



EAA CHAPTER 808

January Newsletter 2017

A word from the President.

Well the holiday season has come and gone. We hope that everyone had a wonderful time as it went quickly. It is time to get going with the chapter activities. We had our first officers meeting January 21st generating many great ideas and plans. Our intent this year is to have fly outs, visits to new and different venues and a different approach to the young eagle events. We will be visiting a lot of local airports with the hopes of generating new friends, information and discovery of other flying projects. One of our goals is to bring in new participating members. If you are aware of any interested individuals, young or old, let's get them in the chapter. The next meeting is February 11th and please take note where and how to get there. We will have a website that will give up to day information in case of changes or weather issues. We will see you soon and safe flying.

Terrence Terrill



A photo from the Christmas Party Dec, 2016

Minutes for EAA Chapter 808 December 2016

President Davidson opened the meeting, introducing the nominees for all of the Officer positions.

A quorum was met and a vote was held.

Terry Terrill was elected as **President**.
Ron Davidson was elected as **Vice President**.
David Springer was elected as **Treasurer**.
John Davolt was elected as **Secretary**.
Dave Myhre was appointed as **Web Editor**.
John Davolt was appointed as **Newsletter Editor**.
Susan Myhre was appointed as **Young Eagles Coordinator**.

Formal business meeting was closed and Party continued.

Awards were passed out to all key players in last year's Young Eagles Rally.

Susan Myhre was awarded a trophy for her work with the Young Eagles Rally.

All out going officers were awarded a certificate of thanks for their service

Ron Davidson was awarded with a trophy for Builder of the Year.

New President Terry Terrill gave a speech about his vision for the chapter

Greg Pedroza, Airport Ops/Maintenance Supervisor for KPUB, introduced himself and gave a speech.

Ian Turner, KPUB Airport Director, introduced himself and gave a speech about his vision for the airport and flying community

Terry Terrill closed the meeting/party

From The Editor;

A new year has rolled around, and would you believe that it is 2017, 17 years after things were supposed to fall apart at Y2K, for those of you that remember.

This article is on the maintenance side, and having had some interesting things happen as well as an IA seminar in Aurora to renew my IA, I thought it would be well to write a bit on the subject of inspections.

I have inspected a lot of older certificated aircraft, as well as amateur built aircraft, and have owned both. So thought I would take the time to remind us of the difference between Amateur built and Certificated aircraft built under the FAR's.

An amateur built aircraft is required to have a yearly condition inspection. And as the amateur built has not certification data, etc the inspection is only on the condition of the aircraft and is signed off in the log as such.

This is quite different than an Annual Inspection, which not only is inspected for condition but it must conform to the Type Certificate, AD's, Manufacturers service instructions, STC's if applicable etc.

I find that in many of the older aircraft, paper work is in a mess. Missing are 337 forms, and entries not made in the log books for the work done, and the AD logs are not up to date. No matter what we would like to think of the FAA paper work, the aircraft must be in compliance with that data to be air worthy. Generally people look for missing log books, and feel if they are missing some one is covering up something, which could be true. I find more often that work has been done and no entry made, and no supporting paper work if it is a major repair or alteration.

One of the great things about building, repairing maintaining an amateur built aircraft is that there is a lot of freedom on what can be

installed and alterations that can be made. However there are some criteria for the major changes affecting the flight characteristics, such as notifying the FAA and flight testing. However I am not going to be dealing with the amateur built in this article.

I have found owner installations over the years, anything from hanging a fan in the cockpit to blow on the pilot, and using lamp cord (Unapproved wiring) to gap seals that had an STC, but no 337 forms and autopilots installed that are only approved for amateur built aircraft. Also there is no record of the AD's having been complied with or maybe a record from years before. Will the plane still fly safely? Maybe, but without the proper documentation it is not airworthy. We all like to do things as economically as possible. But if you pay only a couple hundred bucks for an annual you will probably get an entry that looks like this. "I have inspected this aircraft in accordance with an annual inspection and it was determined to be in air worthy condition. All AD's are up to date" Ummm and what AD's are applicable, and how were they complied with. Or how is it that the last four years that aircraft was signed off this way and nothing else entered as to if any repairs have been made.

Certain repairs can be made by the owner, and things like oil changes etc, but all must be entered in the log book. I asked one owner why he didn't have any entries as any work had been done, and basically he didn't want anybody to see what had been. Really! If I was looking at an aircraft that had an entry like the above and no record of any work being done during the Annual or in between, I would wonder who and how any work had been done.

If I am asked to do an Annual inspection, on an older aircraft, it takes me several hours to make sure the paper work is up to date, and documented, if I find no record of the AD's being complied with I have to then do those AD's if I am going to sign them off. So if buying be sure

everything is documented.

I have assembled aircraft in several different countries, I held and Papua New Guinea Pilot's license and a LAME (Licensed Aircraft Mechanical Engineer) when I was a mission pilot there. And trust me the paper work required in other countries is just as cumbersome as here.

Remember also that you have to have a transponder check every 24 months even if flying VFR, this is quite often overlooked also. Some have no record of the check being done for 10 years or more.

Well enough of my ravings. On top of the paper work, take care of your aircraft, it will last a long time.

John E. Davolt

Feel free to send any interesting photos, or articles to me my email address is testpilotjed@gmail.com.

Attention New Web Page!!!

Web page address:

www.flightsquid.com/club.cfm?id=649

Please visit the site and sign up. Feel free to change your profile and add a hero shot. Send me an email if you have any problems,

ColoradoDavidson@gmail.com
the old page is still available at
www.eaa808.org

The Next Meeting is February 11th

Meet at the Terminal in KPUB between 8:00 and 8:30 fly in if you have a plane, or drive in if you can't fly, and maybe some will be able to ride with someone in the plane, the rest will drive over to La Junta.

Looking forward to seeing as many of you as we can!

