



JOIN US HAVING FUN FLYING

MARCH 2007

### *Chapter Activities 2007*

Mar 2007  
21 Membership Meeting

Apr 2007  
17-23 Sun 'n Fun  
18 Membership Meeting

May 2007  
16 Membership Meeting

June 2007  
20 Membership Meeting

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## Presidents Message

I hope everyone had a good time at our Annual Banquet. I think the event turned out well. The only complaint seemed to be the noise from the crowd next door. We usually get the whole room. I'm not sure why they split it this time. Everyone I spoke with after the event was impressed with the guest speaker, Robbie Robinson. It seems like we've had some great success with our guest speakers for many years now.

In case you missed it, the Fly-in at the Payette Airport was on March 10, 2007. The event was sponsored by the Friends of the Payette Airport Association (FOPA). Chapter members provided a breakfast and served about 175. We cleared about \$750, which was split with FOPA. I want to thank those that helped with the breakfast; Dale and Cheryl Cruson, Dale and Melissa Smith, Dave and Helen Patchett. Forgive me if I left anyone out. There were other Chapter members there, but they were helping with other activities.

The Fly-in included a flag dedication by the Civil Air Patrol with several local veterans' organizations in attendance. The

event overall went very well even with the late morning fog. Eventually, about 60 airplanes arrived and were lined up down the entire length of the runway. Check out the photos on page 2 of this newsletter. Comments from Frazer Peterson, the new President of FOPA, indicated the event was well received by local officials. I think the momentum for saving the airport is self-sustaining now and will only get better over time.

Speaking of time, it's been a while since we started working on a Chapter hangar. I don't have much additional information, but I do have a good bid from R&M Steel. No other company seems to be able to compete with their bid. I hope it wasn't a misprint. The next issue is the floor. I only have a ball park figure because we don't have engineering drawings to use for an actual bid. The last issue is assembly. Many Chapter members believe we could construct the hangar ourselves and save this expense. That is a good possibility, but we need to consider that choice carefully. Please think about these issues and be ready to discuss at the March meeting.



## Guest Speaker at March Meeting

A young lady happened to see the commotion going on at the Payette Airport on Saturday and decided to come over and check it out. Lea Gathen is an exchange student from Germany staying with a family near the airport. She went for her first small airplane ride. She would like to describe her experience for us and tell us a little about herself. Let's make her feel welcome.



**Top Left:** Overhead view of the airport with airplanes lined up along the runway.

**Center:** Similar view from the ground

**Right:** Some of the crowd with the famous EAA grill in the back ground



## THE IMPOSSIBLE TURN

By Ken Simmons

Keith Bollinger is the Safety Program manager at the San Diego Flight Standards District office and is active in aviation. His current interest is hot air ballooning, but he is no stranger to experimental aviation, having owned Stits Flutterbug, serial #101. He expressed interest in building an aircraft in the future and joining the chapter. He was promptly reminded that chapter membership was not dependent on a current project.

The seminar generated many questions by chapter members that were promptly answered by Mr. Bollinger. One major point brought up was the responsibility of the FAA and NTSB during an accident investigation. The FAA should be the first agency to respond, with the exception of local law enforcement to secure the crash site. The FAA's immediate task is to secure "perishable evidence". This includes information on weather at the time of the accident, witnesses, pictures and video, and any physical evidence at the scene.

The FAA's mission is to investigate problems attributed to air traffic control, aircraft airworthiness, and pilot competency. The NTSB, upon arrival, ensures adequate evidence is collected and acts in an advisory role at the crash site. The NTSB's mission is to determine a probable cause for the accident and recommend corrective

action to prevent future occurrences. A distinct separation must exist between the FAA and the NTSB, as the FAA is typically implicated as a factor in many accidents.

In the ensuing discussion revolving around one particular accident, the general consensus of members at the seminar placed the majority of the blame on the pilot. Poor health coupled with a dangerous combination of over-the-counter drugs minimized the pilots' decision making ability. This provides one possible explanation of incorrectly setting the fuel pump switches and the eventual "impossible turn" back to the airport.

This subject of the "impossible turn" has been widely debated. Should a turn back to the airport be attempted for an engine failure on takeoff, and, if so, is there a magic minimum attitude? Unfortunately, there is no simple answer. If a pilot chooses to return to the runway after an engine failure on takeoff, the decision must be made quickly and carefully. In order to accomplish this, the pilot must consider all factors that affect the successful completion of the turn, including pilot proficiency, aircraft performance, atmospheric conditions, and position relative to the runway. If a pilot is unsure of any of these factors, a straight-ahead landing should be attempted.

### Meeting Minutes

**No minutes this month because of the Annual Banquet**

## Q & A:

### Question of the Week EAA Information Services

Do two-seat ultralight airplanes have to be converted over to experimental-light-sport aircraft? Can they still be flown without any conversion or pilot's certificate?

#### Answer:

By definition, there is no such thing as a two-seat ultralight. Therefore, any aircraft with two seats is not an ultralight and must be converted to E-LSA (or amateur-built if the aircraft qualifies) by January 31, 2008. Once an aircraft is converted to a registered/certificated aircraft, the pilot must hold an FAA pilot certificate (student or higher) in order to fly it.

How can we help you?

To ask a question regarding government issues, e-mail [govt@eaa.org](mailto:govt@eaa.org). If you have a question about registration, airmen, aircraft and medical certification, safety records, performance, or any other matter, e-mail [infoserv@eaa.org](mailto:infoserv@eaa.org).



It's time to renew Chapter dues. You can bring them to the next meeting or mail them in using the form on the last page of the newsletter.

Thanks!

**Membership Application / Renewal Form**  
**Required Information**

Date Paid: \_\_\_\_\_ Amount: \_\_\_\_\_

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

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

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**MARCH 2007**

TIME VALUE

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