

The Tail Spinner



Experimental Aircraft Association
Chapter 533

Masthead Designed by Myles Baker, Sr.
Modified by Debbie Burgess.

Volume 34

July 2007

Number 7

EAA Chapter 533; 26 Aviation Drive; Horseheads, NY 14845

Website: www.eaa533.org; E-mail: eea@eea533.org

NEXT GENERAL MEMBERSHIP AND BOARD MEETINGS

The next Board Meeting is August 1, at 7 PM. The next General Membership Meeting is July 25, at 7:30 PM.

THE PRESIDENT'S REPORT

Once again, thanks to all who make this chapter run so smoothly, especially thanks to those of you who know who you are! (:^))

My family's vacation in Scotland and Wales went very well, but I did not get a chance to commit aviation in the UK as had been hoped and partly planned for. We had -1- (one) complete day of mostly sunshine without any rain during daylight hours during the 3 weeks. There were an additional ½ dozen or so days with "significant intervals of extended sunshine" between the rain showers. The rest of the time it was mostly cloudy, low overcast, and raining. Anything from light misting to pouring down cats & dogs. The weather did not dampen our spirits, nor did it much interfere with the things we wanted to do. We were prepared with wet weather gear, and mostly had a blast. Maybe I should rephrase that given the terrorism over there including the attempt on Glasgow airport a couple days after we landed. Anyway, we had fun. But considering the weather, it was not practical to try to follow through with attempting to schedule any flying, or to sit around airports hoping while the rest of the family wonders what to do.

Airplanes in the UK are very expensive (as is everything else). A Cessna 150 or similar can rent from \$170 to \$200/hr. A C-172 can cost as much as \$250 to \$300/hr. There is a fee every time the pilot lands, running between GBP5 – 7 (\$10 - \$15) even at small paved runways. So it gets expensive fast to practice touch & goes. I don't know how the private pilot in the UK stays current or solvent. But an hour or 2 in a hired plane would be a great way to see a large area of the country such as the highlands of Scotland in a short time and, of course, the entries in the logbook, priceless.

“Microlights” are available many places if the pilot is comfortable with one, for perhaps as “cheap” as \$150/hr!

If anyone decides to try flying in the UK, it is worthwhile to do some research and preparation before the trip. The most practical approach seems to be to contact a likely “flying club” and make arrangements before going over. These are a legal entity for promoting aviation, and many will accept transient pilots on a temporary basis for a reasonable fee (check online). The CAA has a form that the club or rental entity needs to have filled out by our FAA certifying that the person applying with license in hand is authorized to do so. The FAA advises that in some cases (depends on the policy of the renting agency) the CAA documentation can be filled out by the FBO if the applicant provides them access to their FAA online account. Best to clarify on an individual basis before leaving. As with any FBO in this country, the pilot also needs to present evidence of currency (BFR), recent flight hours, and current medical. Medical currency varies somewhat in the UK with the pilot age, so it would be necessary to make sure that current here = current there if you are over 40. Then a check ride with an instructor, just as in the US, and presumably it should be possible.

I did some pre-trip preparation and contacted several flying clubs more or less in the areas we intended to travel; 2 responded positively. I did some further preparation as far as reading up on the airspace requirements over there, and realized I had not really enough time left to get fully prepared personally as far as laws, procedures, and airspace rules. Since we are all trending toward the ICAO standards, airspace is similar, but different, with a few gotchas. A quick overview of the CAA airspace regs is here: http://www.caa.co.uk/docs/64/VFR_Guide_2007.pdf

As plans for the trip progressed, I decided to try for a 1 hour lesson/flight review, and see how it went, then pursue further if warranted. In the event, weather made even that impractical given consideration for traveling companions and other interests. If you get a chance to try it, make sure others in the party are comfortable driving so they can leave you for extended periods; and make contacts & start prepping at least a couple weeks or even a month before departure.

Not exactly aviation related, but we did spend a lot of time on steam trains. If that is an interest, the UK is filled with opportunities for steam locomotion during the summer months.

It will be noted elsewhere in this newsletter, but heads up that, contrary to tradition, we are having a July General Membership meeting in order to plan for several upcoming events; and so that the tower crew here can make a presentation briefing us on Runway and Taxiway use as ELM enters another phase of improvements.

smt

THE SECRETARY’S REPORT; BIRTHDAYS; NEW MEMBERS by Sharon Kaiser

We were saddened to hear of the death of past EAA 533 member Debra Burgess, killed in a glider accident in Pennsylvania. I expressed the condolences of the chapter to her family at the calling hours.

This year's Pride Ride breakfast was held Saturday, June 30th, and we served over 300 breakfasts. Many thanks to all the members who came out to help. EAA 533 also participated in the Wings of

Eagles Discovery Center Airfest later that day, flying Young Eagles. Pilots Brian Jones and Ralph Wolstenholme did a great job flying 25 kids.

The chapter welcomes Ann Crook, the new Airport Manager at Elmira-Corning Regional Airport. She took over the reins in June, and we hope to see Ann at one of our future meetings, to get acquainted.

The club has three coming events in August. We will put on a breakfast during NASCAR, on Sunday August 12th, 8 - 11 AM; not as early a start as the others.

Later that week, the EAA national's B-17, Aluminum Overcast, is coming to the airport as part of its 2007 "Keep It Flying" Tour. The plane will land on Monday August 13th. Flights and tours will take place Tuesday and Wednesday, August 14th & 15th. As we did in the fall of 2004, for the Fuddy Duddy tour, EAA 533 will help with the tours and merchandise sales. EAA 533 will share in the proceeds. I attended a meeting with Wings of Eagles Executive Director Mike Hall, and more details will be forthcoming. We may be flying Young Eagles, depending upon availability of pilots during the week. There will be a reception on Wednesday evening, August 15th, at a cost of around \$10 per person, open to members and guests. When I have details confirmed, I will be making up a sign-up sheet for working on ground tours and merchandise sales. When Fuddy Duddy was in town, the hours were 10 AM - 6 PM for merchandise sales and 2 - 6 PM for ground tours.

The board has decided to move the Flying Start program to Saturday August 25th, instead of August 18th. It will be held noon to 4 PM. This event's purpose is to present to the public an overview of what it takes to get into flying, as well as what is available, i.e. gliders, ultra-lights, light sport aircraft, homebuilding, etc.

As EAA 533 President Stephen Thomas indicated in an email to the chapter, he received a notice from Tower Chief, Kammie Morrisey, about runway work on 6/24 at ELM, starting on August 15th and ending in October. The project will be completed in phases, with an end result of new pavement on 6/24 and centerline lights.

We have one event lined up for September: the Old Engine Show will be held Sunday, September 30th.

Board Summary

Due to a lack of quorum, no business could be transacted at the scheduled meeting on July 11th.

New Members

Welcome to new member John Herrington. John is Director of Flight Operations at the Wings of Eagles Discovery Center, including the new soaring school.

July Birthdays

Tony Mruk July 6

Jim Allen July 7

Bill Bishop July 16

Martin Green July 29

End of Report

EAA e-HOTLINE

The EAA e-Hotline subscriptions can be submitted at <https://secure.eaa.org/ehotline/subscribe.html>. Here are a few sample items of interest from the latest issue:

Excerpts from *EAA AirVenture Today Online* - News from *EAA AirVenture Oshkosh July 22, 2007*

HELPFUL LINKS TO PREPARE FOR OSHKOSH (You should already be there!)

[Aircraft Parking Status](#)

[AirVenture NOTAM](#)

[Admission/Parking/Hours](#)

[Day-by-day overview of events](#)

[Presentations and Workshops Schedule](#)

[Online Info Guide](#)

[EAA Flight Planner](#)

[AirVenture waypoints, fuel stops](#)

[Find, provide a ride to Oshkosh with EAA RideShare](#)

[AirVenture Survival Guide](#)

Read more AirVenture News at <http://www.airventure.org/index.html>

NEWSLETTER & WEB CONTACT INFORMATION

NEWSLETTER: Loubeverly@cs.com

WEB: kurt@kurtwalrath.com

EAA 533 CHAPTER CALENDAR – Events normally held at the Chapter Clubhouse/Hanger

- Board Meeting: 1ST Wednesday of the month at 7:00 PM {Except July – 2nd Wednesday}
- Membership Meeting: 4TH Wednesday of the month at 7:30 PM
- Nieuport 11 Project Meeting: Every Sunday at 9:00 AM unless there is a breakfast open to the public. It follows the Cook-it-yourself breakfast
- Cook-it-yourself Breakfast: Every Sunday at 7:30 AM
- Newsletter submission deadline: 2nd Wednesday of the month

2007 EVENTS (Note updated events, dates, and times)

Pride Ride Breakfast – Saturday, June 30, 2007 [Another Great event]

Breakfast Event during NASCAR NEXTEL Cup at Watkins Glen – Sunday, August 12, 8:00 - 11:00 AM

Aluminum Overcast Visits Elmira-Corning – Tuesday/Wednesday, August 14/15, 2007

Flying Start Program – [Date change] Saturday, August 25, 2007, EAA 533 Hangar, Noon – 4 PM,

A seminar to promote aviation, open to the public with speakers, displays, FAA WINGS program, etc.

Old Engine Show Breakfast – Sunday, August 30, 2007, 8:00 AM

FROM THE RIGHT SEAT – a perspective from our ‘copilots’

[Spouses, significant others, family, or friends of Chapter members are encouraged to submit their thoughts about this activity we love from their points of view.]

THIS MONTH’S “TAIL SPINNER”

[Editor’s note: This month’s Right Seaters and Tail Spinner are either on vacation or at Oshkosh. Let’s see what develops in next month’s newsletter]