December 18, 2019

To: Flight Standard District Office

Re: A&P License Recommendation for Gregory Young

Dear FAA Inspector:

I have known Greg Young for almost 15 years and find him to be of good character. During that time, he has worked under my supervision on small aircraft of various makes and models, including but not limited to Navion, Taylorcraft BC12-D and L-2, Grumman AA-5 and Rearwin Cloudster. Engines include Continental IO-550B, IO-470H, A-65, O-200, Lycoming AEIO-320, O-360, GO-480, etc. He has performed airframe maintenance including inspection, removal, repair and replacement of control surfaces, windows and windshields, installation of rivets and fasteners, rigging of controls, repair of landing gear, shock struts, brakes, wheels, tires, hydraulic, and steering systems, removal and installation of aircraft instruments, inspection and repair of fuel systems, and inspection and service of taxi, landing and strobe lights, repair and replacement of fabric covering, Inspection, repair and replacement of electrical charging system.

He has performed powerplant maintenance including inspection, removal, repair and replacement of aircraft engines, cylinders, pistons and related parts. Inspection, troubleshooting and service of ignition systems. Inspection removal and replacement of carburetors, fuel metering, intake and exhaust manifolds, engine exhaust system components and heating systems. Inspection, removal, service and replacement of propellers and governors. Inspection, removal, service and replacement of alternators, couplers and control system. Inspection, removal, service and replacement of starters and drive adapters. Also under my supervision, he has performed an engine conversion on a Navion from a Lycoming GO-480 to a Continental IO-550B as well as performing a major overhaul of a Continental IO-550B engine.

He holds a BS degree in Aeronautical and Astronautical Engineering and has work experience with transport category aircraft. He worked for Boeing as an Aerodynamics Engineer and for Continental Airlines in various positions including Reliability Engineer, Manager Maintenance Planning and Director Aircraft Records. He is a ~3800 hour pilot with experience operating high performance, complex, vintage and warbird aircraft. He is active with the Commemorative Air Force, flying and helping maintain their aircraft. He is completing construction of his second Experimental Van's RV-6.

Since Mr. Young meets the eligibility requirements of FAR 65.71 and experience requirements of FAR 65.77, I recommend him for his A&P license.

Sincerely,

Gregory Young

General Qualifications

Education

- BS, Aeronautical and Astronautical Engineering, University of Illinois, 1974
- MS (all but thesis), Industrial Engineering - Operations Research major, University of Houston, 1980

Aviation Work Experience

- Boeing, Aerodynamics Engineer, 1975-1976
  - Noise Certification group, 727/737
  - 727 re-fan derivative study
- Continental Airlines / Texas International, 1976 – 1994
  - Reliability Engineer, 2 years
  - Manager, Maintenance Records and Planning, 2 years
  - Manager, Purchasing and Inventory Control, 3 years
  - Director Aircraft Records, 4 years
    - inducted ~80 new 737-300s & MD-80s
    - integrated fleets from New York Air, People Express, Frontier
    - converted from Kardex to electronic maintenance tracking (SCEPTRE)
    - implemented industry first optical disk/scanned records repository
    - completed NASIP inspection with no significant findings
- Created and sold a commercial, PC-based aircraft records system, 1984 – 1988
  Customers: Rio Airways - Killeen, TX
  New York Air - New York, NY

Aircraft Ownership

- 1946 Taylorcraft BC-12D N43109, owned/flown 1974 – 1979
- 1975 Citabria 7KCAB N90AV, owned/flown 1990 – 2000
- 2001 RV-6 N6GY, started 1996, completed 2001
- 1946 Taylorcraft BC-12D N96282, owned/flown 2012
- 1950 Navion N5221K, owned/flown 2002 – present
- RV-6 under construction, est. completion 2020
- 4 Taylorcraft L-2's under restoration
- 1940 Rearwin Cloudster under restoration

Pilot Experience

- ASEL since 1974
- ASES since 1977
- ~3800 hours total

- ~1200 hours tailwheel
- ~2300 hours complex/high performance

Significant Maintenance Events

- Taylorcraft BC-12D N43109, 1974 – 1979 (aircraft destroyed by Hurricane Alicia 1983)
    - Performed typical preventive maintenance:
        - Oil changes and screen cleaning
        - Clean & gap spark plugs
        - Replaced tires and tubes
        - Clean and repack wheel bearings
    - Top overhaul of Continental A-65 engine
    - Rejuvenate dope finish and repaint
    - Replaced oil pressure hose
- Citabria 7KCAB N90AV, 1990 – 2000 (supv by Clem's A&E, Clem Lewandowski AP/IA, deceased)
    - Performed typical preventive maintenance:
        - Oil and filter changes
        - Clean & gap spark plugs
        - Cleaned Injectors
        - Replaced tires and tubes
        - Clean and repack wheel bearings
        - Replaced battery
    - Recover right wing and empennage with Polyfiber process. Remove clear coat with water blast and sanding. Repair cuts in fuselage from loose wing root fairing. Replaced wing root fairing. Repainted entire aircraft in 3 colors. Hand masked the starburst pattern on wings and stripes on fuselage. Used paint mask for N-number.
    - R&R accessory case & sump to access oil pump for inspection
    - Replaced broken mixture control cable.
    - Resurfaced exhaust ports due to erosion (observation only)
    - Replaced exhaust system
- RV-6 N6GY, s/n 23070, 1996 - 2001
    - Complete build from standard (non-prepunched) kit. Lycoming O-360 modified with forward facing Airflow Performance injection.
- Navion N5221K, 2002 - present
    - Performed typical preventive maintenance:
        - Oil and filter changes
        - Clean & gap spark plugs
        - Cleaned Injectors
        - Replaced tires and tubes
        - Replaced battery
        - Clean and repack wheel bearings
        - Serviced landing gear struts
    - Rebuilt nose landing gear strut
    - Resealed main gear strut
    - Replaced flap torque tube

- Replaced all bushings in flap actuating mechanism
- Resealed hydraulic actuating cylinders for main & nose gear and flaps
- Replaced left inboard flap bracket
- Installed flap gap seals
- Replaced main tank fuel gauge with correct King-Seely gauge
- Replaced wing tip nav lights with combo LED position and strobe lights
- Installed MX-20 MFD
  - Replaced right hand instrument panel
  - Installed EI FL-2 fuel gauges for Main/Aux and L/R Tip tanks
  - Changed main tank fuel sender from King-Seely to resistive type to work with new gauge
- Engine conversion from Lycoming GO-480 to Continental IO-550B (Druett STC)
  - Changed from basket mount to tubular mount with fiberglass lower cowling and nose bowl
  - Replaced firewall with NOS SS firewall
  - Replaced left and right hand instrument panels
  - Replaced all fuselage and FWF wiring, switches and circuit breakers
  - Installed JPI EDM-800 engine analyzer
- R&R Continental IO-550B engine for overhaul
- Overhauled Continental IO-550B engine
- R&R propeller for shop overhaul and reseal
- R&R fuel pump for overhaul
- R&R flow divider for overhaul
- Replaced pulley-drive starter adapter with flat-back style
- Replaced starter
- Replaced magnetos and harness
- Replaced exhaust system
- Installed Navworx ADS-600B ADSB system
- Replaced elevator trim tabs
- Replaced JPI EDM-800 engine analyzer with EI MVP-50 engine monitor
  - Replaced Shadin fuel flow transducer with FT-60 "Red Cube"
  - Replaced EGT & CHT probes
  - Replaced oil pressure, oil temp sensors
  - Installed vacuum, hydraulic pressure, manifold pressure sensors
- Installed tip tank fuel transfer system
- Replaced alternator, voltage regulator, circuit breaker and associated wiring
- Replaced landing lights with LED replacements
- Replaced rotating beacon with LED beacon

- RV-6 N6GY, s/n 24633, 2002 - present
  - Built from standard (non-prepunched) kit.
  - Installed Lycoming O-360 modified with forward facing sump and Airflow Performance injection.
  - Fabricated custom instrument panel with molded switch/control sub-panel. Designed and built annunciator panel circuit board and molded fiberglass housing. Installed all

wiring for Dual screen GRT EFIS panel with GNS430w, SL-30, SL-70, SL-15, TruTrak VSGV autopilot, Dynon D10A.

- Taylorcraft L-2 N67654, 2014 - present
  - Built a complete set of wing ribs using self-made jigs and router templates based on original Taylorcraft drawings.
- Navion N4983K – CAF restoration, 2015 - present
  - Installation of structural beef-up kit
  - Sheet metal repair
    - nose gear trunk
    - nose wheel well opening
    - fuselage skin and structure for passenger step attachment
  - Replaced Tinnerman clips with nutplates throughout aircraft
  - Installation of leading edge vent kit
  - Installed fuel selector
  - Modified original basket mount cowling as a removable shell for use with the tubular engine mount
  - Mated wing halves connecting wing fuel tanks with accumulator tank
  - Mated fuselage to wing
  - Fabricated and installed numerous solid fuel and hydraulic lines
  - Installed Continental IO-470H engine on tubular engine mount
  - Repaired heater control valve