



Experimental Aviation
Association, Creswell, OR

EAA 31 Newsletter

Volume 1, Issue 1

February, 2007

Inside this issue:

Inside the president's garage	1
New web forums	1
User fees and you	2
Chapter project	3
E-LSA conversion deadlines	3
February minutes	3-4
EAA discount at AS&S	4
FAA says Air Tour Rule won't hurt ea-	4
Moments in aviation history	4

Special points of interest:

- * 50th anniversary of the club
- * Fly-in scheduled for September
- * The folks at Crow-Mag are nearing flight with their Ercoupe project
- * Next meeting: March 7
- * Next breakfast: March 10

From the president's garage

It has come to my attention that EAA chapter presidents often take a few column inches of the chapter newsletter each month to ruminate on the goings on of the chapter. These abuses of the bully pulpit often have titles like "From Behind the Yoke" or "The View From the Clouds" or some such nonsense, and seem to have the tone of a State of the Union Address. Not really my style.

So this month, and when I can think of something semi-intelligent to say in future months I bring you "From the president's garage".

Why the title you may ask? Well, because the garage is where I take care of most chapter business. It's also where I work on my Zenith 601 XL kit, hang out with friends from the chapter, and drink way too much coffee.



By Dave Petersen

My garage hasn't always been a homebuilders workshop. There are tell-tale signs on the floor that it once housed automobiles, but that was before we bought the house. Originally used it as a holding area for furniture and books during the difficult "blending of the households." Eventually it became storage for Melinda's gardening supplies and tools, with little room for actual work to get done.

Most building sequences start with the empennage, then wings, and, finally, the fuselage. My building sequence is: Garden Shed, !

empennage, wings, bathroom remodel, and someday, fuselage.

The process of homebuilding always involves compromise.—Dave

Newsletter changes

As you may have noticed, we've changed the format of the newsletter. We'll be soliciting articles and ideas from the chapter, so get those juices flowing.

We'd also like to take this opportunity to gratefully acknowledge all the hard word Phil Writer has put into keeping the newsletter going. Phil will continue to write for the newsletter, but the lucky guy doesn't have to deal with getting the whole thing out the door to a hundred bouncing email addresses anymore.

Phil will be keeping us all in news about what's going on out at Crow-Mag, so keep those eyes peeled for his next update!

New web forums

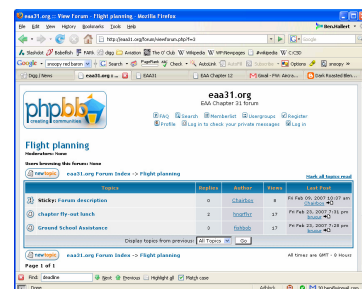
The website now has a public forum for posting messages.

<http://www.eaa31.org/forum/>

The new forum software has three areas set up, 'General Chatter', 'Airplane

tech', and 'Flight planning' (for organizing flights/meetings, etc).

Drop on by, register an account, and put it in your rotation. If you have any comments or suggestions, send me an email.



User fees, the FAA, and you

If you haven't written a letter to the FAA or our reps yet about the proposed user fees, now might be the time. The FAA plans to propose increased fuel taxes and the addition of user fees. I haven't flown in Europe, but I've heard that it's awful expensive because you're charged for each landing, use of ATC, and more. \$30 a pop to do touch & goes at normal general aviation airports, and that could be the future of flight here. Eugene, Portland, Salem, any place with towers could become awful expensive places to fly to if this passes.

From http://www.eaa.org/govt/user_fees_eaa_briefing.html:

"Possible fees assessed could include:

- a. Weather Briefings Fees
- b. Flight Planning and Filing Fees
- c. Landing Fees
- d. Security Fees
- e. Other Airport Service Fees
- f. Written Test Exam Fees
- g. Airman Certificate Issuance and Renewal Fees
- h. Aircraft Airworthiness/Modification Approval Fees
- i. Potentially any contact with the civil aviation agency

A combination of these fees can run anywhere from \$10-\$50 minimum for a basic local flight to well over \$300 for a long cross country flight using a live weather briefing, flight plan, flight following, and landing fee."

Also, in some of the countries that have user fees, these fees are mandatory whether you want to use the services or not, so even Randy and his private strip might find himself sending checks out each month.

If you would like to write some letters sharing your opinion regarding user

fees, these are the folks that represent us in Congress:



Daniel and Rusty, keeping it real at the 2006 fly-in.

House of Representatives:

Peter Defazio
405 East 8th Ave.
#2030
Eugene, OR 97401
Phone: (541) 465-6732

Senators:

Smith, Gordon H.
404 Russell Senate
Office Building

Washington, DC 20510

Phone: (202) 224-3753

Wyden, Ron

230 Dirksen Senate Office Building
Washington DC, 20510

Phone (202) 224-5244

The EAA itself has been aggressively lobbying against these userfees, but it's just one group. They've encouraged members to write in as well. Physical letters are always held in greater regard than faxes or e-mail, so time to track down some stamps, whatever they cost these days.



Remember kids, only YOU can prevent legislation!

Experimental Aviation Association, Creswell, OR

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: rjstout@comcast.net
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/>

Crow-Mag Happenings

Phil Writer reports that the Ercope project is really moving. They've been working on it and hope to fly it in April.

Good luck, guys, can't wait to see it in the air!

Chapter project

We'll be doing a project on aircraft scratch-building soon. Bruce, Dave and Ben plan to build some Zenith 601 wing-ribs out of raw aluminum over the next few weeks and plan to demonstrate the process at an upcoming meeting. One of our plans is to build some recognizable aircraft parts for the Fly-In. Dave and Ken are also putting together the Van's Toolbox project. If anyone is interested in helping, send an email to ben@vipmail.com or post on the new forums on the website.

If anyone is interested in building a whole plane, there are a few folks interested in that too. Zenith?



Chapter 31 project?

E-LSA conversion deadline

Just a reminder, the deadline for converting a fat ultralight to an E-LSA is January 31, 2008. We still have a kit for doing this at the clubhouse for sale, I think any reasonable offer will be accepted, but work quick. A year may seem like a long time, but when the FAA is involved, every minute counts. A note, Part 103 _will_ still exist afterwards. I know some of y'all mentioned you had heard that ul-

tralights would be 'deleted' by the Sport Pilot rules, but according to sportpilot.org, 103 will still be around.

There'll probably be more scrutiny on ramp weights, especially after the deadline, so it might be time to get the scales out. Did I mention the chapter has an E-LSA conversion kit for sale?

**Convert your
'Ultralight
trainer' to an E-
LSA by January
31, 2008 or
you're sunk.**

February meeting minutes

The meeting started with our great hamburger/hotdog/Chili Bar-B-Q party at 6:00. Meeting called to order at 7:10 PM by President Dave Petersen with V.P. Ben Hallert and Sec./Tres. Randy Stout present. 21 members and guests were in attendance.

Member and clubhouse manager Dave Heisley reminded the club that the water has now been turned back on.

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 2/10/07. (It is the 2nd Saturday for those who are already planning March)

The Secretary/Treasurer then re-

minded the group that dues for 2007 are now due. Please send your \$25 checks to 86277 Panorama Rd., Springfield, OR 97478 payable to EAA Chapter 31, or just see Randy at the meeting. He also had an item that needed to be identified, and Brent Burgess was the lucky winner of a Dewalt T Shirt.

Pres. Dave Petersen then rose to fi-

February minutes (continued)

nalize the dates for the 2007 club activities. He suggested we have the fly-in on September 8th and 9th due to an August conflict with the Eugene Fly-In and Airshow. He also finalized the Christmas Dinner date for December 8th. He reminded everyone about the web site and asked VP Hallert to download the picture of the group from 1995 (?) so that members can log on and try to identify those faces with the lost names. Ben suggested we have all members log onto the site due to excess spam accumulating.

Speaking of web sites, it was suggested by Bob Severns to have a section for people to sign up for fly-outs during the year. Ben will try to make this happen. Also, Dave wants to see the Web site updated weekly with an event calendar and asked everyone to send all the info for the newsletter to EAA31@msn.com to be posted by our webmaster.

Ex. Pres Bruce Curtis brought in 2 pictures for the group donated by long ago member Mike Mellor. One picture was of Wally Olsen flying his Jenny with Mary on the wing strut. The group decided to keep this picture for the wall. The other was the first edition Air and Space poster from April/May 1986, framed. The group decided to try to sell this on eBay.

V.P. Ben Hallert, who is now coordinating YE's asked for names of pilots who might be willing to fly and passed around a clipboard for names. He wanted several YE dates to be determined, along with the EAA Chapter 31 fly-in in September.

Phil Groshong then rose to ask the group to consider putting on a breakfast at the upcoming Fly-In and Airshow in Eugene in August. He also suggested we might want a Booth and to fly YE's. This will be under discussion at the next meetings.

There being no other business, the group resumed watching a DVD on the Zenair and Subaru engine conversion, both part of the "Homebuilt Help" series of DVD's. Ken Schmidt will be presenting a demo on replacing broken studs/ stripped threads in crankcases using a Heli-Coil at the next meeting. After this demo, Phil Writer said he will bring in the DVD "16 Right".

There being no other business, the meeting was adjourned at 8:25PM

Respectfully submitted,

Randy Stout, Secretary/Treasurer

EAA discounts at AS&S

Aircraft Spruce has a deal for EAA members. If you have the EAA Platinum Visa, you can get up to 10% off on your orders, no extra steps needed. To get more information on the EAA card, visit www.eaa.org.

FAA says Young Eagles can soar

Last month's concern that the new Air Tour Rule would effectively kill the Young Eagle program has been addressed, and the FAA has assured everyone that the rule changes will not affect the program.

"Everyone we met with at FAA assured us that there was no intent to harm the Young Eagles program in any manner through the air tour rule," said Tom Poberezny, the EAA President.

