



Experimental Aviation Association, Eugene/Creswell, OR

EAA 31 Newsletter

NULLUM GRATUITUM PRANDIUM

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This is a fair question. With other consumer electronics so inexpensive, it would seem that avionics should be less costly, but as most of you know, that's not the case and here's why—

Low Volume

—unlike manufacturers of ipods, CD players, or home computers, avionics volume is small. For example, in it's heyday, the KX-170 Nav/Comm (the most popular Nav/Comm ever sold), only managed about 1,100 units per month. It's hard to realize any economies of scale at that volume. High Cost of Compliance Manufacturers must work through as many as three different branches of the F.A.A. before they can sell the first unit. First, the design must be tested ("shake and bake" as it's often referred to) and approved by the Engineering Branch of the FAA who approves the design and issues an STC or TSO. Then, the manufacturer must get it's facility approved by the Manufacturing Inspection District

Office who approves the manufacturing facility, manufacturing processes and quality control procedures. If the manufacturer wants to repair what it sells, it must then get approval for a Manufacturing

through the local FSDO to receive their Repair Station License and it's almost impossible to equip even a modest shop for under \$250,000. Most shops have closer to \$500,000+ invested in test equipment, manuals

(manufacturers charge for manuals. Not only is the shop required to have current manuals for all avionics they work on, but the must have a current library of maintenance manuals for any aircraft they work on. For example, the Beech KingAir series library is about \$3000.00. Last, the shop is often charged a fee for being located at an airport. The fee is usually based on the shop's gross volume and ranges from a high of 8% (Reno) to 0.02% (Columbus, OH). Of

course, there are some airports, like Charlotte County, that don't charge tenants fees, but those airports are fewer and fewer. As you can begin to appreciate, the cost of manufacturing and selling avionics is capital intensive. Now that you know, the next time you look at avionics prices, you'll marvel that they're as good a bargain as they are.



Phil McCoy, Vice President, Marketing & Technical Services Eastern Avionics

Repair Station through the local Flight Standards District Office (FSDO). Three FAA approvals just to ship the first unit! It adds significantly to the cost of each radio especially when pro-rated over a relatively small volume. Of course, the avionics dealer (like Eastern Avionics International), also must work

Special points of interest:

- * Christmas Dinner! December 8th
- * No December newsletter

November 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 7:03 PM by President Dave Petersen with V.P. Ben Hallert and Sec./Tres. Randy Stout present. 23 members and guests were in attendance. Guests included Jan Gilhousen (a guest of Leonard T's). Welcome to all!

Everyone was reminded that there will not be a Wednesday night meeting in December, but plan on attending the regular breakfast that Chapter 31 holds monthly, and the date this month will be 12/8/07. Not coincidentally, we will be having our annual Christmas Party that evening at 6:00. Everyone please confirm the number attending, whether they will be having Prime Rib or Salmon and what type of item you are bringing. We will again be selling raffle tickets and have some great prizes. This will be a great party, so plan on it now!

Ken Schmidt is now our Technical Counselor. If you have a project that requires another set of (more experienced) eyes, give him a call. Thanks Ken for taking on this very important job.

All the folks who flew YE's at our recent Fly-In should remember that Shelly Humble at Creswell can comp them some gas. Drop on by when she is around and ask about it.

Secretary Stout spoke about the county adoption of new regs for private airports in the county. They will now have an overlay that will keep any structure or growth from en-

croaching on the approach or departure end of the strip. This is a State law and requires the county to adopt the legislation as soon as possible. Conrad Magnuson from CroMag strip has been pushing it, and it now seems to be accomplished. Thanks Con and others for helping preserve our private strips for the future.

Michael Narkin then rose to mention that the new state of Oregon rules that require 10% ethanol for all auto gas will cause all the current STC's for MoGas to become unusable. He is hoping that we can purchase non-alcohol gas from a distributor in the future. Keep your ear to the ground on this one.

Daniel Cathy spoke about a meeting at Cottage Grove involving the ODOA and local hangar owners. They intend to fence the entire field as soon as possible to keep the thefts down and for transportation safety. It seems someone also stole the gas computer, so you can't fill up until it is replaced.

Rusty Bartel and Daniel spoke about the recent engine failure for member Tom Cunningham's bird. He put it into a field and semi-walked away. (It seems he has 2 cracked vertebrae and needs to be on his back for a couple of weeks) Daniel and Rusty helped rescue the remains of the bird, but many items had been scavenged.

The OACAC will be holding their Air Tour of Oregon this summer on 7/20/07. Stops in McMinnville, Hood River, Joseph, and Nampa, ID. It should be a great time.

Bob Severns then spoke about the

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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.

November minutes (continued)

desire of some of the members to purchase tools for the clubhouse from some of the profits the club might be making on breakfasts etc. He suggested that these tools be large enough not to walk off, and specialized enough that most people would not need them very often. A press/Brake/shear came to mind. This will be looked at more closely in January.

Ben Hallert mentioned that he just returned from a trip to Santa Monica, where he paid \$4.92/Gal for avgas. That stings!

Daniel Cathy then gave a very good presentation on

his trip from Oregon to Florida to deliver Len Tarrant's Luscombe that he recently sold. Thanks Daniel, I almost felt as if I were in the co-pilot's seat when you were speaking.

There being no other business, the meeting was adjourned at 8:35PM

Respectfully submitted,

Randy Stout
Secretary/Treasurer



When window doesn't offer the view you're wanting or the ventilation fails to cool you, ask your flight attendant. Alternate seating may be available.