



EAA 31 Newsletter

NULLUM GRATUITUM PRANDIUM

February, 2008

Club Info

President: Dave Petersen
Email: aristotelian1@msn.com
Phone: 344-3200

Vice-president: Ben Hallert
Email: ben@vipmail.com
Phone: 285-0041

Treasurer: Randy Stout
Email: rj3stout@gmail.com
Phone: 343-4252

Meetings are held on the first Wednesday of each month at 7PM, with dinner starting about an hour earlier.

Monthly pancake breakfasts are held on the second Saturday of the month, usually around 9AM in the morning.

Founded in 1957, EAA Chapter 31 is one of the oldest Experimental Aviation Association chapters running. Located on-airport at 775 Creswell, OR, follow the Snoopy sign to find the clubhouse.

<http://eaa31.org/>

Inside this issue

- ARC report on 51% rule
- Oregon Senator criticizes general aviation user fees
- 1,000 WAAS approaches
- February meeting minutes

ARC report on experimental and 'custom built' aircraft

On February 8th, the AmateurBuilt Aviation Rulemaking Committee (formed by the FAA on 7/26/2006) released their final report and made some suggestions regarding the future of experimental-built aircraft.

The committee was formed to chiefly address concerns regarding the role of commercial assistance in construction of experimental aircraft (FAR 21.191). This regulation permits someone to build an aircraft that, "...the major portion of which has been fabricated and assembled by persons who undertook the construction project solely for their own education or recreation."

They expressed concern over businesses that might be seen as reducing the amateur role to signing of checks, with minimal actual involvement in building the aircraft in question. Some fast build programs have drawn attention over the years, and there are businesses that market themselves in such

a way as to suggest that they are essentially aircraft factories.

The commission found that many amateur builders use "too much commercially provided assistance" and



By Ben Hallert. Will professionally built 'flying hotrods' become popular?

that in some cases other persons essentially fabricate and assemble aircraft for applicants, with falsification of the eligibility statements following.

The committee also noted that the FAA definition of experimental, amateur built aircraft does not sufficiently define what limits of commercial assistance are acceptable, that the kit evaluation process (for determining which kits meet the 51% rule) is not standardized, and that the FAA officials tasked with mak-

ing the final determination in regards to licensing of each individual aircraft may need additional training to better understand the nature of the problem.

They could not agree on what constituted a 'major portion' of aircraft construction (in regards to the amateur's involvement in building).

While the FAA is, in this instance, loathe to introduce new rules governing the process, the commission suggested consideration be given to creating a new classification for "custom aircraft", much like custom automobiles built by hotrod enthusiasts and, in some case, speciality shops.

Some internet forum discussions suggest that the 'custom aircraft' classification would allow experimental aircraft to be built, but would require an A&P for inspections and any major work, essentially the same as certified aircraft.

Oregon senator criticizes user fees

Gordon Smith(R) of Oregon made AOPA news this month after delivering scathing criticism of user fees while speaking in public to acting FAA Administrator Bobby Sturgell.

"I do not agree with the premise that we have to create a new bureaucratic system to pay for the improvements to the air traffic control system. I see no reason why we cannot use the current system of fuel and excise taxes to fund the FAA and the Next Generation Air Transportation System (NextGen). The money needed to pay for the NextGen system can be collected through the current financing structure," he said during the speech, specifically responding to a \$25 per flight turbine tax.

The article, in the February 8th AOPA ePilot newsletter, reports that he has twice voted against user fees, once in May '07 and once in September '07.

cratic system to pay for the improvements to the air traffic control system. I see no reason why we cannot use the current system of fuel and excise taxes to fund the FAA and the Next Generation Air Transportation System (NextGen). The money needed to pay for the NextGen system can be collected through the current financing structure," he said during the speech, specifically responding to a \$25 per flight turbine tax.

The article, in the February 8th AOPA ePilot newsletter, reports that he has twice voted against user fees, once in May '07 and once in September '07.



1,000 WAAS Approaches

The FAA has certified 1,000 WAAS approaches nationally, and approved a total of 1,028 approaches at 577 airports. Costing roughly 1/20th as much as installing an ILS, WAAS uses GPS plus correction signals to provide precision approaches using modern GPS units like the WAAS version of the popular Garmin 430.



Shelley Humble (the airport manager of 77S) has researched what's required and says that the airport would need an active weather report-

ing system (most likely an ASOS) and some updated runway markings. An FAA survey of the surrounding terrain would also be needed.

At a recent Creswell City Council meeting, About Time Aviation CFI Paul Preziose spoke to the benefits of installing approaches into the airport, and the dropping costs for precision approach GPS avionics may make WAAS a good match for the airport.

February meeting minutes

February 6th, 2008 Meeting

The meeting started with our great hamburger/hotdog/Chili Bar-B-Q party at 6:00.

Meeting called to order at 7:01 PM by V.P. Ben Hallert (President Dave Peterson was out fixing a major plumbing problem) Sec./Tres. Randy Stout

was also present. 26 members and guests were in attendance. Guests included Jim Davis and Jack Coberly.

Member and clubhouse manager Dave Heisley reminded the club that the water will be turned back on just before this meeting. This method keeps Dave's water rights solid. Thanks for the water each year!!

Ex-President Bruce Curtis reminded everyone about the regular breakfast that Chapter 31 holds monthly, and the date this month will be 2/12/08.

The Secretary/Treasurer then reminded the group that dues for 2008 are now due. Please send your checks to 86277 Panorama Rd., Springfield, OR 97478 payable to EAA Chapter 31, or just see Randy at the meeting.

June minutes (continued)

Thanks to everyone who has already renewed their membership!

Shelly Humble, our airport manager, is still considering putting a lock on the EAA gate. Still no major objections. We will wait until she is ready to proceed, then get the word out to our members.

Dave Petersen had asked the Secretary to look into the possibility of the chapter becoming a 501-c-3 charitable organization. He reported that his CPA advisor felt that this would not work for our organization. Several members suggested trying another CPS or contacting EAA directly. This has been done, and it looks like we are on track again.

President Dave had asked for any ideas for 2008 as club projects. Most in attendance agreed that the most important project was to replace the sliding glass door and windows with better ones and lights out on the patio. The purchase of a Press/Brake was also considered. Some felt that since we had sold our tools due to the difficulty of maintaining a shop inside a meeting house/eating area, we shouldn't go back down that road. Others felt that this one item was, by its nature of being large, non-messy and probably a tool most didn't have, a good fit for the club. Several people will look for a good buy and report back to the membership.

Dave also had asked for everyone to send in their pictures for a collage of last falls YE and 50th anniversary fly-in.

George Coulter had asked if he could get his name tag. A show of hands indicated that several people also did not have a name tag. It was agreed that the name tag maker would be at the upcoming breakfast, and available

at every meeting to solve this problem.

It was noted that EAA will be having some workshops in March, check you email for dates. Also, APOA will be having a seminar at LCC on 2/19.

Rod Johnson rose to report about a traffic accident earlier in the day that claimed the life of Cliff Guse, a well respected LCC Aviation Tech instructor. Our condolences to his family.

Jack Coberly rose to report that Oakridge C of C will have a fly-in on May 17th and 18th. Call him or show up with your bird if you can. 895-3422.

If you go online, check our EAA.ORG for their new electronic calendar of events. Bruce Curtis asked if anyone minded him paying for our hostgo.com domain for our website. No objections were noted.

V.P. Ben then opened the floor for a quick show of hands to collect data for the Mo-Gas report. Several questions then followed, which Ben duly recorded and will forward to headquarters. It is quite a problem for those of us with STC for Auto Gas, and now no place to purchase Gas without alcohol. Hopefully this is the first step to straighten this mess out.

After a much more organized discussion of this and other issues, VP Hallert suggested that everyone contact EAA headquarters with their comments on this issue.

There being no other business, the meeting was adjourned at 7:58PM

Respectfully submitted,
Randall Stout
Secretary/ Treasurer



Moments in Aviation History

Rarely bred in captivity, the mother jet broods over its children protectively