

**March 2020**

**Chapter  
732**



**March 15th Meeting**

**Drake Terminal (KFYV)**

**1:00 Food**

**2:00 Meeting**

**Bring a side dish to share!**

Send newsletter items to: [ea732newsletter@gmail.com](mailto:ea732newsletter@gmail.com)



# A Note from the President

Hello Everyone,

Just a note to say the meeting is still on at Drake Field as planned for this Sunday. We will be briefly sharing about the EAA Leadership Bootcamp that 5 members were able to attend last weekend. Don't forget it is time to pay your 2020 dues. Take a look at the list to see if you are paid up. Please know that I am interested in your health and if you feel uncomfortable attending the meeting I can certainly understand why. You are open for the option. 😊

Larry



Don't Forget your NAME TAG

## Secretary Reports

EAA Chapter 732 Meeting 2/16/20

- Meeting location – Drake Field Terminal Building (KFYV)
- Members and visitors – 29 members and 3 visitors (Greg Gailey, Dave Gailey & Mitchell Nelson)
- Lunch – Brisket provided by Mike Sellers.
- Treasure report by Randy Doughty – There is \$1,943.15 in the bank. There are still a few polo shirts and t-shirts available for sale. Funds from t-shirt sales will be used to pay for Drake Field terminal meeting room rent. Annual Chapter membership fees of \$20 are due, see Randy D. to make this payment.
- Chapter Administration – Larry Rippetoe and Steve Bray presided over the meeting.

There will be a Chapter Leadership Boot Camp in Kansas City, MO on March 7, there are several of our members who will be attending.

Steve Bray asked that members who want to present a topic at monthly meetings send him a request so he can include it in the meeting schedule.

Group discussed hosting a “Wings” safety seminar, will explore this further.

The chapter accepted a tool donation from Wayne Pearson which included bucking bars, clecoes, compression tester and other items. Fred will conduct a full inventory and send the results to the chapter leaders who will decide what we want to do with this donation.

- Project updates – Fred Fallis is making good progress on fiberglass gear fairings and wheel pants.
- Safety – Group discussion on winter flying.
- Chapter video subjects were –
  1. Chapter Leadership training schedule
  2. Flying Start program debut
  3. Chapter Webinar for secretary/treasurer on Feb. 27
  4. Rotax engines for aviation.
  5. Homebuilders Help- single wrap safety wiring.
- Jason McMullen, Har Ber Aviation Club – Redbird flight simulators are up and running.
- Next meeting will be held Sunday, March 15, 2020 at Drake Field Terminal building.

## EAA Chapter Leadership Bootcamp – Lee’s Summit, MO

Five members from our chapter 732 attended a one-day chapter leadership bootcamp held on March 7, 2020. The training session was held at Lee’s Summit, MO municipal airport(KLXT), and was hosted by Chapter 91. The meeting was held in one of four hangars that chapter 91 owns.

The members from chapter 732 attending were: Larry Rippetoe-Pres, Steve Bray- Vice Pres, Fred Fallis-Sec, Randy Doughty-Treasurer, and Martha Molina-newsletter editor.

The training was conducted by Charlie Becker- EAA Chapters director, David Leiting- EAA Chapter Field Rep II, and Megan Hart- EAA Chapter Field Rep.

Topics covered were,

1. Hallmarks of Successful Chapters
2. Chapter Programs
3. Chapter Roster Management
4. Growing Chapter Membership
5. Risk Management
6. Working with the Media
7. Fundraising and Non-Profits Basics for Chapters
8. Social Media/Online Presence
9. Chapter Resources
10. Sure Fire Tips



Charlie Becker started off the training by outlining EAA's membership numbers to date:

- EAA membership YTD= 240,000+
- 895 active chapters in the US
- 37,000 chapter members (avg members/chapter= 43)
- 10-25 chapters drop out each year
- 2.2 million Young Eagles flown
- OSHKOSH 2019 : 642,000 attendance record and 10,000+ aircraft



During the lunch break Chapter 91 conducted a tour of their other 3 hangers which houses members planes and are used for public educational and member workshops ranging from RC model building to Young Eagle and Flying Start events.

In summary the training topics were well presented and a lot of good ideas about chapter planning, organization, membership growth and fund raising were captured. This was very worthwhile training for present and future chapter officers.





## EAA Chapter 732 Leadership Business Meeting 3/12/20

- Meeting location – Golden Corral, Fayetteville, AR
- Members present – Larry Rippetoe, Steve Bray, Pam & Randy Doughty, Randy Resh, Martha and Noli Molina and Fred Fallis.
- We discussed the recent Leadership Boot Camp training attended by several of our Chapter leaders and chapter improvement ideas that were captured by attendees. Below is a list of topics discussed.

### 1. Mission, Purpose and 5-year plan

- The chapter needs to make sure we have a relevant mission and purpose statement, so we all are striving to accomplish the same goals.
- A 5-year plan needs to be developed that will address fundraising, meeting place(hangar), youth education and outline how we are going to accomplish our mission and purpose goals.

### 1. Education

- Aviation Academy/Kids Camp – This is a new program for 2020 and is a one day/one-week aviation camp hosted by a chapter for middle and high school kids. The program could include aerodynamics, traffic pattern, navigation, weather, aircraft building, aviation careers, etc. EAA is asking for chapters to volunteer beta testing this program. Martha is interested in taking the lead on this.

- Young Eagles Build and Fly program – in this program EAA and AMA provide a Sig LT 40 balsa wood airplane kit and all components needed to make it fly for \$550. Chapter volunteers would hold work sessions with kids to build the model and teach them how to fly it. We are very interested in this program but would need funds to buy the kit and a place to meet and build the kit.

## 2. Fund Raising

- Pancake Breakfast, EAA has identified this as one of the best ways to raise money. Will take some cooking equipment and volunteers.
- Sell EAA merchandise at our Young Eagle and other events.

## 3. Chapter Marketing

- Sign or banner to place in front of Drake Terminal Building to advertise our monthly meeting.
- Other forms of advertising to promote our chapter- local news media, signs at other aviation establishments.

## 4. Monthly Chapter meetings

- Separate the business portion of our meeting from our monthly chapter gathering. The leadership team agreed to meet more often as a group to discuss the business aspects of running our chapter.
- Make changes to our monthly meeting agenda to make it more enjoyable.

# How do you Promote General Aviation?

submitted By **Martha Molina**

Do you consider yourself an ambassador? If you don't you really should. Aviation is a small community and we are often reminded how dangerous flying is by those who do not fly which, let's face it, is the majority of people. We constantly need to defend flight telling people that flying is safe. Reminding them that flying is safer than driving!

Of course there are inherent dangers that come with flight as with any activity. So if there was one thing that you could do to make it safer to protect a precious passenger, would you do it? I think the obvious answer is yes! Absolutely YES! And what is the one thing to accomplish safe flight? Follow the rules!

We are all required to learn the rules to pass our written and practical exams and we have flight reviews and safety seminars to keep us on top of our game. So what type of ambassadors would you be to promote the safety of aviation if you quickly forget even the smallest of safety rules such as minimum fuel for day and night flight?

I have made many flights across the top of the state from my home in Fayetteville to my hometown in Northeast Arkansas and have never been forced to stop when East bound for fuel. But on occasion I have needed a fuel stop when West bound in the very same plane. Thankfully in a little one fifty with the same old fuel gage installed in 1965 fuel management is easy. It is all about rounding up, using a watch and stopping every two and half to three hours. How well do you know your plane? You should know the fuel burn per hour and hopefully you have not forgotten to visually check the fuel. Maintain a consistent routine and plan your route to include a bathroom break at an airport that has fuel. With today's technology you can even pick a fuel stop during your preflight planning to find the stop that has the most reasonably price fuel.

I cringe every time the opening story is referencing an incident involving a small plane because negativity goes a long way. And by the way, the most precious passenger to your family is YOU!

# Treasurer's Report

EAA Chapter 732 currently has \$2,128.

Chapter dues for 2020 need to be paid as soon as possible.

These chapter members have paid their 2020 chapter dues:

Last Name	First Name	Last Name	First Name
Bowman	Dave	McDaniel	Shayne
Bray	Steve	McKinney	Rick
Clark	Leroy	McMullen	Jason
Coger	Charles	Mitchell	Dale
Doughty	Randy	Molina	Martha
Fallis	Fred	Paslick	Eric
Goodnight	Lynda	Resh	Gerald
Halbert	Carolyn	Resh	Randy
Heathco	Charlie	Rippetoe	Larry
Hutton	Abby	Rost	Richard
Hutton	Mark	Sellers	Mike
Johnson	Jodie	Tholking	Ian
Keating	Bill	Thurocy	Alex
Linn	Gary	Wimberly	Jim



This photo - Uncle John and Jim Taylor



Our son, Garrett Taylor, who soloed the J3 Cub on his 16th birthday! His instructor was his great Uncle Rex Taylor, now deceased. And the plane was owned by his great uncle John Taylor, flying out of John's grass strip, OMD1



1943 J3 Cub given to Jim Taylor from his uncle John Taylor from Eastern Shore, Maryland. Both of Jim's sons soloed this plane, so there are lots of memories associated with this iconic piece of history!

Submitted By Ellen Taylor



Rex Taylor, Garrett Taylor, 16 years old



Warren Taylor, 17 years old, John Taylor at OMD1

# My Experimental Repairman Appointment

submitted BY Steve Bray

Before anything else, I must clarify that my representation of conversations and intent by persons other than myself are solely my own recollections and perceptions. I did not personally make any audio recordings or notes of the meeting from which to write this article. Any errors or mis-representations are purely unintentional. Also, as regards rules and regulations, I am not an attorney (and don't play one on TV), so anything I might say is layman opinion and not to be taken as legal advice.

Similar to a certificated aircraft, an experimental amateur built aircraft must undergo a yearly inspection and be signed off as airworthy within the previous 12 calendar months. In the experimental world, this is called a "Condition Inspection" rather than an "Annual". The condition inspection may be carried out by a normal A&P mechanic or by the original builder of the aircraft who has been issued a "Experimental Repairman Certificate" for that specific airplane. The relevant FAR document is 14 CFR Part 65.104.

I intended to use the "EAA Homebuilders Step-By-Step Certification Guide" throughout the process of building and certifying my Zenith 750 Cruiser. This guide, along with conversations with the DAR who issued the special airworthiness certificate for my airplane, along with other sources led me to believe that the process was to schedule an appointment at the local FSDO office (Little Rock), arrive with the necessary documentation, fill out the paperwork, and leave with my Repairman certificate. I initially contacted the FSDO in May, 2019. As a result of a series of communication problems, which I need not detail here, it wasn't until February 2020 that the "appointment" took place. Instead of the anticipated "paperwork exercise" in Little Rock, the FSDO insisted on sending two personnel to where the plane is based (KROG), to meet me, inspect the plane, and potentially

observe me performing a list of maintenance/repair tasks. I found this rather intimidating since my research and review of the regs had not led me to believe there would be an aircraft inspection and practical test as part of the EAB repairman issuance process. I did not know if I was being targeted, my DAR was being targeted, or what led to this perceived "special" treatment.

In addition to the FSDO personnel and myself, Noli Molina attended at my request to observe and assist in documenting for this EAA Chapter 732 newsletter article. What follows is an account of the meeting.

\*\*\*\*\*

I arrived at the airport at 9:30AM, intending to run the airplane engine a bit before the 10AM appointment so that in case I had to perform an engine compression test (one of the items I was told in advance to be prepared to do during the appointment), I would have a warm, but not hot engine to work with. As I pulled up to the plane, my wife called to say that the FAA was waiting in the lobby, so I just drove to the terminal and went in.

Shane Benedetto and Dan Cameron were waiting and we made introductions. I explained that Noli would be joining us to observe and document for our EAA chapter, which was well received. While they moved to a conference room, I went back to the truck and brought in my box of documentation which included: a tablet for viewing my build log (downloaded to pdf from the online website), Zenith plans and assembly guides for the Cruzer, Viking engine guides, my receipts for purchases, the complete set of Homebuilt Help DVDs for the Cruzer and Viking engine, copies of all documents generated as part of the Special Airworthiness issuance process, EAA Homebuilders Step-By-Step Certification Guide, and the airframe and engine logbooks. Turns out this was overkill on the documentation and not all was even looked at, but it made a good impression that I was well prepared.

	<b>Federal Aviation Administration</b>
Shane Benedetto Aviation Safety Inspector Maintenance	Flight Standards District Office 1701 Bond Street Little Rock, Arkansas 72202 (501) 918-4437 phone (501) 918-4403 fax shane.benedetto@faa.gov
	<b>Federal Aviation Administration Aviation Safety</b>
Dan Cameron Front Line Manager	AFG-600 Little Rock FSDO-11 1701 Bond Street Little Rock, AR 72202 T 501-918-4446 F 501-918-4403 Daniel.L.Cameron@faa.gov

While waiting for Noli to arrive, I got Shane and Dan looking through my builder's log. Although I had transmitted it to the FSDO months earlier, as a result of personnel changes and mis-communication, they had not seen any of it before. Noli arrived as they perused the log. Shane and Dan encouraged Noli to not just observe, but to ask questions and participate in the conversation. They asked a number of questions, but were very satisfied with the level of detail and the number of photos included as well as the fact that it was online for others to see. I was able to point out where I had gone back and annotated the log with "Notes from future self:" to elaborate on things that did and did not work out well. They seemed very pleased at that too.

When they asked what resources I used to do the build, I pulled out the plans, assembly guides, and DVDs, and mentioned the value of the builder forums, Zenith support, and the build logs of others. I demonstrated the relationship of the Zenith part numbers to the page numbering of the plans. I described how I dealt with parts that differed from the plans due to changes, assembly guides that were somewhat out of date, etc. I mentioned my struggles with the vertical fin, how it was done in the HBH videos, and why I decided to junk my first one and order a new fin kit with redesigned parts that went together much easier and better.

When asked if I would be using a checklist for condition inspections, I replied that I would be compiling one from a combination of sources. These included: Start with "appendix D", checklist from Zenith for the SLSA 750 STOL built by Zenair, service bulletins, from Viking for the engine, contributions from other builders, and my own contributions specific to my plane or what I feel to be important. They seemed pleased that I am planning to utilize multiple sources.

We discussed where I was in Phase 1 testing and was asked about my operating "box" at which time I presented the chart I was given by my DAR during the airworthiness inspection. I noted that I was using the EAA Flight Test

Manual and Cards as much as I can. We touched on the logbook entry that I will make once phase 1 is complete. We talked about what the repairman certificate was and was not at various points in the discussion. Shane and Dan are most often working with repair “facilities” for which “Repairman” means something entirely different than for an experimental builder and would on rare occasions say something like “Now you can do your own repairs”. I took this as an opportunity to say something like, “I believe in the experimental world, anybody can work on the plane, but only an A&P or the repairman builder can do and sign off the condition inspection.” Rather than taking offense at being contradicted, they seemed pleased that I caught it and knew the rules. I don’t know if it was a slip or a test, but it seemed like I handled it ok.

We also addressed the obvious differences in our understanding about what the process of obtaining a Part 65.104 repairman cert requires. AC 8900.1 lists two requirements with details that I will paraphrase (except where quoted):

A. “Residency and Age” (Actually residency, age, and be the primary builder)

B. “Requisite Skill. The FAA will consider applicants to have the requisite skill to determine whether the aircraft is in a condition for safe operation when at least one of the conditions below applies:” (the key phrase being AT LEAST ONE)

1) (The airworthiness inspector has knowledge that the builder constructed the aircraft.)

2) “The applicant presents satisfactory evidence, such as the aircraft construction logbook.” (This is what I had been led to believe would make this a paperwork exercise. If it was good enough to convince a DAR to issue an airworthiness cert, why should this be different? The logbook is identified as being an example of satisfactory evidence.)

3) “The applicant proves to the satisfaction of the inspector an ability to perform condition inspections and an ability to determine whether or not the aircraft is in a condition for safe operation. (I believe this is the origin of the task list I was told to be prepared to perform)

There appeared to be a disagreement as to what the meaning of “will” is. With my robust documentation, I did not understand why I would be instructed to be prepared to demonstrate for our appointment a list of tasks (B.3) when I have really good B.2 documentation already provided. By the time we left the conference room, there was mutual agreement that with my detailed documentation, the “Requisite Skill” requirement had been very well satisfied. In retrospect, I had presumed that since I had transmitted my build log in advance, that the inspectors had reviewed it before the appointment, which was not the case, although it had been seen and favorably commented on by another inspector months earlier. Although not explicitly stated in our conversations, I now believe the lists of tasks I might need to perform was fallback in the event the documentation they had not yet seen proved somehow inadequate.

The other point of disagreement centered around the need for an additional aircraft inspection beyond the one performed by the DAR when the airworthiness certificate was issued, for which I could find no requirement related to an EAB repairman certification, and I had not been expecting based on my research and conversations with the EAA, my DAR, and others. At the meeting, I was educated that visual examination of the aircraft in question is justified by the broad responsibility of the FAA to protect the National Airspace System combined with “satisfy the administrator” verbiage at various places in the regs. This is layered on top of the specific verbiage regarding repairmen. I asked if this was a FSDO interpretation and was told that it was from the federal level. They could not speak for other FSDO offices, but said if it was not happening everywhere, somebody was dropping the ball. They agreed with the statement that all EAB repairman applicants would at some point have their aircraft looked at as part of the process by an FAA employee, not just a DAR. The process would never be a paperwork exercise at the local FSDO office. They agreed that this process was not being accurately publicized and disseminated and hoped that this newsletter write-up would be a step towards clarifying the process.

With the majority of the conversation complete, we moved to the open-T hangar where the plane was tied down. It was chilly, windy, and there was a twin turboprop doing a VERY prolonged run-up nearby, so conversation was difficult. I did not open up or prepare the plane in any way other than to replace the required documents that I had removed a few days earlier for copying purposes. Mostly, Shane and Dan walked around and asked questions, of which the majority were follow-ups to things we had talked about in the conference room. I pointed out the vertical fin that had given me so much grief initially, and the additional inspection panel I added on it as a result of a bird attempting to build a home inside. I had mentioned that I was still in phase 1 testing as a result of a hard landing and repairs combined with some upgrades and improvements I decided to incorporate at the same time. Other than being asked if the main gear was replaced as a result of the hard landing (I took it to the Zenith factory for straightening), there were not any follow-up questions regarding that event. Dan pointed out that my electric trim-tab cable was currently in contact with a metal edge (it was being pushed out of position by a bird-detering foam insert while tied down) and suggested I might want to add another clip to better secure it. I was not asked to perform any maintenance tasks, although I had the tools in my truck should it have been necessary. We were at the plane perhaps 15 minutes when they commented that I should be proud of my craftsmanship and we should get back inside.

Back in the conference room we completed the final paperwork. I presented my drivers license, completed the portion of the application that was to be done in person, signed a couple copies of the temporary certificate, and it was done.

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION		II. CERTIFICATE NO. Pending	
<b>TEMPORARY AIRMAN CERTIFICATE</b>			
THIS CERTIFIES THAT		IV. Steven M. Bray 21020 Black Oak Dr. Garfield, Arkansas 72732	
DATE OF BIRTH 12/07/1958	HEIGHT 68 in.	WEIGHT 230	HAIR Brown
		EYES Brown	SEX M
			NATIONALITY USA
* has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of Experimental Repairman			
RATINGS AND LIMITATIONS I. Make: Bray, Steven M. II. Model: Zenith 750 Cruiser Serial No: C75-10510 III. Certification Date of Aircraft: 02/23/2019			
THIS IS <input checked="" type="checkbox"/> AN ORIGINAL ISSUANCE <input type="checkbox"/> A REISSUANCE OF THIS GRADE OF CERTIFICATE		DATE OF SUPERSEDED AIRMAN CERTIFICATE	
BY DIRECTION OF THE ADMINISTRATOR			
A. DATE OF ISSUANCE 02/19/2020	B. SIGNATURE OF EXAMINER OR INSPECTOR [Redacted]		C. EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO. AFG-LIT-FSDO-11
	D. SIGNATURE OF HOLDER [Redacted]		E. DATE DESIGNATION EXPIRES None

**XIV. CONDITIONS OF ISSUANCE**

This is an interim certificate issued subject to the approval of the Federal Aviation Administration pending the issuance of a certificate of greater duration. It becomes void-

- Upon the receipt of a certificate of greater duration to replace it;
- Upon a finding by the FAA that an error has been made in its issuance;
- Upon a finding by the FAA that it was issued illegally or as the result of fraud or misrepresentation;
- Upon the refusal or failure by the holder to accomplish a flight check by a Flight Standards Inspector if so requested; and
- In any case, at the expiration of 120 days from date of issuance.

The permanent certificate should arrive within 120 days, but most likely much sooner. We shook hands and parted company in the parking lot sometime around 12:30.

In summary, the appointment went much better than I expected. I had been very stressed about it since I was under the impression that obtaining an EAB Repairman certificate was a non-event involving a visit to the FSDO to present documentation and fill out forms. It seemed that having a couple of FSDO inspectors take off from their heavy workload to drive clear across Arkansas to inspect my plane and potentially administer a practical exam was quite unusual and I did not understand why I was getting such special treatment. Shane and Dan were very pleasant and comfortable to speak with, and the interaction overall felt more like some folks hangar-talking than an FAA official process. I also got the impression that they really enjoy getting to do something other than look at A&P repair facilities in a commercial setting. Getting to talk with builders and see our experimentals is a treat. I'll wrap up this rather long article with some advice for anyone planning on building an experimental aircraft and doing their own condition inspections on their own machine (which is the only privilege the EAB Repairman certificate provides):

- **Establish a relationship with a FSDO inspector early in the build and throughout the process. Even if a DAR does the airworthiness inspection, the FSDO will be familiar with you when the time comes, and have been able to chat with you along the way. It also can't hurt to have a friend at the FAA. I waited until the build was complete and as a result ran into some communication issues that could possibly have been avoided or reduced.**
- **Have excellent quality documentation of your build. Better documentation and supporting materials not only eliminate any question of your having built the aircraft, it establishes credibility and attention to detail. More credibility means a shallower dig to "satisfy the administrator".**

- **Know the content of the relevant regs. This shows you do your homework and pay attention. Even though we had different understandings of how the process should work, Shane and Dan respected how I got to mine and I how they got to theirs. Just know that the FAA will win just about any disagreement, so make sure you have a discussion rather than an argument.**
- **Don't rely on a DAR issued special airworthiness certificate to pre-establish the voracity of your documentation and skills. Yes, you have essentially already proven yourself once, but let the FSDO folks do their own due diligence. If that means they need to come and see your plane and all the supporting documentation, so be it. Based on my experience, if you establish credibility early, the exercise won't be difficult at all.**
- **Show pride in the building of your aircraft, but don't pretend it is perfect or the build went without a hitch. Shane and Dan seemed to appreciate it when I talked about how I overcame obstacles. Again, this establishes credibility.**
- **Don't panic if/when the FSDO wants to send folks to see you and your plane as part of the process. Even if you don't see the rationale, just go with it. Based on my experience, the FAA is not out to bust your chops. If told to be prepared to demonstrate a list of tasks, be prepared to do so. It may not be necessary if your B.2 documentation precludes the need for B.3 task performance.**
- **Remain engaged with the EAA, builder forums, vendor resources, etc.**
- **If still uncomfortable, bring someone to act as an impartial observer. Having Noli along helped me tremendously in the beginning when I was most stressed. He also provided someone else the FSDO folks could chat with so I wasn't always on deck.**
- **Arrange for somewhere quiet to meet before going to the aircraft if possible.**



## EAA T-shirts and Patch for Sale



**\$10**



**\$5**

# For Sale



Rans S6ES with 85 hp Jabiru engine, 132 TT hours in perfect condition. \$40,000.  
Hangered at Wedington Airpark. Contact Jim Wimberly: 479-601-2395

# February Meeting at Drake



EXCELLENCE

Paul Howard Poberezny

ΠΑΥΛΙ ΗΩΜΑΡΙΑ ΠΟΒΕΡΕΖΝΥ

“EAA stands for family, high standards and cleanliness.”

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