



Experimental Aviation Association, Eugene/Creswell, OR

EAA 31 Newsletter

NULLUM GRATUITUM PRANDIUM

October, 2007

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Special points of interest:

- * Next meeting: November 6
- * Next breakfast: November 10

September 14, 2007

TO: EAA CHAPTER PRESIDENTS

Dear EAA Chapter President,

Another year will soon be coming to a close. Some of you have served as Chapter President for a number of years, while some have only served a year or two. Quite possibly, you've learned more about people during that time than about airplanes.

While reading the thousands of Chapter newsletters over the years, including those published this year, aviation has been made richer because of your efforts in the Chapter. I liken them to an aviation "church" (over a thousand of them) not only in our fine country, internationally as well. As I've said so many times, EAA is an aeronautical, educational and social organization with high standards that have moved aviation forward in a manner no other organization has accomplished. It was some 50 years ago – several years after the founding of EAA, when Ray Stits of River-

side, California contacted me regarding the forming of an EAA Chapter. He and several others were interested in building airplanes at the Flabob Air-



port. We thought it was a good idea and, as the Chapter program grew, they endured organizational challenges but continued to grow with excellent facilities and membership at Riverside.

I enjoy the Chapter President editorials featured in the newsletters, the leadership shown and, at times, the frustrations and ability to overcome them. The quality of information in the newsletters is a clear reflection on the dedication and work of the fine newsletter editors and writers who submit the material. E-mail seems to be a growing fad – at least to me. I guess I'm still in the old school of years past as this message is being written with pencil and paper... but more modern technology will take it from here.

Your organization started way back – January 26, 1953. It seems like it was yesterday when in November of 1952 I asked my wife, Audrey to send out postcards to a small group of fellows who I thought may be interested in the forming of a local (Milwaukee) airplane builders club. They showed up that wintry January night in a snow storm for a meeting in the dope and fabric shop at

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ADSB by 2020?

The FAA released a proposal this week that would require all aircraft flying in the nation's busiest airspace to be equipped with Automatic Dependent Surveillance Broadcast (ADS-B) avionics systems by 2020. Satellite-based ADS-B is the lynchpin of the Next Generation Air Transportation System (NextGen). In its [notice of proposed rulemaking](#) (NPRM), which at this writing was not yet published in the Federal Register, FAA states that ADS-B avionics would be optional for aircraft not flying in controlled airspace.

(from EAA eHotline)

EAA History & the Future (continued)

Curtiss Wright Airport (now Timmerman Field).

Living EAA every day since the year 1953, watching it grow and witnessing how it has changed lives "for the better" as we have so often been told by our members. The Chapter network has played an important role in this endeavor.

Please give your Chapter members our regards and a special thank you to your newsletter editor for putting those 26 letters of the alphabet into valuable news and building the togetherness we enjoy.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION

Paul H. Poberezny
Founder and Chairman of the Board

P.S. Some members have written to me about the high cost of the light sport aircraft. Of course we can't do much about free enterprise or their cost. Maybe someone will come up with a low cost, plans-built or even a kit to meet the challenge (such as Sonex Aircraft here in Oshkosh). Some of you may remember the EAA Design Contest of years ago won by Peter Bowers with the Fly Boy - creative thinking???

October Minutes

The meeting started with our great hamburger/hotdog (and Melinda Petersen's great chili!) Bar-B-Q party at 6:00.

Meeting called to order at 7:07 PM by President Dave Petersen with V.P. Ben Hallert and Sec./Tres. Randy Stout present. 31 members and guests were in attendance. Guests included Paul Buehler and Michael Wellman (who are now our two newest members), Mike Berger and several other folks who slipped in.

Welcome to all!

Everyone was reminded about the regular breakfast that Chapter 31 holds monthly, and the date this month will be 10/13/07. (It is the normally the 2nd Saturday (the 10th) for those who are already planning November)

President Dave Petersen spent most of the meeting critiquing the Fly-In, punishing the innocent and rewarding the guilty. (Just kidding!!) He asked everyone to share stories of the event, and made a list of improvements for the next Fly-In. Among the improvements suggested were: a better gate system, keep the kids in the FBO area and set up the games there and a PA system.

Ben or someone of equal stature was quick to rise and suggest a round of applause and a big THANKS! to Dave and his family for their tireless efforts to make the Fly-In a big success. How big? We flew 112 Young Eagles and served over 300 breakfasts and lunches. Dave turned in \$376 to the treasurer as profit from this very fun venture and noted that we have over \$200 in food for future outings. Great work and a big thanks also to Ken, Ben, Steve, Daniel, Bill (sorry, how about everybody!) and to all the pilots of the YE planes, the ground crews and their families. This was truly EAA at its best!

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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

Phil writes that his Avid Amphibian is still for sale. It's ready to be covered. He has \$17,000 invested, and will take any reasonable offer. Comes w/ engine (100hp Rotax 583, dual ignition).

The airport has been pretty quiet lately.

October minutes (continued)

Brent Burgess brought in the new name tags, so if you have never received one (or perhaps lost one) see him or Ben Hallert to pick one up. He also had T Shirts and Sweat Shirts for sale at the meeting and sold quite a few after adjournment.

Pres. Dave then mentioned that the Christmas party will be held at the clubhouse again starting at 6:00 on Saturday, December 8th. We will again be selling raffle tickets and have some great prizes.

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

Respectfully submitted,

Randy Stout,
Secretary/Treasurer

On the lighter side...

Heard at DFW

Tower: Delta 247 heavy (DC-10). You've got a Cessna 206 freighter ahead of you on long final slow to 200 kts.

Delta: Roger, no problem.

A few moments later—

Tower: Delta 247 heavy, you're still closing on the traffic in front of you, slow to 170 kts.

Delta: (Obviously irritated): Roger, slowing to 170.

A few moments later—

Tower: Delta 247 heavy. You're either going to have to go around or slow to 120.

Delta: (Losing patience). Do you have any idea what the stall speed on this DC-10 is?

Tower: No sir, but you might ask the co-pilot. He can look it up for you. He probably has the book.



BARREL ROLL

Not always the best solution.