



EAA CHAPTER

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E.A.A. CHAPTER 393 - P.O. Box 723
Concord, California 94522

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Secretary-Treasurer	Kay Smith, Alternate
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Airport Liaison	Virginia Schaefer
Coffee Host	Louie Goodell
Newsletter Editor	Barry Hill
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NEXT MEETING: Wednesday, October 26th 7:30 P.M.
 Buchanan Field -- BRING CHAIRS!

Program: The public relations officer at Concord Naval Weapons Station will talk and show films of carrier operations.

Jordan Coonrad of our chapter has been taking in-flight photographs of airplanes for some time. He will bring some slides of a recent flight photographing a Varieze.

The Christmas dinner will be on Wednesday night, December 7th at the Concord Elks Club. Payment for the dinner must be received no later than the November meeting on Wednesday, November 23rd. A form is included in this newsletter to tear off and include with payment.

MINUTES OF THE SEPTEMBER MEETING

President Carlos called the meeting to order. The minutes of the previous meeting were approved by a voice vote. As our Secretary/Treasurer has wandered off again, Carlos has reported \$4,676.66 on deposit in various bank accounts.

Urgent request: Dick White, Sr. is in the dog house. He brought two chairs to the August meeting and managed to forget them. Anyone seeing two chairs, Dick says it's cold out there in that old dog house.

Bedford Associates, the new Westside executive hangar occupants wish to install their own fuel tanks and have requested an okay. The idea has received a very cool reception from the FBO Association, among others.

The Christmas party is Wednesday, December 7th at the Elks Club in Concord on Willow Pass Road. No host cocktails at 6:00 P.M., dinner at 7:30 P.M. Barbequed chicken is going to be approximately \$9.00. New York steaks approximately \$12.50. Reservations by the November meeting.

Our most important member, Louie Goodell, has agreed to be coffee host for the coming year. Randy Alley and Dick White reported on their Twin Comanche trip to the Glasair factory. They also went to Auburn, Washington to see a group of builders there who will build your Glassair for \$10,000. They reported that the Bellevue Fly-In was a bust.

In the category of "See Carlos", a homebuilt bill of sale, information on the EAA insurance or a guide to an annual. The FTC is available for all Cessna Continental engines up through the 182 if you want to use auto gas. Vince Bohn reported on the MA3 carburetor on the Cessna 150 and the possibility of a clog in a screen. (Your reporter doesn't understand these advanced technical details so talk to Vince about that one.)

It's also reported that we are up to date on our contributions to the EAA building fund.

One of our members reported that the Amsoil Special crashed at the Reno Air Races and the pilot walked away.

Doc Watson reported that the OX5 Club members had a ball at their San Diego meeting two weeks ago.

Newlywed Pete Weibens reports a possible Porta-Hangar occupancy around December or January.

Introductions and congratulations to Virginia Schaeffer who flew her Stinson 108 around the Statue of Liberty a couple of weeks ago. Following our break we had a very interesting movie on the space shuttle.

Respectfully submitted,
Kay Smith

Congratulations to Jim Manley who took third place in the advanced class of the National Aerobatics Championships at Mesa, Arizona.

FOR SALE: Original design Amphibian project -- \$500.00, includes partly fabricated hull, aircraft plywood, various sizes 4130 tubing, paperwork. Also 1 pr. Cleveland wheels, axles & brakes - 600x6 -- \$100.00. Plus 1 complete set of "Coot" plans, never used \$100.00. Contact: Fred Allen, 7054 Ann Arbor Way, Dublin, CA 94568. Phone (415) 829-1392.

FAA changes homebuilt inspection regs

by GERALD R. REDMAN

In the past when an amateur builder wanted to have his aircraft certificated by the Federal Aviation Administration he would contact his local General Aviation District Office (GADO) to make them aware that he was building an aircraft, giving them the make, model, etc. The FAA would then tell the builder at what point they wished to inspect the aircraft, usually before the primary structure became inaccessible. This procedure was called precover inspection and continued as required until the aircraft was completed, and certificated for flight.

The FAA inspector would then assign a flight test area, and flight test period of 25 or 40 hours, depending on the engine and propeller installed in the aircraft. If the engine and propeller were both type certificated, a test period of 25 hours could be given, otherwise 40 hours.

The FAA this year changed its policy regarding the procedure to be used for certification in Advisory Circular 20-27C. The circular is 13 pages long and most of the material is of an informational nature.

The first change requires the builder keep copies of the invoices and shipping documents for material, kits, tubing, etc. It is recommended the builder make a copy of those documents that are necessary for registration of the aircraft (kit receipts, shipping documents, etc.). These are basically the same documents that the inspector will want to look at during his inspection.

The second change is a builder's log or construction log. It will document the construction and inspection of the aircraft as it is built. The aircraft precover inspections are still required, however, they can be accomplished by any knowledgeable person, the builder, or a designee. The record of inspections along with photographic documentation should be part of the builder's log, construction log or records, as the aircraft is constructed.

The completeness of these records will have a great deal of bearing on whether the inspector issues the airworthiness certificate during his inspection.

When the builder completes his aircraft, and the FAA inspector has issued the airworthiness certificate, and flight limitations, the third part of this change in procedure takes effect. The flight history must be documented in the aircraft records. The length of each flight, the type of test (handling, cooling, climb, etc.) and the results of these tests. If for instance you have engine cooling problems during testing, this should be indicated, and continued testing should be done until the problem is resolved. The flight test entries would show that the problem has been corrected.

The end result of flight testing should document that the aircraft meets the requirements of FAR 91.42(b) which says that the aircraft is controllable throughout its normal range of center of gravity and airspeeds.

When all this has been done, and the flight test hour requirements have been met (25 or 40 hrs), then all you have to do is present these documents along with the old airworthiness certificate, and aircraft limitations, to the FAA inspector for your unlimited airworthiness certificate. If you have all of the records in order, the FAA will not inspect the aircraft. They will have you come into the office or mail in your

records and recertify the aircraft based on your entries. These procedure changes came about to eliminate the delays that builders have had in the past getting precover inspections. The work load is now on the builder. He must show that the work meets all of the FAA requirements. The policy is new, and very few builders have completed an aircraft under this system, so the impact of what they must do

has not yet been felt by most of the people building aircraft.

Previous experience shows most builders like to build, but the paper work needs to be done by someone else.

The development of the Builder's Log will easily let the builder meet the requirements of AC 20-27C.

It fills the needs of the builder by organizing his required documents and records. The log records the ownership of the project, make, model, engine and propeller.

The core of the Builder's Log is an inspection record card, designed so it can be used for each component as it is built, or when components are mated together. It has a place for pictures and a place to record and sign off the inspection.

The Builder's Log covers all aspects of building and testing and when properly completed it is a full but simple record.

It is organized in the sequence of use, and this in itself will help the builder keep things in order. These photographic documents will also establish that the builder is eligible for an Amateur Builders Repairman Certificate.

The system also provides evidence of meeting the requirement that the builder constructed 51 per cent of the aircraft from raw materials.

This kind of documentation will undoubtedly help establish the value of the aircraft, should you want to sell it at a later date.

The Builder's Log can be obtained by writing to AERORECORDS, 6854 Antiqua Way, Sacramento, CA 95831. Price is \$20, plus \$2 handling, plus 6 per cent California sales tax.

The image shows a sample of the Builder's Log form. It is divided into several sections:

- Propeller Maintenance Record:** A table with columns for 'Part No.', 'Date', 'Time', and 'Signature'.
- Engine Maintenance Record:** A table with columns for 'Part No.', 'Date', 'Time', and 'Signature'.
- Aircraft Maintenance Record:** A table with columns for 'Part No.', 'Date', 'Time', and 'Signature'.
- Superintending Aircraft Builders:** A table with columns for 'Builder's Name', 'Date', 'Time', and 'Signature'.