

F-16 MECHANIC INVENTS BETTER TOOL TRAY

David Tulis of AOPA wrote that Tom Burden, a U.S. Air Force F-16 weapons mechanic, invented a new “tool” that pilots and A&Ps can use to keep tools in their place while they are working on their airplane. Burden told AOPA he grew “increasingly tired of my tools sliding off the aircraft when I needed them.” Burden said that when he was working on an F-16 he couldn't keep the tools in his pocket or put them on the fuselage or in the aircraft. He just had to go up and down a ladder to get another tool. One day he noticed his mother's sticky automobile cell phone mat and had an idea for a product that would “do the trick.” So he spent the better part of two years designing, manufacturing, and marketing a better tool tray. He had invented



and developed what he calls the Grypmat, a malleable form-fitting nonslip tool tray that stays close at-hand without marring an aircraft's surface. Burden's invention consists of pliable safety orange material that is molded into a divided tray and provides a sticky grip to both the tray's surface and its backside. AOPA relates that “The secret to his success has been Burden's unique formula, which is chemical and static resistant and has the ability to hold tools at extreme angles. The key was to 'make it resistant to hydraulic fluid, MEK [methyl ethyl ketone], and other chemicals'.”

According to AOPA, Burden's original \$60 Grypmat tool tray was so popular with 2016 EAA AirVenture pilots that he sold all 600 in a matter of days. Note that on Burden's Website the per-unit price is \$54.99. The inventor still spends one week per month servicing aircraft at the 180th Fighter Wing in Swanton, Ohio. He hopes that fellow military mechanics working “under the hood of Humvees or in weapons back shops” will one day rely on his product to help make their jobs easier, safer, and more productive.

(Information adapted from AOPA News & Media 01/18/17→[F-16 mechanic invents better tool tray](#), Grypmat→[\\$60 Grypmat tool tray](#), [Grypshon Industries](#))

ADS-B REQUIREMENT CLARIFIED FOR NON-ELECTRICAL AIRCRAFT

A recently issued legal interpretation from the FAA's Office of the Chief Counsel has clarified Automatic Dependent Surveillance-Broadcast (ADS-B) requirements for operators of aircraft without electrical systems. The FAA has mandated ADS-B Out equipage after Jan. 1, 2020, for flight in airspace where a transponder is required today. In the regulations requiring the use of altitude-reporting transponders, [14 CFR 91.215\(b\)\(3\)](#) and [91.215\(b\)\(5\)](#) specify exemptions for “any aircraft which was not originally certificated with an engine-driven electrical system or which has not subsequently been certified with such a system installed, balloon, or glider.” However, [14 CFR 91.225\(e\)](#)—which provides comparable exemptions to the ADS-B Out requirement—specifies “any aircraft that was not originally certificated with an electrical system, or that has not subsequently been certified with such a system installed, including balloons and gliders.” Its omission of the phrase “engine driven” has caused significant confusion among pilots and aircraft owners. “The [legal interpretation](#) confirms that the same aircraft excluded from the transponder requirement are excluded from the ADS-B Out equipage requirement,” said Justin Barkowski, AOPA director of regulatory affairs. “That means aircraft subsequently equipped with batteries or an electric starter would not be required to equip for ADS-B Out.” The legal interpretation states that the FAA may make a technical amendment in the future to eliminate the discrepancy between 14 CFR 91.215 and 91.225.



A Piper Cub is one example of an aircraft certificated without an electrical system.

(Information adapted from AOPA News & Media→[ADS-B requirement clarified](#), FAA→[Legal Interpretation \(2017\)](#))

SHORT FINAL

AVweb November 21, 2016

Heard by a pilot waiting as number one for takeoff at a towered airport.

Tower: "Cessna 12345 cleared for takeoff runway 25."

Cessna 12345: "I'll just wait on that aircraft on short final."

Airplane on final: "I appreciate that!"

Tower: "I appreciate it too!"

FOR SALE:

Members' Items for Sale

RV-4 FOR SALE

1994 RV-4. Just over 800 hrs. total time. Engine is a Lycoming IO 320 -- 220 hrs. SMOH. Inverted fuel and oil system. Great for day/night VFR. Three blade Catto prop, installed December, 2015, has the very expensive and top performing "Electroformed Nickel" leading edge. Has a Bendix King KLX 135A GPS/Comm unit. Has a Terra TRT-250D transponder which takes the all solid-state design of the TRT-250, and adds a more readable display and a number of convenience features. Standard classic aviation gauges & instruments, no glass panel. Located at Waynesboro, Georgia.

Asking \$49,500

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2005 Destiny XLT Tandem. 125 hrs TT. Purchased in 2006 with 10 hrs TT from original owner. Still perfect. Beautiful multi-colored Sundowner 550 chute. 65 HP Rotax engine with dual ignition. VHF, CB (for formation flying) and Garmin etrex GPS. Engine Information System. 10 gal fuel tank. Very economical to fly - 4 gal/hr on car gas. Great low-and-slow fun at 10 ft AGL and 30 mph. Super platform for sight seeing and photography. Two helmets with IC. Includes enclosed trailer with ramp. Located at Louisville, Georgia ([2J3](#)). The safest way to fly. Easy to learn.

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Contact Charles Lewis at 706-830-3393 or e-mail: Charles Lewis

EAA 172 member Larry Garner sold his Cherokee aircraft. He has many aircraft related items for sale. Larry wrote on February 4, 2016: "Since I sold my Cherokee , been going thru what airplane stuff I've accumulated over the years and this is some of what I have. I am very open to offers, just have to start somewhere. I did research current selling prices."

Larry Garner e-mail: garner49@comcast.net SEE THE LIST AT: [Garner's Airplane Stuff](#)
