the Experimental Aircraft Association (EAA) a growing and diverse organization of members with a wide range of aviation interests and backgrounds and a mission of growing participation in aviation to include antiques, classics, warbirds, aerobatic aircraft, ultralights, helicopters, and contemporary manufactured aircraft.

EAA and Chapter 1612 enables you to share the spirit of aviation with the most passionate community of recreational pilots, builders, and restorers. We are an association that offers the fun and camaraderie of participating in the flying, building, and restoring of recreational aircraft with the most passionate community of aviation enthusiasts. Come join use today!

President

Eric Muehlberg
405-923-6749
smuehlberg@pdi.net

Newsletter Support

With a new look, comes the need for articles and pictures. Please help with "our" newsletter by sending articles and/or pictures to Dennis D'Angelo at EAA48@aol.com. Thank you. *dd*

*Visit the chapter website at
1612.eaachapter.org.*

Chapter Leadership and Contacts



President –

Eric Muehlberg
405-923-6749
smuehlberg@pdi.net

Vice President –

Jesse Sullivan
405-354-9769
jesseyukon@aol.com

Secretary / Treasurer –

Steve Ingraham
405-822-0621
steveingraham@hotmail.com

Young Eagle Coordinators –

Robert & Christy Self
580-799-2572
robert.self@ymail.com

Eagle Flight Leader

Herb Driskill
405-834-212
hdriskill@aol.com

Technical Counselor

Eric Muehlberg
405-923-6749
smuehlberg@pdi.net

