

EAA Chapter 974 Newsletter

EAA Chapter 974

February 2007

Hogan Field (KHAO)
Hamilton, OH

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The Prez Says

Elizabeth Szoke, Chapter President

February certainly was a chilly meeting. I want to thank all of those who came for their endurance in the cold. I suppose that reinforces the need to insulate the hanger. I later visited (one of) the Hogan hangers and roasted. Which brings me to my next announcement; Bill Conn has graciously agreed to take over the duties of the Hangar Master. A hearty thanks goes out to Barry for his five years of dedicated service. Barry has agreed to stay as the insulation coordinator. The board has created a new and agreeably needed appointed position of Historian. I do not believe we have noticed the need because Bob Dombek has been carrying out the duties so seamlessly. However, I think we all can agree that we would miss the pictures and immortalization of our events if he chose to break his camera. Therefore, he is the new Historian to make it official. Brett has burned Bob's Banquet slideshow with music in DVD format for anyone interested (\$5; proceeds for the chapter).

Thanks to Kent and Brett for the website refresher. The functionality really is amazing for any company let alone a small club! Kent has been doing a great job with the updates and membership management online. Moreover, Brett really has made the best Chapter site in existence; am I biased?

I would like to formally welcome Linda Brainard on board as the new VP. I know I wrangled all of the nominees into running but had confidence that all of them were great choices. Linda, however, is new to the position as so many members have done it multiple times and I just know her dedication to aviation and enthusiasm will make for a great year.

All of those who jumped in at the last minute to make the banquet run smoother deserve a round of applause. Ken and his daughter were busy with chapter business the entire time, barely able to get a meal in. Lastly, I hope you all truly enjoyed the whole thing, I certainly did.

This is getting lengthy as it encompasses several months for me. I did want to share my goals for this year as president:

r Produce the best experience possible for our members while preserving all that has made it great in the past.

r Organize! As our membership grows it is harder and harder to manage all of the things that keep a chapter running.

r Gather all pertinent chapter materials and store them digitally (and post on the website for member use).

r Get us our Not-for Profit tax status.

r Write procedures for all of our events, as we do not want those who are always burdened with running them to get burnout.

r Build family involvement. Many have asked me in the past to speak with spouses about our hobby to make it more appealing and inclusive.

r Have more fly-outs, fly-ins, young eagles events, and just hanging around the hanger making hot-dogs

Moreover, thanks Tom for all of your patience and guidance (maybe a lot of patience!) during my tenure as VP. He has offered to be there this year for help so do not worry about régime collapse! Lastly, thank you all for having the confidence in me to vote me into office; I hope to live up to the leadership that came before me. It feels like a full circle, as BJ was the first to put her arm around me at Wings and tell me about the chapter. When she said she was President I was just floored. I really wanted to be part of an organization that just cared about building, flying, and fraternity. I am first and foremost an EAAer, then a Ninety-Nine and a WAI (women in aviation). Thank you for embracing Brett and I.

Board Meeting Minutes

Kent Forsythe
Chapter Secretary

Board Members in Attendance

Elizabeth Szoke, Tom Graulich, Ken Jones, Linda Brainard, Kent Forsythe

Report

- The board realized that Treasurer Ken Jones technically does not have the ability to pay some of the normal monthly/quarterly commitments that the club has since they exceed his limit without approval. The board passed a resolution allowing Ken to pay all normal and usual regular expenses even if they exceed his limit.
- The board reviewed Elizabeth's list of programs for the year 2007.
- A discussion was held regarding technical counselors. We currently have two; Mark Taylor and Ray Parker.
- Oshkosh planning will begin at the June meeting. Kent Forsythe will call to see what arrangements (if any) can be made in advance for a chapter to attend.
- The Moraine EAA Chapter as asked if we would like to assist with their food booth at the Dayton Air Show.

The board voted and approved payment to Elizabeth for approximately \$230 for expenses incurred at the January party (programs, flyers, posters).

Meeting Minutes

Kent Forsythe
Chapter Secretary

Meeting was called to order on February 7, 2007. Location of the meeting was the EAA974 hanger at HAO. President Elizabeth Szoke presided over the meeting.

Attendance

- 22 club members (attendees found on last page)
- No Guests

Reports

- Secretaries Report
 - o Secretaries report accepted by the members

- Treasurers Report
 - o Treasurer's report accepted by the members
- Tech Counselors Reports
 - o No activity by the tech counselors this month.
- Web Masters Report
 - o AOPA articles have been posted on the website.
 - o There was not a January newsletter due to the holiday party.
- Hanger Master's Report
 - o Barry Fear needs to resign as hanger master.
 - o Bill Conn will take over for Barry.
- Young Eagles Report
 - o Bob Burkhardt volunteered to assist with the Young Eagles program this year.
- Presidents Report
 - o Elizabeth Szoke has created a new position as EAA Chapter 974 Historian.
 - o Bob Dombek will fill the newly created role.
 - o A "year in review" DVD is available for \$5.00 and contains pictures and music from last year and previous years.
- Project Reports
 - o None

Old Business

- Tom Graumligh gave awards for 2006 to members not present at the January party.

New Business

- Bob Dombek has a piece of carpet (pink) if anyone would like it. It measures approximately 11x13.
- Matt Hoffman donated his DVD that he won at the party to the club.
- Rolf Hetico finished his RV8 wings.
- Elizabeth is looking for speakers for monthly presentations. If interested please contact her.

Program

- This month's program was review of the chapter website and demonstration of ways it can be used to benefit members as well as young eagles participants.
- Next month's program will cover electrical power wiring.

Member Attendees

1) Ankerstar, Brad	11) Graumligh, Tom	21) Szoke, Elizabeth
2) Brainard, Jerry	12) Hetico, Rolf	22) Theobald, George
3) Brainard, Linda	13) Hoffman, Matt	23)
4) Burkhardt, Bob	14) Jones, Ken	24)
5) Charlton, Brian	15) McNamee, Tim	25)
6) Conn, William	16) Parker, Ray	26)
7) Dombek, Bob	17) Raney, Dave	27)
8) Fear, Barry	18) Reagan, Dan	28)
9) Ferrell, Brett	19) Schwinn, Ed	29)
10) Forsythe, Kent	20) Szoke, Carolyn	30)
31)	33)	35)
32)	34)	

Christmas Party / Awards Presentation

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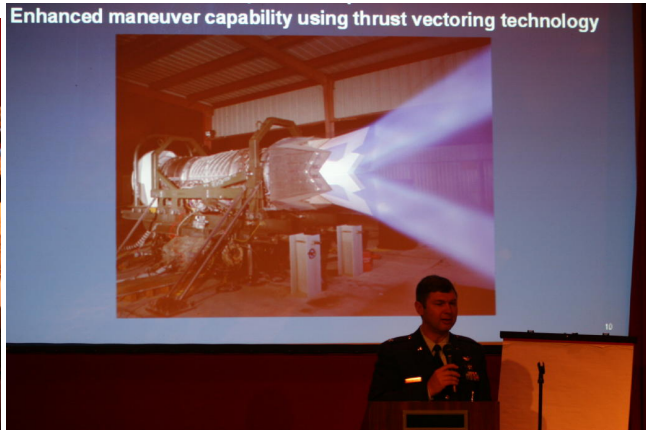
The Annual Banquet and Awards Dinner was well attended once again. This year's event was held at Dave and Buster's, and although there was a price increase to have the party there, the facilities were really top-

notch. With plenty of seating, and a private room to ourselves, it was easy to mingle during the cocktail hour and during dinner, and the room also had good AV equipment to connect to. And I don't know about the rest of you, but I thought the food was quite tasty, particularly the fetticini. Apparently there were pizza bites before dinner, but I didn't get those as I was setting up the presentation.... Ah, the joys of being the First Gentleman....

After our standard awards presentation, Colonel John Kusnierek presented a fascinating program on the F-22 Raptor, the Air Force's newest air superiority fighter. It was amazing how much the colonel could share about the airplane's capabilities, even showing us the cockpit layout and sharing some interesting stories about the first operational squadron from Langley being asked to leave joint exercises early because they were too effective. After living through the B-1 debacle, I'm pleased to see that this is, apparently, tax money well spent. I found the comparisons between the Raptor and the F-15 particularly interesting. I've asked for a copy of the presentation, so we could share it with folks that weren't able to attend, and I will post it on the website if I receive a copy.



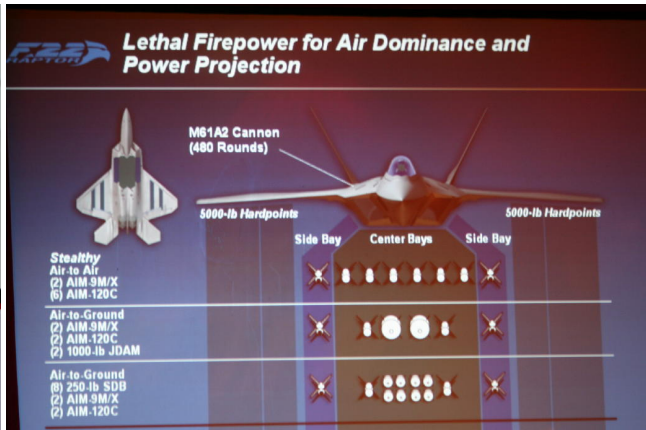
A great turnout again this year!



Keynote speaker Col. Kusnierek, F-22 Production Manager



The Colonel is also a home-builder and aircraft designer...



.. and provided a great program on the Raptor's abilities!



President Beth hooked us up with a stylish and tasty
EAA974 Cake...

.. and eats (cuts, serves, and distributes) it too!



John Taylor and his Bride stop by the Party!



The Colonel with Ray and Matt

February Chapter Meeting

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Our February meeting brings in the era of the dynamic duo of Elizabeth and Linda as president and vice-president, and right out of the gate I was called upon to make a presentation. I sense a disturbing trend here. After recapping some of the highlights of the Christmas Party with Bob Dombek's 2006 highlight reel (a small version of which can be seen on the website, or a full copy purchased on DVD from the Chapter for \$5, all of which goes to the chapter) Kent and I presented selected topics about the website. I owe Kent a debt of gratitude for bringing a laptop, screen, and projector (not to mention wireless internet access) to do the demo with. Thanks Kent!

Some of the highlights are below, so if you missed the presentation and have any questions about the website, please drop me a note - I'd be happy to walk folks through it so we can make the website better every year.

- Members can (and should) maintain their own personal data on the website, so it's always up-to-date, any member can login and get your latest email or phone number at any time (provided you do not opt-out for the sharing of your personal data)
- How members can upload their own picture, and it immediately updates the Chapter Photo Roster (to view click on the Photo Roster link on the lefthand Nav Pane after logging in)
- Members can also maintain their own data on aircraft they own and fly, or are building, and it directly updates the database, and makes available updated searches immediately (such as this [KR-2 link](#), check it out by clicking "Our Builder's" on the lefthand **Nav Pane** and selecting a type or class of aircraft)
- How youngsters can request a new Young Eagles date, or register for an existing YE date online!
- How Young Eagle coordinators can create new YE event dates online directly and instantly, without having to request them from the webmaster or anyone
- How members can send an email directly to a Technical Counselor - from the website
- How the next meeting date and time, as well as other events of interest scroll across the top of the website in the Marquee bar
- How to navigate the Calendar section of the website, which shows all chapter events, public holidays, and aviation events of interest to members - if you would like an event added simply send the webmaster an email through the link on the lefthand Nav Pane

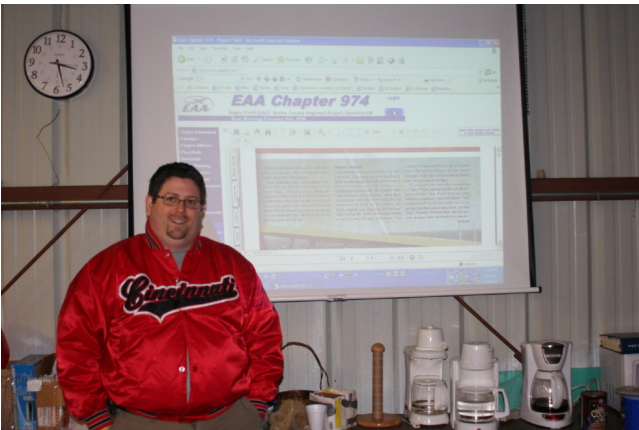
- How to check out the Chapter's Oshkosh preparation information and pictures from prior years
- How to find the available, free downloads of many FAA forms and Circulars
- How to use the Chapter Roster query tools to find member data, like phone numbers
- And More!

Home
About Chapter 974
Airport Information
Calendars
Chapter Officers
Classifieds
Downloads
Flight Planning
Local Chapters
Local Weather
Oshkosh Airventure
Other Links
Our Builders
Newsletters
Ask Tech Counselor
Young Eagles
Members Only
Send an Email Alert
Photo Roster
Email Webmaster (webmaster@EAA974.com)
Search Website

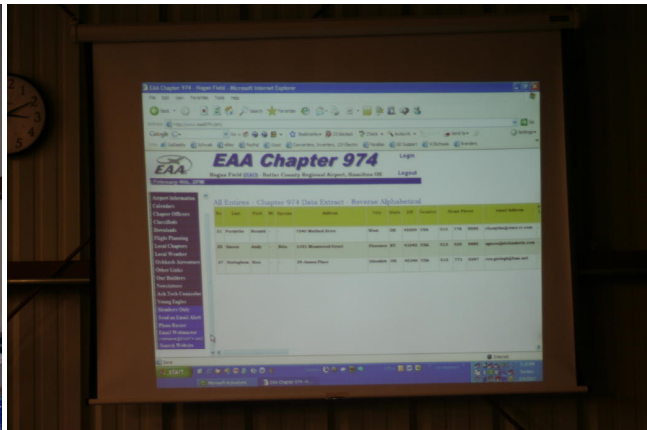
The **Left-hand Navigation Pane** drives the website, please check out the various features.



Brett, apparently making a left-hand turn



I never use that button.....



Chapter Roster query demonstration



And now, a Pie Chart! Ooooooh!



Tom took the opportunity to pass out a few remaining awards left over from the Party....



Including the "Perseverance" Award



The heaters were very popular this month



The new leadership settles in on a cold winter's afternoon

AOPA PUSHES FOR RELIEF OF TERRORIST DECLARATION

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AOPA Manager of State Affairs Joey Colleran met with Ohio legislators this week to build support for removing aircraft owners from a requirement to sign a declaration each year that they are not involved in terrorist activity. Currently aircraft owners are the only ones required to do so within the Department of Transportation. AOPA staff explained that general aviation aircraft are not a threat and that this is an insult to pilots. The association staff also emphasized that the FAA and Transportation Security Administration have programs in place to catch terrorists, and that pilots and aircraft owners take voluntary steps to prevent terrorist attacks through the association's [Airport Watch program](#). AOPA will continue pressing to eliminate this requirement.

UAVs DRONE ALONG THE NORTHERN BORDER

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Members in the Southwest have had to deal with them. Now members flying near the Canadian border may have to share airspace with unmanned drones. But AOPA is continuing its efforts to ensure that its members aren't put at risk. The Department of Homeland Security (DHS) recently announced that a Predator unmanned aerial vehicle (UAV) could start patrolling a section of the U.S.-Canada border by this fall, launching from Grand Forks Air Force Base in North Dakota. "While we know that the DHS eventually intends to deploy Predators along the northern border, our talks with the FAA this week

revealed that there is no official timetable for starting the flights, nor has Homeland Security obtained a certificate of authorization from the FAA allowing their UAVs to fly northern patrols," said Melissa Rudinger, AOPA vice president of regulatory affairs. "And before they do fly, we'll work with the FAA to make sure that safety is maintained." AOPA has learned that recent improvements to the Predator's sensor package mean that it can routinely fly patrols above 18,000 feet in Class A airspace. That means no temporary flight restrictions would be required to protect GA aircraft from the drones while on patrol. "Predator climbs and descents are another matter," said Rudinger. "Along the Mexico border, the Predator UAVs are launched and recovered through existing special-use airspace." But there are no restricted or prohibited areas near Grand Forks. "AOPA would oppose any new special-use airspace created solely for UAV border patrols," said Rudinger. See [AOPA Online](#).

[ADS-B by 2020](#)

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The FAA's associate administrator for aviation safety said last week that the agency will be issuing a proposal that would require ADS-B (automatic dependent surveillance-broadcast) equipage by 2020 to assure access to certain airspace. But AOPA President Phil Boyer said, "There are still issues to be resolved before a mandate can be justified." Those issues include equipment costs, the dedication of technology to ensure the absolute availability and reliability of position information, and changes in collision-avoidance technology that would allow GA pilots to replace their transponders with ADS-B. "But if that deadline holds, it would be 40 years from the last equipment mandate—Mode C transponders for operations within 30 miles of Class B airports," said Boyer. "And ADS-B brings so many benefits to GA pilots that AOPA has been a long-term supporter of the technology." See [AOPA Online](#).

[PUBLIC INPUT SOUGHT ON FATE OF LORAN-C](#)

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The U.S. Department of Transportation, in coordination with the Department of Homeland Security, is seeking public input on the fate of the Long Range Navigation System, otherwise known as LORAN-C. The land-based navigation system, operated by the U.S. Coast Guard, could be slated for decommissioning later this year. The public is invited to submit comments as to whether the system should be decommissioned, maintained as is, or upgraded to an enhanced LORAN system to back up the GPS system. Comments are due no later than February 7. Visit www.navcen.uscg.gov/eLORAN/E6-22421.pdf, or call 800-368-5647 for more information.

[Oshkosh to host USAF 60th Anniversary](#)

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EAA AIRVENTURE OSHKOSH 2007 TO HOST U.S. AIR FORCE 60TH ANNIVERSARY COMMEMORATION



For more than a half-century, some of aviation's most amazing innovations and top developments have come from two places: the U.S. Air Force and the annual EAA AirVenture fly-in convention. The USAF will make the 55th annual edition of EAA AirVenture, "The World's Greatest Aviation Celebration," a major stop during its 60th anniversary commemoration, as it brings its "Heritage to Horizons" showcase to Oshkosh July 23-29 at Wittman Regional Airport.

[SYMPHONY AIRCRAFT HITS SOUR NOTE](#)

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Symphony Aircraft Industries, manufacturer of the Symphony 160 and located in Quebec, Canada, has filed for liquidation after a bankruptcy court withdrew protection from creditors. A letter from CEO Paul Costanzo said customer deposits for new aircraft are probably lost. *ePilot* has confirmed at least five customers had paid \$5,000 deposits. Costanzo said the company failed when a lead investor withdrew support, but that investor told *ePilot* there was no choice. According to the investor, sources of new funding from Europe and others dried up when the expensive FAA certification of a glass cockpit expected last fall dragged on month-to-month. When they left, Canadian government sources of new funds that were contingent on new investors also were lost. Thus, the court-demanded refinancing plan had no investors. Then the FAA sent a letter at Christmas saying it had budget problems and would let Symphony know in April when its glass cockpit could be certified. The company had waited on the FAA since Canadian certification last September and was also facing enormous costs to retool. It seems Symphony tooling, from its earliest days, never conformed to drawings, making mass production impossible. The investor intends to bid on Symphony assets and return the aircraft to production. A glass-cockpit demonstrator is expected to go on tour this year, and a 200-horsepower Symphony (presently 160 hp) was being tested.

[CIRRUS STARTS WORK ON JET](#)

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A proof-of-concept version of the Cirrus jet is under construction but will not fly for a year, according to a report in *Business and Commercial Aviation*. It will be powered by a single Williams FJ33-4A-19 engine and carry four to five people at faster than 300 knots. It is expected to have a cabin altitude of 8,000 feet when cruising at 25,000 feet. Cirrus officials told the magazine they hope to stay at the \$1 million price mark but will not commit to that. It will have the feel of an SR22 to aid the transition to jets for pilots now flying piston-engine aircraft.

[Taxi into Position and Hold](#)

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A new FAA informational pamphlet is now available online, in PDF format. Check it out [here](#).

[THE SKY'S THE LIMIT WHEN IT COMES TO USER FEES](#)

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The FAA has proposed some 13 new or increased fees that would impact pilots, aircraft owners, and mechanics at various times through their aviation lives. Registering an aircraft would cost \$130, plus a recurrent renewal fee. Issuing any pilot certificate would cost \$50; replacing a certificate would be \$25. Many other fees haven't been set yet, but if the FAA follows the European model (and they say they think that's the way to do things), they'll be exorbitant. "Our members have told us that if the gas tax were to triple, most of them would reduce or stop their flying," said AOPA President Phil Boyer. "This proposal stacks more taxes on top of user fees. It would kill GA. We intend to kill it before it kills us." Because there's strength in numbers, AOPA has united with the nation's top general aviation organizations to fight this user fee battle. For complete details and updates on the FAA funding debate, see [AOPA Online](#).

[VAN'S AIRCRAFT SURPASSES MAJOR MILESTONE](#)

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Hitting the 5,000-mark is gratifying for just about any human endeavor. But in the world of homebuilt

aircraft—or even certified production aircraft—it's exceptional. On Valentine's Day, Van's Aircraft received word that RV-8 builder Steve Fromhals, of San Antonio, Texas, submitted the 5,000th "first flight" report. Later that same day, another report was received, bringing the total to 5,001. To put it in perspective, company officials figure that averages out to a new airplane in the air every 2.5 days since the company began shipping kits in 1973. It began with the RV-3, which remains in production today. Van's latest design, the RV-12, is designed for the light sport aircraft market and should be out by the end of the year.

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