



Experimental Aviation
Association, Eugene/Creswell, OR

EAA 31 Newsletter

NULLUM GRATUITUM PRANDIUM

May, 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: June 6
- * Next breakfast: June 9

(From the internet, author unknown)

One fine hot summers afternoon there was a Cessna 150 flying in the pattern at a quiet country airfield. The Instructor was getting quite bothered with the student's inability to maintain altitude in the thermals and was getting impatient at sometimes having to take over the controls. Just then he saw a twin engine Cessna 402 5,000 ft. above him and thought, "Another 1,000 hrs of this and I qualify for that twin-charter job! Aaahh.. to be a real pilot going somewhere!"

The 402 was already late and the boss told him this charter was for one of the Company's premier clients. He'd already set MCT and the cylinders didn't like it in the heat of this summer's day. He was at 6,000 ft. and the winds were now a 20kt headwind. Today was the 6th day straight and he was pretty dang tired of fighting these engines. Maybe if he got 10,000 ft. out of them the wind might die off... geez those cylinder temps! He looked out momentarily and saw a B737 leaving a contrail at 33,000 ft. in the serene blue sky. "Oh man," he thought, "My interview is next month. I hope I just



don't blow it! Outta G/A, nice jet job, above the weather... no snotty passengers to wait for ..."

The 737 bucked and heaved in the heavy CAT at FL330 and ATC advised that lower levels were not available due to traffic. The Captain, who was only recently advised that his destination was below RVR minimums, had slowed to LRC to try and hold off a possible inflight diversion, and arrange an ETA that would helpfully ensure the fog had lifted to CATII minima. The Company negotiations broke down yesterday and looked as if everyone was going to take a dang pay cut. The F/O's will be particularly hard hit as their pay wasn't anything to speak of anyway. Finally deciding on a speed compromise between LRC and turbulence penetration, the Captain looked up and saw Concorde at Mach 2+. Tapping his F/O's shoulder as the 737 took another bashing, he said "Now THAT'S what we should be on... huge pay ... super fast... not too many

routes...not too many legs... above the CAT... yep! What a life...!"

FL590 was not what he anted anyway and he considered FL570.

Already the TAT was creeping up again and either they would have to descend or slow down. That dang

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Builders Assistance

EAA Chapter 31 has many accomplished builders and technical counselors, are you taking advantage of this resource?

If you're building or restoring, don't forget to call on the decades of experience in the club. If you've run into a snag or would like someone to demonstrate a tool technique, either speak up at the next meeting, post a message to the forums, or email someone in the club, and we'll make sure you're in put in touch with the right person.

Forums:
<http://eaa31.org/forums/>

Email:
eaa31@msn.com

Or call:
541-285-0041 (Ben)

Pilot careers (continued)

rear fuel transfer pump was becoming unreliable and the F/E had said moments ago that the radiation meter was not reading numbers that he'd like to see. Concorde descended to FL570 but the radiation was still quite high even though the Notam indicated hunky



The tailwinds are always better on the other flightlevels

dory below FL610. Fuel flow was up and the transfer pump was intermittent. Evening turned into night as they passed over the Atlantic. Looking up, the F/O could see a tiny white dot moving against the backdrop of a myriad of stars. "Hey Captain" he called as he pointed. "Must be the Shuttle." The Captain looked for a moment and agreed. Quietly he thought how a Shuttle mission, while complicated,

must be the-be-all-and- end-all in aviation. Above the crap, no radiation problems, no dang fuel transfer problems...aaah. Must be a great way to earn a buck."

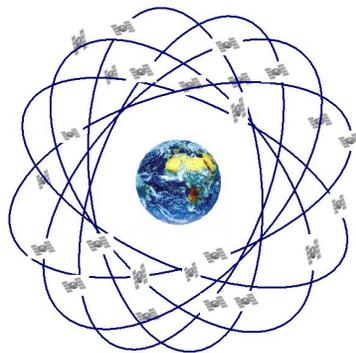
Discovery was into its 27th orbit and perigee was 200ft out from nominated rendezvous altitude with the comm-sat. The robot arm was virtually U/S and a walk may become necessary. The 200ft predicted error would necessitate a corrective burn and Discovery needed that fuel if a walk was to be required. Houston continually asked what the Commander wanted to do but the advice they proffered wasn't much help.

The Commander had already been 12 hours on station sorting out the problem and just wanted 10 minutes to himself to take a leak. Just then a mission specialist, who had tilted the telescope down to the surface for a minute or two, called the Commander to the scope. "Have a look at this Sir, isn't this the kinda flying you said you

wanted to do after you finish up with NASA?" The Commander peered through the telescope and cried Oooooohhhh yeah! Now THAT'S flying! Man, that's what its all about! Geez I'd give my left nut just to be doing THAT down there!"

What the Discovery Commander was looking at was a Cessna 150 in the pattern at a quiet country airfield on a nice bright sunny afternoon.

Boy, I'll tell you...pilots are never happy unless they are drinking beer and looking for a better job.



IFR GPS Scare

Recent FAA circular 90-100A had many people concerned that all non Garmin 400-500 IFR GPS's would be invalidated for IFR operations, but both the AEA and FAA have just announced that the wording would be fixed and no change to accepted equipment was intended for this release. The original release suggested all Northstars and other non-Garmin IFR setups would be VFR only.

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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 77S Creswell, OR, follow the Snoopy sign to find the clubhouse.

<http://eaa31.org/>

Crow-Mag Happenings

Phil Writer reported the status of the Ercoupe (more on next page, see "Ercoupe test flight") and describes that a conversation regarding the possible formation of a Eugene branch of the EAA will take place at the Eugene Aerospace Museum on Monday, June 4th at 7PM.

Ercoupe test flight

Bob Severns reports that the 1946 Ercoupe 415-C that that the group was once involved with has successfully flown! Bob flew as the test pilot and Richard Curry (the owner) accompanied him as required crew, monitoring performance and temperatures. The flight was performed out of the Eugene airport and went smoothly with only minor hiccups (the most noticeable one being a tendency to track to one side on rollout, there's speculation that the nosewheel might need alignment).



Bob Severns and Richard Curry prepare to start N2744H for first flight

Great work, guys, it's good to hear that this classic is flying again!

McMinnville FSS Closing

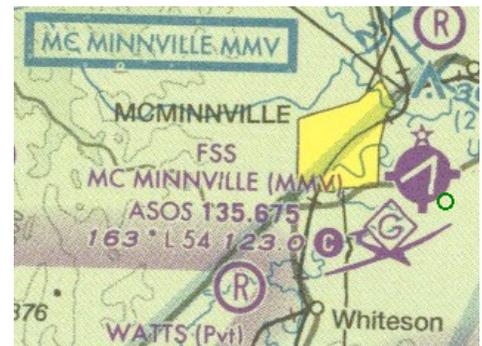
The McMinnville Flight Service Station will be closing on June 4th, 2007. Aviation services will move and be provided by the Western Service Area Hub in Prescott, Arizona.

Some of the briefers will move to the new hub, and in-flight frequencies and procedures will remain the same. The 866 direct number will no longer

work, but the standardized 800-WX-BRIEF one will.

The staff at McMinnville encourage users to visit the Pilot Web Portal at www.afss.com which features the same information used by briefers.

800-874-0102—Oregon Department of Aviation, Airports Division



May meeting minutes

May 2nd, 2007 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 President Dave Peterson with V.P. Ben Hallert and Sec./Tres. Randy

Stout present. 19 members and guests were in attendance. Mike

Welna (?) and Robert Richardson attended as guests for the first time. Welcome!!

Ex-President Bruce Curtis reminded everyone about the regular breakfast that Chapter 31 holds monthly, and the date this month will be 5/12/07. (It

is the 2nd Saturday for those who are already planning May)

The Secretary/Treasurer then reminded 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 will have a list on unpaids with him.

March minutes (continued)

Daniel Cathy noted that OPA will be chartering a jet to take folks to the Reno Air Races this September. Cost will be determined by how many races you will attend. Roughly \$200/person/day

V.P. Ben was absent for some of the meeting due to a delay in his return trip from an attempt to purchase a Warrior in Shelton Wa. He apparently left the check at home, but will complete the deal ASAP.

Pres. Dave asked anyone with aviation pictures of interest to send them to the web site.

It was noted that the EAA B-17 Aluminum Overcast will make a visit to EUG on May 18th to 20th. See it if you haven't already, it is well worth it!

Also, 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.

The Zenith (is that an airplane?) group fly in will be May 5th. Where? Not mentioned or I missed it. Call Pres. Dave for help.

Clyde Blakely memorial service will be on Sunday, 5/6 at the Lowell Grange.

The Eugene Air Show (Phil fest) will be on August 25th and 26th. Where? Oh come on, even I know that one.

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 8:20PM

Respectfully submitted,

Randy Stout, Secretary/Treasurer

8th Annual Wally Peterson Memorial



FLY-IN

Sat. June 2, 2007
Lake Chelan Airport

Pancake Breakfast
8:00 am-11:00 —EAA Chapt. 424
Lunch — 11:00 by Lake Aero

See Miss Veedol,
1931 Bellanca replica
and the RC Model
Little Miss Veedol



Info: 509 682-4109

www.lakeaero.biz

Moments in Aviation History



With the new Super Jumbo 380 flying, Airbus turns its manufacturing and design skills to the lucrative biz-jet and commuter market.