

SAAA Chapter 20



Kyneton District

Certificate of Incorporation No. A0041492L

Issue 126, July 2012

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Upcoming Aerosexual Events

► September 13-15 SAAA "AUSFLY" National Convention AND MORE at NARROMINE NSW www.ausfly.com.au

Upcoming Chapter 20 Events

► Sunday July 1 - Hangar visit 1-4pm.

The RV-6 has been stagnant for a while. Fuselage is substantially complete and I hope to attach the empennage this month. May hang the IO-360, but not sure yet. Dad and I have been doing this project together, and we have the fuselage in his workshop at Ross Creek, SW of Ballarat. **Address is: 586 Lacys Road, Ross Creek.** Coordinates: 537.636 deg, E143.762 deg. The shed is green and visible from the road. It is 570m from the intersection in Ross Creek. If people wish to fly in to Ballarat, we can pick up and drop off. An airport pickup around 12:30 would make it easier.

Mark Davis Mobile: 0408-106267
mdavis15@ford.com

Geoff Merritt has now stepped up and on the same day will host a builders visit to his Glasair SH-2R project at his home from 3 till 5pm. It's 10km closer to Ballarat at **18 Edgewood Ct, Delacombe.**

So, a chance to get double the value!
Hope to see you there!
Terry

► **Sun 26th August Chapter 20 AGM lunch at Seasons Bistro, 4 Station St Riddells Creek, from high noon.**

**Presidential address to the nation:
John Bridges**

Greetings all. Thanks to all of you who were able to come along to the Macedon Ranges council meeting on Wednesday night to show support for our spiritual home at Kyneton Airstrip. I'm actually crystal balling this as it is only Tuesday but you'll be reading this after the show. Looks like we were able to carry the night by tossing out those who buy land near an airfield then bitch about the noise. There is a plan afoot to relocate them to the vicinity of the sewage treatment works.

Just a short note from me this month because I'm off to North America in a few day's time. I'll be bringing back a few pics (of RV's) from Oshkosh. Might even get one of Marcus 'cause I understand he'll be there too. No BBQ planned for July owing in part to me being away, not that you need me for a BBQ mind you.

Coming up in August is the annual keep-your-hands-in-your-pockets event - the AGM. Seasons Bistro has been booked again for 26Aug and those shortcomings from last time are rectified. We have a microphone for droning on with and should have the joint to ourselves from about 1:30pm onwards. Please advise your attendance to Terry by 19Aug. Subsidy for members this year is \$15. Haven't got a per head price yet but should be the same as last year. Main, desert and tea/coffee in the meal format. You can buy your own drinks at the bar if you please.

A further note to advise I am really moving to Queensland at the end of the year so probably won't be a good choice for Chapter 20 President. There are a few capable people out there so please put your hand up. Lea and I are negotiating for a 100 acre property in the Lockyer Valley a few minutes flying time from Gatton Airpark. Should have room for a

750m runway and about 30 head of cattle to spice up dusk landings.

That's all from me, safe building and/or flying, see you at the AGM. If I'm feeling diligent, I'll generate some words for next month's Hangar Torque while overseas.

John.

Schedule 8 Training Status

As advised in previous Newz editions the Chapter is delivering Schedule 8 - Pilot Maintenance Schedule training sessions on July 15, 22 and 29.

Eighteen members have been shuffled into agreeable dates with trainer Ed Groot and I hard at work on session content with the help of training material provided by SAAA.

The Chapter has also taken delivery of some more tools, namely a spark plug cleaner, gapper, gap gauge and oil filter cutter to be used in the training. These tools will go into the Chapter Tool Bank following the training.

Whilst the sessions are full, if you want to go on the reserve list please email me. Opportunities like this are few and far between!

Terry Dovey
Secretary/Treasurer/Tool Bank Officer
SAAA Chapter 20 Kyneton District Inc
Ph: 5367 3548 All hours

FAA ruling on A.D.'s - Norm reporting

With the long-awaited release of Advisory Circular (AC 39-7D), the FAA has formally set policy that Airworthiness Directives are not applicable on non-type certificated aircraft, except when specifically noted.

March 15, 2012 - EAA and experimental category aircraft owners waited a long time for this piece of good news, but it finally arrived on March 12, when the FAA published an updated Advisory Circular (AC 39-7D) on Airworthiness Directives (ADs). The circular formally set FAA policy that ADs are not applicable on non-type certificated aircraft, except when specifically noted. This is an issue that has been on EAA's "Top 10" list of advocacy issues and has been part of the agenda at the last three EAA/FAA Recreational Aviation Summits. The absence of FAA headquarters guidance had created a patchwork of regional policies that varied and at times conflicted with each other.

"This is an outcome that is the result of many hours of hard work on EAA's insistence that ADs do not apply to experimental aircraft," said Sean Elliott, EAA vice president of safety and advocacy. "It clears up a great deal of confusion by setting a consistent FAA policy."

The circular also maintained FAA's option to include experimental category aircraft in an AD but must state that inclusion. Examples may include an Emergency AD involving an immediate safety of flight issue or products that may be installed on type certificated and non-type certificated aircraft, such as aircraft engines, propellers, and similar products.

***How does this affect US in Australia?
It doesn't!yet.***

*In Australia, there are very few ADs on Experimental Aircraft. I can see there are none on VANS, none on JABIRU, but some on KITFOX and LANCAIR. So if these aircraft are **VH registered**, the AD **must** be complied with.*

What else does CASA play the "Gotcha" card with on ADs for Experimental Aircraft? **"Equipment"** - like propellers, instruments, all sorts of things we generally find in Experimental aircraft. Just because your aircraft is Experimental, doesn't mean you can get out of it. Since my time with SAAA, and all the work I've done, I've heard many a claim that AD's don't apply to Experimental aircraft. "Show me where it says that?" I merely ask. Nearly 15 years later, I'm still waiting for someone, anyone, to come back.

Are there any grey areas? You bet. How about engines, and Lycoming ADs for example. You might have a Lycoming O-320-E2A, but totally built it yourself from nothing but a set of spark plug holes and a good photo. It's no longer a fully "certified" Lycoming (that could be put back in a Piper Warrior) but it's still a Lycoming. (Unless you "re-branded" it in the logbook?) Do the Lycoming ADs still apply?

Hmmmmmm..... I can't prove they do, I can't prove they don't. The ADs don't specify "certified" or "non-certified" Lycoming. So I guess you'll have to live with the decision you make, or be prepared to justify it, maybe not to CASA, more likely your insurance company.

Why so? Let's say the thronomister failed on your engine, causing a forced landing and some damage. You had not fitted the new MK-IV thronomister as required by an AD because your engine is no longer "certified" and you thought you didn't need it. Your insurer might be the ones asking the questions.

From the CASA Briefing Newsletter June 2012 - From the Director of Aviation Safety John McCormick

I was very pleased recently to approve a major addition to the way we manage pilot medicals in Australia. After wide consultation and detailed analysis of the safety issues, CASA has put in place a new simplified and streamlined medical certificate system for pilots who operate aircraft for private purposes. It means pilots who qualify to use the new system can obtain their medical certificate from any general practitioner, instead of having to visit a designated aviation medical examiner and apply for a class 2 medical. For many pilots this will reduce the time and cost of obtaining a medical certificate. The new system is open to all CASA licensed pilots who operate aircraft in a private or recreational capacity, subject to a number of important safety restrictions.

The new medical standards for private and recreational operations are based on the Austroads Inc unconditional motor vehicle driving licence standard, with a range of aviation specific additional requirements. These additional medical requirements cover areas such as cancer, heart failure, head injuries, epilepsy and musculoskeletal disorders that can pose a safety risk in aviation. The new medical certificate restricts CASA licensed pilots to flying single piston engine aircraft weighing less than 1500 kg maximum take-off weight. Pilots must operate at less than 10,000 feet above sea level in visual metrological conditions, with only one informed and consenting passenger on board. If a control seat is occupied by an appropriately licensed pilot with a current class 1 or 2 medical certificate these restrictions do not apply. Pilots using the new medical will have access to controlled airspace.

Once a pilot successfully obtains a drivers licence (DL) medical certificate (aviation) from a general practitioner they must e-register it at CASA's web site, agree to be bound by the conditions and limitations of the CASA instrument and receive an electronic acknowledgement from CASA. Pilots under 65 years must renew and re-register their certificate every two years, while those over 65 will need to do this every 12 months. There is no fee attached to the registration of the certificate. Pilots are required to carry the medical certificate and the CASA acknowledgement of registration when flying and produce them to CASA inspectors as if they were a class 2 medical certificate.

I hope many pilots find the new DL medical certificate (aviation) an easier way to obtain and maintain their medical clearance to fly. Having robust medical standards is a key element of aviation safety and this initiative ensures safety standards remain high while making the system simpler.

More information will be available on the CASA web site once this initiative goes through the necessary machinery-of-government processes.

*Best regards
John F McCormick*

***Norm says...
Don't hold your breath.***

If the "machinery-of-government processes" demonstrated thus far are anything to go by, with what, 22 years of "regulatory reform" marching on... I aint holding MY breath. All those gathered at SAAA Convention Narromine last year were told by the man from CASA, "it's three weeks away."

**SAAA Maintenance Procedures Course -
General happenings.... Norm reporting:**

Over the time that I've been involved with the SAAA MPC - a type of course you need to do and successfully complete the exam for to be able to maintain your own aircraft now, **says CASA** (not SAAA), I've been quite surprised by how well it has been accepted by people, particularly AFTER they have done it.

Sure, there's been a few who have been somewhat "anti" - then they generally change their tune after the course when I suppose they realize how serious SAAA is taking this, and perhaps just how much they don't know as an individual aircraft operator/maintainer. Building the plane was easy! As one of the nominated trainers for VIC, it makes it all worthwhile.

Can it go the other way? Well, yes, as it turns out. One recent course participant did not achieve a pass mark, even after some specific guidance, and thus provided the following gems of wisdom:

"I will not be asking to re-sit the test as I feel it is in-appropriate, irrelevant and mostly useless. I will not be bullied into submitting to irrelevant rubbish."

Apart from providing considerable personal time and effort to prepare for and then host the course, SAAA Trainers went out of their way to provide support, and this is the thanks we got! What a contrast to Grant's recent most appreciative letter to SAAA and us trainers!

Tony Bingelis books for sale:

Ken Wickland recently watched his GlaStar fly off north to a new home so he's cleaned out his home 'hangar'.

Ken has the following Tony Bingelis books for sale listed at half new price or make him an offer!

Firewall Forward: Engine Installation Methods \$12

Sportplane Construction Techniques: A Builder's Handbook \$12

The Sportplane Builder: Aircraft Construction Methods \$12

To sweeten the deal, if you take all three he will throw in a past edition of AC 43.13!

If you want these highly useful books DON'T RING KEN - **email or ring me**, I have them at my place and we can figure out how to get them to you without paying AS&S shipping charges!

Terry

New CH20 member

A welcome to **Geoffrey Klestadt** from Blackburn who's building a Zenith CH750.

Social membership subscriptions:

Reminder: Social Membership Subscriptions Now Due!

Terry advises that he has emailed to the Chapter's Social members notices of subscriptions now due for the 2012/13 membership year.

Chapter 20 Technical Counselors

(from the official SAAA TC List)

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Tool Bank

Hard to borrow or expensive tools you won't use often (hire & postal (if applicable) charges will be billed by the Treasurer).

- ▶ No. 6 and No. 8 Dimple dies - \$5.
- ▶ Flaring tool - \$5.
- ▶ Tube bender - \$5.
- ▶ Rotary Coax Stripper (\$free)
- ▶ Instrument hole cutters 2+1/4" & 3+1/8" \$5.
- ▶ prop wrenches 5/8" & 3/4" (\$5.)
- ▶ Oil filter wrench (\$free)

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Propeller Balancer Equipment Officer

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Chapter Roles

Builders Visit Coordinator: Dan O'Sullivan
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Flight Report Coordinator: Kathy Mexted
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Flight Advisors:
Aub Coote – (“Mr. Anywhere/anytime”)
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Friends of Chapter 20

Michael Bourke, CFI+ATO, Kyneton Aero Club.
RA-Aus Senior Instructor (*via Bendigo Flying Club*)
No RAAus aircraft available at this time.
Ph. 0407 721 908 or bourke@netcon.net.au as well as
the clubhouse phone 5422 6626.
www.kynetonaeroclub.org

Stan the Radio Man – Stan Krasauskas
“Roket Werx”, Romsey
Radio, instruments and electrics.
Ph. 5429 5156 or 0412 059 334
capricorndancer@iprimus.com.au

Yak 52 Adventure Flights at Kyneton:
www.adventureflightsunlimited.com.au

Thanks to this Month's Contributors

Terry Dovey, Mark Davis, Geoff Merritt,
Adrian McClelland (GP4 supplement) John Bridges,

September & October News editions:

Terry Dovey will fill in while Norm & Madam G are in Honolulu, Las Vegas, Anaheim, El Paso, Roswell, Reno Nevada air races, Sacramento, San Francisco and Honolulu (again)!