



The Leader In Recreational Aviation

Chapter 736 Newsletter for April 2006

Webb Fox – Still Flying High at 90

Webster Fox celebrated his 90th birthday on March 23, 2006! Even more remarkable, he took to the skies a few days later, piloting a 1958 Ercoupe, as seen in these pictures. Webb formerly owned this beautiful plane, and the new owner graciously allows Webb to fly the Ercoupe when he has the chance. As you can see from these photos, Webb still does his own pre-flights, and looks very comfortable in the pilot's seat.

On Sunday, March 26th, some of Webb's fellow EAA Chapter 736 members celebrated with his family and friends at John Martin's Manor Restaurant in Waterville. The approximately one hundred people in attendance were a tribute to this great guy.

Webb, here's to many more years, and blue skies for you!



May Chapter Meeting Alert

At our May meeting a group of powered parachutists who flew their craft from Maine to Kitty Hawk for the Centennial of Flight will be attending and will give us a presentation about the trip. Mark your calendars and make sure you attend the monthly meeting on May 16. Additional information will be provided in next month's newsletter.

ELSA Repairman Course

Ben Brown has been in contact with Sport Aviation Specialties regarding a course offered by them which would enable an ELSA owner to get a repairman's certificate. If there is enough interest among Maine EAA Chapter members we can then investigate the possibility of hosting a training course.

Read the e-mail correspondence between Ben and Sport Aviation Specialties below. If you or anyone you know has an interest in attending one of these courses, please let us know.

From: Sport Aviation Specialties

To: Ben Brown
Subject: RE: info

Ben,

It's a great idea to mention the possibility of hosting a course at your chapter meeting! I'm attaching a document that talks about hosting a course--I would encourage you to share it with your chapter leaders.

We would certainly want to wait until warmer weather and mid-July would be a good time. We are likely to be moving from Kansas City to some other location in late July/early August (my wife is a minister and it depends on where she gets a church), which means August will likely be taken up getting moved into a new place. And, yes, we do love "lobstah!"

Mike

From: Ben Brown

To: Sport Aviation Specialties
Subject: RE: info

If we can pull off getting a group together, tell me in simple terms exactly what a 16 hour ELSA Repairman course will do for me. Is it FAA approved etc etc?

E-mail from Sport Aviation Specialties:

Ben,

Once you get your aircraft certificated as an ELSA, you'll be required to do an annual condition inspection--very similar to an annual inspection on a type-certificated airplane

such as, say, a Cessna 150. The inspection will have to be done either by an A&P mechanic or by an ELSA Repairman. As the owner of an ELSA, you are eligible to receive an ELSA Repairman certificate by attending my course (which is accepted by FAA) and passing the final exam. I will issue you a course completion certificate that you will take to your local FAA Flight Standards District Office (FSDO), along with the registration certificate and airworthiness certificate for your ELSA. The FSDO will then issue the repairman certificate.

This does two things for you. First, you don't have to hunt up an A&P who is willing to do the annual condition inspection on a "weird" aircraft--they may be in short supply. Second, you don't have to pay his yearly fee to do the inspection--which may be inflated because he really doesn't want to do it.

Is that all the information you are looking for? If not, please email me your other questions. Also, you might want to check the **LS Repairman Courses** page of my website www.SportAviationSpecialties.com -- it has a lot of information about the course.

Mike

Upcoming FAA Safety Briefings

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| Title | "Accident Causes and Prevention" |
| Date and Time | Thursday, April 27, 2006, starting at 6:00 pm |
| Speaker(s) | John Wood |
| Brief Description | Learn the common causes of accidents and how to avoid them. |
| Location of Event | Owls Head Transportation Museum 117 Museum Street Owls Head, ME 04854 |
| Directions to Venue | Rte 1 to Rte 73 in Rockland. On Rte 73 follow signs for museum. |
| Seating | 70 seats at the facility, 56 remaining for online registration. |
| Sponsoring Division | Portland FSDO |
| Contact Information | John Wood Phone: 207-780-3263 x106 john.f.wood@faa.gov |
| Full Description | Join us for a presentation on common accident causes and their prevention. We will use interactive video to show scenarios of pilot actions (or inactions) that lead to accidents. The video will then be stopped and the group will discuss preventive strategies. The end of the seminar will feature a question and answer period. Come get your questions answered while enjoying the presentation of a knowledgeable |

speaker.

Sponsored by the Owls Head Transportation Museum.

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| Title | "Personal Minimums" |
| Date and Time | Tuesday, May 9, 2006, starting at 6:00 pm |
| Speaker(s) | John Wood |
| Brief Description | Learn how to set personal minimums to help you make the go/no-go decision before you reach the airport. |
| Location of Event | Falmouth Middle School Cafetorium 52 Woodville Road Falmouth, ME 04105 |
| Directions to Venue | I-495 (Maine Turnpike) to Exit 10. Left at light. At next light, take right onto Leighton Rd. Go to end and take right onto Falmouth Rd. Go past town hall and take first left onto Woodville Rd. Middle School is ahead on left. (Go in main entrance and down stairs to cafetorium). |
| Fly-in Event? | No |
| Seating | 100 seats at the facility, 85 remaining for online registration. |
| Sponsoring Division | Portland FSDO |
| Contact Information | Lucky D'Ascanio Phone: 207-781-5253 x313 ldascanio@town.falmouth.me.us |
| Full Description | Do you consider, during your preflight preparation, your personal minimums for the upcoming flight? The FARs and AIM provide mandates and guidance, but can't cover all situations at all pilot experience levels. Say, for example, you have a current BFR and medical but performed your most recent flight 75 days ago. You are planning to fly your trusty CE-172 out of a short, grass field with 2 passengers and baggage. The temp is 80F and there are tall trees at each end of the field. The aircraft performance charts say it will work, but without much room to spare. What is your comfort level? Can you do this safely? The time to make that decision is not at the airport with your passengers prodding you to go. Come learn how to establish a set of personal minimums to help guide you to a good go/no-go decision. |

Sponsored by Falmouth Community Programs.

Next Meeting

Our next meeting will be held at OWK, Tuesday April 18 at 7:30 p.m. There will be a Sun-N-Fun PowerPoint presentation put together by Wilkes for all to enjoy.