

# EAA Chapter 231

Richmond, VA

[www.231.eaachapter.org](http://www.231.eaachapter.org)



## Chapter Newsletter-Nov 2014

### Officers:

President Emeritus:

- Ron Van Sickle

President:

- Brutus Russell

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- Tom Tyndall

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- Doug Hanson

Secretary:

- Dee Whittington

### Directors:

- Ron VanSickle

- Cliff Martin

### Young Eagles Chair

- Barry Toole

Editor:

- Dave Wilson

### In This Issue

Some photos and a review of the great visit to Dwight Nicholas's RV-12 project are enclosed. Dwight and his co-builder Gil Rockwell gave a fine presentation. Also included is a summary of the Young Eagles Flight Program led by Barry Toole.

### Topics: November Meeting

We plan to view the monthly EAA video. The main portion of the program will focus on "The Corvair Engine for Aircraft Use".

### Young Eagles

Barry Toole organized a well attended Young Eagles program at Hanover airport on October 18. Photos are provided. EAA members in attendance included Brutus Russell, Barry Toole, Tom Tyndall, Doug Hanson, Dee Whittington.

### Visitors-New Members

Twenty-two people attended the RV project meeting at Dwight Nichol's workshop.

### Next Meeting

November 14, 2014

Time: 7:30P

Where: RIC Aviation Museum

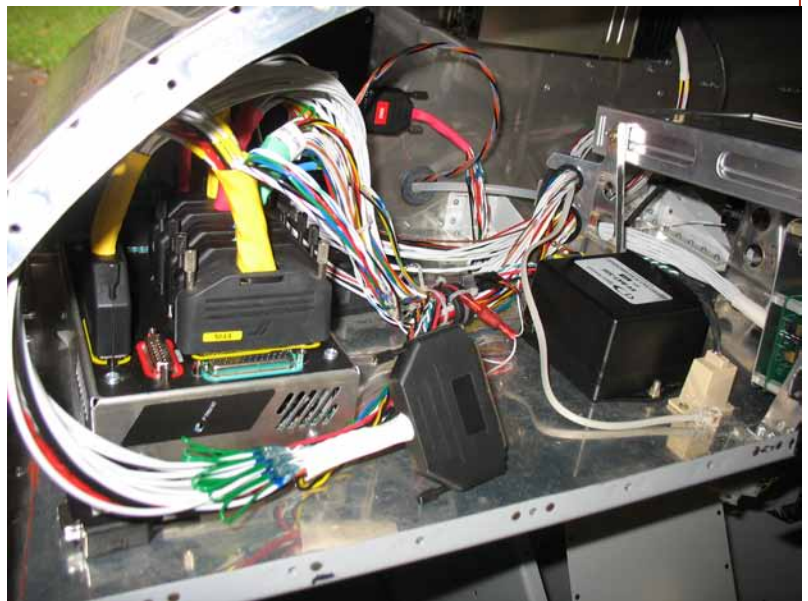


### From the RV-12 Project visit on Sept. 11.

Dwight and Gil gave a summary of their project. They said they wanted a high wing aircraft as exit and entry is easier but with the ability to haul 2 good size people with full fuel and 50 lbs. of baggage made the RV12 a great choice. It goes at air-speeds of better than 130 mph on a Rotax 912 engine. It is a ELSA that Dwight states meets their requirements plus you need no current medical to fly. Dwight stated that because the project was ELSA, they could not make changes. They have about 900 hours in the project and expect to take another 200 to finish. It will be test flown at Gordonsville. We hope to notify all so that we can witness and celebrate. Many thanks to Gil and Dwight for this great project review.



Gil and Tom reviewing the RV-12 pro-



A look at behind the panel for wiring for the Dynon EFIS



RV panel-photo by Dee

The EFIS is a Dynon 1000 with an iPad back-up. The engine is a Rotax 912.

Dwight sharing with our EAA members







From the RV-12 Project visit on Sept. 11.

Care to help Dwight with the wiring? - photo by Dee



Dwight sharing with our EAA members-photo by Dee

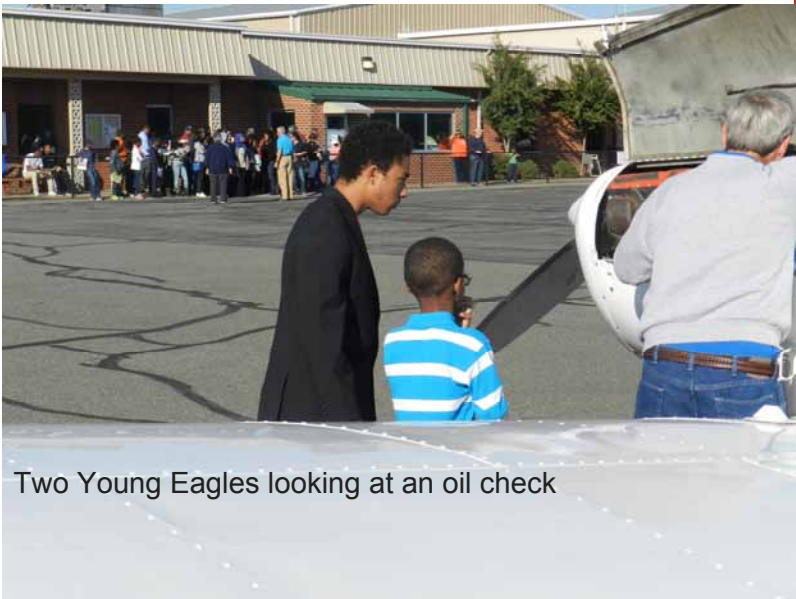


### Young Eagles-Hanover Airport-October 18, 2014

Barry Toole, Brutus and Doug Hanson with Tom Tyndall and others had a beautiful day but with a significant crosswind that prevented some aircraft from flying



Young Eagles learning about aviation



Two Young Eagles looking at an oil check



Young Eagles and parents learning about the Young Eagles program from Brutus



Tom is discussing the functions of a basic aircraft, the Aeronca Champ, to Young Eagles





**Young Eagles-Hanover Airport-October 18, 2014**

Barry Toole, Brutus and Doug Hanson with Tom Tyndall and others had a beautiful day but with a significant crosswind that prevented some aircraft from flying



Tom preparing Young Eagles to fly



A happy family with the pilot



Departing with two Young Eagles

Thanks to Randall Powell of Wachapreague, VA for piloting his Cherokee to benefit Young Eagles





### Something to Think About

From an FAA publication: “ It is FAA policy that the sponsor of a federally obligated airport will not grant exclusive right for the use of the airport to any person providing, or intending to provide, aeronautical services or commodities to the public and will not, enter directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct aeronautical activities.” It further states: “... existence of an exclusive right at an airport limits the usefulness of the airport and deprives the public of the benefits that flow from competition.”

“A federally obligated airport sponsor has received federal aid in support of the national air transportation system. All users of the national airport system pay taxes to support and maintain the system and all its component airports, including the airport in question. The fact that certain users at a particular airport pay district or other local taxes, while others do not, does not justify preferential treatment, differential rates, or other unjustly discriminatory practices having the effect of unreasonably restricting or excluding users who do not pay those local taxes.”

“Nonresident aeronautical users have the same rights as resident aeronautical users regarding reasonable access to, and services provided at, a federally obligated airport. Accordingly, the airport must be available on reasonable terms to all public aeronautical users and a local tax obligation does not establish a reasonable basis upon which to discriminate between resident and nonresident airport user.”

In plain English this means that independent CFIs and A&P mechanics cannot be restricted or denied the opportunity to work at federally invested airports.

References:

- FAA Policies Statement, Exclusive Rights at Airport, Order 5190A
- Rules of Practice for Federally Assisted Airport Enforcement Proceedings, Federal Register 61. Fed. Reg.53998
- FAA Airport Compliance Requirement Order 5190A

Provided by Tom Tyndall



## After the Flight

You've just landed after a good flight. After you turn off the runway, hopefully you pick up the after landing checklist and run thru it; flaps up, transponder to stand-by, carb heat off, etc.

As you taxi in and select your parking space keep your hand on the throttle ( close to the mixture ) and make sure you do not blow debris or rocks on people or other aircraft. If you're parking on a ramp, try to park into the wind. Before you shut the Avionics off, switch a Comm unit to 121.5 and see if your short field touch down set off the ELT. Make sure the checklist includes all the avionics equipment installed in the aircraft. ( example, the Garmin G-1000 has a standby power switch that must be shut down or the unit's internal battery will be depleted. )

Most aircraft have a post flight section of the check-list, but there are some things that are not always included. Make sure you turn off the MASTER Switch.

One way you can help to remind yourself to do this is to leave the beacon switch on. If the beacon is lit the Master is still on. Before you get out , look around and clean the cockpit area. Charts, coffee cups, pens, sunglasses that fell under the seats; anything that does not need to be in the aircraft should be removed. Install sun shades if you have them and also control locks. Close the air vents ( keeps the bees and wasps out ). When you're thru in the cabin, lock the windows and doors.

While tying down the aircraft, look it over carefully. Look for any fluid leaks, airframe damage, loose or missing screws and nicks in the prop. When chocking the wheels check the tires for wear and proper inflation. Remember to install the pitot cover and cowl plugs to keep the wildlife out of the inviting openings.

If it's your aircraft (even if it's a rental) take the time to clean the bugs off. (Fresh bugs are much easier to remove than dried and baked on bugs). It's also not a bad idea to clean the windshield and fill the aircraft with fuel.

If you're flying a rental, make sure you put all your "squawks" in the book. Anything that sounded or felt different/odd should be entered. Be specific and concise.

Enter the flight in your logbook and:.....

**DO NOT FORGET TO CLOSE YOUR FLIGHT PLAN!!**

By: Tom Tyndall