



# Runway 15



The Monthly Newsletter for Experimental Aircraft Association Chapter 1541, Lincoln, California

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## On the Horizon: Calendar of Events

For the most up-to-date information, go to the chapter website: <http://eaa1541.org/>

Date	Topic
Thursday, April 21, 2022	Online April member meeting: <b>Own you own Borescope for fun and profit (or at least savings)</b> by chapter tech counselor Dan Masys.
Thursday, May 5, 2022 7-8 pm	Online <b>IMC/VMC Club meeting</b> with FAA Wings credit. All are invited to participate.
Saturday, May 7, 2022	<b>Brunch with Bud Anderson</b> at the EAA hangar at KLHM. 11:00 a.m. to 1:00 p.m.
Saturday, May 21, 8 – 10 am	<b>Breakfast</b> at the EAA hangar at KLHM. 8:00 a.m. to 10:00 a.m.

## EAA CHAPTER 1541 INFORMATION

Meetings	Usually the third Wednesday of each month held at KLHM Hangar S-12. Details available on the website
E-mail	<a href="mailto:eea1541@gmail.com">eea1541@gmail.com</a>
Website	<a href="http://eaa1541.org">http://eaa1541.org</a>
Mailing Address	EAA chapter 1541, PO Box 1126, Lincoln, CA 95648
Chapter Hangar	Hangar S-12, Lincoln Airport
President	Darren Coomler
Vice President	Jim Hughes
Secretary	Darren Coomler (acting)
Treasurer	Scott Whelan
Chapter Board of Directors	Paul Darbo Christina Duran Michael Lagomarsino Dan Masys Ray McNaught Mary Wick
Webmaster	Dug Smith <a href="mailto:dug@dugbert.com">dug@dugbert.com</a>
Newsletter and Tech Counselor	Dan Masys <a href="mailto:dmasys2@gmail.com">dmasys2@gmail.com</a>
Membership	Chapter dues: \$20 per year for individuals; \$30 for families; \$300 for gold



## President's Corner



Welcome Chapter 1541 Members and Friends,

Here we are in mid April receiving some needed rain. This weather curtails some of our flight activities but makes for some excellent clear flying days after the rain has passed.

I received an email for EAA national recently informing me that our chapter has received the Gold Chapter status again for 2020-2021:



Congratulations 1541 members, your participation with chapter activities has contributed to our chapter receiving this designation. Along with award notification, EAA national sent us how we ranked among the other Gold chapters. Out of nearly 1000 total chapters, 75 chapters received Gold status, and we are one of only thirteen chapters to

qualify with 11 of 11 activities that we perform and offer. We are also one of only two chapters in California to achieve this high score.

One of the items our chapter was recognized for is our presentations, we have another very special event coming up May 7th. We are very fortunate to have Bud Anderson visiting our chapter. Please come out for "Brunch with Bud" to share some lunch, meet Bud and his son, and get one of his books signed. I recommend you do a Wikipedia search on Bud Anderson; his story and timeline are extraordinary. The program will start at 11am thru 1pm, and I'm looking forward to a large turnout.

In the past I've shared podcasts that I have been listening to, first, I recommend again you listen to "Ask the A&Ps". This is a podcast series provided by AOPA. I recommend this because they talk a great deal about inspecting your engine for problems without removing cylinder heads, and this will tie nicely into Dan Masys' upcoming program for the Thursday April 21st member meeting about new technology Borescopes. Another podcast that I have been enjoying is called "Midlife Pilot". It's a couple of newer certified pilots sharing stories of the aviation journey.

Lastly I would like to thank all of you who have been joining us for our first and third Saturday breakfasts. We have had a large member participation and have attracted many new visitors.

I look forward to seeing you all in person on May 7th. Until then have a great day and enjoy some great flying weather.

Sincerely  
Darren

## April Member Meeting

For April our monthly chapter meeting will shift from Wednesday to Thursday, April 21<sup>st</sup>, with open mic hangar chat beginning at 6:45 pm and the main meeting starting at 7 pm.

Our program will be given by our chapter's tech counselor, Dan Masys on the general topic of borescopes and what they are good for, and the specific item of a new, low cost, High Definition image borescope that can record audio, video, as well as make amazing still photos inside cylinders and other internal areas of an aircraft engine.



All aircraft owners, whether of certified or experimental aircraft, should find this an informative program that could help them save a lot of money on unnecessary maintenance. You can join the meeting on Thursday evening by clicking [here](#). The link will also be sent out the day of the event.

## Brunch with Bud

Mark your calendar now for our first Saturday of May special event entitled "Brunch with Bud". This will be a chance to meet Bud

Anderson in person -- the last living triple ace pilot of WWII, P-51 wingman of Chuck Yeager, and a career Air Force test pilot who grew up near Newcastle, California.



Brunch with Bud will be on Saturday, May 7th from 11 a.m. to 1 p.m. in the EAA hangar at KLHM, and will include a special meal and a chance to honor one of the most famous Greatest Generation pilots in the world.

## KMOD March CAF Breakfast

By Mark Siemens

On March 12, 2022, an impromptu Fly-Out Group rode some very smooth air to Modesto (KMOD) for the best airport breakfast in the North State. Four airplanes and 10 people made the trip including: Bruce and Sally Estes (RV6), Tim and Meech Harrigan (BE-36), Chris Cencula and his Father (PA-24), and Jodie and I with Mike and Kathy Freeman in our 182.







The Modesto Chapter of the Commemorative Air Force (CAF) held the breakfast and boy did they put on a spread. This was the first event after a 729-day hiatus due to Covid. The CAF plans on holding a breakfast and historic aircraft display the second Saturday of each month and a lunch on the last Saturday. The facilities in the CAF Museum are very clean and comfortable. Great food, easy flight and a sign-off, I am putting them on my calendar!

I even had another surprise at the event. I found a person named Mike Siemens (same name as my older brother) working in the Museum. Through conversation and a few emails, we learned we shared a great grandfather and are cousins - small world made even smaller with aviation!



After breakfast, it was still a beautiful day. Tim Harrigan and I decided to fly to Calaveras (KCPU) on the way home for some cheap gas. I took off first and Tim engaged the 300 ponies in his Bonanza to blow by my shiny 182 in short order.



We topped off our tanks with \$4.69 a gallon avgas - oh remember the days. Hope more members can join us on our next Fly-Out!

Mark Siemens

## Ray Aviation Scholarship News



The Ray Aviation Scholarship Fund is a scholarship program that is supported by the Ray Foundation, managed by EAA national and administered through local EAA chapters. The James C. Ray Foundation furthers the vision and work of the late James C. Ray. Mr. Ray was one of the most prolific aviation philanthropists of our time, with much of his work done anonymously. He was responsible for the funding and construction of the EAA Air Academy Lodge and advancing the Air Academy program. His foundation continues to support youth in aviation through funding the Ray Aviation Scholars program. It was announced at AirVenture 2021 that the Ray Aviation Scholars program will be increased from \$1.2 million to \$1.4 million. This is great news for deserving future scholars. We are very thankful to the Ray Foundation for their generosity and support.

Ray Scholars receive up to \$10,000 for flight training expenses toward obtaining a Private Pilot Certificate. The scholar must be between the ages of 16-19 and meet all FAA requirements. Local chapters are responsible for selecting scholars and mentoring them through their flight training. The Ray Scholars

are responsible for completing their flight training, promoting the spirit of aviation through giving back to the aviation community, and volunteering each month for their chapter needs.

Chapter 1541 is pleased to announce that we have been awarded a 2022 Ray Scholarship and we are currently searching for a Ray Scholar candidate. If you are between the ages of 16-19, interested in aviation, a current Chapter 1541 member, and want to earn your Private Pilot Certificate please reach out and let us know.

We invite you and your family to any of our monthly face to face meetings as noted in the Upcoming Calendar section of this newsletter. We will be happy to tell you more about the Ray Aviation Scholar Program.

If you are interested in becoming a pilot, you should also review these two FAA websites for valuable information.

<https://www.faa.gov/pilots/training/>  
and  
<https://www.faa.gov/pilots/become/>

## Project Corner

All chapter members are invited and encouraged to take a few minutes and send us a photo and description of whatever project you are working on now or have recently completed. Send your text and photo(s) to [eaal541@gmail.com](mailto:eaal541@gmail.com). Fun and education for everyone!

**Brent Smith** writes:

I have made little progress on the Mini-IMP due to a lot of travel over the last month. Got no nibbles on last month's offer of the Synchropter project.



So, have a new offer: a Mini 500 single-seat helicopter. It's a late serial number model with all the factory upgrades, a Rotax 582 turbo and 62.5 hours on the Hobbs. It was donated to the Auburn EAA Chapter, and I'm offering it first to the Lincoln Chapter. Its estimated value for tax purposes was \$15k but offers are certainly welcome. I would be willing to help the purchaser with moving it and getting it ready to fly again. Interested parties should please text me or leave a message. 916-708-3372

Thanks! Brent

## How to Flunk an Annual

*By Mike Busch*

*Originally published in AOPA Pilot magazine.*

Under the FARs, an annual inspection is a pass-fail test. Sometimes failing is the best course of action.

OF THE NEARLY 200 RULES IN PART 91 of the Federal Aviation Regulations, far and away the most expensive for most aircraft owners is this one: §91.409 Inspections. (a) No person may operate an aircraft unless, within the preceding 12 calendar months, it has had— (1) an annual inspection in accordance with Part 43 of this chapter and has been approved for return to service by a person authorized by §43.7 of this chapter ...

This means that once a year, we have to turn our aircraft over to an eagle-eyed A&P/IA or FAA-certified repair station and pay them to perform an annual inspection. We then have to pay the shop or mechanic to repair all the airworthiness discrepancies that they find and to comply with all applicable airworthiness directives, airworthiness limitations, and other regulatory airworthiness requirements. The ultimate object of this costly exercise is to obtain a logbook entry containing the cherished magic words that permit us to fly the airplane for another 12 calendar months:

*I certify that this aircraft has been inspected in accordance with an annual inspection and was determined to be in airworthy condition.*  
/signed/ Eagle I. Inspector 123456789 A&P/IA

Although that's the way it usually works, there's actually another possibility: flunking the annual.

Under the FARs, an annual inspection is actually a pass/fail exam with two possible outcomes. The most common outcome is that

the aircraft is found to meet all applicable airworthiness requirements, and we get a logbook entry containing the magic words mentioned above and approving the aircraft for return to service.

## HOW TO FLUNK AN ANNUAL

However, the regs allow for another possibility: disapproval for return to service. In this case, we receive a logbook entry with a different set of magic words:

*I certify that this aircraft has been inspected in accordance with an annual inspection and a list of discrepancies and unairworthy items dated mm/dd/yyyy has been provided for the aircraft owner or operator.*

*/signed/ Eagle I. Inspector 123456789 A&P/IA*

Along with such a logbook entry, the inspecting IA will provide us with a separate sheet of paper, signed and dated, listing the discrepancies and/or unairworthy items that the inspector feels must be corrected in order for the aircraft to be airworthy.

This alternative outcome is known as “signing off an annual with discrepancies.” While rare, it can be an extremely useful tool for dealing with unanticipated complications that sometimes arise during an annual inspection. Every aircraft owner should understand how this alternative works and when to consider using it.

Signing off an annual with discrepancies is almost always something that the owner must request. By making such a request, the owner is in essence telling the inspecting IA or repair station:

“Thanks for doing such a thorough job of inspecting my airplane. I’ve decided that I don’t want you to repair one or more of the airworthiness discrepancies you found during the inspection. I’m going to have those discrepancies addressed elsewhere.

Therefore, please close up my airplane, give me a list of the uncorrected airworthiness discrepancies, invoice me for the work you’ve performed, and release my aircraft. We’re done.”

A sign-off with discrepancies completes the annual inspection. The aircraft does not have to be inspected again for another 12 calendar months. Naturally, the aircraft can’t be flown until the listed discrepancies have been corrected. However, they can be corrected by any shop or mechanic that you wish to use, not necessarily the one that performed the annual inspection. The mechanic who corrects the discrepancies doesn’t even need to be an IA. Once the discrepancies have been corrected (by whomever you chose to do the work), you can fly the aircraft. You don’t need to have the aircraft reinspected until the next annual inspection comes due.

## WHEN TO FLUNK AN ANNUAL

Why on earth would you ever want to do this? There are a couple of good reasons you might. One is that you have concluded the shop that performed the inspection isn’t the best qualified shop to make the repairs. For example, perhaps the discrepancy requires extensive sheet metal work or composite repairs, and you and/or your mechanic conclude that it would be advisable to have the work done by a sheet metal or composite repair specialist rather than your regular shop. Same for an issue that you and/or your mechanic feel would be best addressed by an avionics shop. Or perhaps the inspection uncovered a propeller issue, and you’d prefer to fly the aircraft to the prop shop rather than have the propeller removed, shipped there and back, and reinstalled. Ditto for an engine issue if you’d prefer to take the plane to an engine shop. Or de-icing boots that you’d like to have repaired or replaced by a boot specialist. (I’m a huge believer in using specialists.)



Here is just such a situation. The owner of a Cessna 340 had an annual inspection performed by Cutter Aviation in Albuquerque, New Mexico. Cutter's inspection apparently uncovered a bunch of airworthiness discrepancies that the owner decided he'd prefer to have addressed by another shop, Mountain View Aeromotive in Alamosa, Colorado. Consequently, he directed Cutter to do only the minimum work required to put the airplane into ferryable condition (mainly complying with some recurrent ADs), then obtained a ferry permit, flew the airplane to Alamosa, and had Mountain View address all the airworthiness items on Cutter's discrepancy list.

The Mountain View logbook entry has an approval signature that states "A&P" and not "IA." That's because the mechanic at Mountain View was performing repairs in his capacity as an A&P mechanic, not performing an inspection in his capacity as an IA. Cutter performed the inspection, and no further inspection was required by regulation for another 12 calendar months.

## OWNER/IA DISAGREEMENTS

Another reason you might want to flunk an annual is when you find yourself disagreeing with your IA about how to deal with one or more discrepancies. Suppose, for example, that your engine is 500 hours past TBO. It's running great, oil consumption is moderate, oil filter is clean, and compressions, oil analysis, and borescope results are good. You see no reason not to keep flying it until there's some good reason to tear it down. But your IA has a different view: He believes strongly that the manufacturer's TBO should be respected. "I've gone along with your TBO-busting for the past two years, against my better judgment, but 500 hours over TBO exceeds my threshold of pain," the IA tells you. "I'm just not comfortable signing off this annual unless we overhaul or replace the engine."

Now, obviously it would have been better if you had this discussion with the IA before you hired him to perform the annual inspection on your airplane. But unfortunately that didn't happen. Your airplane is in pieces, midway through the annual inspection, and now the IA is telling you he's not willing to approve the aircraft for return to service without \$40,000 of engine work that you consider unnecessary and superfluous. After some discussion, it becomes apparent that you and the IA are deadlocked.

You're not about to spend the \$40,000, and he's not about to sign off your annual unless you do. So how do you resolve the deadlock? Simple: You direct him to complete the annual inspection without overhauling or replacing the engine and to sign off the annual with a discrepancy. Once the annual is finished and you get your airplane out of the shop (with a disapproval and a discrepancy list), you go find some other A&P whose views on engine TBO are compatible with yours, and you ask him to clear the discrepancy by certifying that your engine is airworthy. Now you're good to go.

In the past four years, my firm has managed about 700 annual inspections. Ninety-nine percent of them went smoothly and concluded with approvals for return to service. But in four cases, we wound up directing the shop to sign off the annual with discrepancies. In one case, the shop's chief inspector insisted that both Bendix magnetos had to be replaced (at a cost of more than \$2,000) because they were 4 years old. The chief inspector was convinced that the four-year replacement interval was required by regulation, and we couldn't persuade him otherwise. Ultimately, we instructed the shop not to replace the mags, had them written up as an uncorrected airworthiness discrepancy, removed the aircraft from the shop, and had another A&P sign off the mags as airworthy.

In another case, the annual of a client's Cessna 182 uncovered a small windshield crack. We



readily agreed that this was an airworthiness item, but the inspecting shop estimated that the windshield replacement would require twice as much labor as we felt was reasonable. We declined the windshield repair, had the windshield written up as a discrepancy, and then had a different shop replace the windshield at much more reasonable cost.

In the third case, the shop that inspected a client's Cessna P210 estimated that it would cost at least \$70,000 to repair the aircraft and sign off the annual as airworthy. After discussing the estimate with the shop's director of maintenance and finding him to be completely intractable, we directed the shop to cease work, close up the aircraft, and document all the discrepancies it found on a massive 43.11 discrepancy list. We then took the aircraft to a different shop, which performed the necessary repairs for less than half what the original shop had quoted.

In the fourth case, the big repair station that inspected a client's Cirrus SR22 found the screws securing an autopilot servo motor to its bracket were loose, a common problem with these aircraft. We asked the shop to tighten the screws and apply some Loctite so they wouldn't loosen again. The shop's chief inspector said he could not tighten the screws without "approved data" and indicated the shop would have to replace the entire servo assembly at the cost of several thousand dollars. After trying to reason with this chief inspector without success, we had the shop sign off the annual with a discrepancy on the servo and had another A&P tighten the screws and clear the discrepancy.

## **FERRY PERMITS**

If you flunk your annual and receive a disapproval for return to service, you're theoretically not allowed to fly the airplane until the listed discrepancies are corrected. But sometimes you want or need to move the

aircraft to a different airport in order to have those repairs performed. Catch-22?

No problemo! That's why the FAA invented special flight permits (colloquially known as "ferry permits"). A special flight permit is simply special dispensation from the FAA to fly an admittedly unairworthy aircraft from one place to another on a one-time basis, usually in order to reposition it to where repairs are to be performed (or sometimes to evacuate it from impending danger). In most cases, getting a ferry permit is quick and painless.

To get one, you simply need to fill out FAA Form 8130-6 (see [www.SportAviation.org](http://www.SportAviation.org) for a link to the form). You only need to complete blocks I, II, and VII of the form. You'll also need a logbook entry from any A&P mechanic certifying that the aircraft is in adequate condition to make the one-time ferry flight safely.

Even if the reason you're requesting the ferry permit is because you're deadlocked with an IA over some disputed airworthiness discrepancy, in my experience the IA will be more than happy to provide you with the necessary safe-to-ferry logbook entry. Remember that the IA is just as anxious to get rid of you and your airplane (and get paid for his work) as you are to get your aircraft out of his shop and moved to another shop. Your decision to flunk your annual solves his problems as well as yours, so in all likelihood the IA will be happy to help you obtain your ferry permit and get out of Dodge.

Simply fax your completed Form 8130-6 plus a copy of the A&P's logbook entry to the local FSDO, and then follow up with a telephone call to the airworthiness inspector on duty at the time. In most cases, the FSDO will fax you back your special flight permit the same day. Be sure to carry the permit in the airplane when you make the ferry flight. That's all there is to it.

## Just for Laughs: Gray Eagle stuff

My doctor asked if anyone in my family suffered from mental illness..I said, "No, we all seem to enjoy it."

Just once, I want a username and password prompt to say, "Close enough.."

Being an adult is the dumbest thing I have ever done.

I'm a multitasker. I can listen, ignore and forget all at the same time!

I don't have grey hair. I have wisdom highlights.

I don't trip, I do random gravity checks.

One minute you're young and fun. Next, you're turning down the car stereo to see better.

Some people are like clouds, once they disappear it's a beautiful day.

I came. I saw. I forgot what I was doing. Retraced my steps. Got lost on the way back. Now I have no idea what's going on.

If you can't think of a word, say "I forgot the English word for it." That way people will think you're bilingual instead of an idiot.

I'm at a place in my life where errands are starting to count as going out.

I don't always go the extra mile, but when I do it's because I missed my exit.

I don't mean to brag, but I finished my 14-day diet food supply in 3 hours and 20 minutes.

I may not be that funny or athletic or good looking or smart or talented. ...I forgot where I was going with this.

Having plans sounds like a good idea ..until you have to put on clothes and leave the house.

It's weird being the same age as old people.

When I was a kid I wanted to be older... This is not what I expected.

It's probably my age that tricks people into thinking I'm an adult.

I see people my age mountain climbing. I feel good just getting my leg through my underwear without losing my balance.

We all get heavier as we get older, because there's a lot more information in our heads. That's my story anyway.

