



Experimental Aircraft Association
Chapter 891
The Sussex EA Eagles

EAA Chapter 891 Newsletter for June 2020

Volume 6-20

Minutes from the May meeting

Date: May 11, 2020

Location: Phone Conversation

**In Attendance: President John Massari, Vice President Dick Aaron,
Secretary/Treasure John Lipari,**

Call to Order: The meeting was called to order at 6:27 PM

Secretary's Report: The minutes of the April meeting were postponed

Treasurer's Report: Treasurer Lipari reported on the chapter's finances noting all bills are paid and provided a copy of the latest bank statement balance and placed a copy of the report in record.

Old Business: In trying to plan for an upcoming events schedule I have again checked with the area museums, as of earlier this week the museums have not reopened and do not as yet have tentative dates for their reopening, but he is working on things to do and places to go. Current places under consideration are Owl's Head, Eagles Mere, the National Air and Space Museums and The Steven F. Udvar Hazy Center. Others suggested were Grimes, Kline Kill, and the AOPA Rochester, NY Shows. Secretary Lipari is looking into these and would be interested in any other suggestions you may have.

New Business: The board members are looking for ways to return to conducting chapter meetings and activities, we are currently looking at ways to do outdoor meetings until such time as normal meetings can be continued.

Projects: No report

Meeting adjournment: The meeting adjourned at 7:02 PM

This Month's Topics:

EAA, FAA, FCC, NTSB, & AOPA News: EAA To Hold Spirit Of Aviation Week



The Experimental Aircraft Association (EAA) has announced that it will hold a weeklong virtual event to celebrate the aviation community in the wake of the cancellation of the organization's annual AirVenture fly-in in Oshkosh, Wisconsin, due to the coronavirus (COVID-19) pandemic. According to EAA, the Spirit of Aviation Week will offer streamed and on-demand content that focuses providing aviation-related education, information and entertainment. In addition to featuring everything from airshow performers to military and space programs, the group says the event will showcase homebuilts, warbirds, vintage aircraft, aerobatics and ultralights.

"Nothing can replace the Oshkosh experience in-person during AirVenture week, as that event personifies the common passion we have for flight, in all its wonderful ways," said EAA CEO Jack Pelton. "As unfortunate as it was that the cancellation of AirVenture 2020 took away that personal experience, countless people and groups have stepped forward to ask what they could do to virtually create something from Oshkosh that brings us together as aviators and aviation enthusiasts."

Spirit of Aviation Week will take place July 21-25 at EAAtogether.org. EAA expects to publish an event schedule in the next few weeks. Highlights will include presentations, forums, and discussions, homebuilding workshops and tips, a virtual exhibit space, and stories from the EAA community.

FAA Policy Allows Special Flight Permits for E-ABs Needing Condition Inspections



Following a request from EAA and AOPA, the FAA has released a policy that will make it easier for some owners of experimental aircraft to obtain special flight permits (SFPs) for their airplanes in order to reposition them for condition inspections.

Rather than requiring a full in-person "condition for safe operation" sign-off from an FAA inspector, which was previously required for SFPs, the policy allows DAR-Ts (designated airworthiness representatives supervised by a FSDO) with appropriate function codes to remotely conduct inspections for the certificates.

While EAA would ideally like to see more simplified flexibility on annuals and condition inspections during the COVID-19 pandemic, this policy will help many experimental aircraft owners, particularly those who have "out-of-annual" aircraft stranded away from their preferred maintenance shop.

"EAA continues to hear from members the need for other policy changes in light of the coronavirus' impact on day-to-day life in the United States," said Sean Elliott, EAA vice president of advocacy and safety. "We continue to seek every avenue possible to find relief from or alternative ways to comply with regulations and this new policy is a prime example of that. It is a small adjustment, but it will help."

FAA Proposes Changes To Cherokee Spar AD

Russ Niles June 7, 2020



The FAA is proposing fine tuning a massive proposed AD on Piper Cherokee wing spars and removing more than a third of the aircraft originally covered. It's also added a few models but the net reduction is 8,800 airframes from the original list of more than 20,000. The five aircraft removed from the list are the PA-28-140, PA-28-150, PA-28-160, PA-28-161 and PA-28-180. The models added include the PA-32R-300, PA-32RT-300 and PA-32RT-300T. The proposed AD was sparked by the crash of an Embry-Riddle Piper Arrow PA-28R-201B, which lost a wing on a commercial checkride in 2018, killing the applicant and examiner.

The original Notice of Proposed Rulemaking (NPRM) used the broad-brush approach and covered Cherokees with the same wing design of the crash aircraft, notably an area of the main spar subject to cracking that isn't visible without tearing apart the wing. The Supplemental Notice of Proposed Rulemaking (SNPRM) applies a risk-based approach that considers service history and wing loading. The applicability list includes models that have similar or greater wing loading than the crash airplane and the service records are also reviewed (by counting the number of 100-hour inspections) to identify higher-risk aircraft that have been used, for example, as training aircraft.

Aircraft on the revised list with 5,000 hours or more, those that have missing or incomplete service records and those that have had spars replaced with used spars will get their records reviewed to determine whether the type of service the aircraft has seen warrants the complex inspection, which includes eddy current testing of the hidden spar area. Only aircraft with 5,000 or more "factored service hours," hours which include high-cycle numbers and other hard use, will be inspected so that means that many aircraft with much higher time will not need the inspection.

Almost 3,000 privately owned airports could be listed as “closed” in the FAA’s online database and be removed from aeronautical charts if owners don’t verify their airport records by June 30.

Location and General Information			
FAA ID	T7N0	FAA Name	BLUE BIRD FIELD
Airport Status	Operational	Facility Class	PRV000
Location	28°26'N 97°23'W	CDT to Airport	0000 / N/A
City/Town	PILGRIMAGE, TN	STCS	0000000000
County	CHEATAM	Sealmark	STCS00
Elevation	276 ft	Height AGL	400 / 124M
Latitude	28.433333	Area	40 ac.
Last Info Request Date	03/16/2014		

Base of Aircraft	
Single Engine CTD	0
Multi Engine CTD	0
ATIS	0
TOTAL BASED AIRCRAFT	0
Obstacles	0
Obstc	0
Other Lights	0

Annual Operations	
Air Carrier	0
Air Taxi	0
General Aviation Local	0
General Aviation Nonlocal	0
Altogether	0
TOTAL OPERATIONS	0
Operations for 12 Months Ending	

Private airport owners can check and update their airport's data on the FAA's Airport Data and Information Portal. Graphic courtesy of the FAA.

How to update private airport information

Owners of private airports are being asked to update the airport information in the FAA database that predates January 2018. [AOPA details four methods](#) to choose from to bring airport data up to date.

If the FAA does not receive periodic updates about private airports from owners, charts may reflect incorrect airport information, or in some cases show private airports that no longer exist.

If the owner of a private airport has not verified the information since January 2018, the airport could be listed as “closed indefinitely” in the FAA’s airport database starting in July and would be removed from charts during the next charting cycle. If airport information on file has been provided to the FAA since January 1, 2018, no action is required.

Owners can view the date of the data that the FAA has on file by searching for their airport, and looking at the date next to “Last Info Request Date.”

“This applies to airports that the FAA is aware of because the owner has previously notified the FAA that the airport exists, and has provided critical information such as runway dimensions,” said Adam Williams, AOPA manager of airport policy. “A common example would be if an airport is for private use only, but the owner still wants the airport to appear on aeronautical charts.”

The FAA will restore an airport to aeronautical charts once the owner notifies the agency that the information in the database is correct. More than 2,900 airport owners have not provided new data since January 2018, he said.

AOPA encourages owners to respond to a data verification request they may have received in the mail from the FAA. They can also respond via the [Airport Data and Information Portal](#) or by contacting their local [FAA regional airports office](#).

AOPA will send emails to several hundred private airport owners who are AOPA members to promote responses, and other aviation organizations are also urging their members to participate, Williams said.

Safety Wire GA Safety Enhancement Topic

Failure to properly secure aircraft components can compromise powerplant and control system operation, leading to system and component failures. Properly secure aircraft components with safety wire, ensure that hardware locking mechanisms are properly installed on your aircraft, and check them often to confirm they are taut and ready for flight.

 <p>Good (Righty-Tighty)</p>	 <p>NOT Good</p>	<p>Ensure Safety Wire is Properly Installed Before Flight</p>  <p>#FlySafe</p>
		

[Click to Download the Printable Fact Sheet Safety Wire ... It Can Save Your Life](#)

Loose hardware or components have led to accidents, many of them fatal. Safety wiring, or positive wire locking, is a type of locking device that is the most positive and satisfactory method of securing or safe tying cap screws, studs, nuts, bolt heads, and turnbuckle barrels, which cannot be safetied by any other practical means. It is a method of wiring together two or more units in such a manner that any tendency of one to loosen is counteracted by the tightening of the wire.



This oil filter was not properly safety wired. The wire is routed in the right direction, but there are too few twists per inch. The arrow points to the section with no twist.

Safety wire is necessary in areas where a bolt could loosen during vibration. Used properly, it will lock so that the wire remains taut and prevents further movement. Think of it as wearing a belt with your suspenders.

If you notice a piece of hardware on your aircraft with loose or missing safety wire, be sure to ask about getting it replaced. Safety wire must be new upon each application. It is single use and disposable.

You don't want to lose functionality of an aileron actuation arm, a throttle cable, or an elevator flight control cable while you're in flight. Make sure any safety wire and/or hardware locking mechanisms are installed on your aircraft properly, and check that they are taut and ready for flight. Ensuring that hardware locking devices are properly installed can save your life!

Fasteners, Wires, and Fast Facts

Tight 



Loose 

The safety wire is twisted properly but it's backwards. It's pulling the filter loose.

Safety wire is not intended to take the place of the proper installation of fasteners. Always make sure that the fasteners or components are tightened to the proper torque first, and then install the safety wire.

Safety wire should always tend to tighten the bolt, nut, or fastener. When installing or inspecting safety wire, ask yourself, does it pass the "Righty-Tighty" test, i.e., does the installed safety wire cause the bolt to "Tighty."

"If you're doing owner-performed maintenance, make sure that you know what you're doing, and get a second set of eyes to look at your work after you're done.

Here are some more tips to keep things tight:

Inspect your aircraft carefully before each flight to check that all fasteners and hardware locking devices are properly installed.

Safety wire should be tight and maintain a light tension when secured. You should notice about 6 to 8 twists per inch with a good safety wire job.

When inspecting fiber or nylon locknuts, make sure the bolt or stud extends at least the full round or chamfer through the nut. Turnbuckles should either have safety clips or safety wire.

Castle nuts require a cotter pin to lock them down.

Keep it Locked

There are three basic methods to prevent the disengagement of hardware or components: 1) safety wire, 2) cotter pins, and 3) self-locking nuts.

→ Wire: usually stainless steel, used on cylinder studs, control cable turnbuckles, and engine accessory attaching bolts.

→ Cotter pins: used on aircraft and engine controls, landing gear, and tailwheel assemblies, or any other point where a turning or actuating movement takes place.

→ **Self-locking nuts:** used in applications where they will not be removed often; repeated removal and installation will cause the self-locking nut to lose its locking feature.

There are many other parts that require safety wire or other means of locking. FAA Advisory Circular (AC) 43.13-1B outlines the various locking methods and the proper safety wiring procedures.

Safety Wire in 57 Seconds

https://youtu.be/0LPRZPm_OzY?list=PL5vHkqHi51DQdF_PXKQT7uJUPd4UzlxNS

Grab Bag

Need An F-4 Phantom? Get On Down To Cal's Bargain Used Fighter Jet Lot



Seriously, if you are looking for a good used F-4, you need to go see Cal. He has lightly used Phantoms, some of them with MiG kills, for outrageous prices and he is even throwing in free Sidewinders and burner can inspections and liquid oxygen top-offs for a year. Aspiring South American dictators with border problems welcome!

There are so many great lines in this video. It was clearly shot towards the end of USAF F-4E operations, a culture=shifting event for the flying force. As you can tell, F-4 drivers were a breed of their own.

I wonder what a modern version of this gag would look like today? One for the A-10 would be pretty awesome and could probably be in made in the same spirit as Cal's bargain F-4s while making a good argument for why the A-10 is so valuable. Then again, would something like this even be possible today? Sadly, probably not.

<https://foxtrotalpha.jalopnik.com/need-an-f-4-phantom-get-on-down-to-cals-bargain-used-f-1760770835>

Calendar of events: *This year's events are currently in the planning stages if you have any ideas for events or fly-out locations let me know. Obviously with the current state of affairs all date are tentative and subject to change, but I am working on this.*

*Locations currently under consideration are the
Eagles Mere Museum in Eagles Mere, PA
National Warplane Museum in Geneseo, NY
Delaware Aviation Museum in Georgetown, DE
Niagara Aerospace Museum in Niagara Falls, NY
Wings of Eagles Discovery Center in Horseheads, NY
The Empire State Aerosciences Museum in Glenville, NY*

Planned events are

*July 11-12 The New Jersey Aviation Hall of Fame
Wings and Wheels Fundraiser, Caldwell Airport Fairfield, NJ
September 12 Chapter 146 Fly-In Kline Kill Airport West Ghent, NY
September 12-13 Chapter 643's Fly-In Sky Manor Airport Pittstown, NJ*

EAA Webinars Schedule

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion.

System Requirements for Attendees

You can easily attend a session from anywhere, anytime using a compatible computer or mobile device! To get the most out of GoToWebinar, you can download and install the full-feature desktop software on your Windows and Mac computer.

See Download GoToWebinar for your download options. You can also check your system's compatibility automatically.

Some EAA Webinars qualify for credit in the FAA's WINGS or AMT awards program. Visit www.faasafety.gov for details.

View Webinar Video Archives

EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for their generous sponsorship of EAA webinars.

Registration is required, and space is limited.

6/10/20 7PM CDT Presenter: Larry Bothe

Pass Your Checkride

Qualifies for FAA WINGS credit.

Larry Bothe will help you prepare for and pass your checkride. Take control of the process and learn how to get ready and keep the examiner happy.

Proper administration is as important as knowledge and skill. As a designated pilot examiner, Larry administered over 1,000 checkrides. He will review common mistakes in both the oral and flying portions and how to avoid them.

**6/16/20 7PM CDT Presenters:
Mike Lents and Aaron McCartan
Two Guys, One Airplane, and the 2018 World Advanced Aerobatic
Championship**

Mike Lents and Aaron McCartan from the 2018 U.S. Advanced Aerobatic Team will talk about their adventures and teamwork while representing the United States in Ploiești, Romania.

Learn what it takes to have an aircraft shipped across the ocean, put back together using the metric system, and flying across eastern Europe under really different rules you just would not believe.

**6/17/20 7PM CDT Presenter: Chris Herry
The Doolittle Raid Story**

Join Chris Henry from the EAA staff as he discusses the story of heroism and inspiration of the men behind the B-25s launched from an aircraft carrier. Chris will share fascinating details of America's first daring strike back at the homeland of Japan during World War II. Tune in for detailed discussion of the 1942 raid as well as other fascinating events which has honored those involved.

**6/24/20 7PM CDT Presenter: Joe Norris
Your Airworthiness Inspection — Be Ready
Qualifies for FAA WINGS and AMT credit.**

The final step in building your amateur-built aircraft is the FAA inspection. In this presentation, EAA staff member and designated airworthiness representative Joe Norris will discuss how to prepare for the inspection and how to avoid the most common mistakes.

Next Business Meeting:

This Thursday June 11, 2020 7:30 @ Sussex Airport Maintenance Shop

2020 Chapter Officers

President: John Massari: jmassari@embarqmail.com

Vice President: Dick Aaron: raaron4u@yahoo.com

Treasurer: John Lipari: slick1@ptd.net

Secretary: John Lipari: slick1@ptd.net

And Appointments

Newsletter Editor: John Lipari: slick1@ptd.net

Web-page Editor: Bob Hewitt: street@warwick.net

Membership Chairman: Dick Deming: rfdeming@optimum.net

Young Eagles Coordinator: Dick Aaron: raaron4u@yahoo.com



**EAA Chapter 891
Sussex Airport
P.O. Box 311
Sussex, NJ 07461-
Visit us at: <http://www.eaa891.org>**