



# WINGTIPS

The Official Electronic Newsletter of EAA Chapter 1300 in Henderson, NV

August, 2014

## President's Corner

Submitted by Glenn Austin, Chapter President

### **Dinner and Meeting**

Dinner will be at the Black Mountain Grill, 11021 S. Eastern Ave. ([702-990-0990](tel:702-990-0990)) we have a group reservation for 5:30 PM. This allows everyone to plenty of time to visit, have a relaxing meal and still make our 7:30 meeting at HND in the 1<sup>st</sup> floor meeting room. All are welcome family, guest and friends, the more the merrier. Of course it is a Dutch pay event.

### **Points of interest**

A question presented to me, which I will ask during "New Business" at this month's meeting. Is it possible to present the membership with readdressing our pre-meeting dinner location/s? If anyone has comment on this subject please do so at this time.

In the event, the membership votes to reengage with alternate locations.

### **Everyone, Please bring, Some Location Suggestions**

## Chapter Meeting Minutes (Chapter Meeting 6/11/2014)

Submitted by Brian LaMontagne, Chapter Secretary

Called to order at 7:42 By Chapter President Glenn Austin  
50/50 – See Brian P.

Members or guests: Mark Summers, tonight's speaker

Thanks for dessert: Sue, Darlene, Kathleen

Move to accept last months' meeting minutes by: Robert Jones/Randy H.

Treasurer: *Treasurers report did not make the newsletter. We planned on reviewing towards the end of the meeting but got wrapped up in drooling over Mark's fantastic airplane. Brian P: We'll need to get caught up on 8/13!*

### Old Business:

Roger H: New oven for powder coating has been obtained. Smaller than the first, great for little parts.

### New Business:

Tech: No report.

Young Eagles: Ralph Millard: 27 kids, 6 A/C

Fly-Outs and Social events: Schedule posted to the website, next is 7/19 to Hesperia

Webmaster: No Report

Newsletter Tom Mahon: Send Tom content!

Roger Hansen has been helping a lot with paint/prep on Terry F.'s RV. First color has been shot but needs a lot of sanding. Help wanted!

Motion to have BBQ on Sept meeting date Seb and Kathleen

Christmas Party: Kathleen presented 4 options. Robert Jones and Randy C made a motion to have Xmas party on 12/4 at Jokers Wild. Approx \$30 ea assuming 48 people.

Henderson city Council meeting scheduled for 7/15 concerning zoning of land near HND Airport. – Randy H.

Presentation: Mark Summers “All about a Lancair Legacy”

50/50 Sue Hanson \$?

Adjourned 8:50pm

### Treasurer’s Report

*Submitted by Brian Prinzavalli, Chapter Treasurer*

*(This is the Treasurer’s Report for the month of June that was not received in time for publication in the July Newsletter)*

<b>Balance Forward From Last Month</b>		<b>\$3,824.20</b>
Income for the month		
50/50 Drawing	33.00	
Total Income for the month		<u>33.00</u>
<b>Subtotal</b>		<b>\$3,857.20</b>
Expense for the month		
Young Eagles Rally	20.91	
Total Expense for the month		<u>20.91</u>
<b><u>Balance Ending for the Month</u></b>		<b>\$3,824.20</b>

In case you missed it: From the EAA Website OSHKOSH 14 UPDATE July 31, 2014:



Terry Frazier demonstrates the disability lift he designed for his wife Linda

*Photo courtesy of Phil Weston*

**July 31, 2014** - Terry Frazier, of Henderson, Nevada, had a predicament. He says he wasn’t about to give up his wife of 25 years, nor the Van’s RV-7A airplane the two spent nearly three years and 1,900 hours building.

But when Linda's multiple sclerosis got so bad that she needed a wheelchair in 2011, there was no way she could get in, or out, of their low-wing plane. So Frazier, now retired, got out his college textbooks on mechanical engineering and designed and built a hoist to lift her in and out of the cockpit.

The plane and lift is displayed behind the Van's tent in Homebuilders Alley, although the RV-7A will be leaving today.

The final design was a result of a couple months of bouncing ideas back and forth between EAA members with Chapter 1300. Constructed of machined aluminum, as well as carbon fiber for its mast, the unit uses a 12-volt battery and a 12-volt winch.

"The carbon fiber helps to make it light," Linda says, "yet is strong enough to lift a person."

Before using it in the plane, Frazier tested the lift on a 250-pound friend, he adds. It worked, and proved it would easily hold and lift her.

It takes five or 10 minutes to get Linda in the plane and to disassemble and store the lift. Frazier says he pulls her wheelchair up near the passenger-side step, and places around her hips a Hoyer sling like those used in hospitals. Then he hooks the cross bar to the sling, lifts Linda straight up, and then swings her over the seat and gently drops her down into place.

But the lift also needed to be easily stored so they could take it with them. "It was of no value if we couldn't travel with it," Frazier says.

The head unit stores in the baggage area, while the mast slides into a tube that goes back in the plane's tail.

While Frazier said he could find nothing like this in the marketplace, he doesn't plan to commercialize his lift. His purpose to coming to EAA AirVenture Oshkosh 2014 was simple. "I just wanted to show people that it could be done."

Those wanting more information should email Frazier at [fraziernv@earthlink.net](mailto:fraziernv@earthlink.net).

*From ANN, 5August 20114*

## **FAA: Building Aircraft Not An 'Aeronautical Use' For Hangars**

### **NPRM Open For Comments Until September 5th**

In a Notice of Proposed Rulemaking published in the Federal Register July 22, the FAA says that building an airplane in a hangar at an airport is a "non-aeronautical use of airport hangars."



The agency cites *Ashton v. City of Concord, NC*, in which "the complainant objected to the airport sponsor's prohibition of construction of a homebuilt aircraft in an airport T-hangar. The decision was based on a FAA

determination that aircraft construction is not per se an aeronautical activity.

"While final stages of aircraft construction can be considered aeronautical, the airport sponsor prohibited this level of maintenance and repair in T-hangars but provided an alternate location on the airport. The FAA found that the airport sponsor's rules prohibiting maintenance and repair in a T-hangar, including construction of a homebuilt aircraft, did not violate the sponsor's grant assurances."

That led the FAA to reason that while building an aircraft results in an aeronautical product, the FAA has not found all stages of the building process to be aeronautical for purposes of hangar use. A large part of the construction process can be and often is conducted off-airport. Only when the various components are assembled into a final functioning aircraft is access to the airfield necessary.

According to the NPRM, there have been industry objections to the FAA's designation of any aircraft construction stages as non-aeronautical. While the same principles apply generally to large aircraft manufacturing, compliance issues involving aircraft construction have typically been limited to homebuilt aircraft construction at general aviation airports.

The FAA says it is not proposing any change to existing policy other than to clarify that final assembly of an aircraft, leading to the completion of the aircraft to a point where it can be taxied, will be considered an aeronautical use.