



Experimental Aviation
Association, Eugene/Creswell, OR

EAA 31 Newsletter

NULLUM GRATUITUM PRANDIUM

September, 2007

Inside this issue:

From the President's Garage	1-2
Cessna buys Columbia	1
Creswell Air Fair	2
Crow-Mag Happenings	2
Electronic Logbook website	3
FAA unveils new complaint website	3
September Meeting Minutes	3-4
An appeal for WWI parts	4
Moments in Aviation History	4

Special points of interest:

- * 50th anniversary of the club
- * The air fair was a success!
- * Next meeting: October 3
- * Next breakfast: October 12

I've always been interested in history, Ancient history, Revolutionary war history, Presidential history and, as you might expect, Aviation history.

Aviation history was made in 1957 when a small group met to discuss a "home made" airplane club. The meeting was at the home of Darrel Delong who had placed an ad in the local paper and would become the first president of the Western Oregon Chapter of the Experimental Aircraft Association. Charter members included Glen and Wayne Commons, Robert Steen, Russ Stewart, Donald Aldridge, R.A. Johnson and Dick VanGrunsvan.

Kits for aircraft didn't really exist in 1957. Plans were often featured in Popular Mechanics Magazine. The Pober Junior Ace designed by EAA founding president Paul Poberezny was one such design. A few sheets of hand drawn blue prints, perhaps a materials list with some suggestions as to suppliers and the builder was on their own. The EAA was founded in 1953 to promote sport aviation and assist homebuild-



By Dave Petersen

ers through its publication "The Experimenter". The first issues were a couple of mimeographed pages with pictures stapled to them, published from founder Poberezny's basement with the help of his wife Audrey and a handful of aviation enthusiasts.

By the time what was to become Chapter 31 started, "The Experimenter" had grown to 24 pages and was the voice of experimental aviation. It, and a desire to fly had brought that handful of people together in 1957. A year later in 1958 "The Experimenter" had become "Sport Aviation and Experimenter"

We don't know much about that first meeting at Darrel Delong's house. I imagine a meeting not unlike what we do every month at the chapter. Something to eat, and some time to meet new

and old friends, a little business and lots of talk about airplanes. 600 meetings later Chapter 31 has a chapter hanger at the Creswell airport where we meet the first Wednesday of every month at 6 for dinner and 7 for a meeting with lots of talk about airplanes. We talk about Cessnas, Pipers, and about "home made" airplanes. We're also part of an organization of 170,000 members and over 1000

(continued, page 2)

Cessna buys Columbia

Columbia Aircraft of Bend simultaneously filed for Chapter 11 bankruptcy this month as Cessna announced that it was acquiring it.

Cessna has been seeing strong competition from Cirrus in the high-speed realm of single piston general aviation, and while they've been working on their NGP (Next Generation Plane, internally dubbed the 'Cirrus Killer'), having the expertise and designs of Columbia (who currently holds the single engine piston speed title w/ the Columbia 400) should do much to improve their chances.

From the President's Garage (continued)

chapters that publishes "Sport Aviation" (136 glossy pages last month)

The "home made" airplanes have become more complex, the plans more detailed, and now kits are available for airplanes that cruise at 300 knots.

It makes me wonder what Chapter 31 members will be building in 50 more years.

Dave

"It is just as silly to water-cool an airplane engine as it would be to air-cool a motorboat with all that water about." — William B Stout, in a letter to the Aircraft Board, 1917"

Creswell Air Fair

This year's Air Fair went fantastic. We flew 112 Young Eagles (Thanks pilots!), raised money for the chapter, and made a positive impact on the community. A number of local businesses contributed, including Ray's Market (who made a 50th birthday cake for the chapter).

An even like this is best described w/ pictures, so here are a small sample. There are more coming to the website, so be sure to check there often.



Ken Schmidt at the Young Eagles station at this year's Air Fair



Experimental Aviation Association, Eugene/

President: Dave Petersen
Email: aristotelian1@msn.com
Phone: 344-3200

Vice-president: Ben Hallert
Email: ben@vipmail.com
Phone: 285-0041

Treasurer: Randy Stout
Email: rj3stout@gmail.com
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 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.

Electronic logbook

<http://www.logshare.com/> is a free, online logbook that's easy to maintain and can be a good backup.

It can track flight currency, night currency, your instrument approaches, and so on. It'll even send you alerts when you're about to lapse in one of those areas.

You can export your data from it to something that can be loaded into Excel.

Date	Type	Ident	Route	Flight	Day	Night	Actual	Simulated	Simulator	Approaches	Night	Cross	Solo	PIC	SIC	Dual	As Instructor
08/18/07	PA-28-151	N33139	775-775-543	2.4	2							2.4	2.4				XC to Snohomish v
08/19/07	PA-28-151	N33139	543-775	2.9	1							2.9	2.9				XC back home w/
08/26/07	PA-28-151	N33139	775-CLS	1.8	1							1.8	1.8				XC to pick up Marc
08/26/07	PA-28-151	N33139	CLS-775	1.6	1							1.6	1.6				XC back w/ both t
08/29/07	PA-28-151	N33139	775-775	0.2	2									0.2			TUG and FS after c
08/29/07	PA-28-151	N33139	775-OR78-775	0.7	2									0.7			Landed at Danieli
08/30/07	PA-28-151	N33139	775-OR78-775	0.7	2									0.7			Greg as pass. hande
08/31/07	PA-28-151	N33139	775-775	0.4	5									0.4			Touch & goes
09/01/07	PA-28-151	N33139	775-775	0.4	1									0.4			Pushovers, scenic
09/08/07	PA-28-151	N33139	775-775	3.2	9									3.2			Young Eagles High
09/17/07	PA-28-151	N33139	775-775	0.5	4									0.5			TUG, power off st.
09/19/07	PA-28-151	N33139	775-775	0.4	2									0.4			TUG, high winds, p
09/22/07	PA-28-151	N33139	775-543	3.0	1							3.0	3.0				XC, headwinds, H
09/23/07	PA-28-151	N33139	543-775	1.9	1							1.9	1.9	1.9			Night XC, Kaydes
09/25/07	PA-28-151	N33139	775-OR78-775	0.9	2									0.9			Laura as pass. Man
09/26/07	PA-28-151	N33139	775-CLS	1.6	1							1.6	1.6				XC w/ Laura, repa
09/26/07	PA-28-151	N33139	CLS-775	1.7	1							1.7	1.7				Night XC back w/
09/29/07	PA-28-151	N33139	775-530	0.4	1									0.4			Young Eagle picku
09/29/07	PA-28-151	N33139	530-530	0.8	1									0.8			Young Eagle flight
09/29/07	PA-28-151	N33139	530-775	0.6	1									0.6			Returning home, T
20	1	1	10	26.1	39	2	0.0	0.0	0.0	0.0	0.0	3.6	16.9	0.0	26.1	0.0	0.0
195	4	6	43	168.9	303	24	0.0	3.0	0.0	0.0	0.0	13.2	66.9	0.0	131.1	0.0	49.7

FAA unveils new complaint website

The FAA has created a website for tracking user satisfaction with the Lockheed-Martin Flight Service contract.

<http://www.fsfeedback.gosysops.info/>

In February of this year, Lockheed Martin consolidated 58 flight service

stations into 3 hubs. Concerns over changes in the level of service offered has been expressed by many in the aviation community. This website is designed to collect feedback to determine what, if any, changes should be made.



September meeting 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 7:10 PM by President Dave Petersen (I promise to spell it right from now on!!) with V.P. Ben Hallert and Sec./Tres. Randy

Stout present. 26 members and guests were in attendance. Guests included Paul Buehler (for the second time), Dave Kester, Michael Bateman (guest of Bill Robinet), Tom Cunningham building a Rans S-12 (who became our newest member!), and Virgil and Bridget Pratt (working on a Stitts Skycoupe and learning to fly in a C-150) Welcome to each of them!!

Everyone was reminded everyone about the regular breakfast that Chapter 31 holds monthly, and the date this month will be 9/8/07. This will also be a lunch as it falls during our 50th Anniversary Fly-In (It is the 2nd Saturday (the 13th) for those who are already planning October)

President Dave Petersen spent most of the meeting outlining plans for the

September minutes (continued)

Fly-In and gathering volunteers for various positions. He noted that many Creswell area organizations plan to have booths or participate in some other way. Ray's grocery will be providing a cake, the Boy Scouts will be helping with the clean up and providing Root Beer Floats, Hotshots Coffee will be pouring and Siuslaw Bank will have a booth next to the Creswell Fire Department (So Lane RFPD) Be sure to make this (historic) event!!

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 will have T Shirts for sale at the Fly-In

Randy Stout spoke about the article he is writing regarding the clubs history and 50 years of aviation. He is intending to write a historical review of our last 50 years and send it to Sport Aviation when done. If you have any historical info you can pass on about the early days of the club, please send it to rj3stout@gmail.com.

Ben Hallert gave a quick YE report and went over the qualifications needed to fly (legally and with insurance) YE's at the Fly In. One qualification that is often overlooked is the necessity to be a member of National EAA to participate. He also noted that some free AvGas will be available to pilots who participate in flying YE's

The program for the evening was a DVD from Steve Avelsdon about the CH-701

There being no other business, the meeting was adjourned at 8:18PM

Respectfully submitted,
Randy Stout, Secretary/Treasurer

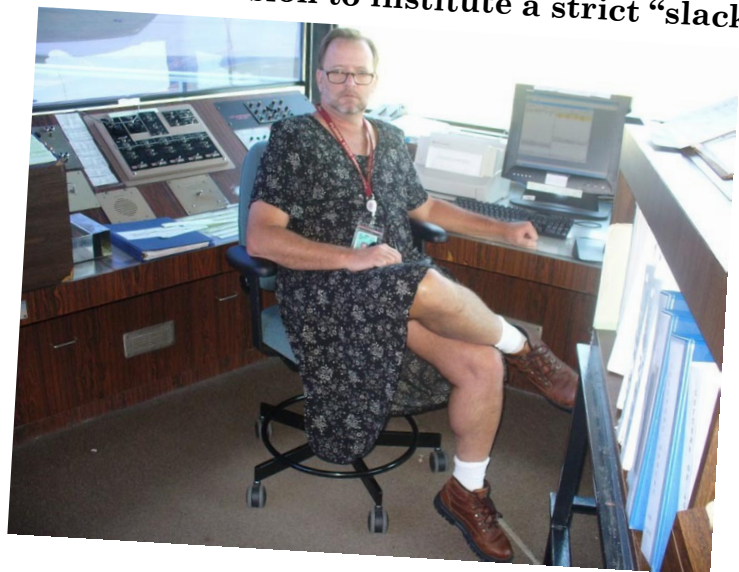
I am helping a fellow (Jerry Yagen) <http://www.fighterfactory.com/> locate World-War-One era engines/airframes or replicas. Hispano-Suiza, Mercedes, Hall-Scott, Liberty, OX-5, Siemens-Halske, Oberursel, Clerget, LeRhône, Gnome, other rotaries, etc. If you know of anything for sale or trade I'd appreciate any information.

I also do aircraft construction/restoration (tube-and-fabric, wood, aluminum etc.) if I can be of service to anyone.

A mention of the engines in your newsletter or website would be much appreciated.

Sincerely,
Russ Lassetter
EAA# 0448996
Cleveland, Georgia
rblassett@alltel.net
706-348-7514

Moments in Aviation History
The FAA's decision to institute a strict "slacks,



casual shirts w/ collars, or dresses" dress-code
has had unexpected consequences.