

FEBRUARY, 1988



CHAPTER 27 NEWSLETTER

FEBRUARY, 1988 ISSUE

Meetings Held on the Second Sunday of the Month at Meriden-Markham Airport, Meriden, CT

RARE BIRD

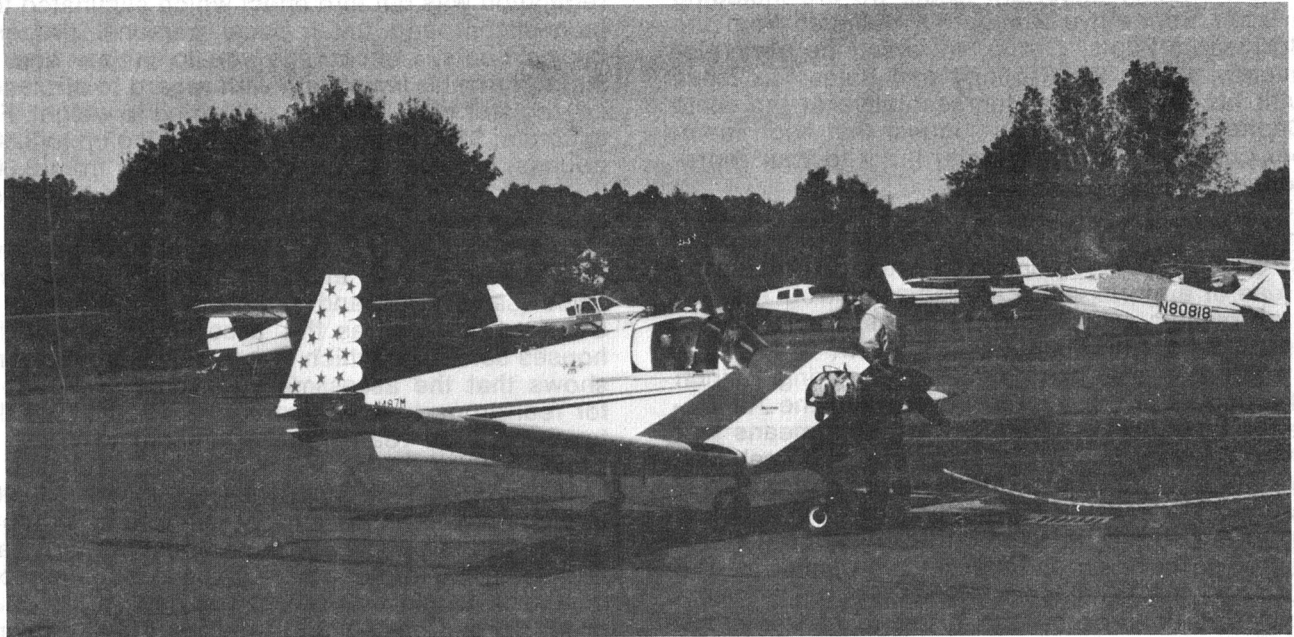


Photo shows a vintage Mooney Mite refueling at MMK this past summer. These birds are quite scarce as are the FBOs that are still pumping 80 octane! For you 80 users you are fortunate that MMK is still a source of supply.

NEXT MEETING IS SUNDAY, FEB. 14

The February meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, February 14, 1988. Time—10 A.M.

CONCORDE UPDATE

HQ has been receiving a terrific response to the announcement that the British Airways' Concorde jet will be returning for EAA OSHKOSH '88. An EAA membership contest is currently being developed which would include a Grand Prize of a ride for the winner and a guest aboard Concorde during Convention week. More details later.

ULTRALIGHT MEETING

The meeting of the Public Safety Commission of the City of Meriden held on January 11 in the City Council Chambers was well represented by our group, nearly everyone expressing his views on the ultralight aircraft ban at Meriden-Markham Airport.

The City Council Public Safety Committee voted to let the Aviation Commission regulate the ultralights. Since the Aviation Commission endorsed the original ban on ultralights it seems as though these craft will not be flying at MMK in the future.

**IF IT'S THE ULTRALIGHTS TODAY—WILL IT
BE THE EXPERIMENTALS TOMORROW?**

REMEMBER—IT'S FEB. 14 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A.M.

LETTER FROM THE PRESIDENT:

Hello once again. I am sure our membership will agree with me in that enough is enough! — When is Springtime coming? It is no fun wanting to take our bird for a flight around the patch when we have to spend considerable time and discomfort getting it ready for flight!!

I have asked our editor, Herb Bullock, to include (elsewhere in this issue) a report to the membership regarding Councilman Tomasetti's proposed resolution banning Ultralights and Gyrocopters.

On another important issue, we are including a letter from Rhys Stanger, a member from the Bridgeport Pilots' Group, in which he very eloquently pleads the Property and Sales Tax Issue with his Senator and Representative at the State Capital. I would strongly suggest that each member consider writing a similar letter to your representatives.

Just to remind you that Congress passed a bill in 1987 requiring the use of a Mode C transponder by all aircraft operating within the airport traffic areas of airports with FAA radar control. The aircraft owners will have three years from the date of enactment to comply with the law.

The FAA also has a new rule requiring 12 inch N numbers on all aircraft penetrating the Air Defense Identification Zone (ADIZ). This means that even if we fly to the Bahamas in our homebuilts, we will need 12 inch numbers on the aircraft. They can be the stick-on type which can be removed upon our return. In addition, every aircraft is required to have an ID label on the outside of the fuselage, either adjacent to and aft of the rearmost entrance door or on the fuselage near the tail surfaces.

ACK Technologies of San Jose, California has manufactured a Mode C Encoder (Model A-30) which is available for \$299.00.

See you at the meeting Sunday, Feb. 14, 1988.

George Molina

PROPERTY AND SALES TAX ISSUE LETTER

Two unfair, in fact you might say discriminatory taxes in the State of Connecticut are limiting the continuing growth and expansion of a most important segment of the transportation industry.

On the State level, an unfair sales tax is imposed on airplanes as opposed to automobiles, boats, trucks and even snow sleds. Sales tax is charged on the full purchase price of an airplane and not on the difference between the trade-in value of an airplane and the total sales price. (Connecticut manufactured airplanes excepted, but for all practical purposes this is meaningless). In my opinion this results in double taxation and has discouraged many airplane buyers from upgrading their equipment and in some instances from buying an airplane in the first place.

I ask that you initiate and/or support an amendment to the tax laws in the next session giving same "rank" as an automobile buyer so that at

least some of the eight thousand licensed pilots in the State of Connecticut may be more inclined to purchase an airplane and thus increase business for people who provide maintenance, repair, fuel, avionics, flight instruction and other services at Connecticut Airports. Connecticut airports cannot prosper much less survive without the support of the general aviation business.

Secondly, at the local level the method of establishing personal property tax on airplanes is out of harmony with taxes imposed on real property, and as a result it is more than unfair. (Stratford, Connecticut being the example used here). Apparently a similar condition existed concerning boats and a successful statewide boat registration regulation was put into effect which eliminated the inconsistent and unfair local personal property tax on boats. I encourage you to initiate and/or support similar legislation with regard to airplanes i.e. register each airplane according to weight. For example; \$100 for an airplane weighing up to 3,600 pounds, \$250 for an airplane weighing from 3,600 lbs to 12,000 lbs, and \$500 for those airplanes weighing over 12,000 pounds.

To illustrate the unfairness of the personal property tax, I have attached a survey of property sales (sales price and value being the same) in Stratford as well as the assessed value of the houses sold upon which taxes are based. It clearly shows that the assessment to value in Stratford for real property is an average of 14.26% and the taxes paid on real property amount to .79% of value.

By contrast the survey shows that a \$50,000 airplane based on the current mill rate in Stratford of 5.62 would pay \$2,810 in personal property tax. If that \$50,000 airplane were taxed in a comparable manner it would be assessed at 14.26% of value or \$7,130 and pay \$400.71 in taxes. If that airplane paid taxes as does real property at .79% of value it would pay \$395.00. Notwithstanding, the municipal services received by the airplane owner are very limited.

Somehow airplane owners seem to be perceived as wealthy individuals so that the amount of taxes they pay is of little consequence and that the airplane may be a luxury in any event. An airplane is no more a luxury than a Cadillac, Mercedes, BMW, Jaguar, Bertram Yacht, a vacation home, a country club membership, or a 3,500 square foot house all of which are the rewards of an industrious and successful life. I would venture to say, however, that a majority of private airplane owners among the 8,000 licensed pilots in

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EAA CHAPTER OFFICERS FOR 1988

President—George Molina

Vice President—Ed Morris

Secretary—David R. Flood I

Treasurer—Sheila Seemann

Technical Consultant—Ed Dunn

Newsletter Editor—Herb Bullock

LETTER

(Continued from Page 2)

Connecticut are blue collar to middle management people struggling to maintain an airplane and enjoy the fruits of their labors.

That which sets pilots apart is not a bank account. It is the requirement by Federal Air Regulations that they qualify physically, mentally, and practicality in order to be licensed. A pilot must first pass an FAA prescribed physical exam, be trained by a qualified FAA flight instructor, pass an FAA written exam and then pass a practical flight test under a qualified FAA flight examiner. After receiving a certificate the pilot is subject to physical re-examination every 6 months to 2 years depending upon rating and must be re-examined by a federally qualified flight instructor or examiner every 2 years.

To become a pilot, ability and an enormous amount of extra effort is but a minimum requirement.

I have written the same letter to each member of the Senate and of the House. It is not a form letter in the sense that I know of no better way to express the concern of the unfair sales tax, the inequities in personal property tax regarding airplanes and of the understanding of that which is required in order to become a qualified pilot. I ask for your help and the help of your colleagues in rectifying an unfair set of circumstances which in the last analysis is inhibiting the growth of a very important industry and activity in the State of Connecticut.

Thank you.

Sincerely,
Rhys L. Stanger
13 Wilson Ridge Road
Darien, CT 06820

REPORT TO THE MEMBERSHIP

RE: Current status of Councilman Tomasetti's proposed resolution banning Ultralights and Gyrocopters.

I am not pleased to report that a hearing before the Safety Commission was held on Monday, Jan. 11, 1988. Our group was very well represented and several of us spoke in opposition to this proposed resolution. Following a recess, the commission came back with its verdict; basically, the jurisdiction for this action has now been transferred to the Meriden Aviation Commission.

Apparently, this action has been taken by the safety committee upon reflection of current FAA regulations. The agency has ruled that the operation of Ultralights is a valid aeronautical use and may only be prohibited upon a showing that an airport can not accommodate them safely. Since the conditions of the airport's federal grant require that the city maintain the airport for aeronautical use, it is imperative that such a determination be made by the proper authority.

At the hearing, the proponents of this proposed resolution (in my opinion) did not come up with any reasonable documentation as to why Ultralight aircraft and Gyrocopters are a hazard to the local resident. The Safety Commission Chairman,

Tomasetti, made the statement during his remarks that "this is my personal opinion."

Following this verdict, I approached Aviation Commission Chairman, Ralph Blantz, and asked him what he was going to do with this issue. He told me that he will enforce the ban. Likewise, in response to my questioning why, he mentioned that at the time of his hearing he will be in a position to document his reasons. It will be interesting to see what they are.

Although, on the surface this issue does not seem to affect the majority of our members, it is my recommendation that we follow it and oppose it vigorously since it is their first attempt at tampering with our privilege of flight.

Sincerely,
George Molina

CALENDAR OF EVENTS

MARCH 11-13—TITUSVILLE, FL—TICO '88 sponsored by the Valiant Air Command. Call (305) 268-1941.

APRIL 10-18—LAKELAND, FL—Sun 'N Fun Fly-In. Call (813) 644-2431.

APRIL 29-MAY 1—MISSISSAUGA, ONT., CANADA — Sport Aircraft Expo. Toronto International Centre. Contact 416/235-2642.

APRIL 29-MAY 1—CLEVELAND, OH—4th Annual Air Racing History Symposium. (216) 946-9069.

MAY 29—BRECKENRIDGE, TX—11th Annual Air Show sponsored by West Texas CAF Wing.

FEBRUARY PROGRAM

For our February program, Ed Morris will again attempt to bring to a conclusion his demonstration of fiberglass mold construction.

FOR SALE

RV-4 TAILFEATHERS—Complete. ready to mount. Also RV-4 canopy manufactured by The Airplane Factory. 1 new ELT battery, fits Pointer or D & M ELTs. Chuck Raymond, (203) 929-2552.

"BLUEBERRY"—SONERAI I FORMULA V RACER. 150 hours total time—Many spare parts. Make offer. Call (203) 281-4332.

SILVER CITY FLYING CLUB—Has share openings available. The club owns two aircraft; a Cessna 172 and a Piper Warrior. Call (203) 272-4922 for membership information.

MISCELLANEOUS PARTS FOR SALE—60 amp. 28 volt alternator. PN 611 503 0102. DOFF 10300B. 400 hrs. Best offer. Prestolite 28 volt starter—MHB-4015, 100 hrs. best offer. Two 12 volt YUASA batteries—NEW—with acid and battery box. No. YB14LA2—\$25 ea Cleveland wheels and brakes—5.00x5 PN 40-78B & 30-9. Kit No. 199-102—\$250. John Faulkner—265-6002

60 AMP ALTERNATOR—For Cessna 172. 100 hrs since Mattituck. From a Lycoming O320 E2D.—Jeff Davenport (203) 269-6845.

