



Experimental Aviation Association, Eugene/Creswell, OR

# EAA 31 Newsletter

NULLUM GRATUITUM PRANDIUM

June, 2007

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## Special points of interest:

- \* 50th anniversary of the club
- \* Fly-in scheduled for September
- \* Group considering project construction
- \* Next meeting: July 11
- \* Next breakfast: July 14

As some of you may remember from the June meeting, I had an encounter with the new face of Flight Service that left me a bit frustrated. For those who missed it or wisely tuned me out, I'd like to share my experience again in the hope that it may save someone grief and, maybe, show up in a Google search sometime for someone else researching the type of problem I ran into.

In the beginning of May, I flew to Columbia, CA (O22) in my Cherokee. I called 800-WX-BRIEF for a flight briefing, with special attention towards security concerns. In this day of popup TFRs, vigilance is both cheap and necessary.

I spoke with a briefer. I outlined my route and we chatted, getting good weather data and wind options, then I asked the necessary question: "Are there any NOTAMS or TFRs I should know about?" There were some equipment outages for precision approaches I would-

n't use, so I was ready to go.

I fueled, pre-flighted, then lifted off heading south. Enroute, I stopped in Med-



By Ben Hallert, pictured with his equally concerned son Alex.

ford and Redding for Fuel and exercise, then flew direct to Columbia. Speaking with ATC on an active Flight Following regime, I had an extra set of eyes on me to help with traffic avoidance, and the whole system seemed to be working great. On the way, I passed close to Beale Air Force Base in central California, snapping some pictures.

I landed at my destination, camped out and partied with my friends, then returned home via the same basic route the next morning.

It was a great flight, and I enjoyed seeing so much of the left coast. Until, that is, a few days later when an AVWEB.COM article described that a TFR in place around Beale had recently been penetrated by a general aviation aircraft and was

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## New EAA Chapter

A new local EAA chapter has formed!

Based at the Oregon Air and Space Museum at Mahlon Sweet field, the new chapter will focus on Vans RV-series aircraft and will serve as an additional resource for local builders.

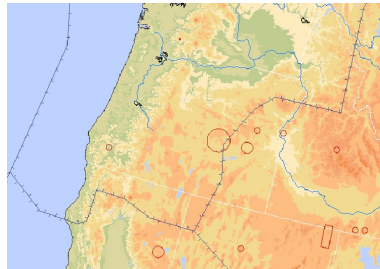
Meetings are held on the first Monday of each month starting at 7PM at the museum, and each will feature a technical demonstration and discussion of local news of interest to builders. EAA31 welcomes the new chapter to the Willamette Valley and we look forward to seeing more local experimental aviators.

More to come in future issues, stay tuned.

## Lockheed, FSS, and safety in redundancy (continued)

almost involved in a mid-air with a drone.

My stomach dropped, and I suddenly became pale. TFR? And was I a pilot that had violated a TFR? I looked for more information on the incident and couldn't find it, so I spent an almost sleepless night tossing and turning, wondering what had happened. I had called for a briefing, and I had asked for TFRs. How could this happen?



Current TFRs in Oregon, do you know all of them?

The next day, I found the text of the actual TFR itself. Sure enough, a 10NM TFR existed around Beale, from ground to space. I wasn't sure if I had come within 10 miles of Beale, but I sure could see it, so I was worried.

I continued reading, however, and found the following:

"ALL AIRCRAFT ENTERING OR EXITING THE TFR MUST REMAIN IN TWO-WAY RADIO COMMUNICATIONS WITH ATC"

I suddenly realized that as a Flight Following user, I was in fact covered and had not, in fact, violated the TFR. I was very relieved for about 5 minutes before realizing something: There's a 50/50 chance that I'll use Flight Following on any long flight. Sometimes, I just like to enjoy nothing more than the drone of my Lycosaurus while sight-seeing my way back and forth. If I hadn't decided to use FF, I could have inadvertently pierced a TFR, even after having ASKED the briefer!

Not only that, but I could have been killed, they mentioned a near-miss (Near miss? Seems like 'near hit'

would be more appropriate, and a 'near miss' would be the one that generates the NTSB accident report) with a drone. While there would be a certain irony to being killed by a robot, it's a fate I'd rather avoid, so this incomplete briefing (which made no mention of being deactivated on the weekends) could have put my life in danger.

what I learned? Don't just get the briefing, check online too if you can. California now typically has two TFRs, Disneyland and Beale. I've properly transited both now. Washington has MOAs and occasional TFRs, and the president can show up anywhere on short notice. But be careful with the new briefing system, and use the same care for redundancy that you do with instrument flight, eg redundant forms of data.

Your relieved friend in the air,

Ben

### Project Status?

We'll begin maintaining a list of current project status reports, including planes being built, maintained, or just flown.

Please mail your current aircraft or project info to [ben@vipmail.com](mailto:ben@vipmail.com)

### Experimental Aviation Association, Eugene/

President: Dave Petersen  
Email: [aristotelian1@msn.com](mailto:aristotelian1@msn.com)  
Phone: 344-3200

Vice-president: Ben Hallert  
Email: [ben@vipmail.com](mailto:ben@vipmail.com)  
Phone: 285-0041

Treasurer: Randy Stout  
Email: [rjstout@comcast.net](mailto: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 77S Creswell, OR, follow the Snoopy sign to find the clubhouse.

<http://eaa31.org/>

### Crow-Mag Happenings

*(Note from editor: Due to a spectacular mis-use of time and poor scheduling on my part, I neglected to call Phil W. for a status update on Crow-Mag until it was too late. With sincere apologies and the promise to buy a calendar so this doesn't happen again, Ben.)*

## Cirrus unveils 7 place personal jet

Cirrus Design has unveiled a new 'Personal Jet', and will market it as the cheapest jet available. Powered by a Williams FJ33-3, the plane will seat seven and cruise at roughly 300kts.

As with other Cirrus aircraft, it will be equipped with a ballistic parachute system for use in emergency. Because of unique challenges inherent in a plane of this configuration, the chute will deploy through the windshield and should offer an exciting experience when fired.

Cirrus is currently taking \$100,000 deposits and they have a certification target of 2010.



## E-LSA Conversion Reminder

Individuals converting aircraft into an experimental light-sport aircraft (E-LSA) have until January 31, 2008, to complete the E-LSA registration, the E-LSA airworthiness inspection, and the E-LSA certification process. The FAA will guarantee that your registration and certification packet will be reviewed and your E-LSA aircraft inspected in sufficient time to meet the January 2008 deadline if applicants

meet three deadlines.

The chapter has a conversion kit available, inquire about it at the next meeting if you might need it.

Remember, if you're flying a fat ultralight or other UL Trainer, it will be worth its scrap value only once the deadline is past and will no longer be legally flyable if it has not

been properly converted.

Time is growing short, and the options for the owner of such a vehicle will rapidly become limited. If you know any ultralight pilots outside of the chapter that may not be aware of this, consider forwarding a copy of this to them.

## June meeting minutes

June 6th, 2007 Meeting

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. 22 members and guests

were in attendance. Jeff Clark the credit manager at Kiefers was a guest and potential member. He is building an RV. Welcome!!

Ex-President Bruce Curtis reminded everyone about the regular breakfast that Chapter 31 holds monthly, and the date this month will be 6/08/07. (It is the 2nd Saturday (the 14th) for those who are already planning July)

Pres. Dave asked anyone with aviation pictures of interest to send them to the web site. Also, send any articles you may have or make on the 50th anniversary of the club.

The Roseburg Air Fair will be held on June 29th this year. Unfortunately, this is the same weekend as the Golden West Fly In, so you gotta make a choice.

## June minutes (continued)

Rusty Bartel will be tearing down his barn and could use some help in exchange for some wood. Call him if you can lend a hand.

A new EAA Chapter is starting based at the Oregon Air and Space Museum at the Eugene Airport. Former EAA Chapter 31 Tech Counselor Wally Anderson and a few others have banded together to form the newest EAA Chapter in the area. They will be focusing on building with many hands on demo's. We wish them the very best and hope that "the more the merrier". Both chapters have their strengths and will appeal to a diverse group of pilots and builders. Any EAA'er or guest is always welcome in both groups.

President Dave noted that the next meeting will not be on the 1st. Wednesday (due to the 4th or July), but will instead be held on the 2nd Wednesday at the regular time and place. Be there for a great program and planning session for the upcoming 50th anniversary fly-in!

Speaking about the 50th fly-in, airport manger Shelly Humble asked us to attend the next airport commission meeting to get permission to shut the airport down for a brief time to allow the RC modelers a chance to fly. Richard will attend and see if this can be accomplished.

President Dave then handed out a stack of business cards to each member. These cards answer many Young Eagle questions and have a contact number on them. It is our intention to invite as many potential Young Eagles as possible and this is a great way to give out the info quickly. Good work Dave!

Members Bill Dewey and Randy Stout have both donated refrigerators to the club. We now have a separate unit for

Breakfasts, Drinks and Dinners. Thanks to Rusty Bartel and Daniel Cathy for moving them in.

V.P. Ben Hallert then ranted (his choice of words) about the capricious TFR's and Flight Service non-helpful attitude about notifying pilots about them. Rant on!!

Rod Johnson then gave a quick speech about the LCC Flight Tech program. He is concerned about their lack of funding and general negative attitude toward GA. He felt that support within LCC itself was lacking citing the specific example of assigning the aviation computer lab to the art department. I am sure I missed something, but as a recent graduate, he was not that thrilled with the direction that the program was heading.

The group assembled to watch another in the Homebuilt Help.com

series on scratch building basics.

There being no other business, the meeting was adjourned at 8:15PM

Respectfully submitted,

Randy Stout,  
Secretary/Treasurer

