



# SPEED'S NEWS



**SPEED HOLMAN CHAPTER-54**  
ST. PAUL, MINNESOTA

PRESIDENT: Pat Driscoll 224-7263  
VICE PRESIDENT: Ray Wyland 645-1034  
SECRETARY-TREASURER: Rosemary Frank 451-8187  
DESIGNEES: Roger Westerberg 458-4058  
Al Amsden 484-4058  
NEWSLETTER EDITORS: Eleanor & John Renwick 888-7233, 227-0018W

\*\*\*\*\*  
CHAPTER 54 MEETING: MONDAY, MAY 9, 1983, 7:30 p.m. SANBORN AVIATION  
\*\*\*\*\*

Dear Chapter 54 Members and Friends:

Not a little, but a lot of spring fever has been going around the field at Holman. People who haven't been seen for months have crawled out of the woodwork (or wherever they hibernate) and are getting current again. I suspect that things are the same all over, and the reunion is sweet.

A big welcome to new member Hugh J. Grosscup who attended the last meeting. And a "welcome back" to old members Clayton Richards and Pat Cook.

Past member, and well known to most of the group - Bob Hilliard, The Texas Flash - has completed his KR-2 and is now flying high.

Don't forget all the wonderful weekends coming up in May and June. Check last month's letter for details, and take your pick in entertainment. You can phone in reservations to Rosemary or me, Eleanor at the above numbers. Here are a couple of others to add:

LaCrosse Municipal Airport Fly-in, Saturday May 7, 1983 from 9-4:30. Features will include FAA films, aviation safety presentation, helicopter display, radio controlled models, home-builts, ultra-lights, military display, hot air balloons, air rides and FOOD.

Southern Minnesota Wing, CONFEDERATE AIR FORCE, 2nd annual Fleming Field Days, May 21 & 22, 9 - 6. Enjoy WWII Aircraft, Air rides, Warbirds, Vintage Aircraft, Military Vehicles, and More. \$2.00 tax deductible donation per person.

SPECIAL INVITATION: If you're tired of control towers and concrete, drop in at Benson's. Al Tschida, distinguished member of Chapter 737, says it's a great place to relax, and see classic taildraggers. Sailplane rides and 80 Octane are available. Although sectional says private, the place is open to all. Use UNICOM 122.7. Say hello to Al and the troops out there.

FOR SALE: Mark Holiday has a WWII drone Prop, \$95.00. Call 224-4306.

Pat Driscoll, Dave & Joan Fiebiger, and Gene & Rosemary Frank represented Chapter 54 at the EAA Aviation Foundation Rally at Kennedy Senior High in Bloomington. Approximately 300 people assembled for the presentation. Speakers included:

Richard Keinz, Commissioner of Aeronautics, Minnesota  
Sherman Booen, Publisher of Minnesota Flyer  
Larry Kinder, 1982 Grand Champion Mustang II  
Bill Witt, member of International Aerobatic Team  
Roy Redman, 1982 Grand Champion Stinson SRS-C  
Craig Lamatsch, Ultra-Lites Division  
Jerry Sarrocco & Daryl LeMire, Minnesota Chapters  
Gus Limbach, Warbirds of America  
Paul Poberezny, Founder and President of EAA

Below is a technical topic you may have wondered about while putting in some hours on your project. Maybe this will help.

#### THE PAPERWORK

By A. L. McInnis, as published in *The Dulworth Chapter 34 SKYWRITER*

Among the least interesting things about building your own aircraft is coping with the required paperwork. Unfortunately, certain records, calculations, forms, etc. are required in order to properly (and legally) certificate your aircraft, so little choice remains except to complete the required paperwork as expeditiously as possible.

The following aircraft records are required:

1. Airframe logbook
2. Powerplant logbook
3. Equipment list
4. Weight and Balance information
5. Electrical Load Analysis
6. Parts and Materials records

The airframe logbook must be available at the time of each construction inspection and during the certification inspection.

The powerplant logbook must be available during the certification inspection.

An aircraft equipment list is required and must be current at all times. The equipment list should show the make, model and serial number for all major items of equipment installed in the aircraft along with their individual weights and moment arms.

The aircraft must be weighed on scales of known accuracy, following the procedures outlined in FAA Advisory Circular 43.13-1A, Chapter 13. The weight and balance information must be revised each time equipment is added, removed or relocated.

An electrical load analysis must be prepared showing that the maximum continuous electrical load does not exceed 80% of the generator or alternator output, as outlined in Advisory Circular 43.13-1A, Chapter 11.

Parts and materials' records consisting of invoices, receipts, etc. must be retained for verification of the quality of the materials used.

In addition to the above records and calculations, you must fill out an FAA Form 8050-1, leaving the nationality and registration marks blank. Submit this form along with the required fee as set forth in FAR 47.17, and a letter stating that you built the aircraft from raw materials and requesting that an "N" number be assigned. If a special "N" number is desired, list three choices. All of this should be accomplished at least 120 days before completion of your aircraft.

When you have received your Registration Certificate and your aircraft is ready for its certification inspection, you must write a letter to the FAA requesting inspection and including a description of your proposed flight test area. At this time FAA Form 8130-6 must be completed in duplicate. The FAA will notify you of the date and time of the inspection.

If your aircraft meets all requirements, an FAA Form 8130-7 . . . Special Airworthiness Certificate and Operating Limitations . . . will be used and the aircraft will be ready for flight testing.

After the flight test program has been successfully completed, you must apply for a recertification inspection, at which time the flight test restriction will be deleted and a new FAA Form 8130-7 issued.

A new Form 8130-6 must be completed, in duplicate, and the aircraft must meet all the requirements of the original certification inspection.

At the completion of the recertification inspection, if all goes well, a new Special Airworthiness Certificate and Operating Limitations will be issued, and your aircraft will be duly licensed under FAR 45.

See you the 7th! Eleanor