



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, March 20, 10 a.m., Meriden-Markham Airport, Meriden, CT

March 2011

Governor's Budget Threatens Connecticut Aviation

Governor Malloy's new budget for the state includes two new tax provisions that would dramatically increase our costs for owning or flying an airplane, and may well cripple the state's general aviation industry.

- Governor's House Bill 6384 proposes to assess all aircraft at 70% of value factored by a mil rate of 20. A \$100,000 aircraft would pay annual property tax in the amount of \$1,400 on top of the annual registration fee. New taxes for larger aircraft would amount to hundreds of thousands of dollars per year.
- Governor's Senate Bill 1007 proposes the repeal of the aviation sales tax exemption on labor, but not parts.

This legislation is now being considered by the state legislature's Joint Committee on Finance, Revenue, and Bonding. AOPA and its allies in the aviation industry are fighting these tax increases, but they need our help.

Please call and e-mail your state legislators. You can find their contact info by using this web site:

<http://www.cga.ct.gov/asp/menu/CGAFindLeg.asp>

Even though they may not be a member of the Committee, your

voice can and will have an impact on the Committee's decision. Make sure to tell them you are a pilot, you live and vote in their district, and politely urge them contact their colleagues on the Committee to oppose the aircraft personal property tax and maintenance labor tax provisions because:

- Connecticut aircraft owners already pay an aircraft registration fee instead of a property tax that is already the highest in New England.
- No other state in the region charges a personal property tax on aircraft, and no other state in the nation imposes a tax *and* a registration fee. New York doesn't charge either tax or fee.
- Numerous Aircraft owners will likely take their aircraft out of state to avoid paying these significant tax increases given the relative ease of driving a short distance to neighboring airports (provide personal information if you can).
- Aviation businesses provide highly skilled, well-paid jobs, while generating broad tax and economic benefits statewide. Many of these jobs will be lost if aircraft and aviation businesses are forced out of the state.

JIM & RICK'S FABULOUS ADVENTURE



At the February meeting, Rick Bernardi and Jim Simmons showed photos from their 10-day adventure flying to the dry lake bed at Edwards Airforce Base in California. Left is Rick and Jim posing with the famed Pancho Barnes. Right is Jim's plane on the dry mud of Rosamond Lake. See the Chapter web site for more photos.

This month's seminar is Chuck Waldo talking about soaring in the New England area. He will give us the rundown on how he got into it, got his license, and where he has flown.



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Meeting Minutes

February, 2011

Call to order: The meeting for EAA Chapter 27 was called to order by President Bob Spaulding at 10:09am. Officers Present; Bob Spaulding, Bill Jagoda, and Rick Bernardi. Mark Scott was unavailable. The meeting was held at KMMK. There were 32 members present and 2 guests.

Recognition of Visitors: A new potential member Paul Patenaude was introduced. Paul is a member of the local CAP.

Membership—Mike Okrent: Mike was unavailable.

Treasurer—Bill Jagoda: Bill reported a balance of \$1458.51. 2011 dues are due. Dues remain at \$20 and you can mail it to; EAA Chapter 27, c/o Bill Jagoda, 43 Derby Road, Rockfall, CT 06481. (*See the form on the back of this newsletter or on the website. ed*)

Technical Counselors Report—“The gang of four” Dave Pepe, Mark Scott, Mike Zemsta and Chuck Drake.

Mike Z – Visited Fred Dube’s RV 7 project and said it should be flying this summer.

Dave Pepe reported on the airport activities, perimeter lighting project and the Cessna that ran off the runway during landing, it was piloted by a solo student from Republic.

Website, Newsletter and Director—Rick Beebe: Rick reported on EAA and indicated there were a series of meetings coming up and he will update us later.

Rick is always looking for articles and/or pictures for the news letter, so if you have something please pass them to Rick.

Young Eagles—Fran Uliano, Richard Merrill: Fran reported we have flown 0 this year for a total of 1851 over the past 15 years. The Young Eagle Rally is scheduled for June 11th, International Young Eagles Day. It was noted that Isaiah Tiezzi is

obtaining instruction with the CAP and made his first landing!!

Chapter Bulletin Board—Chris Kohler: It’s up again!! Chris has done a great job providing a visual look at our Chapter with the board. The board was put in service again as FBO renovations have stalled. If you have any pictures you would like to add, put them in an envelope attach it to the board.

Airport Improvement Projects: We will paint the tetrahedron again when the weather permits. Airport perimeter lighting just requires the poles to be installed and fired up.

2011 Events

- YE Rallies—June 11th and sometime in October.
- International Learn to Fly Day—joint program with the FBO, May 21st.
- Boy Scout Merit Badge Training—latter half of October.
- Support for Meriden Beat the Street CC—sometime in May and a mini YE day for them.
- Annual Picnic and Open House—September 10th or 11th.
- AOPA Summit—will be in HFD again this year, September 22-24th.
- Simsbury Fly-In—Sunday September 18th
- Holiday Dinner—Saturday, December 3rd 4:30 to 9:30 pm, Hawthorne Inn
- Adult Orientation Flights—TBD
- Tours—TBD. Some possibilities are: NY TRACON, Brainard Tower.
- Blue Angles—Quonset Point, RI, June 25-26
- New Haven Fly-In may also be in play this year

Other Suggestions? – Bring them to the next meeting.

Bob Spaulding also discussed the possibility of having events with other EAA Chapters in CT.

Old Business: We received a thank you letter from Our Lady of the Lakes Church for our donation in memory of Paula Aiksnoras.

New Business: Bob discussed the Chapter Leaders Meeting held January 29th. EAA27 is the largest Chapter in CT. Some of the possibilities discussed were Group flying events, B17 or Tri Motor visit, Pooling resources for a large event, Mall event, state wide events such as holiday party or a meeting with speakers,

The EAA27 web site was recognized as exemplary. (thanks to Rick Beebe)

50/50 raffle was won by Chris O’Connor.

Seminar: Presentation by Jim Simmons and yours truly describing our great adventure to the Edwards Lakebed Fly In.

Respectfully submitted—Rick Bernardi

Tweed Airfest 2011 Tickets for sale May 15

Tweed Airfest 2011 is a two-day family-centered air show and fair with all proceeds donated to Angel Flight North East. Airfest 2011 will feature a variety of aircraft on display, including World War II planes. Visitors can see the planes up close and learn about them from pilots who fly them and specialists who maintain them. The well-known aerial performers Iron Eagles will perform an acrobatics show, and many local food vendors will be on site. In addition, the Airfest will offer the chance to climb aboard a (tethered) hot air balloon, sign up for helicopter rides, visit sponsor displays, and more.

Executive Director Tim Larson says “Airfest 2011 is a chance to view the world of pilots who fly for business or pleasure.” Tickets for the show go on sale May 15. 203-466-8833 x100.

For more information:

<http://www.tweedairfest.com/>

Letter From The President

We are under siege! Or so it would seem as the costs associated with flying a rental or owning/operating an airplane are escalating on most every front. We have weathered the impact of outrageous oil prices just a couple of years ago with eye-watering numbers at the gas pump for our automobiles and aircraft. Now once again a top-off for a one hour local flight puts a significant dent in the wallet. With the backdrop of an uncertain replacement for 100LL AVGAS along with its concomitant refining cost, it can leave one wondering what future our passion for flying holds in store. User fees, although not quite in the forefront as they were a year or two ago, are still on the table with our politicians continuing to debate the issue accompanied by ever-present lobbyists (pro and con) steadfastly peddling their influence.

And now, almost as if on cue, we are facing a Connecticut personal property tax on airplanes: 2% tax on 70% of the appraised value of the aircraft; not an insignificant figure. General aviation in our state (and I am sure we are not alone) is flying into the perfect storm; a financial storm that has the potential to discourage even the most dedicated amongst our numbers. Like most things subjected to increasing financial stress, there will be secondary effects and unintended consequences. Mechanics, FBOs, and airplane parts dealers who make their livelihood by supporting the general aviation flying community will have to do so in the face of shrinking activity or outright loss of customers as some will certainly re-locate to an adjoining tax-favorable state.

Governor Malloy has stated that his proposed budget will be one of shared pain, one where everyone will be able to find either a budget cut or tax increase that they will absolutely hate. Indeed, he has certainly nailed the attention of Connecticut general aviation with his aircraft property tax proposal, G.B. 6387. I think

most of us will readily concede that the State of Connecticut has a major budget problem that will only be solved by a responsible mix of spending cuts and tax increases. But, it is disheartening to see general aviation singled out for what appears to be a disproportionate amount of that financial pain.

As a whole, the Connecticut aviation community must present our side of the issue to the Governor and state legislators. To date, the AOPA, EAA, and NBAA are aware of the situation and have begun to wield their political influence on our behalf. They will continue to do so, but that is not enough. Comparatively speaking, we are a very small percentage of the total population and it will be all too easy to have our voice drowned out by the myriad of other much larger groups who will likewise be protesting proposed tax increases or loss of service. To that end, we must be heard above the noise. It is not a time for sitting passively on the sidelines. I ask that each of you do your best to communicate your opposition to this tax. It may be done in several ways: Letters, telephone calls, or e-mails to elected state legislators or to the Governor directly. See <http://www.cga.ct.gov/maps/townlist.asp> to find your elected representatives.

Attend one of the town meetings being convened by Governor Malloy and state the case directly to him. See the following for the schedule: <http://www.governor.ct.gov/malloy/cwp/view.asp?Q=474588&A=4010>

Let's make a concerted effort to present a united front and exercise the state political machinery with our opposition to aircraft property tax. Anything less may severely impact the long term viability of general aviation in Connecticut.

See you at the next meeting. Stay safe,

—Bob

GPS Integrity Threatened

Representatives of a wide variety of industries and companies have joined the Coalition to Save Our GPS to resolve a serious threat to the reliability and viability of the Global Positioning System (GPS)—a national utility upon which millions of Americans rely every day.

The Federal Communications Commission (FCC) recently granted a waiver to a company called LightSquared that allows them to repurpose the satellite spectrum immediately neighboring that of the GPS.

LightSquared plans to transmit ground-based radio signals that would be one billion or more times more powerful as received on earth than GPS's low-powered satellite-based signals, potentially causing severe interference impacting millions of GPS receivers—including those used by us in our cars and planes.

The LightSquared proposal would bring wireless Internet connections to some 100 million people. The FAA and several other government agencies have raised concerns that the technology could cause conflicts with GPS systems and undercut

the government's plan to modernize the air-traffic control system. "It will overwhelm the signal from the GPS," says Jim Kirkland, general counsel of GPS manufacturer Trimble Navigation.

LightSquared discounts the problem saying "properly filtered GPS units should have no problems." Unfortunately they decline to define "properly filtered" and, of course, won't pay to fix or replace those that aren't.

For more information:

<http://www.saveourgps.org/>

Although powered aircraft may express the language of flight, soaring is its eloquence.

— Richard Miller, 1967.

What can be more palpably absurd than the prospect held out of locomotives travelling twice as fast as stagecoaches?

— The Quarterly Review, March 1825

For Sale ~ Smith Welding Outfit

A complete Smith Oxy/Acetylene gas welding outfit (CAV-10-510) for sale (currently retailing for \$470). The most recommended welding system for homebuilt aircraft. Smith kit includes regulators, hoses, cutting torch, (5) tips in different sizes, and flint igniter. Additional items include tank cart, goggles, face mask, rosebud tip, welding gloves, tip cleaning tools, 4130 welding rods and welding table complete with firebricks. (See photo)

Asking \$150.00

Jim Simmons, Cheshire, CT

Tel. no: 203 272-9346



The deadline for submission of materials for the next newsletter is April 8, 2011.

2011 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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Meetings held on the third Sunday of the month at 10 am at Meriden Aviation, Meriden-Markham Airport, 213 Evansville Avenue, Meriden, CT unless otherwise noted.

www.eaa27.org