



Experimental Aviation  
Association, Eugene/Creswell, OR

# EAA 31 Newsletter

NULLUM GRATUITUM PRANDIUM

January, 2008

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## Notes:

- \* Next meeting: February 6th
- \* Next breakfast: February 9th
- \* Sportair.com—  
Construction classes in Watsonville, CA next month

Shakespeare wrote "What is past is prologue" .As 2008 begins I'm taking a moment to look back on 2007 and look forward to the year ahead..

2007 was the chapter's 50th year, and we celebrated that fact with a very successful fly-in in September. With the assistance of Shelly Humble, the Creswell Chamber of Commerce and the entire chapter we flew 112 young eagles, met and made friends out of several hundred of our neighbors, served a couple of hundred meals and actually made a profit.

But an EAA chapter is not defined by just the big events, it's the smaller more personal things I'll remember about 2007. The saga of Ben Hallert's airplane purchase, Ken Schmitt's demonstration of helicoil installation, John Kuehl's presentation of his fiberglass skills, 12 dinners and 12 breakfasts and dozens of stories to go with each.

Looking ahead we've got big plans again for our fly in, and maybe a smaller young eagle event or two. We've approved an expenditure to repair our failed



By Dave Petersen

windows and I'd love to see our website expanded.

I hope we can work together to preserve the chapter's proud history and make some new history in 2008.

Dave

## From Squadron 13

To all members and friends our next meeting will be at HIO ( Hillsboro) on Feb 9 (Sat) at 1200 at Sheepsen Restorations (next to the terminal building) front room. We have the honor to have Ben Carson be our guest speaker. He was one of the raiders that went to Maken Island at the beginning of WW2 and was on the " long march". He will also talk about the efforts to find the remains of the marines left behind and bring them home. Last month on history channel there was a program (Gunbattles)

about the Maken Island raid and Ben was the interviewed person . This will be also be a good meeting to fly in or taxi over if the weather is good. Park near the fuel mushroom or on Premier Jet Center ramp. After the meeting there will be a tour of Classic Air Museum to see all the planes and their projects.

For all that missed the last meeting the elections were as follows:

- Bruce Lamont  
Newsletter editor
- Lanny Zoller  
Secretary
- Steve Householder—CO
- Gary Hagstrom—XO
- George Lamont  
Treasurer
- Scott Rider Web  
Editor

If you received more then one email let me know so the mailing list can be adjusted also check out the Squadrons web site for information [www.squadron13.org](http://www.squadron13.org) and if you get lost or have a question call the hanger number.

Hope the turnout is great!

Steve Householder  
CO Squadron 13  
Hangar # 503-615-0617

## January meeting minutes

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

Meeting called to order at 7:05 PM by President Dave Peterson with V.P. Ben Hallert and Sec./Tres. Randy Stout present. 19 members and guests were in attendance.

Member and clubhouse manager Dave Heisley reminded the club that the water will be turned off following the meeting, to be turned back on before the next meeting in February. 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 1/12/08.

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.

Member Tom Cunningham spoke about his recent engine failure and subsequent off airport landing. Quite a ride, and he suffered some back injury. Any one you can walk away from, even if you hobble, is a good (not great) landing.

Tom Pruess then rose to speak about his Loehle 5151 that he is still working on, and a P-26 project that he is now also working on. Keep on poundin' the sheet metal Tom!

A lively LSA medical rules discussion, the change in the fuel nozzle size at Creswell airport and the March 15th

ethanol alcohol in avgas rule then ensued, with a few members becoming quite animated. It is a topic that brings out a lot of emotion and apologies might be needed if anyone felt stepped on.

President Dave then gave out the yearly volunteer pins and award certificates. Thanks to everyone who contributed to a very good year full of interesting events.

It was noted by Dave also that Shelly Humble, our airport manager, asked if we would be adverse to putting a lock on the EAA gate. Most members had no objections, and with a little planning, we all should be able to use it effectively and with only minor inconvenience.

Dave also asked the Secretary to look into the possibility of the chapter becoming a 501-c-3 charitable organization. He will report back in February.

Doug Kindred noted that there will be on EAA Copperstate fly-in, at least with EAA support, due to an increase in insurance costs for these type of events. He suggested that Arlington may have the same problem this year also, and will report back.

Secretary Stout reported on the recent state mandated and county approved private airport safety overlay zone that was recently adopted. 5 airports in Lane county are included, and it allows for most aviation activities to continue and keeps growth (buildings or plants) from encroaching on the approach and departure paths.

**(January minutes, continued)**

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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.

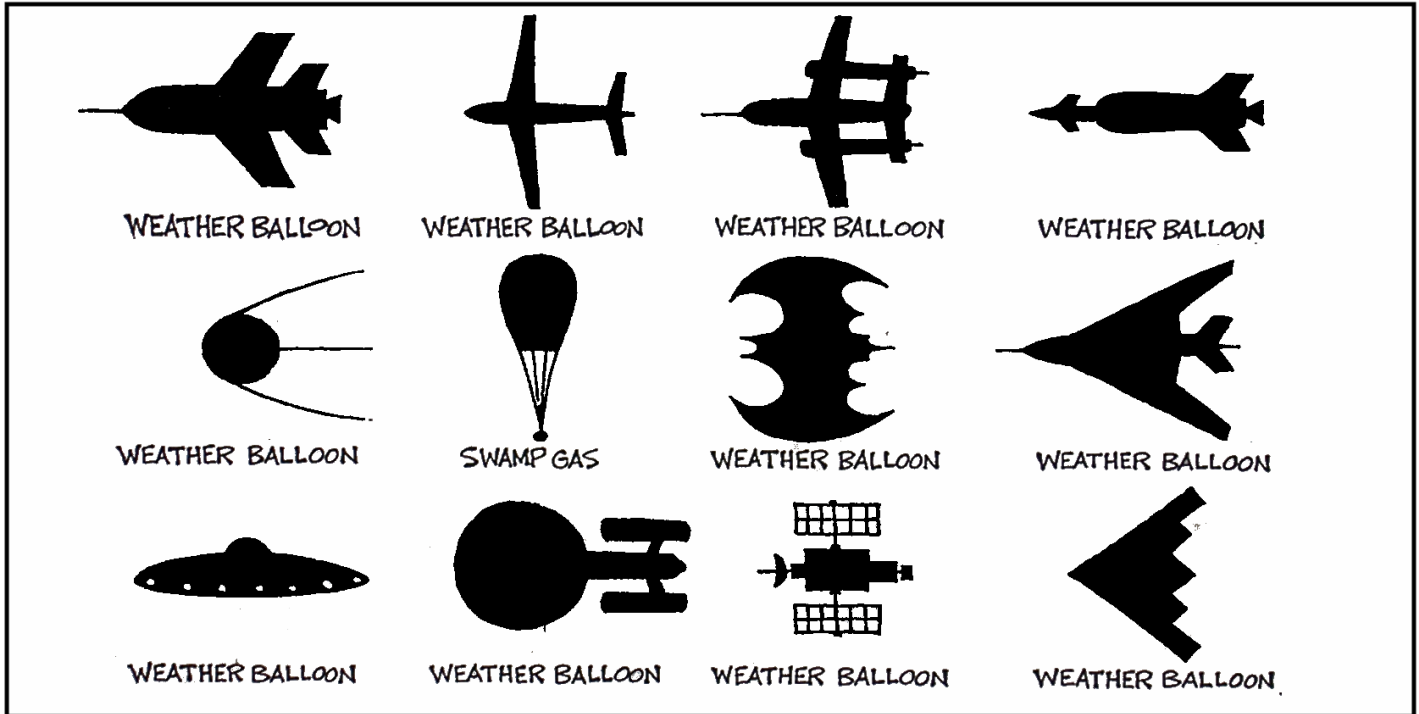
Founded in 1957, EAA Chapter 31 is one of the oldest Experimental Aviation Association chapters running. Located on-airport at 775 Creswell, OR, follow the Snoopy sign to find the clubhouse.

<http://eaa31.org/>

### Crow-Mag Happenings

No update this month, Ben's fault!

## US Airforce Official Aircraft Identification Chart



President Dave asked for any ideas for 2008 as club projects. The most commonly expressed idea was to replace the sliding glass door and windows with better ones and lights out on the patio. In addition, Daniel Cathy wants to have more fly-outs by the club this summer. Also, he asked if we could have a YE/Old E flying event this spring.

VP Ben Hallert asked if anyone had a transponder for sale. John Kuehl said he had one, and so a marriage was quickly made in heaven for this transaction.

George Coulter asked if he could get his name tag. There being no other business, the meeting was adjourned at 8:20PM

Respectfully submitted,  
Randy Stout, Secretary/Treasurer

### E-LSA deadline passes

The EAA e-Hotline newsletter notes that: "The day that's been looming for more than three years - January 31, 2008 - arrived Thursday, and with it the hard deadline for owners of two-place or "fat" ultralights to submit their aircraft registration (n-number) application for converting their aircraft to an experimental light-sport aircraft (E-LSA). Owners whose registration applications were received by the FAA by Thursday may apply for an exemption obtained by EAA last week, enabling them to schedule an airworthiness inspection through January 31, 2010. Unfortunately, those who missed the deadline won't be able to certificate their airplanes in the E-LSA category. " It goes on to describe some possible fixes, but they aren't easy.

[http://www.eaa.org/news/2008/2008-01-30\\_deadline.asp](http://www.eaa.org/news/2008/2008-01-30_deadline.asp)

### Editorial: Cessna 162/China decision unwise

Cessna's decision to construct their new LSA, the Cessna 162 Sky-catcher, in China has met with poor response from many. Cessna claims that the only way they can meet the \$112K price is to do the construction elsewhere, but many domestic LSAs have been brought to market successfully by smaller companies.

Even among folks who don't object to outsourcing in general, the decision on using the communist People's Republic of China to build an American plane has been met with skepticism, anger, and frustration. It'll be interesting to see how this pans out, but a PR disaster like this could really hurt sales, not to mention jobs.