

# EAA Chapter 974 Newsletter

EAA Chapter 974

April 2007

Hogan Field (KHAO)

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### [The Prez Says](#)

**Elizabeth Szoke, Chapter President**

With "Sun-N-Fun" upon us, it is time to start making our plans for Oshkosh. Remember that we are paying early to reserve our spots. Last year we averaged about five tents to one spot; and we still paid for one spot each!

I would like some volunteers to help me with some administrative items. We could get together once or twice and sort through some old documents. Email the Webmaster or me.

I will have to write more later... but keep up the good aircraft building!

### [Board Meeting Minutes](#)

**Kent Forsythe  
Chapter Secretary**

No report

### [Meeting Minutes](#)

**Kent Forsythe  
Chapter Secretary**

Meeting was called to order on April 1, 2007. Location of the meeting was the EAA974 hanger at HAO. President Elizabeth Szoke presided over the meeting.

## Attendance

28 Members and 7 Guests

Guests:

Bud & Vickie Erdman  
Bill Kessinger, Mike Kessinger  
Steve & Betty Lilley  
Dick Moore

## Reports

- Secretary's Report
  - o Secretaries report accepted by the members
- Treasurer's Report
  - o Treasurer's report accepted by the members
- Tech Counselors' Reports
  - o No activity by the tech counselors this month.
  - o Note: anyone needing a tech counselor can go onto the website and request help.
- Young Eagles Report
  - o 54 participants have signed up. The Young Eagles committee is expecting between 16 and 20 Boy Scouts; because of this, they will require some certified planes. A flight is scheduled for April 14th, with April 21st set as a rain date. Ground crew is needed, as well as pilots and aircraft.
- Hanger Master's Report
  - o Bob Burkhart was able to temporarily fix the water leak into the chapter hanger.
- Web Masters Report
  - o The March newsletter has been published on the website.
- Librarian's Report
  - o None
- Chapter Historian's Report
  - o The new hard drive is up and running.
- Presidents Report
  - o None
- Project Reports
  - o None

## Announcements

- The Flying Circus will be held at HAO on August 11th and 12th. The airport will be hosting an open house featuring model aircraft. The organizers are interested in having EAA 974 host a pancake booth during operations setup.
- Lunken Airport Days are April 27<sup>th</sup> and 28<sup>th</sup>. Free Hotdogs.
- Moraine 'Sunday Funday' is May 6<sup>th</sup>.

## Old Business

- None

## New Business

- Jerry Brainard inquired as to member interest in building the aircraft Engine Drier which is featured in the latest issue of EAA's Sport Aviation magazine. He will investigate the materials required to build a drier and will post information on the website.

## Program

This month's program was a collection of first flight stories, both good and bad, from members own *actual* first flights!

## Member Attendees

- |                    |                    |                      |
|--------------------|--------------------|----------------------|
| 1) Ankerstar, Brad | 11) Garon, Andy    | 21) Schwinn, Ed      |
| 2) Brainard, Jerry | 12) Gassert, Kevin | 22) Shaw, Robin      |
| 3) Brainard, Linda | 13) Graumlich, Tom | 23) Statt, John      |
| 4) Broge, Chuck    | 14) Hetico, Rolf   | 24) Szoke, Carolyn   |
| 5) Burkhardt, Bob  | 15) Hoffman, Matt  | 25) Szoke, Elizabeth |
| 6) Charlton, Brian | 16) Hogan, Tom     | 26) Taylor, Mark     |
| 7) Conn, William   | 17) Hurd, Doug     | 27) Wayne, John      |
| 8) Fear, Barry     | 18) Jones, Ken     | 28) Wilemski, John   |
| 9) Ferrell, Brett  | 19) Parker, Ray    | 29)                  |
| 10) Forsythe, Ron  | 20) Raney, Dave    | 30)                  |
| 31)                | 33)                | 35)                  |
| 32)                | 34)                |                      |

## April Chapter Meeting

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Our April meeting presentation was a group discussion about the good and bad experiences with first flights within the chapter. We very much appreciate everyone sharing their true-life stories, some of which were less than perfect, as we one can learn a lot from each of them. The major messages that were common amongst the group were to be current, get as many hours as you can, and in as many different types of aircraft as possible. This combined with a good flight test plan and preparation for the most likely issues you might encounter give you a great advantage going into your first flight. Also stressed was to build up very gradually so that you are truly testing one aspect of the aircraft each flight out as opposed to simultaneously testing all of the major systems your first time out of the hangar.



**A Nice turnout for a pretty spring day**

## [ROTORWAY TO BUILD TYPE-CERTIFIED HELICOPTERS](#)

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With a new chief executive at the controls, [RotorWay International](#) is pursuing the type certified market for its two-seat piston-powered helicopter. The company is working on the program at its South African facility and will first pursue European then FAA certification, said CEO Grant Norwitz. The certified version may have more power and a larger cabin and incorporate design changes to make it easier to maintain. The company already builds a FADEC (full authority digital engine control) powerplant and is going to start offering glass cockpits as upgrades in its kits. There are more than 900 RotorWay helicopters now flying.

## [KIDVENTURE RELOCATES TO PIONEER, EXPANDS OFFERINGS](#)

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For the past eight years, EAA's KidVenture has provided untold thousands of children with delightful, educational aviation experiences at its customary location, in the big, white tent directly behind EAA AirVenture Museum. There's never been much room for expansion, however, and the road bordering its eastern edge has created occasional bottlenecks of buses, gators, golf carts, and other vehicles.

At EAA AirVenture Oshkosh 2007, KidVenture will be transplanted across Pioneer Airport's turf runway where there will be much more room for kids to enjoy safe, hands-on aviation activities.

[\(read more\)](#)

## [LOVELL TO INTRODUCE 'APOLLO 13' AT EAA FLY-IN THEATER](#)

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Capt. James Lovell, who commanded the near-disastrous Apollo 13 moon mission that became a model of crisis ingenuity and teamwork, will be a featured guest at EAA AirVenture Oshkosh 2007, "The World's Greatest Aviation Celebration," which will be held July 23-29 at Wittman Regional Airport in Oshkosh, Wisconsin.

[\(read more\)](#)

## [GATHERING OF MUSTANGS & LEGENDS TICKETS AVAILABLE](#)

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Discounted advance tickets for the Gathering of Mustangs and Legends September 27-30 are now available online at [www.GML2007.com](http://www.GML2007.com). Discounted rates are also available for children, students, and military personnel. The event will feature aerial demonstrations and performances including an estimated 100 P-51 Mustang aircraft and additional World War II fighters/bombers, U.S. Air Force aircraft including the Thunderbirds, and top civilian performers.

## [Champ is Back](#)

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[American Champion](#) has resurrected an old favorite, the Champ, and, just last week, received FAA certification. The airplane is unique because it was type certified thanks to its original production run, yet it falls within the light sport aircraft performance and weight limitations. That way it can be used to train private as well as sport pilots, plus it can do basic aerobatics and have expanded commercial uses. The Champ has the classic-looking fuselage and modern refinements such as aluminum landing gear legs. It also has a Citabria wing, windows, and other shared parts. It holds 18 gallons of fuel and is powered by a Continental O-200 engine. The base price is \$85,900. American Champion has delivered the first one to its dealer in Florida, and it will be on display this month during Sun 'n Fun in Lakeland. The company says there has been strong interest in the airplane, and it plans to build 30 a year.



## [NTSB ADVOCATES REPAIR FOR CESSNA 150/152 RUDDERS](#)

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The National Transportation Safety Board wants the FAA to issue an Airworthiness Directive (AD) ordering the rudders on all Cessna 150s and 152s to be modified in accordance with Cessna's Service Bulletin No. SEB01-1. The NTSB issued the Safety Recommendation following its investigation into the April 11, 2005, Ohio crash that killed an instructor and student when the plane's rudder jammed during spin recovery training. Investigators found that the rudder was jammed at 35 degrees right-of-center, about 12 degrees past its normal travel limit.

It also found that a small metal plate that should have aligned with the rudder stop bolt was installed backwards, allowing the rudder bolt to slip behind a tab on the plate and jam. In its recommendation, the board suggests that a 1998 crash in Canada occurring under similar circumstances may have been caused by the same problem. In the investigation of the 2005 crash, the NTSB was unable to determine whether the stop plate had been installed incorrectly when the plane was built or sometime later. If mandated by the FAA, the NTSB recommendation would require that the plate be replaced with a bigger one and then inspected to ensure proper installation. The complete recommendation and illustrations are available online at [http://ntsb.gov/recs/letters/2007/A07\\_33.pdf](http://ntsb.gov/recs/letters/2007/A07_33.pdf).

## [Oshkosh to host USAF 60th Anniversary](#)

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### **EAA AIRVENTURE OSHKOSH 2007 TO HOST U.S. AIR FORCE 60TH ANNIVERSARY COMMEMORATION**



For more than a half-century, some of aviation's most amazing innovations and top developments have come from two places: the U.S. Air Force and the annual EAA AirVenture fly-in convention. The USAF will make the 55th annual edition of EAA AirVenture, "The World's Greatest Aviation Celebration," a major stop during its 60th anniversary commemoration, as it brings its "Heritage to Horizons" showcase to Oshkosh July 23-29 at Wittman Regional Airport.

## [AOPA's Take on User Fees](#)

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### **GA USER FEES: ALARMING FOOTAGE FROM ACROSS THE POND**

Faced with an instrument approach below minimums, how would you react to the notion that a last-minute approach to a nearby airport with better weather would cost you \$1,000? Such harried decision-making and its negative effect on safety are a way of life for European general aviation pilots. Bring along your calculator and fly with AOPA Pilot Editor-at-Large Thomas A. Horne on an IFR flight across Europe in a Piper Twin Comanche as he deals with just such a situation. You'll be appalled at the flight's price tag when you tally air traffic control services from the preflight weather briefing to the landing. "European pilots pay more, receive less, and can face higher risks," Horne writes after the flight in "[Euro-Fees Fears.](#)" Watch this [intriguing first installment](#) of a four-part video report to experience first-hand the chilling effects of user fees on costs and safety.



## [EAA's Case Against User Fees](#)

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EAA is continuing to work with other general aviation organizations to oppose the FAA's proposal for funding the nation's air traffic control system. The funding plan, which reflects the advocacy of the powerful big-airlines lobby, would implement user fees and sharply increase fuel taxes to replace the current, time-tested system of excise taxes on aviation fuel and airline passengers. EAA and the other general aviation groups view this as nothing but a ploy by the airlines to offload more of their costs onto general aviation while grabbing more control of the nation's airspace. Meanwhile, their proposals would require the establishment of a new and potentially costly bureaucracy.

In the past 10 years, the airline industry received a \$5 billion government bailout, a \$10 billion loan guarantee program, and a shift of some pension obligations to the U.S. taxpayer. Now, as many airlines are experiencing a recovery, they want to jettison even more costs by imposing user fees on general aviation.

The airlines, represented by the Air Transport Association (ATA), falsely claim they pay more than 90 percent of all aviation taxes but make up only two-thirds of the operational activity in the system. Yet in the 35 airline hubs that receive the vast majority of FAA funds and resources, general-aviation operations account for only 6% of the total. For example, when general aviation was prohibited from operating at Washington D.C.'s Reagan National Airport in the wake of 9/11, overall ATC costs there were not affected.

However, the cost of the user fee proposals to participants in general aviation, including the many EAA members who enjoy personal flight as a pastime, would be sizable. The FAA's proposal includes new fees to pay for the costs of numerous certification and registration activities, such as: registering an aircraft (\$130), replacing an aircraft registration (\$45), issuing an original dealer's aircraft certificate (\$130), issuing an additional aircraft certificate (\$105), issuing/renewing a special registration number (\$80/\$50), recording a security interest (\$130), recording a security interest in aircraft parts (\$130), issuing or replacing an airman certificate (\$50/\$25), issuing an airman medical certificate (\$42), and providing legal title opinions pertaining to aircraft transactions (\$100).

And, of course, there's the potentially devastating 3.5-fold fuel tax increase, from 19.4¢ to 70¢ per gallon, and a series of other user fees for access to the nation's busiest airports.

The FAA maintains that its plan is essential for funding the creation of the next generation air traffic control system. Adding insult to injury, the concepts and proposals for accomplishing this modernization entail greater restrictions and costs for general-aviation operations.

Meanwhile, projected revenue from a user fee system in 2008 would be approximately \$600 million less than the funds that would be raised by maintaining the current excise tax structure. The shortfall would persist, amounting to approximately \$900 million less funding from 2009 to 2012.

Another reason why general aviation opposes user fees can be found north of the border, in Canada: Ten years ago, when the ATC system was established as a government corporation (NavCanada), light general aviation was exempted from ATC and airport user fees. Now, despite an appeal to the Canadian Transportation Agency, general aviation light aircraft operators will pay charges for the use of seven important airports (including several reliever facilities) for the first time. According to the Canadian Aircraft Owners and Pilots Association, the airline community is viewing this as just the beginning of general aviation paying user fees in Canada.

Even more extreme examples of user fees harming or practically killing general aviation in numerous other countries add to the condemning evidence. Common sense indicates that any initial user fee scheme will eventually trickle down and be imposed on all flight-related operations.

The FAA's proposal would also transfer control of agency funding and oversight away from Congress and dramatically reduce public control of how the FAA exercises its discretionary spending.

"EAA remains categorically opposed to user fees," said Doug Macnair, EAA vice president of government relations. "Such a system will not enhance safety and it will not improve services. It will add barriers for thousands of recreational aviators while being a costly burden to the federal government."

How, then, do the big airlines and the FAA attempt to justify such an imbalanced, unfair, and flawed proposal? Their rhetoric asserts that "fat cats" in private jets should pay more for using the nation's ATC and other services. But it conveniently overlooks the oppressive effects their proposals ultimately would have on average aviation enthusiasts like the members of a thousand EAA chapters across the nation. Those chapters are made up of people who already make sacrifices to afford their enjoyment of personal flight. They should not have to underwrite big businesses' use of, and attempts to commandeer, the nation's airspace.

ED: If you are concerned about User-Fees, as I am, EAA would like you to contact your congressional representatives and voice your displeasure. Example letters can be found at the EAA's national website <http://www.eaa.org>.

