

Hangar Flyin'



August 2008

PRESIDENT'S MESSAGE

By Hobby Stevens

There have been some recent changes in the Chapter leadership. Tim Walker, our previous Treasurer and Young Eagle Coordinator, has accepted a management position in Tucson with a company that owns numerous (12, I think) radio stations scattered from Arizona to Michigan to Georgia. In talking with Tim, it looks like he will get to fly his personal aircraft from Tucson to the other locations several times a year. He was speculating about upgrading to a faster airplane from his Cherokee 180. Tim mentioned that anyone travelling to the Tucson area should look him up.

At the request of the Board of Directors, Jim Snelgrove has agreed to take over the Treasurer duties and Gary Potter has agreed to be the Young Eagle Coordinator. We appreciate these Chapter members stepping in to fill these positions.

Hangar 3 News

Our home, Hangar 3, now has hot water. Thanks to Tim McMurry for the electrical work, and David Bradshaw for the plumbing, there is hot water to the utility sink and both bathrooms. Also thanks to Tim and Audie, the first phase of the electrical upgrade is in place. The damaged roof trim has been replaced, and hopefully be able to weather our high winds. Be sure to check it all out this Saturday at breakfast.

Monthly Breakfast

**The Chapter breakfast will be this
Saturday, August 9 th
at Hangar 3, 9AM**



DAR INFO

By Hobby Stevens

For those members building their own experimental aircraft, you will eventually need the services of a FAA employee from the Lubbock FSDO, Fort Worth MIDO, or a Designated Airworthiness Representative (DAR) to issue a Special Airworthiness Certificate in order that you may legally fly your precious creation. Some have had better luck, but when I called the Lubbock FSDO to schedule an inspection, I was basically told that they were not doing this anymore, and that I should contact a DAR (and the one that they suggested lived in Clovis, NM!). I eventually used Bob Stark from Olney, TX. If you have never had the pleasure of meeting Mr. Stark, you're missing something. And a subsequent trip to Olney with a tour of the Air Tractor factory is quite an experience.

There are several DAR's in the Abilene area, including one in San Angelo, Wichita Falls, and a new one in Post. The one in Post is Paul Beach who is a retired airline captain with over 33,000 hours of flying time. He is an IA/A&P and currently flies a Boeing Stearman. His contact information is P.O. Box 124, Post, TX 79356, (806) 629-4032 home, or (806) 438-5420 cell.

Once you are getting close to needing an inspection, it doesn't hurt to call early. The inspector may want to drop by prior to the actual inspection just to get an early look and to maybe head off any problems while they are small. They also have other jobs, so be sure to schedule early. Be aware that the DAR's are not FAA employees, and they will charge you to inspect your aircraft. Their fees range from \$350 to \$600 plus travel expenses. However, this is not a time to be cheap as these individuals will be carefully looking at your work for appropriate materials, airworthy construction, and overall craftsmanship, as well as required placards, etc. The inspection can take several hours, so plan the inspection day accordingly.

After the inspection is successfully completed, the paperwork begins. You must have numerous documents filled out ahead of time. The EAA website has a homebuilder's package, which shows the documents needed with instructions on how to complete the forms. You will receive your Special Airworthiness Certificate with Operating Limitations for the flight test period (phase 1) and post test period (phase 2). Be sure to keep the original of this form in your aircraft as the FAR's require it to be in the aircraft along with the aircraft registration.

LYCOMING'S NEW FADEC

Lycoming showed AirVenture 2008 that it's bullish on the light aircraft market by unveiling a new variant of the popular O-540 series, the TEO-540-A, a 350-horsepower engine with a full authority digital engine control, the second such certified system for piston engines to hit the market. Lycoming's Mike Kraft told AVweb that the new engine will appear first in the piston version of the Lancair Evolution but the company has its eyes on the certified market with an introduction next year. What's special here? Fuel is provided by an automotive timed pulse design rather than a manifold/air mass fuel injection system and each cylinder has its own closed-loop power control. Unique to the TEO-540 is automotive-style knock sensing for each cylinder which should help the engine adjust to what Lycoming sees as an inevitable decline in the availability of high-octane aviation gasoline.



A Turbine Mooney! Planemaker, RR Sign Agreement For Joint Project

New Powerplant Offers Fuel Alternative For GA

Mooney Airplane Company announced Friday at AirVenture that the company has entered into a joint engineering project with Rolls-Royce, to explore the use of the newly-announced RR500 turbine "to complement the current Mooney product line."

Mooney's participation in the General Aviation Manufacturers Association's Future Avgas Strategy and Transition (FAST) Plan and Mooney's experience in building high-performance airframes make the two companies logical partners for the new project.

The benefits of developing the RR500 to power a four-place aircraft include improved global fuel availability in emerging markets where 100LL is scarce to non-existent.

"The RR500 turbine introduced this week by Rolls-Royce represents the next step in our exploration of alternative fuel power for personal aircraft," said Mooney President and CEO Dennis Ferguson. "The rugged Mooney airframe is uniquely suited to accept the power of the Rolls-Royce engine and we're very excited about working with Rolls-Royce to examine to the possibility of bringing a Jet-A powered Mooney turboprop to the market in the future."

Mooney believes that an affordable turbine-powered four-place aircraft is an important segment of the market that is being overlooked. Such an aircraft configuration fills two growing voids in the market. First, a four-place turboprop represents a logical step for the tens of thousands of pilots now flying high-performance piston aircraft because the transition to flying a small turboprop will require no special type rating or unusual insurance requirements. Second, a Jet-A powered turbine provides the basis of a product that has global appeal.

More details will follow in the coming months as Mooney and Rolls-Royce work together to expand the scope of the engineering project and refine what the configuration of such an aircraft will be.

AirVenture: A shot in the arm for aviation

Final numbers won't be in for a few days, but nearly all indications point to a resounding success for EAA AirVenture 2008. That's the message EAA President Tom Poberezny gave the assembled media at his annual AirVenture wrap-up session early Sunday afternoon.

"This year's convention exceed my expectations, considering the high fuel process and a struggling economy," he said. "But the number of people attending looks to be on a par with last year, and we had more aircraft, showplanes, visiting aircraft.

"Yes, it's been a tough year economically for aviation, but this event is the shot in the arm aviation needed. Exhibitors report brisk sales, the programs offered were the deepest and broadest ever, and when asked what day would be the best to attend, the answer was, 'Every day.'"

FAA audits could lead to LSA shakeout

The FAA has chosen 29 of the original 52 manufacturers in the light sport aircraft (LSA) industry for a critical audit that could end with some companies losing their LSA approvals. Audits have begun at a handful of the companies in the belief that there are ones out there that are not in compliance with industry standards. Sources at the first companies to be audited believe they will become a control group of companies that are in compliance with industry guidelines. The rest will be compared against them. The light sport industry is self-regulated, voluntarily adhering to industry-agreed-upon standards. It is believed that this could be the start of a long-rumored industry shakeout. Two years ago it was assumed such a shakeout (a reduction in the number of companies offering light sport airplanes) would be based on customer acceptance. But instead, it might now stem from government oversight. It could take two years for all audits to be completed. Rumors of the audits are a topic of wide discussion at Oshkosh this week, and today one company confirmed to AOPA Online that the audits have begun.

Calendar of Events

September 18 Texas Aircraft Expo
Lubbock Aero, LBB

September 20-21 CAF Airshow
Midland

Sep 20 Decatur, TX. Decatur Municipal Airport (KLUD). Open House. Fly in/ Open House featuring a WW II theme
Contact Doug Campbell, 940-841-4746

September 27 West Texas 100 Air Race
Lubbock, Town & Country

Oct 4 - 5 Denison, TX. North Texas Regional Airport (GYI). Grace Flight Airshow & Air Race 2008. Contact Cindy Palmer, 214/906-5188

Oct 11 Kerrville Multi Chapter Fly-in

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