



Snake River Valley
EAA
837



December 2007

CHAPTER ACTIVITIES

DECEMBER 2007

16 POTLUCK

JANUARY 2008

16 MEMBERSHIP MEETING

FEBRUARY 2008

23 ANNUAL BANQUET AT THE ONTARIO SIZZLER

MARCH 2008

19 MEMBERSHIP MEETING

OFFICERS

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President's Message

Here's wishing everyone Happy Holidays! This should be my last President's message. I hope the trend will continue, though. Hopefully, I will have time to write other articles next year.

If you didn't make it to the tour of the Mission Aviation Fellowship (MAF) facilities last month, you missed a great event. I wasn't aware of the scope of the MAF. It's an organization with a world-wide reach. We heard a couple of interesting flying stories and hope to invite them to a meeting to tell us some more stories.

Remember for December we don't have a regular meeting either. We'll be doing our December Potluck on Dec 16th at 1:00PM at my Father-in-law's train room in Fruitland. For those that weren't there last year or need a refresher, there is a map below with a red dot on the building. It's pretty easy to find. It's across the street from the School District office and FMTC's office. If you need any more detail, please give me a call. See you there!



Shep – Rock Foundation Pilot Scholarship Program

Bill Sando forwarded some information about the Shep – Rock Foundation Scholarship for 2008. I have the application for anyone that might be interested or if you know a young person that might be interested. **The application deadline is January 7, 2008.** Below is the basic criteria:

General Applicant Criteria:

1. U.S. citizen and resident of the State of Idaho
2. At least 16 but not older than 21 years of age
3. Proficient in English
4. Agrees to complete certificate within one (1) year of receipt of scholarship award

The Private Pilot Scholarship

The \$2,000 Shep – Rock Foundation Private Pilot Scholarship shall be used to finish the Private Pilot Certificate.

Scholarship Funding Criteria:

1. Recipient must have passed the Private Pilot Written Exam.
2. Recipient will have completed the solo flight before funding shall begin for the post solo training costs.

From:
PB Schafer
EAA Chapter 1444
Inter-chapter coordinator

Last year Chapter 1444 (and friends) celebrated our first annual "Freedom Flight" on the first day of the New Year.

Breakfast at a local restaurant was followed by a flight of 12 aircraft (not formation) all flying for about an hour to celebrate our freedom to fly.

We intend to repeat this flight on New Year's Day 2008.

I would like to encourage all the other chapter's to consider joining in this celebration.

November 30, 2007

TO: ALL EAA CHAPTER PRESIDENTS,
NEWSLETTER EDITORS

When I read through the history of your EAA, living every day for half a century plus, I truly know how time flies.

I want to share with you some of the thoughts of our members as they appeared in our *Sport Aviation* magazine back in 1963. The organization of dreamers, homebuilders and fellow aviation supporters building/designing their aircraft under the CAA/FAA 51% rule we worked so diligently for and earned is something to be treasured. One can build his or her airplane for educational and recreational purposes and friends can work with you for their own educational value. Really, we can build one half of it – the other half, such as engines, propellers, wheels, brakes, instruments, radios, items not normally within the capabilities of those who work with hand and mind can be purchased. Now we are faced with a situation of the FAA amateur building program being used for commercial purposes – from building complete aircraft or well over the half mark ... not within the intent of the program given to us by those CAA/FAA folks who believed in us. *Let's hope we don't lose this privilege.*

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION

Paul H. Poberezny
Founder and Chairman of the Board

Link to the Article: "Experimental Or Not" by [the late] Joe Kirk, EAA 2023
http://www.eaa.org/sportaviation/2007/november/1963_02_kirk.pdf
Published in *Sport Aviation* magazine; February 1963

AOPA, EAA PARTNER ON NEW AIRPORT WATCH DVD

AOPA President Phil Boyer and EAA President Tom Poberezny, leaders of the two largest general aviation associations, worked together to improve GA security during part of their Thanksgiving weekend. The two helped videotape a new introduction to AOPA's updated Airport Watch DVD. The DVD incorporates the [Airport Watch](#) slogan, "Lock up, look out," as a reminder that the vigilance of GA pilots is critical to keeping airports secure from terrorists.

Preserving Amateur-Builders' Rights

EAA Seeks New Opportunities for Fast-builds and Assistance Programs

November 21, 2007 — EAA is supporting expansion of opportunities for enthusiasts representing a broad spectrum of aircraft building and flying interests. To that end, prior to making recommendations to the FAA on amateur-built aircraft regulations last week at the Aviation Rulemaking Committee, EAA's board of Directors voted to preserve existing amateur-building rules:

EAA supports the intent of the experimental "Amateur-Built" regulation and its requirement that the majority portion of the aircraft be fabricated and assembled by amateurs for their education and recreation, while maximizing safety and promoting design innovation.

"The EAA community consistently rallies behind efforts to open as many doors as possible to aviation enthusiasts of all stripes," said EAA President Tom Poberezny. "That's why we want to protect the existing amateur-building rules, including the spirit of the 51-percent requirement, to preserve the nearly unlimited scope of that category. Under those rules, an innovator has the flexibility to construct virtually any imaginable flying machine. We don't want to lose that freedom."

EAA is also focused on the big picture: A growing number of builders want to build and fly their own airplane, but some may not want to be bound by the requirement to perform at least 51 percent of the construction tasks themselves.

In addressing that segment of amateur-built aircraft, EAA board members also voted to pave avenues for kit-building approaches and

builder-assistance programs that do not meet the 51-percent criterion:

EAA supports the revision of the existing experimental "Primary Kit Built" category to make this certification category readily available to consumers that desire to build their own personal aircraft without a restriction on the amount of commercial assistance they receive.

Accordingly, EAA Vice President of Industry and Regulatory Affairs Earl Lawrence says EAA is pushing for "a readily available alternative for many kit manufacturers and their customers." The alternative, he asserted, would entail a revision to the little known and under-used Experimental Primary Kit-Built Category.

In the mid-1980s, EAA advocated the creation of a category to address the unique needs of general aviation's kit-building segment. The outcome, the Experimental Primary Kit Built Category, does not limit the amount of prefabrication, pre-assembly, or assistance allowed in the aircraft's construction. However, the costly and burdensome requirement for manufacturers to obtain type certificates and production certificates to ensure quality standards has discouraged the category's use.

"The breakthrough we achieved in the light-sport aircraft arena, replacing expensive government oversight with high industry consensus standards, could significantly bolster the kit-built category," Lawrence said. "The standards already exist. It's just a matter of the FAA recognizing those quality and safety standards for kit-built aircraft and empowering an industry-auditing group to ensure compliance."

Lawrence foresees growing support for this approach within the EAA community. "As we discuss the importance of preserving the existing amateur-built rules and revising the kit-built category, our members are increasingly eager to weigh in with the FAA," he said.

The FAA has indicated that it will issue a policy statement after the New Year, and open a comment period thereafter.

Meeting Minutes

No minutes this time because there wasn't a regular meeting in November.

EAAers Responding To New Oregon Ethanol Law

EAA members are responding to a [newly passed law](#) in the State of Oregon requiring ethanol additives in gasoline distributed in that state. Jerry Cochran (EAA 647801) alerted EAA in late October about the new mandate that all gasoline grades contain a 10 percent ethanol blend once state ethanol production reaches at least 40 million gallons. The law is scheduled to take effect on January 1, 2008. EAA immediately alerted Oregon chapter leaders, the Oregon Pilots Association, and the Oregon Department of Aviation in a special Government e-Notice regarding the potential harmful flight safety effects the new law would have on thousands aircraft owners and operators.

Q & A:

Question of the Week

If I build my own aircraft from plans and I license it as an experimental light-sport aircraft (E-LSA), can I get my mechanics ticket for that aircraft without taking the mechanics training classes?

Answer:

If your aircraft is certificated in the E-LSA category, you'll need to take the 16-hour LSA Repairman Inspection course to qualify for the repairman certificate. It doesn't matter if you are the builder or not. You must take and pass the course to become eligible for the repairman certificate for an E-LSA, per [FAR 65.107](#).

If you certificate your aircraft in the experimental amateur-built category and you are the primary builder of the aircraft, you can qualify for the repairman certificate without any required training ([FAR 65.104](#)).

CESSNA TO BUILD SKYCATCHER S-LSA IN CHINA

Cessna's entry into the light-sport aircraft (LSA) market, the Model 162 SkyCatcher, will be built in China, the company announced today (Wednesday) in Beijing. Shenyang Aircraft Corporation (SAC), a subsidiary of China Aviation Industry Corporation I (AVIC I), will manufacture the aircraft from Cessna blueprints. Cessna will ensure compliance with the ASTM International standards for special light-sport aircraft, as well as provide on-site personnel to oversee manufacturing, quality assurance, and technical design

COLUMBIA AIRCRAFT ASSETS ACQUIRED BY CESSNA

Assets of the Columbia Aircraft Manufacturing Company were acquired this week by Cessna, which entered the high bid of \$26.4 million in an auction held through the United States Bankruptcy Court for the District of Oregon. The Bend, Oregon-based manufacturer produced the high-performance, single-engine Columbia 350 and 400 models. Those will become the Cessna 350 and Cessna 400, adding low-wing, high-performance and turbocharged piston aircraft options to the top end of the Cessna piston product line.

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