

Experimental Aircraft Association

Chapter 27 News

April

2013



Warbirds touring the country:

It's the time of year that we start seeing Warbirds in the sky. There are a few organizations that fly their historic planes around the country, they land at local airports and most of these events are free, but donations keep these planes flying.

For more news on tours check out:

<http://www.b17.org/tour/>

And

<http://www.collingsfoundation.org>

Along with traveling tours, the Collings Foundation has a nice museum in Stow Massachusetts and holds several events a year including Battle for the Airfield in October, which is a WWII reenactment and Veterans roundtable discussion. I went one a year ago and it was fantastic.

Update from HQ:

Charlie Becker is returning to the EAA staff, as EAA's Communities Director as well as Homebuilt Community Manager, reporting to Jeff Skiles. Charlie has held many positions within the EAA he has also produced a TIG Welding video for the EAA and has creating the weekly EAA Webinar series of technical and educational online video seminars, plus a long list of other things.

Letter from the President April 2013:

Turmoil continues to abound on the aviation political/budgetary front lines that, most unfortunately, appear to focus on General Aviation (GA). As of this writing, the FAA still intends to close 149 air traffic control towers, selected primarily because they serve GA. Although collective staying action from various aviation groups and supportive congressional representatives have caused the FAA to delay implementing the tower closings pending legal review, the reality of losing those control towers cannot be denied.

The assault on GA further continues. The latest budget proposal, released from the White House on April 10th, once again includes a \$100-per-flight fee. Two previous attempts from the Obama administration have been rejected by Congress and opposition to user fees on Capitol Hill is growing. The AOPA reports that last week 223 bipartisan members of the House of Representatives signed a letter to the President urging him to "abandon this idea once and for all." In the details of this latest budget move, recreational flights and some aircraft would be exempt from fees, though it remains unclear how it will be determined if a particular flight is subject to a fee. Further, what defines a single flight...if one were to land at an intermediate stop for fuel and then takeoff to continue to destination, does each leg constitute a "flight" and therefore be subject to a fee? Does use of any air traffic control service subject the operation to a fee? The devil is in the details.

This latest user fee proposal is estimated to raise about \$7.3 billion over ten years, the figurative drop in the



Next meeting:
Sunday April 21st

The speaker is TBA.

If you are getting the newsletter in the mail and are interested in receiving it sooner by email, please contact me at newsletter@eaa27.org

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bucket when addressing a national debt at approximately \$17 trillion. In practice, the cost to GA operators more than likely will be higher due to mandated accounting and documentation requirements while revenue generated will likely be much lower than estimated due the anticipated decline in GA activity.

Any user fee system comes with overhead expenses in contrast to the point of sale pay-at-the-pump gas tax that has served us well for many years. The President's 2014 budget is replete not only with new administration and collection costs; there would also be a special commission whose only function would be to recommend a "replacement charge or charges that would raise no less revenue" than the \$100 fee. Craig Fuller of the AOPA states "the language of this proposal is designed specifically to open the door for new, higher fees in the future. With no Congressional oversight and no safeguards in place, this proposal would give the Administration a blank check to spend pilots' money." [N.B. Tax increases must be approved by Congress; a fee, once in place, may be raised or extended without congressional oversight.]

When confronted with disheartening news, a colleague of mine would often quip, "Well Mrs. Lincoln, other than that, how was the play?" Sadly, the forces being marshaled against GA continue despite it being a contributor of about \$150 billion to the economy every year and supporting millions of jobs along the way. Indeed, if this latest proposal succeeds, the unintended consequences will surely ripple throughout our flying community causing untold damage and adversely affect the activity we love dearly.

Enough! The weather is rapidly getting better as our spring continues to unfold...let's go flying.

Stay safe,
Bob

Meeting Minutes:

March 17, 2013

Officers: President Bob Spaulding called the meeting to order at 10:05am. Officers present: Bob Spaulding, Mark Scott, Bill Jagoda, Rick Beebe. There were 24 attendees. Bob welcomed members of the New England Pilot's Group.

Membership: 2013 dues are due. Still only \$20.

There's a form on the back of the newsletter or the website. Lauren Dubois is our membership coordinator. Laura Tiezzi is our newly appointed Outreach Coordinator.

Treasurer: Bill Jagoda reports we have \$2119.37 at the end of February. There are 4 calendars left for \$5. Fran Uliano moved to accept.

Tech Counselors: Mike Zemsta talked about "clocking" your prop. The manufacturers don't

seem to have this information available except for Sensenich on wooden props. For a builder looking for that information, he suggests looking at certified planes with the same engine to see where they're set.

Mark Scott showed a photo of his muffler. He's wrapped the muffler with springs to improve heat transfer in the heat muff for his cabin heat. He bought some 2' springs from McMaster-Carr and just stretched them around the muffler, inside the outer can. For his windows, he's using 3M Strip-Calk to seal the joint between the glass and the frame.

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Richard Merrill
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Dave Pepe
(203)-634-4457

Mark Scott
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Mike Zemsta
(860)-832-8661

**Meetings are the
3rd Sunday of the
month at 10am at
Meriden Markham
Airport**

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It never hardens so it should keep the joint sealed even though Plexiglas has tremendous expansion & contraction. It doesn't stick to your hands and is easy to mold. The weather-stripping available at the hardware store probably works but it's not as pliable.

Aviation Commission: Dave Pepe reports that the RFP for the new FBO should be out by the end of March. They're currently finalizing.

Newsletter: There are reports that the newsletter didn't arrive for everyone. See Lauren if you didn't get yours. She is particularly interested in putting articles of historical interest. If you have anything please let her know. A few more people following our facebook page including a museum. She'll be following up with them to see if we can work with them.

Young Eagles: Fran says that nationally the YE program is getting close to 1.8 million. Our Chapter is approaching 2100. Rich is working on arranging a YE day for a church youth group in May. Fran talked a little bit about pilot requirements for YE pilots. You have to be licensed and current in the aircraft and have to carry at least \$500,000 in insurance.

Airport Improvement: Jim Simmons put forward the notion that the Chapter buy an automated screen to be built into the ceiling. The city tentatively agreed to fix the ceiling if we did that. Jim put forward a motion that we allocation up to \$300 to buy.

2013 Events:

International Learn to Fly Day – Saturday, May 18

Spring Young Eagles Rally – Saturday, June 8

Fall Young Eagles Rally – TBD 2nd weekend of October

Annual picnic and open house – September 7 or 21

Simsbury Flyin – Sunday, September 15

Holiday Dinner – 1st or 2nd Saturday in January
Unscheduled:

Eagle Flights (adult orientation)

Boy Scout/Girl Scout Aviation Merit badge training

Meriden "Beat the street" Career explorers

Make-a-wish or Starlight Foundation

Fly out somewhere?

Facility tour

Maury has decided to step down as Holiday Dinner coordinator. Thanks for your years of hard work Maury! Bill Jagoda agreed to take over those duties.

Brian Rechtiene made a motion to move the party to January. The motion carried 14 to 1 with 3 abstaining.

New Business: The FCC wants to phase out 121.5 ELTs. Discussions continue.

Sequestration takes place tomorrow. The FAA will release a list tomorrow of airport towers that will close. Word is that Bradley will be the only open tower in the state. CT legislators have introduced a bill to provide some relief to keep the towers open.

Jane's "All The Worlds Aircraft" has given credit to Gustave Whitehead with the first powered flights, predating the Wright Brothers. 2 years before the Wright flights.

Dave Pepe reports that the Meriden Police Union wants to put on a car show at the end of the airport at the end of July. Some static display aircraft would be welcome.

According to Lauren, Robertson Airport will be having a fly-in/ classic car show on Sunday, June 2, 10-3.

Seminar: Our speaker was Major Roger Malagutti of the Civil Air Patrol. He talked about the CAP its programs and what's involved in volunteering for it.

Deadline for submitting material for the next newsletter is May 10th 2013

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2013 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:

EAA Chapter 27, c/o Bill Jagoda, 43 Derby Road, Rockfall, CT 06481

(Dues are \$20.00 per year, due in January, make checks payable to: *EAA Chapter 27*)

Name: _____ Phone: _____
Street: _____
City _____ State _____ Zip _____
Email address: _____ Receive Newsletter via: Email Paper
EAA Membership No: _____ Expiration date: _____ Pilot rating held: _____
Do you own an aircraft?: _____ Make & Model: _____ Registration No: _____
Are you building an aircraft?: _____ Make & Model: _____ % completed? _____



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