



The Experimental Flyer

Ocean State Aviators EAA Chapter 1363

Volume 1, Issue 8

August, 2007

Monthly Meetings And Upcoming Events

Meetings are held on the First Tuesday of every month at the Quonset Air Museum, Quonset State Airport, North Kingstown, RI.

Meetings start at 7:00 PM

Our monthly meeting is just around the corner. Stop in and learn a thing or two.

- September 4 - USCG **Search & Rescue Presentation**
- October 2 - 1363 **A Night at the Movies**
- October 14 - 1363 at QAM **"OLD Buzzards"**
- November 6 - 1363 Eric Hall discusses the planes his father (Bob Hall) helped create.

I love Oshkosh

Al Myette

My partner and I just returned from our tenth trip and we're still in awe of all the home built, antiques, military, and kit planes, static displays, commercial booths and especially the wonderful people. But this article is not about Oshkosh..... It's about the trip..... It's about the weather.

We are lucky enough to have a fast, economical, comfortable airplane that can get us to Oshkosh in about six hours flying time.....Ha!!...if it were only that simple.

As you know, Oshkosh is held every year during the last week in July. A week when weather patterns are very unpredictable between the states of Rhode Island and Wisconsin, or maybe I should say "VERY" predictable. We are both VFR pilots and accordingly are very sensitive to weather conditions. Subsequently, I must admit, we have NEVER made the round trip without at least one layover. We always plan to make one outgoing and one return stop for fuel in Port Huron, Michigan. Unfortunately, and inevitably, Port Huron is not the only airport we visit. Over the past ten trips to Oshkosh, with special thanks to Mother Nature, we have hopped scotched our way back and forth across New York, Pennsylvania, Ohio, Illinois,

and Wisconsin. We have had the opportunity to boost the restaurant, motel, and car rental economy in Cortland, Penn Yan, Buffalo, Piper Memorial, Clearfield Lawrence, New Castle, Clarion, Fostoria, Aurora, Madison, and Dodge Counties...Just to mention a few. We have made the return flight as far as New York State only to have to rent a car to finish the short trip home. One year, we left after a week of fun and only got as far away as 40 nautical miles from Oshkosh, with the same results. Being VFR pilots, we have skirted thunderstorms, rain storms, and pushed the legal limits of "scud flying". We could certainly never fly on top, for fear we would never get back under, probably the biggest disadvantage of VFR flight. Flying over Lake Michigan at 1800 ft with only a few hundred foot ceiling above you is a memorable religious experience. We have spent countless hours in airports across the Mid West pouring over computer graphics of distant storms, hoping to find that break that might get us another fifty to a hundred miles closer to our destination. We have stayed overnight in towns that time forgot, had cab rides from characters that He-

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AUGUST 15 HAS PASSED, BUT . . .

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Some hints for owners of fat/two-place ultralights August 16, 2007 - August 15, 2007, was the first of a series of three dates the FAA established to help individuals complete the process of transitioning "fat" and two-place ultralights to experimental light-sport aircraft (E-LSA) status. But all is not lost if you haven't applied for your N number yet.

January 31, 2008, is the only firm deadline for completing the ultralight

transition. The FAA established the series of three dates to make certain it would have enough resources (manpower) to assist owners transitioning their machines. If you have not yet applied for your N number, don't panic. You may still be able to get your machine transitioned, but it's important you act quickly.

First, order EAA's E-LSA Conversion Kit; it will walk you through the transition process completely. It's available online at Shop.EAA.org. Click on Homebuilders, and

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Frank's Nieuport

The President's Corner

Frank Nowak

There we were at 10,000 feet and.....well, you get the picture; flying stories come in all shapes, sizes, and levels of believability. This one relates to decision making under stress.

I received what I thought was a pretty fair VFR weather briefing from the "New and Improved" Lockheed Martin FSS folks at Oshkosh at 0600 Thursday July 26th. We were at the 2007 Airventure almost a whole week and it was time to depart for home. The radar showed a stationary low south of OSH and the briefer said it should be OK to go VFR at our 0730 departure time. After receiving the on-field departure briefing from the EAA guys, I took off on 18L. Right after takeoff and the required crosswind turn, I could see that, the WX was marginal (for me, anyway) at about 5 miles vis. I was to meet Al Myette in Madison where he was returning our rental car and we were going to proceed over the lake eastbound to New England. Well, as I slogged south, halfway to Madison, the vis became less and a very black area showed up slightly to the west of my flight-path. I began circling and trying to decide what to do next when the rain started. At 130KTS it sounded like hail on the windscreen! Slowing down to save the prop from rain erosion, I studied the GPS and charts and came up with Juneau Dodge County Airport 11 miles south of my position. I immediately headed that way, got on the Unicom freq, and heard other folks doing the same thing!

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Other Items of Interest & Communications

The Westerly Airport Association hereby invites EAA Chapter 1363 to attend it's **Wings Over Westerly** celebration at the Westerly Airport on September 15th(rain date the 16th).

Bring planes; especially experimental!

Help with the young eagles rally they hold on that day, ground school and pilots

Chapter banner and fliers next to a static display.

Or, just show up to see what it's all about.

Who else will be in attendance:

Civil Air Patrol, Karate demonstrations, K-9 police demonstration, Life Star helicopter, other aircraft, food, pony rides (weight restrictions apply)...., live animals from Dennison Pequotsepost Nature Center, and of course "much, much more!"

"Fellow chapter members,

I would like to announce the first EAA 1363 Flyout. We will go to Mansfield for their fly-in. The date (as you already know from Frank's email) is September 8. I will organize rides for those who do not have a plane and would like to go email me. For those that have empty seats,(let me know the weight limits) please send me info and I will try to put these two together.

As we have different start points and airplane speeds we will meet at Mansfield.

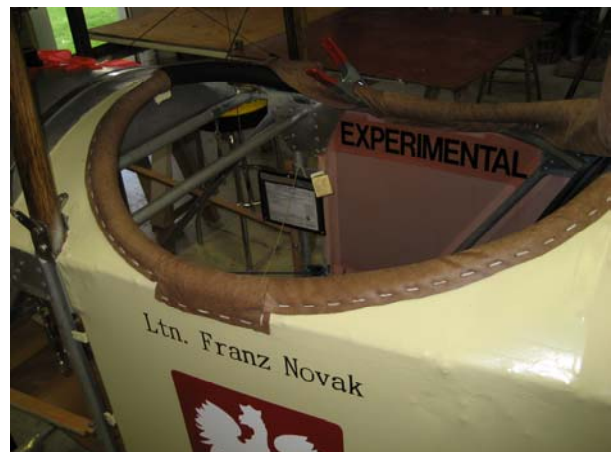
We will set up our chapter banner form 12:00 to 1:00 so try to arrive during that hour. Of course this assumes good weather."

See you there!!!

-
Steven Goldin

Want to see your event or accomplishment listed here? It's simple

Email: 1363vp@bearhawk949.com with details



the
Westerly
Airport
Association
presents:

FREE
admission!

Wings Over Westerly

2006

10AM-4PM

A Family Event Celebrating Aviation

- Featuring "Young Eagles" FREE airplane rides for kids ages 8-17*
• static aircraft displays • classic and antique autos • RC model aircraft • flight simulator •
• amusements • food court • fun and educational activities • and more! •

Westerly State Airport

Airport Road, Westerly, RI

Saturday, September 16, 2006

Rain Date Sunday September 17

for more information, please e-mail:
amelia.noseheart@cox.net (include WOW in the subject line)
www.wstaa.net

Young Eagles airplane rides for eligible youths available on a
first-come, first-served basis, weather permitting.

**Westerly
Airport
Association**

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WAAves!

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THE  **SUN**

AUGUST 15 HAS PASSED, BUT . . .

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the E-LSA Conversion Kit is the second listing (\$12.99 for members; \$19.99 for non-members.)

Next, mail your N-number request as soon as possible. The E-LSA conversion kit shows how to correctly complete these forms. Getting an N number takes about four weeks. Any errors will delay that process, so follow the instructions carefully. If you have questions about the process, contact EAA's Aviation Services staff; call 888-322-4636 (888-EAA-INFO) or e-mail: info@eaa.org.

As soon as you receive your N-number registration from the FAA, call a designated airworthiness representative (DAR), an FAA flight standards district office (FSDO) or manufacturing inspection district office (MIDO) office to schedule an appointment for the inspection of your aircraft. You can locate a DAR on EAA's Sport Pilot website at www.sportpilot.org/resources/dar.html. Locate an FAA FSDO or MIDO at www.faa.gov/about/office_org/; and click on the FSDO or MIDO listing.

Use the time while your waiting for your N-number to prepare your aircraft for the FAA inspection. The E-LSA conversion kit outlines the specific things you must do to pass inspection.

The FAA's next suggested target dates are:

- October 1, 2007, to schedule an airworthiness inspection with a DAR
- November 31, 2007, to submit your airworthiness certificate packet to a FSDO, an FAA MIDO, or your local E-LSA DAR.
- The FAA Light-Sport Aviation Branch, in Oklahoma City, Oklahoma, is also available to help. Call 405-954-6400.
- The bottom line is this: January 31, 2008, is the official deadline. You have until that date to complete the process, but you need to understand that:
- Getting an N number takes four

weeks of processing time.

- Getting an appointment for an airworthiness inspection will take about four to six weeks.

That's a minimum of 8 to 10 weeks, and that's assuming no problems with your N-number request and/or no problems with your airworthiness inspection. Remember, if the DAR finds that your machine does not meet the requirements, he or she will not issue an airworthiness certificate, which means another delay until you correct the issue.

One last comment; during her "Meet the Boss" session at EAA AirVenture Oshkosh 2007, FAA Administrator Marion Blakey emphasized there would not be an extension to the January 31, 2008 deadline. "The FAA has no intention of extending that date," she stated emphatically.

Attention Naysayers!

Still don't believe it's necessary to transition your "fat" ultralight. You may change your mind after reading one ultralighter's encounter this past Tuesday, August 14 . . .

"Hello. We're from the FAA."

Those were the words I heard Tuesday morning as I looked up from a squatted position behind my tail wheel. I had just finished flying and taxiing back to my hangar, and I was in the process of installing a new tail wheel fork and pneumatic tire.

The two men were wearing ties and had their FAA credentials dangling from lanyards around their necks. Since they were walking, and my hangar is a long way from the airport parking lot, I fully suspected they were on a mission, and I was right. My brain was in overdrive. I was trying to think 10 steps ahead and act accordingly.

I stood up and shook hands with them; I had already decided that I was not about to tell them any false stories nor was I going to play hardball. Let's face it; I never thought this encounter would

ever happen; yet here it was.

I was processing information, reading their personalities, and I kept thinking about the boastful posts that I have made to the Yahoo group in complete defiance of transitioning my machine to an E-LSA. I was determined to take a "wait and see" attitude until sometime after the deadline for fat ultralights had passed by. Well, so much for waiting.

The FAA gentlemen were as polite and cordial as you could imagine, but I was waiting for the hammer to drop. The conversation started with compliments of my Tiger Cub's paint job. I explained that I had taken 3-1/2 years to build this plane, and before they could ask me how much it weighed, I mumbled something about "fat ultralight" under my breath.

The apparently more experienced of the two asked me, "What did you call it? "Fat something?" He chuckled.

I told him, "Hey, I think the FAA is who that coined that phrase."

No response. Whoops; maybe I was too forward. I didn't want them to think I was getting comfortable.

Then they finally asked me if I had ever weighed my machine. A million responses flashed through my brain, but the truth prevailed.

"433 pounds," I said.

Another chuckle.

I had already told them that my machine was not certificated (N-numbered). I wanted to tell them that it would be illegal for me to fly an N-numbered aircraft because I don't have a pilot's certificate, but since there had been no questions about my pilot's certificate, I didn't want to open another can of worms. Incidentally, they never did ask about that. Obviously, I don't have one. I fly an ultralight, even if it is fat. (Maybe they already assumed that?)

There was more small talk, which cul-

I Love Oshkosh continued from page 1

mingway could write about, and have had to take long bus rides from a small town to a bigger town in order to rent a car or just get a good meal.

Oh yea, and remember the “economical” flight bit...forget it, you could vacation in Europe for ten days on the cost of some of our flights!!...and have money left when you return!!

And then of course, there's always the hassle of retrieving the airplane after renting a car and driving home.

So, am I discouraged ??....Am I never to return to Oshkosh, you ask??.Nothing could be further from the truth. As you read this, my partner and I are already planning our next trip to Oshkosh. ...Ya know,.....I think I'll suggest Frank Nowak leave his Long-EZ in the hanger and this year we'll drive... yea, that's the ticket.....

But remember, there is no bigger thrill than lining up over Ripon, following all the other aircraft down the railroad tracks into Oshkosh, and landing your own airplane at the world's greatest aviation event !!

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minated in a basic question, “Since you know your aircraft is too heavy for an ultralight, why did you fly it before certifying it?”

I had already told them (because they asked) that I had 30 hours on the Hobbs, but that 20 of those hours were taxiing, learning how to fly a tail dragger. I then told them that I had the same mindset as a lot of other fat ultralight owners; that we are under the impression that we are in sort of a grace period, waiting for all the fat ultralights to be transitioned to E-LSA. I told them that I figure about 95 percent of the ultralights are overweight, even though I know that is not an excuse. I told them that I have my N-number reserved.

The more experienced guy looked at his watch, and said, “It's August 14th,” as if to say I had officially received my “notice.” He did it in a nice way.

I was putting together a performance that would have won an academy award and would have my work buddies laughing until they rolled on the floor. I'm used to “dishing it out”; not taking it. But, I'm not stupid, and this was not a hill I was prepared to die on. I can “schmooze” with the best of them, if need be.

At about this point, I reasoned that they

MEETING MINUTES August 7TH, 2007

The August 2007 Chapter meeting was called to order at 7:14pm by Chapter President Frank Nowak.

A quorum was present

Our guest speaker tonight is Chapter member Joel Hern. Joel trailered his Powered Parachute to the meeting for all members and guests to get a first hand look at a fascinating way to fly. Most members, including myself, are fixed wing pilots and unfamiliar with the concept of flying under a nylon canopy. After examining Joel's craft, we were treated to a very interesting presentation of “Flying at Bird Speed”.

Mid meeting break, then business portion of meeting.

Motion to accept Secretaries July meeting notes are approved by a majority of yeas.

President Frank Nowak reads the Chapters Treasurers report for month ending July 2007.

Bill O'Neel reports on our VERY successful, Chapter Strawberry Fly-In, at

Richmond Airport. Bill gives thanks to the over 25 volunteers that were greatly responsible in making this event a success. Bill also reminds group that our event was a coordination of Chapter 1363 and Jack Gordon, owner and manager of Richmond Airport.

Meeting adjourned sometime after 7:14pm and before 11:59pm

were not going to leave me with any official looking government paper. They gave me the name of the local FAA inspector who does aircraft certifications and suggested that I call him so he could walk me through the process.

I told them I would call him, and before they could even tell me, I told them that I would not fly again until my aircraft was legal. I meant it, too.

Before they left, they told me that they would tell the FAA inspector that I would be calling him later.

Before I left the airport, I checked with the airport manager. The FAA guys had stopped by and asked her to be a snitch, just in case she saw me flying. She told them that she was not a Smokey of the air. It turns out they were not there to do a ramp check at all. They had come, by appointment, to check records of a King Air that operates out of the airport. When they were done, they went over to see the local airframe and powerplant mechanic, but he was not in his hangar, so they just went for a walk to look around and had found me. I am certain they had seen me flying, too.

Bottom line, I take back everything I ever said about the unlikelihood of ever being ramp-checked by the FAA. It may not

happen again in 10 years, but I'll be damned if I'm going to take a chance. I'm grounding myself until I get my Tiger Cub N-numbered, and I'm going to get one of my instructor buddies to endorse my student pilot certificate so I'll be ready to fly when I get the airworthiness certificate. I know that will take awhile.

With all the talk about the lack of designated airworthiness inspectors, I can say that is not the case where I live. I spoke with the nicest FAA inspector you'd ever care to meet. The telephone conversation I had with him almost made the other two men seem like the Gestapo. He is sending me a packet, and I will be ready and willing to have my airplane inspected as soon as it is registered.

Incidentally, the other two FAA guys did tell him that I would be calling. They are very thorough, and I suspect their follow-up is just as efficient. I don't plan on testing it. These guys could have dropped the hammer on my fat ultralight and made life hard for me. They didn't, and I genuinely think that their intentions were to help me get legal. It was a humiliating experience. If I were a dog, my tail would be between my legs.

- - bluemax229@roadrunner.com



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Your Officers

President: Frank Nowak
 V.President: Keith Salisbury
 Secretary: Al Myette
 Treasurer: Richard Picard
 Webmaster: Bill O'Neel

Young Eagles Chairperson:
 Al Schmid
 Membership Coordinator:
 Frank Nowak

The President's Corner

Frank Nowak

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The dark area expanded to encompass the entire western half of the sky and was the blackest I ever saw! Landing behind a Cessna with the rain pelting me and numerous aircraft behind me, I rolled out and got off at the first taxiway. Once inside the FBO, the crowd began to form as there were about 25 airplanes already on the ramp.


Al joined up (still with the rental car) and then the second guessing started. What the heck did that briefer mean, VFR!! After studying the radar loop for over two hours, it was clear the stationary low was indeed stationary. So, with the pouring rain and thunder, we made the sad but safe decision to leave the EZ in Wisconsin and drive back home. This decision was made due to past experience with stationary systems and we knew it would not be flyable eastward for a while. With that knowledge, we were justified in seeing rain, scud, and thunder storms all the way home.

The second and third guessing began once home when we learned that a Cozy 4 pilot left OSH Sat. and made it to Cape Cod in between WX systems up to the north and to the south. Darn, if we stayed two more days, we *might* have made it back.

My decision to set it down at the nearest airport and to drive home was the safe and prudent thing to do. As they say, "I would rather be down here wishing I were up there than....." well, you know the rest. Thanks to Steve Goldin, I was able to fly back on Monday to retrieve the bird and had a great flight back under truly VFR conditions. Some may say it was a whimpy decision to drive but, the bottom line is I am here to write this story! Thanks to all and FLY SAFE!

Frank

OSA Hangar Sale

	<p>Cessna 140 Wings and Parts</p>	<p>Bill O'Neel Richmond, RI</p>	<p>(401) 783-4388 aimbill@aol.com</p>
<p>2005 Gemini 2 W/APCO 500sq.ft chute. Rotax 582 water cooled engine- 65 hp. TaskEM EFI, Dual Flight Controls, strobe light, manual and electric start, 3.5 hours total flight time. Paid 15,950 asking 13,000</p> <hr/> <p>1998 Buckeye 503 air cooled w/500 sq. ft. Quantum chute, Chute has not been flown since inspection by a certified parachute rigger. Dual EGT and SHT gauges, VSI and Altimeter, strobe light, manual start, 35 hrs. TT Paid 11,250 asking 6,500</p>		<p>Bob Tichy IOWA</p>	<p>641-479-2588 641-751-6587</p>