

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *A pilot owns a homebuilt airplane that he didn't build. A friend who is an airframe and powerplant (A&P) mechanic is performing the condition inspection for him, and he asked for the equipment list. The pilot told him that he's not required to have one. The A&P thinks he's supposed to have an equipment list, though. Who is correct?*

According to EAA:

There's no regulatory requirement for an equipment list on an experimental aircraft. In fact, there's no requirement for a flight manual or any other document other than the FAA-issued operating limitations. The FAA (and the EAA) recommends that builders/owners of experimental aircraft develop flight manuals and equipment lists for their aircraft as a "best practice," but they aren't required documents. The condition inspection is just that – an inspection of the physical condition of the aircraft. There's no document or standard to compare the aircraft to other than its physical condition. The only document that directly applies is the operating limitations, which is where the requirement for the inspection is found and also where the correct sign-off for the inspection is found as well. Don't let the A&P/inspection authority sign the inspection off as an "annual," because it doesn't meet that requirement called out in the operating limitations. Make sure he refers to the operating limitations for the proper entry in the aircraft records.

This Month's Question: Can I use steel wrap on the brake lines to lessen the frequency of ruptures on my 2005 Sting Sport LSA?

FLIGHT TRAINING SURVEY INTERPRETED DIFFERENTLY

AOPA Aviation Summit presentation conveyed the results of its survey of flight training dropouts

In a November 16, 2010, article, Scott Spangler reported on a survey taken recently by the AOPA. At the recent AOPA Summit many in the industry, it seems, were surprised that the cost of flying, while a factor, isn't the primary reason 80 percent of students quit before receiving their certificates. This author looked at the data and writes that according to the AOPA Major Flight Training Summit, students quit because of poor educational quality, poor customer focus, poor community, and poor information sharing.



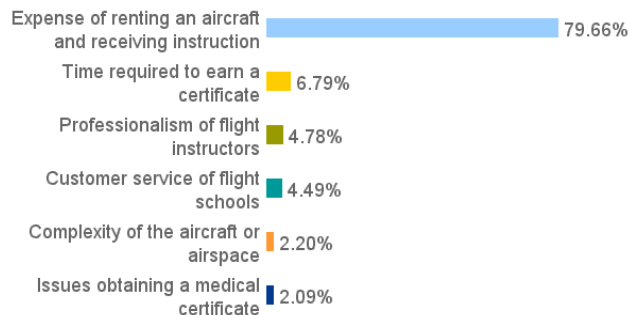
(AOPA eBRIEF November 16, 2010)

He may have been looking at other data or the same data in a different way. A more realistic interpretation is drawn from an AOPA poll taken at the beginning of November. In that survey it was the cost of getting that training that was a principal complaint. In the chart provided by AOPA, the professionalism of the flight instructors only rated a barrier to 4.78% of student completions.

(AOPA eBRIEF November 3, 2010)

The second survey seems to be more accurate since in this poor economy, renting a Cessna 172 wet along with payment to an instructor can easily cost \$150 an hour. How many young people have that kind of money? In fact how many older people have those funds?

Poll result: The biggest barrier to student completions is:



REVISED AD ADDS STEPS TO CESSNA SEAT CHECKS

Owners of 36,000 Cessna aircraft will be required to add more steps to their inspections of seat rails to ensure they are secure, the FAA said in a notice of proposed rulemaking released this week. The proposal applies to 18 models, including the 150, 152, 172, 182, and 210 single-engine aircraft, as well as several twins, including the T303 Crusader and the 337 Skymaster. The new directive aims to update an earlier AD issued in 1987. Since then, the FAA says, it has received several reports of accidents, some fatal, in Cessna aircraft where the primary latch pin for the pilot or co-pilot seat was not properly engaged in the seat rail or track. The new AD adds steps to the inspection procedures and clarifies some of the existing steps. The cost to comply is estimated at \$85 per airplane for the inspection. If parts are found to need replacement, the estimated cost is about \$775.



The inspections must be done within 100 hours time-in-service since the last inspection completed under the old AD, or within 12 calendar months of the effective date of the new AD, whichever comes first, the FAA said. The inspection then must be repeated at intervals not to exceed 100 hours or every 12 months, whichever comes first. The AD proposal describes in detail the inspection procedure. Comments will be accepted until Dec. 23. (*AVwebFLASH -- November 11, 2010*)

Homebuilders Hangar debuts at AirVenture Oshkosh 2010

EAA and the EAA Homebuilt Aircraft Council introduced a new venue at AirVenture this year - the Homebuilder's Hangar. Located just north of the "Aces Cafe" and adjacent to the Forums area, the building formerly used by NASA has been converted for this new role. Numerous presentations took place in the hangar throughout the week, including a twice-daily "Homebuilts in Review," where builders or designers gave background on their aircraft and answered questions. Notables including Burt Rutan spoke.

The Homebuilders Hangar also provided another opportunity for EAA Technical Counselors and Flight Advisors to volunteer during the EAA convention. EAA had an information kiosk in the hangar that was manned by EAA staff and members of the EAA Homebuilt Aircraft Council. EAA invited EAA Technical Counselors and Flight Advisors to help out as well.

SHORT FINAL

AVweb November 22, 2010

Overheard at Page Field Airport (FMY):

FMY Approach: "Grumman 1 Romeo X-ray, how many souls on board?"

Grumman 1RX: "Two S-O-Bs."

Merry Christmas!