

# The Fly - By Date March, 2008



## The President's Corner

### GREETINGS

Another month has swept away and with it **most** of winters weather.

I want to thank Roy Beisswenger ( [roy@easyflight.com](mailto:roy@easyflight.com) ) for the interesting presentation he afforded us at the February meeting. We can read more about his talk in Bills' club minutes.

I am hopeful that we can get an early start at the March gathering as this may prove to be a time consuming get together.

Diane will get us into the old and new ATC ( Air Traffic Control ) towers if all works out well. She will also give us some good tips on how to communicate with the tower. Such communications do not have to be limited to just "in-flight." There are many in the flying community that do not have and would rather not have radio communications between their aircraft and ATC. As Diane has been prone to do, she advises that in-flight communications are **NOT** essential.

A phone call en-route will work well. Also, Diane says it is perfectly O.K. to call **BEFORE** taking off from our last stop on our way to a controlled air field. We should call to advise the tower what type of aircraft we are flying, our flying speed, our approximate time of arrival and from what direction and altitude we will be entering their air space. This will allow them to allow us permission and directions on which runway to use. They will likely advise us where (how far down) on the runway to land and where/when to leave the runway in order to tie down. This is especially good to know when we fly into "DOWNTOWN" St Louis Airport FOR Fly-Ins or other special occasions. Keith

Smith and Bill Rohland flew into Osh Kosh for the annual AirVenture using just this method.

We are fortunate to host at, our March meeting, Todd Drenkhahn ([drenktee@yahoo.com](mailto:drenktee@yahoo.com) ). Todd holds an A&P License and a Commercial Pilots License. He is also a Light Sport Pilot and will be speaking to us about the many facets of Light Sport and the fact that we are **ALL** members of this community. This will prove to be an interesting and full evening.

I want to remind everyone that during our April meeting, Brian Kissinger, a CFI and fellow member of EAA Chapter 64, which meets here the first Tuesday of each month, will discuss cross wind landings.

I am hopeful that our May meeting may actually take place as a fly-in or drive in at a local Ultra-Light/Light Sport Friendly Airfield. Arrangements are yet in progress and more information is forthcoming.

Well, I hope I have succeeded in filling my Presidents Corner sufficiently. There are many additions to the Yahoo site which I hope you find of interest. I speak of the many web sites that have been listed regarding our favorite interest.

C U Thu 3/06/08 B 4 1930 (7:30 P.M.) So we can get a timely start.

If you are late and find no one around, proceed to either of the ATC towers on the South side of the airport. We will return to Hangar #2 after the tours.

## Minutes Aircraft Projects

Ed Hase weighed his wizard it weighed 254.1 lb without a motor prop and shaft. Good thing he got his exemption.

## Old Business

## New Business,

Gust Speaker was Roy Beisswenger. Roy covered several topics including FAA Ramp Checks.

- There will be a discussion on ramp checks at the safety seminar on March 8<sup>th</sup>.
- Next, there has been a question if your aircraft documentation has to be just in the aircraft or visible when entering the aircraft. The word from the FAA is documents must be visible.
- For those who did not get there N numbers before January 31<sup>st</sup> to take advantage of the EAA/ASC exceptions there is still some hope. If you keep a build log when you built you aircraft you still may be able to register under the amateur built rules.

### **FAR 21.191**

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*(g) if you built the aircraft.*

***(g) Operating amateur built aircraft. Operating an aircraft the major portion of which has been fabricated and assembled by persons who undertook the construction project solely for their own education or recreation.***

*(d) if you didn't build the aircraft.*

***(d) Exhibition. Exhibiting the aircraft's flight capabilities, performance, or unusual characteristics at air shows, motion picture, television, and similar productions, and the maintenance of exhibition flight proficiency, including (for persons exhibiting aircraft) flying to and from such air shows and productions.***

- Among us there is a group of people who have been flying the aircraft for years, have gone to the trouble to make their aircraft legal and now find they can't fly the plane because of the lack of a pilot license. Well hears what you do. First you get form 8710-11 and get your student pilot license. This form is available on [FAA.gov](http://FAA.gov). Next, find a CFI (one who knows you've been flying for years) and see what the CFI will require to sign you off for solo flight in your aircraft. If over the years you have been keeping a flight log and had filled out the proper paper work with one of the certifying organizations, you might be able to get a letter from that organization showing you as a student pilot. This would allow you to apply some if not all of your hours to getting your pilot license. Basically if you are registered Pilot or student Pilot with an FAA recognized organization your time counts.

We heard from Diana Earhart on the progress of their rocket motor. It seems they tested the motor at her home and found it worked so well that they were almost able to attack East St. Louis. By the way they are building the rocket from parts purchased at Home Depot. Diana also joined the club at the meeting. Welcome aboard Diana.

Roy Beisswenger is looking at having a 16 hour condition inspection course on May 3-4 if we can get enough people to attend. The course would be held at Greenville and would cost \$329 per person. If you are interested in this course contact Roy at [roy@easyflight.com](mailto:roy@easyflight.com) or (618)664-9706.

## Other News

Check out full stories under files on the GAUA's yahoo group

1. [FAA Places moratorium on new additions to 51% approved list.](#)
2. [Owner assisted Annuals and official response](#)

## Treasures Report

Received #115 dues

Expenses \$85.32

Balance \$1,314.62

## Calendar of Events:

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### **15th Annual Wisconsin Ultralight/Light Sport Aviation Safety Seminar**

March 1, 2008. Hotel Mead & Conference Center, Wisconsin Rapids, Wisconsin. Safety Seminar featuring speakers discussing Weight & Balance, Airport Etiquette, Stalls & Spins, Rotax Engines, and Situational Awareness. Great raffle items. [www.av8safe.org/wulac.html](http://www.av8safe.org/wulac.html)

### **2008 Ultralight/Sport Plane Safety Seminar**

Ultralight & Light Plane Safety Seminar CHANGE of DATE and LOCATION New Date – March 8th New Location – IDOT Hanley Building, 2300 S Dirksen Pkwy, Springfield, IL 62764 The 28th Annual Illinois Ultralight & Light Plane Safety Seminar will be held on Saturday, March 8, 2008, in Springfield, IL. Registration begins at 8:00 AM. Program starts at 9:00 AM and ends at 4:00 PM. Attendance is FREE. This year's topics include: Weather for the Sport Aviator; What to Do on a Ramp Check; Rotax Maintenance - Inspecting and Logging Maintenance Work and Flying the Nanotrike. Aircraft will be on static display along with dealer and manufacturer displays. More information is available at the Safety Seminar website – [safety-seminar.com](http://safety-seminar.com). Sponsors welcome Note Cat got into the electrical transformers? Read the story - [www.sj-r.com/News/stories/24335.asp](http://www.sj-r.com/News/stories/24335.asp).

### **Light Sport Aircraft/Sport Pilot Ground School**

March 14-16, 2008. Tioga County, Pennsylvania. This is for anyone interested in exploring or expanding their interest in ultralight or light sport aircraft. This is a ground school designed to equip the attendees with the knowledge required to take and pass the FAA sport pilot knowledge test. This session has been attended by ultralight pilots who want to learn more about flight conditions, people who want to become sport pilots, GA pilots as refresher material and folks that just love learning about aviation in general.

### **Sun 'n Fun Fly-In**

April 8-13, 2008. Lakeland Linder Regional Airport, Lakeland, Florida. Start your aviation year at Sun 'n Fun, one of the world's best events for recreational aviation enthusiasts. The focus is on education with more than 400 forums and hands-on workshops; 500 commercial exhibitors who offer aviation products and services including all the major aircraft manufacturers; daily air shows plus an additional night air show on Friday; more than 4,000 aircraft of every size and shape. Visit [www.sun-n-fun.org](http://www.sun-n-fun.org) or call or call (863) 644-2431 for info.

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## For Sale

Wicks is selling stock of Gliem ground school courses (Sport, Private, and Commercial) for \$40 each.



### **84 FLIGHTSTAR • \$7,850 • PRICED TO SELL •**

single place, enclosed pod, detachable doors, 447 rotax with complete overhaul by Airscrew Performance 12/06, single carb, pull start, updated FlightStar motor mount, EIS, alt, asi, slip indicator, strobe light, 12 volt battery backup, pulse and electric fuel system with new fuel lines, brakes, BRS 5-750 just repacked, CB radio, fueling system including gas barrel on wheels and hand-crank pump, always hangered • Contact Jim Cowden, located in Waterloo, IL • Telephone: 334-207-0751 or [jcowden1@yahoo.com](mailto:jcowden1@yahoo.com)

### **Firestar 11 for Sale, \$5000. PRICED TO SELL**

Camouflage paint scheme, rigged as single seater, reliable machine with approx 240 hours. Sale includes hanger space at Charlies paid thru Dec 31 2007, plans, misc. spares, original twin seats, EAA ELSA registration kit and unregistered trailer. Negatives are the wing needs recovering to repair loose false ribs (I epoxied them instead of riveting) to pass the ELSA inspection and removal of the sheet metal I used to smooth the wing leading edge as I no longer think I used a safe method of attachment. Sure had a lot of fun with it though!

Contact by E Mail at [Frcole@aol.com](mailto:Frcole@aol.com)

