

To: *All EAA Chapter 7 Members*

Due to continuing technicalities with our computer systems, the newsletter will be presented this month in e-mail format. You will be receiving several messages rather than one long multi-page message. Part One

Meeting date is October 13th, Thursday at 7:30 p.m.

President's Message by John Mahany

I will not be able to attend the October meeting due to work. I have asked Connie Anderson to run the meeting in my absence. Thank you, Connie.

We had several members fly, and Mike and Connie drove to Casa Grande, Arizona, for the Copperstate Regional Fly-In, taking their 'field kitchen'. Casa Grande has been established as the permanent home for Copperstate. It is Sunday afternoon as I write this. Check the website, www.copperstate.org for more information. It shows quite a few forums, along with workshops, the daily Airshow, and more. I hope it was a successful fly-in!

Upcoming events – there is a large Veteran's Day Celebration being planned for this year at Fla-Bob Airport, home of EAA Chapter 1. There are quite a few different activities planned, since it is designed as a fund-raising opportunity for participating local chapters.

A few of us were able to attend the Chapter 7 picnic, held on Saturday, September 24, at Eldorado Park. We had a good time! Due to scheduling conflicts, the turnout was smaller than expected. We shared good food and good conversation.

The last Young Eagles Rally for this year will be held on Saturday, Oct 15. We have been holding the bi-monthly Young Eagles Rally at AirFlite. However, with the approaching holiday season, AirFlite has advised us that they will not be able to accommodate us during December.

After nearly 50 years of providing aviation weather briefings for pilots, along with processing flight plans and other weather services for general aviation pilots, AFSS will have officially transferred operational control of the existing automated flight service station system to Lockheed Martin, to operate, under contract, on October 4. What difference will this make, and how will this affect you? Nothing noticeable will occur, initially. Essentially it will be the same people using the same equipment as before. There will be a gradual transition to Lockheed-Martin, over an 18 month period. Lockheed-Martin will gradually begin to consolidate certain flight service stations. A few of the currently operating FSS facilities will remain open. On the west coast, San Diego, Oakland and Seattle will remain open, for now. To the east, Prescott, Arizona and Denver, Colorado will also remain open. Within a year, the building currently housing Hawthorne FSS is expected to become vacant. This new contract with Lockheed-Martin is expected to save the FAA and taxpayers more than \$2 billion over the next 10 years.

Fly safely and keep the blue side up!

John ☺

VP's Corner by Connie Anderson

Program for this **Thursday, Oct 13th**, will be the return of two attorneys from the July program for a Question & Answer session on how to handle an aircraft accident, and protecting your assets in the event of a lawsuit. Some of our members discovered from the last meeting that they were easily open to lawsuits whether it be a business or partnership. Partnerships are becoming more prevalent with the high cost of aircraft and their low utilization by only one person.

If time allows, we may be able to have some slides from the recent Copperstate Fly-In held at Casa Grande, AZ. Weather started out favorable but noon winds continued to increase and shortened the airshow on Saturday afternoon. Prediction for Sunday was more of the same. We experienced gusts along the route on our return that day.

Many of the vendors were displaying the new Light Sport Aircraft and demo rides were available, fee refundable after purchase. There were several new models I was not aware of and viewers were encouraged to try them on for size. Many performed fly-bys to demonstrate their capabilities.

EAA Flight Advisor by John Mahany

'The LSA Boom' is how Plane & Pilot magazine describes it in their November 2005 issue. Plane & Pilot devotes an entire section, as well as a buyer's guide with basic specifications on 20 new LSA aircraft, some of which are already certified, while for others certification is pending. According to the article, there have been 14 new aircraft that have received airworthiness certificates in the light sport aircraft category. It points out that many of these aircraft have already been flying in Europe for several years. In fact, some manufacturers, such as Hansen AirGroup of Georgia, which imports the Italian made Tecnam, is facing the problem of too many buyers chasing too few aircraft. The AirGroup has already sold out their entire allotment of aircraft for this year.

Another interesting development in the light sport aircraft category is LSA Fractional Ownership, where a group of people share the cost to operate an aircraft. This concept has been employed very successfully in the ranks of jet charter operators, notably with NetJets. This then makes light sport aircraft ownership even more affordable. As reported in Plane & Pilot, Lets Fly's Eldon Corry says that he and his partners have been setting up these groups of pilots and aircraft since 1999, and there are now more than 100 of these groups across the country. In many cases, the manufactures are helping to subsidize the program, thus enabling more pilots to enter the LSA ranks, while at the same time broadening their customer base. This is a win-win situation for everyone.

Young Eagles Program - last one for 2005, Oct 15th

The holiday season is approaching fast (just look at all the Christmas decorations & items for sale already in some stores), and our facilities at MillionAir (Spring St.) will not be available in coming months. Let's have this event go out with a BANG ! as we accumulate points to send another young aviator candidate to the EAA Air Academy in 2006.