



EAA 172 **FISH FRY FLY-IN**
 April 15, 2017 11:30 am
 Pea Patch Aerodrome (61GA), Blythe, Georgia

EAA 172 Young Eagles Rally
 May 6, 2017 9:00 am
 Augusta Aviation at Daniel Field, Augusta, Georgia

Birthdays
Anniversaries

Brian MULHERIN 04-07
 Aaron RAMSEY 04-11

Bruce & Patty CAMERON 04-11
 Bobby & Mary Ann BRASWELL 04-12
 Sid & Cathy BROWN 04-15
 Freeman & Bunny NEWMAN 04-15
 Don & Virginia BUSH 04-17

EAA 172 Night Out

Thursday, April 27: EAA 172 monthly "get-together" -- Social Meeting 6:30 PM -- This is a monthly non-business social gathering held on the fourth Thursday. This month's location is the **Village Deli**, 2803 Wrightsboro Rd., #28, Augusta, Georgia 30909 (near the corner of Highland Ave. and Wrightsboro Rd., across from Daniel Field). Phone number: 706-736-3691. Map and directions: [Village Deli](#). For questions contact Shirley Harden 706-855-1553 e-mail: ghardensr@comcast.net.

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *A pilot who has just purchased an aircraft has asked an instructor to join him on the flight home in the aircraft in accordance with insurance requirements. The flight has an estimated time en route of just over 9.5 hours. Can this instructional flight be completed in one day?*

According to AOPA and the FAA: No. Instructors have 24-consecutive-hour a duty limitation of no more than eight hours of flight training "in any period," according to [14 CFR 61.195\(a\)](#). Flight training is defined in 14 CFR 61.1 as "training, other than ground training, received from an authorized instructor in flight in an aircraft," so the eight hours would not include ground time. However, if the flight is classified as instruction, it would be better to split it between two days.

This Month's Question: Can a Piper Cherokee Six be piloted by someone flying under the third class medical reform?



MEMBERS MAKE EAA 172 CLUBHOUSE *SPICK-AND-SPAN*

Fourteen club members spent the Saturday morning of March 25, 2017, cleaning up the EAA 172 clubhouse at the Pea Patch in Blythe, Georgia. It seems that over the years many items which some may consider antique or “classic” or just plain junk have accumulated in the nooks and crannies of the clubhouse. According to member Don Bush, there were piles of “ancient” aviation and non-aviation magazines and books, old and possibly unplayable VHS VCR tapes both aviation and non-aviation, and pieces and parts of items that no longer exist in the clubhouse.



Everything in the meeting room was moved onto the grass.

Club president Al Nodorft wrote “Everything was moved and cleaned. Many dated things were donated to the trash or will be eBay'd with the money returned to the club. The tables were rearranged into 3 rows with much more space between them. we have also rearranged how some of the food will be presented in the future. A lot of hard work by everyone, but the place looks really nice now. There will be future updates as well. Ronna Hiltz will paint the main room and then we will re-hang the pictures.” Al added “Joe Britt cooked the burgers and we had a fine meal at lunch with all that Sandy Walther had brought.”

Al's cleanup team consisted of himself, Cami & Carmen Nodorft, Joe & Cindy Britt, Don & Virginia Bush, Ronna Hiltz & Jim Maher, Alex LaFave, Nandi Shetty, Mark Slone, Solveig Stock, and Sandy Walther.

WHO CAN BECOME AN AIRCRAFT “REPAIRMAN”?

Unlike those who own a certified aircraft (like a Cessna 172) those who build their own aircraft do not need to have an A&P do any repairs or even do an annual. To do an annual condition inspection all the builder has to do is obtain a “repairman certificate” for the aircraft from the FAA. This, of course, is a cost saving to an aircraft owner. However, some who are not that competent in fixing aircraft or are unsure of some repairs may still employ an A&P to do repairs or do a condition inspection. EAA has found that a number of questions have been sent to them about becoming an aircraft “repairman” for a homebuilt/experimental aircraft.

A principal question seems to be whether someone is eligible for a repairman certificate under [FAA Order 8900.1](#). EAA wrote:

“To clarify, [FAR 65.104\(a\)](#) requires the following of a prospective repairman:

- Be at least 18 years of age
- Be the primary builder of the aircraft (in the case of a group build, any member of the group may apply)
- Have the requisite skill to perform condition inspections
- Be a United States citizen or permanent resident”

The guidance in Order 8900.1 directs inspectors on how to implement the above rule. It states that the FAA will accept evidence that the applicant has built the aircraft as satisfying the “requisite skill” requirement, essentially making the second and third requirements very similar. The FAA may also accept proof that the applicant has the ability to perform a condition inspection, but the requirement that the applicant is the primary builder still stands.

To obtain a repairman certificate, a person must apply directly through an FAA FSDO. Members with any questions on the process can contact EAA’s government advocacy team for guidance.

(Information adapted from EAA Hotline 03/23/17→[clarifying a repairman certificate](#), Zenith Air→[Rules & Regulations of Airplane Building](#), Ascent Ground School→[Repairman certificate-Eligibility, privileges and limitations](#), FAA→[Order 8900.1](#) , FAA→[FAR65.104\(a\)](#))