



The Sky's the Limit

News letter for EAA Chapter 651 Volume 22 Issue 7

Meeting Notice:

Meeting:

Aug.9th Hangar 4 7:00pm Ice Cream Sundays

Sept. 13th 7:00pm Nicolet

From the Prez

From the comments which I have heard your July meeting at Jet Air was a successful event!! I stopped by to talk with Al Timmerman before I left, but he had a group of Young Eagles on a tour of the control tower. Thanks to Al for those efforts with the Young Eagles.

Our August meeting will bring us to Christensen's hanger for our annual ice cream social, along with this gathering we hope to have our Air Camp attendees there to tell us about their experiences. With the efforts of our members at the LZ Lambeau event and the increase of the Young Eagles ride benefits, our finances remain stable, and hopefully we can continue this program in the future.

To my knowledge Chapter 651 members aircraft in attendance at Airventure 2010, were Vern Heyrman with his C165 Airmaster, and Dick Martin with his Meyers OTW. Mike Mahlik had both of his aircraft at Oshkosh, the C-150 and the C-172 Skyhawk. Although both Aircraft were there it was for a reason-being that he hoped to sell both aircraft. Mike is interested in moving up to something a little newer with more bells and whistles!! Pat Rice, one of our new members has purchased a set of 29" tundra tires for his C-170, this should be interesting, it will definitely change the appearance of the aircraft. I think his son Tim had a lot to do with this decision.

EAA651

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See you at Christensen's on August 9!! Watch out for our feathered friends as you fly!!

Your Prez.

Clete

EAA Chapter 651 Meeting Minutes

Meeting Date: 7/12/ 2010

Al Timmerman called the meeting to order at 7:04 pm with 28 aviation enthusiasts in attendance at Jet Air (GRB)

Meeting Minutes:

The June Chapter Meeting Minutes were accepted as published in the newsletter

Finance Report:

The Treasurer's report was presented by Karen Kalishek. The report was accepted as presented.

Correspondence:

The Chapter received a Thank You letter from the EAA for the purchase of a brick for the Arch at Airventure Grounds.

Committee Reports:

Al will be flying some Young Eagles this month and will call for some volunteers.

Old Business:

Next Meeting at Jim Christensen's "Hanger 4 " (GRB) 8/9/2010 7:00 PM

New Business:

Dr Bruce Bressler is in Oklahoma (FAA) getting his AME. Dr Bressler will be doing Medicals at Jet Air and will do Aviation Consulting.

Karen brought up an Idea about getting a projector and having a movie night.

The meeting adjourned @ 7:22 Al Timmerman took the Chapter on a tour of Jet Air.

Meeting Minutes recorded by Alan Georgia

EAA Chapter 651 Newsletter
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Congratulations

1ST SOLO

7/10/10 Brenda Nolan

PRIVATE PILOT

7/3 Ann Hasenohri

7/21 Adam Smits

COMMERCIAL PILOT

7/24 David Schneider

MULTI ENGINE - ATP

7/9 Curtis Greene

7/13 Greg Schuette

FLIGHT REVIEW

7/4 Dick Swain Sting
Sport

7/4 Geoff Swain Sting
Sport

7/15 Scott Boyea

WINGS PROGRAM

7/16 Gerry Clabots RV7A

KNOWLEDGE TESTS

7/19 Adam Smits PVT

Airwaves

Summer is still going strong but fast! Great month for instrument students and pilots with all these low ceilings and wx patterns. How crazy has this month been!

Hope everyone had the chance to go to AirVenture. Did anyone fly in? Would be fun to hear of your experience. Maybe at the meeting this month?

Our July meeting at Jet Air's new facility was well attended. Al had us set up in the main hangar which seemed really huge with our 40 little chairs sitting in the middle. Beautiful facility with some very innovative ideas incorporated. THANKS for the hospitality! If you missed the event, you should stop out and Al or one of the staff would be glad to show you around. Very impressive. Dr. Bruce Bressler will have a medical office set up there for 2nd and 3rd class medicals starting in Sept. How convenient will that be!

Our Aug "Ice Cream Social" will be at Jim's Hangar 4 on the 9th. Park wherever you can and the cell phone lot should be available also. Will check with management. Please bring your lawn chairs and an appetite.

See you all
soon. CAVU.....Noel

Wow what a month for Eaa651. In the July 29th edition of the De Pere Journal a front page article featuring our own Jay Baeten and Sherwood (Woody) Williams. Two pretty big pictures are featured. Of course it lists just a few of their many accomplishments. One very impressive article. Recognition that is more than justified and at the same time gives the Young Eagles program some very good publicity. Way to go guys.

At the same time that the De Pere Journal came out, Kelly Hafeman and Paul Stutleen were being quoted and pictured at the seaplane base. I don't want to say they looked pretty relaxed but if moss didn't just grow on trees, these boys would have been covered.

As I wondered around the grounds it was nice to see so many of your faces at Air Venture. Julie Balza was visiting and Karen was actually in the country. I'm thinking they were looking pretty closely at the TBM 750 or perhaps the Pilates, but it could have been the Pitts. Nice window shopping. If anyone came upon a particularly great product write a couple of lines and we'll see about some sort of review column for the next newsletter. Jim

Please remember to bring Chairs to the next meeting it will really help.

From EAA

Owners, FAA prepare for aircraft registration changes, new fees

For years, registering an aircraft in the United States was relatively easy, painless and inexpensive: Fill out a multi-part FAA form, keep the pink copy and send in a check for \$5. Presuming no other complications, the aircraft was properly registered as long as you owned it and remained at the same address.

On October 1, 2010, however, the FAA will begin transitioning to a new set of registration procedures, which will require re-registering each aircraft in the agency's registry—and paying a fee—every three years.

Note: The FAA will cancel the N-numbers of aircraft that are not re-registered or renewed under the new procedures. An aircraft whose registration has been canceled is, under FAA regulations, no longer airworthy and cannot legally be flown.

The new procedures result from a rulemaking process begun in 2008 and concluded on July 20, 2010. As the new rule states, over a three-year period, it will “terminate the registration of all aircraft registered before October 1, 2010, and will require the re-registration of each aircraft to retain U.S. civil aircraft status.” Thereafter, an aircraft's registration must be renewed every three years and the appropriate fees—which will be greater than \$5—paid during the renewal process.

“These improvements will give us more up-to-date registration data and better information about the state of the aviation industry,” said FAA Administrator Randy Babbitt in a press release issued earlier this month. “We also are responding to calls from law enforcement and other government agencies for more accurate, up-to-date registration data.” In other words, changes to the FAA's registration procedures are being driven, at least in part, by continuing security concerns.

Beginning October 1, 2010, the FAA will mail re-registration notices to all aircraft owners of record. Mailings will be staggered according to a published schedule based on the month in which the aircraft's existing registration was granted and will take place over a three-year period. Once the re-registration notices are mailed, owners will have six months to renew. Thereafter, registrations will expire every three years unless renewed.

Currently, some 357,000 civil aircraft are registered in the United States. The FAA believes as many as one-third of those registration records are inaccurate in some way, and it expects as many as 30,000 aircraft will be dropped from the registry as a result of the new procedures. Once the three-year re-registration process concludes, the FAA expects the registry to have only a 5-to-6-percent error rate.

Although the FAA's original regulatory proposal sought to continue the existing \$5 registration fee, legislation pending in Congress would allow the agency to increase it. According to the FAA, the legislation's \$130 fee “would not apply as the fee for re-registration or renewal.” Instead, the agency expects the new fee would be approximately \$45, payable every three years when a registration is renewed.

Commenting on the new registration procedures, EAA's Director of Government Relations Randy Hansen said, “This is a very costly burden on the public that the FAA can accomplish using other means. The FAA's own data would indicate that the issue is much smaller than presented, and that a major change in the FAA registration system is not warranted.”