



# Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, April, 15 a.m., Meriden-Markham Airport, Meriden, CT

April, 2007

## EAA's CASE AGAINST USER FEES

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 probably 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 360% 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.

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President	Vice President	Treasurer	Secretary	Membership	Newsletter Editor	Young Eagles	Tech Counselor
Jim Simmons 203-272-9346	Bob Spaulding 203-378-5688	Bill Jagoda 860-349-9901	Steve Socolosky 860-569-6385	Mike Okrent 203-393-2662	Rick Beebe 203-230-8459	Fran Uliano 860-347-0412	Dave Pepe 203-634-4457

## LETTER FROM THE PRESIDENT

For the first time, our Chapter will be conducting a joint meeting together with the FAA. At the request of Jim Adams, the FAA's Safety Manager for New England, they will be providing their monthly safety seminar in conjunction with our group's April 15th EAA Chapter meeting. Bob Spaulding, our vice president and seminar coordinator, has worked closely with Jim in scheduling and coordination of this event. One measure of which we will be assessing the success of this venture is by the number of attendees. So please try to join us and display your support for our Chapter as well as the FAA.

The recent weather has been unbelievably cold for this time of year (including snow flurries in CT yesterday). It certainly doesn't feel like Easter weekend. However, I remain eternally optimistic and hope that by our April 15th meeting date, we will have moved into more seasonable temperatures.

As you'll read elsewhere in our newsletter, we are moving ahead with our Chapter's tours of the NY TRACON facility. This should be a great chance to see the facility in action as well as get any ATC question you may have answered by the experts. From comments I have received from members in advance of this tour being finalized, I believe that we will fill all available slots very rapidly. We are specifically limited in the number of visitors. Therefore, I urge you to make your plans early so that you won't be disappointed. A sincere thanks goes out to Heather Woiciechowski for her efforts on our behalf in arranging for this tour.

Looking forward to seeing you all (and the other visitors for the FAA seminar) at our joint EAA/FAA meeting,

—Jim Simmons

## NEW YORK TRACON TRIP

Our Chapter's planned trip and tour the New York TRACON facility in Westbury, New York is a "GO." Two dates are available—Saturday, May 12th and May 19th—and 20 people may attend each day. Each date will contain two tours consisting of ten members each. Each tour is planned to be approximately one hour in length. You must be at the TRACON facility by 9:30AM per the FAA security requirements. Individuals wishing to attend must be preregistered (see below) and must provide their Social Security Number as part of the preregistration process. The names and SSN's will be provided to the FAA prior to the trip. Following the tours, we plan to get together for lunch (off site) and then travel to the nearby "Cradle of Aviation Museum" (\$9.00 adult admission). The lunch and museum plans are optional. Carpooling of members is suggested and will be coordinated at our April 15th Chapter meeting. Approximate driving time from Meriden to the facility is 1 hour and

30 minutes. The address of the New York TRACON facility is: 1515 Stewart Avenue, Westbury, New York 11590.

Steve Socolosky, our Chapter Secretary, will be accepting reservations immediately and he will be the only Chapter member receiving your SSN (other than Heather Woiciechowski). You may contact Steve via email at: [secretary@eaa27.org](mailto:secretary@eaa27.org), via telephone at (860) 569-6385, or schedule in person with Steve at our April 15th meeting at MMK. All reservations must be made by Monday, April 23rd. This is truly a rare opportunity and we expect to fill all of the available slots rather quickly.

The reservation process will be on a 'first come-first serve' basis, so be sure to contact Steve as soon as possible to secure your scheduled date.

A very special thanks goes out to EAA Chapter 27 member and FAA employee, Heather Woiciechowski, for coordinating this trip for our members.



Now *that's* a hot ride!

## MEETING MINUTES

March 18, 2007

**Call to order:** The meeting for EAA Chapter 27 was called to order by President Jim Simmons at 10:00 a.m. with all officers and 34 members present. There were no visitors today.

**Treasurer—Bill Jagoda:** Bill reported a balance of \$663.37.

Please pay your annual dues now for 2007. Dues are \$20.00

**Technical Counselor—Dave Pepe:** Dave reported that Mike Zemsta's RV-10 is progressing and that it is BIG! Mike is currently installing the interior wiring. Dave also informed us that his nephew, Jim, is expecting his fuselage kit for his RV-9A in a week or two.

**Young Eagles—Fran Uliano:** Fran explained that he and Dave Pepe have discussed some possible designs for Young Eagles t-shirts and possibly hats, too. We will have two Young Eagles rallies: June 9 – International Young Eagles Day and an October date – TBD. Also, the recent FAA ruling WILL NOT affect the Young Eagles program.

**Website and Newsletter—Rick Beebe:** As always, please send Rick any articles or pictures, especially from your project aircraft. The following members still must submit their profiles to Rick: Max Lopez, Charlie Enz, Ron Slossar and Bob Brown and Kare Wakelee.

**Airport Improvement Projects:** There is no paint, at this time, for the tetrahedron.

### Chapter Events for 2007:

- Chapter Picnic—Mike and Patty Zemsta Date: TBD (September) Discussion included opening the picnic up to the airport community.
- Fly Out to Windsock, NH—Chuck Waldo: Date: TBD

- Rhinebeck Trip—Mike Zemsta: Date: TBD
- Silver Hill Tour—Mike Zemsta: Date: TBD This would be a 2-3 day bus trip.
- Christmas Banquet—Maury Libson: Hawthorne Inn, Berlin, CT Date: December 9, 2007 – 4:30 p.m. – 9:00 p.m. Maury has reserved the date.

**Old Business:** Heather Woiciehowski and Jim have settled on May 12th and 19th as the target dates (20 people per date) for us to tour the New York TRACON. Heather mentioned that everyone who will be going must provide their name and Social Security number for security reasons. Also, we will be visiting the Cradle of Aviation Museum <http://www.cradleofaviation.org/> which is located nearby. More information will follow next month.

Hangar Committee letter sent—Rick Bernardi member. Rick also mentioned that there are 30 T-hangars proposed and that a lease was supposed to be signed on March 16.

**New Business:** Bob Spaulding has been in contact with new FAA Team (FAA Safety Team) Program Manager, Jim Adams, at the Windsor Locks FSDO in order to hold a joint EAA 27 and FAA event at our April 15 meeting. The plan is to hold an abbreviated EAA 27 meeting followed by an FAA Safety Seminar on the topic of airworthiness.

**50/50 Raffle Winner:** Dave Pepe won the raffle today! Congratulations, Dave!

**Seminar Presentation:** Mark Scott, an aeronautical engineer and graduate of Worcester Polytech and MIT, presented a detailed description of his Bearhawk project which included his rationale for choosing this kit aircraft. Mark explained some of the appealing features such as its large doors. Mark also provided details of the Bearhawk's performance and il-

lustrated the payload vs. range graph in his slide show which also had many other detailed pictures of this fun airplane. You can find out more about the Bearhawk at: [www.BearhawkAircraft.com](http://www.BearhawkAircraft.com)

Thank you, Mark!

Meeting adjourned approximately 12:00 p.m.

*Respectfully submitted—Steve Socolosky*

## VOLUNTEERS NEEDED

Fellow members, as you know, we are planning a joint meeting between EAA Chapter 27 and the FAA for our April 15th meeting at Meriden Airport.

As a result, we will be conducting this months meeting in the Maintenance Hangar and we will the need assistance from some of our members in setting up the facility prior to the event. I am asking for volunteers to come early (approximately 9AM) to help move tables and chairs into the hangar in preparation for the joint meeting.

Looking forward to seeing you all there.

—Jim Simmons



**John Travolta's house in Ocala Florida. Yes, that's a Boeing 707. What do you have in your garage?**



*There is an art, or, rather, a knack to flying. The knack lies in learning how to throw yourself at the ground and miss.*  
—Douglas Adams

*If Beethoven had been killed in a plane crash at the age of 22, it would have changed the history of music... and of aviation.* —Tom Stoppard

*User Fees, continued from page 1*

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 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.

Given the issue’s current status, the time for grassroots action is now. To stave off this proposal and its disastrous consequences for recreational aviation, those of us who fly for pleasure must persuade our national

legislators that user fees are unwarranted, unfair, and ill-conceived. This is an opportunity for all of us to defend the pastime that we love—and that we have a fundamental right to pursue without shouldering an unfair cost burden.

Please write a letter or send a fax to your delegates in the U.S. House and Senate. Although they require a bit more effort, letters and faxes make a stronger statement than e-mails, which often go ignored because they are too easily generated en masse through automated processes.

There are sample letters to Senators Dodd and Leiber- man on the Chapter 27 website under the “Resources” link. You should also look up and correspond with your delegates in the U.S. House of Representatives. Find the contact information at [www.house.gov](http://www.house.gov).

## 2007 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? \_\_\_\_\_



EAA Chapter 27  
c/o Richard Beebe II  
360 Mountain Rd  
Hamden, CT 06514-1415  
[newsletter@eaa27.org](mailto:newsletter@eaa27.org)