



JOIN US HAVING FUN FLYING

AUGUST 2007

Chapter Activities 2007

August 2007

15 Membership Meeting
 17-19 Van's Homecoming
 25-26 Norwest Fly-Fest, Eugene, OR

September 2007

15 Ontario Air Faire
 19 Membership Meeting

October 2007

17 Membership Meeting
 25-28 Copperstate Regional Fly-In

Officers

President: Ken Simmons 208-452-7107
 Vice Pres: Burt Harger 208-549-2067
 Treasurer: Cheryl Cruson 541-889-9081
 Secretary: Dale Cruson 541-889-9081

Board of Directors

Dick Strawn 208-452-3149
 Jim Mann 541-889-8958

Technical Advisor

Alan Daniels 541-889-2205

Flight Advisor

Jerry Waggoner 208-452-4902

Young Eagles Coordinator

Vacant

Website eaa837.org

Ken Simmons 208-452-7107
 webmaster@eaa837.org

Newsletter

Ken Simmons 208-452-7107
 webmaster@eaa837.org

Presidents Message

I trust everyone enjoyed the hottest July on record for Idaho. It's not very conducive to flying unless you're practicing for a trip to the sun. August should be a little cooler, but plenty warm enough to enjoy a little ice cream at our monthly meeting. Please bring your favorite topping.

Hopefully, Pete Morgan will give a talk on his trip to Florida to watch the shuttle launch. Either way, let's make it a night of aviation stories. They don't have to be as a pilot. Any aviation related story will do.

I hope everyone remembers that the Ontario Air Fair is coming up on September 15th. It would be great if we could have a presence there. I don't have a hangar there anymore, but Chris Droege has offered his for use along with the Snake River Valley Modelers.

There was also some discussion at the last Air Faire meeting about a Young Eagles event. This will not be on the day of the Air Faire, but we need to have the details set by then so we can advertise the event. I believe Dale Alexander is going to assist and should be at our August meeting.

I don't have much of an

update on the hangar. It could still be several months before the funds re available. We have a draft lease from the City of Payette. There are some items in it that don't fit our needs, but I'm sure we'll be able to work them out. The plan is to go ahead and execute the lease while we're waiting for the funds. That way we have our spot reserved.

See you at the meeting.

Ken

Come join us for the August meeting on Wednesday, the 15th, 7:30 PM at the Payette Airport. We're having an Ice Cream Social so please bring your favorite topping.

Meeting Minutes July 18, 2007

Meeting called to order by President Ken Simmons at 7:35. The minutes were read by Treasurer Dale Cruson and accepted. The treasurer reported checking balance is 8374.31 and there are 5308.21 in the savings account with a check for 30.00 to Ken Simmons.

Old Business:

Ken Simmons reported that Mary Cordova of the City of Payette said they would have a tentative contract for the hanger land lease available reasonably soon. Dale Cruson reported that Dave Koeppen said the City is getting the process ironed out for working with the Payette airport committee. Dave indicated that the process will be much faster in the future and the airport committee will have much more say as to the lease agreements.

Dick Strawn asked why the attendance has been slipping so much

lately as the numbers have been decreasing. Pete Morgan said he thought it is just the summer heat and everyone is so busy. The club board will look into it with possibly a survey sent out.

New Business:

Pete Morgan reported that a super cub tipped upside down on the runway at Ontario. It was piloted by John Sweitzer and he accidentally caught some large tundra tires and tucked a landing gear under.

Cheryl Cruson reported that Scott Trainer told her that 60,000 dollars may not be coming through for the runway extension for Ontario. He said that the city council will study it and see if the financing can be found. If they can't find gap funding then the engineering fees and the grant will be lost. The project has been let for bid already but funds are getting hard to find due to the new cut backs in Salem.

Dale Cruson reported on the progress of the Hatz biplane. Bill Hagar is going to fly it for the first time and will

also have to get the inspection from the FAA.

Dick Strawn gave a quick report about Arlington. He said that it rained a little but the weather was not a problem. The ultra light section seemed a little less than usual but everything else seemed to be about the same.

Ken Simmons asked if the club had any ideas how would be the best way to find the funds for the expenses of the new hanger. Bob Troxel said that the Nampa EAA chapter raised the dues to cover them, then they lowered them when it was determined that the extra funds were not needed.

The Baker Fly-in is going to be July 27th and 28th.

Ideas were presented for functions and the best seemed to be an Ice Cream Social with Root Beer.

Pete Morgan was asked to give a report at the August meeting about his trip to Florida for his cousin Barbara Morgan's launch.

Respectfully submitted Dale E. Cruson

Q & A:

Question of the Week

In the July issue of *Sport Aviation*, your *ASK EAA* column regarding aircraft lighting mentions a person flying at night (after sunset) with just navigation lights. FAR 91.205(c)(3) (visual flight rules night) lists under required equipment, "An approved aviation red or aviation white anti-collision light system on ALL U.S. registered civil aircraft." It also mandates certain standards for aircraft certified af-

ter certain dates, but the first sentence, as above, mandates ALL U.S. registered aircraft to have some type of anti-collision light system for operation at night.

Answer:

Your definition of "night" is not consistent with the FAA regulations. Night starts at the end of evening civil twilight, as published in the American Air Almanac, which is approximately 25-30 minutes AFTER sunset depending on your latitude and longitude. (Ref: 14 CFR 1.1) The regulations require that

nav lights be operated from sunset to sunrise (Ref: 14 CFR 91.209), but anti-collision lights are required *only* at night, per your reference to FAR 91.205. Thus, during the period from sunset to the end of civil twilight, only navigation lights are required.

Aircraft certificated after March 11, 1996 are required to have an anti-collision light system during other than night under Part 23. These aircraft are required by FAR 91.205 to have anti-collision lights for day VFR as well as night.

Airplane Transaction Travels

by Dale Cruson

On June 23, 2007, Dave Patchett and I departed Ontario, Oregon in his RV-6, eastward bound for Panama City, Florida flying on the wing of my son, Kevin Cruson. Our intent was to accompany Kevin and his fine flying machine, an S1 Pitts, from Ogden, Utah cross-country to his new home in Florida. Kevin bought the S1 Pitts in Ontario two years ago.

Dave and I arrived in Ogden for the first night of the expedition, and stayed on the airport in Kevin's hangar-home. Early the next morning, we flew east in formation. After two stops for fuel, we landed in Wichita Valley, Texas at around eight-thirty that evening, tired, hungry and spent. However, Dave managed to grease his landing on a not too big Texas runway at 36 feet wide, with plenty of length to spare.

Kevin made his arrival in Wichita Valley with a low fly-by and a

vertical climb that the S1 Pitts was not accustomed to in order to show its colors for his friend who lived near the runway. He had an idea that his friend may be interested in the airplane. To our surprise, he proceeded to sell the fine flying machine on the spot.

With one airplane less in formation, Kevin and I left Dave to enjoy airport bumming in Texas as we continued eastbound for Florida. We encountered weather in east Texas, stopped for fuel in Monroe, Louisiana, and arrived after five short flying hours at his home, approximately 12 miles east of Panama City, Florida.

I rested overnight at their home, and enjoyed their pool that hot sticky evening. I found summer weather in Florida to be enhanced by the muggy and humid climate. Early the next morning, I scooted back to Monroe, Louisiana for a fuel stop, and continued west

with the intent to rest overnight at Wichita Valley, Texas. Due to complicated weather formations about 70 miles east of the Valley, I put down to wait the weather out. The skies cleared, and I made it into Wichita Valley for dinner to watch thunderstorms blow through the small Texas town that evening.

Bright and early the next morning, we said good-bye to our Texan friends that Dave had made and headed north toward the corn fields of Iowa. We took time to view a linear irrigation system in the flat lands of Iowa, and then continued north to Minneapolis, Minnesota to rest that evening. Our mission was complete upon viewing the SeaBee airplane that Dave decided to purchase. We preceded westward bound for home with fuel stops in South Dakota and Wyoming, and arrived in Ontario just in time for dinner that evening. Our airplane transaction travels came to a close, with one more landing logged at ONO.

From EAA

Dear Chapter Presidents, Squadron Commanders, Newsletter Editors, Web Editors, Young Eagle Coordinators, Flight Advisors, Technical Counselors, Aeromedical Advocates, division and affiliate leaders and Board of Directors,

Now is the time for a major grassroots action in our campaign to defeat user fees! EAA needs your direct attention and support! Share the information below with your chapter or squadron members, fellow aviators, friends, neighbors, CAP, flying clubs, and other airport tenants.

EAA's ability to **rally aviation enthusiasts** to defend and promote personal flight has been a direct result of the strength within our chapter, squadron,

affiliate, division, council and volunteer support networks. Since the organization's founding in 1953, the success of EAA's advocacy work has depended on not only effective representation by EAA staff but also members' dedicated grassroots efforts in their local communities.

Now is the Time to Act – We face a very narrow time frame to let our congressional leaders know that the creation of user fees on general aviation operations will directly affect the national economy and the operations of all general aviation aircraft. It is critical your "NO USER FEE" message is in your elected leaders hands when they return to Washington on September 7th.

This is a critical grassroots effort. EAA supports House Bill 2881 (no user

fees), and objects to the user fee sections of Senate Bill 1300. We must mobilize as many supporters, and urge each one to participate in this campaign. The number of voices speaking out against user fees will largely determine our success.

Accordingly, I am **asking for your help** with this grassroots efforts, use this link http://www.eaa.org/govt/chapter_actions.html Working together, we can prevent user fees from being implemented.

Tom Poberezny

EAA President

**A limited number of "EAAers Unite: Say NO to User Fee" buttons and stickers are available. Please e-mail Lynn Nelson (govt@eaa.org) if you need some for your campaign.

Membership Application / Renewal Form
Required Information

Date Paid: _____ **Amount:** _____

Chapter Dues are currently \$25 per year.
Renewable each January

Name: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Phone: _____ **Email:** _____

Click if you want newsletter emailed

Current National EAA # _____ **Expiration Date:** _____

Send remittance to: EAA Chapter 837 Treasurer
375 Outlook Dr.
Ontario, OR 97914

EXPERIMENTAL AIRCRAFT ASSOCIATION
SNAKE RIVER VALLEY CHAPTER 837
5185 CALEB CT
FRUITLAND, ID 83619

AUGUST 2007

TIME VALUE

Send to: