



EAA CHAPTER 866 NEWSLETTER TITUSVILLE FLORIDA

April 07



The Prez Sez

The month of April is upon us and that means Sun n Fun will soon be here. Last year it started just a few days after our monthly pancake breakfast and many who were already in Florida for that flew over to join us. Up until then it was one of the best turn-outs we had had for a regular breakfast. But this year will probably be different because Sun n Fun doesn't start until the 17th. However, if the weather is good and the recent trend continues, we'll have a great turn-out anyway.

My wife June is heading up an outing at DeLeon Springs on April 28th. We will eat at the Sugar Mill restaurant there (they have many other menu items in addition to the famous pancakes you cook yourself at your table.) They have canoes and kayaks to rent and nature trails and lots of shade to relax under. If we have 15 people or more we can make a reservation at the Sugar Mill. Call June at 407-851-3283.

Many of the publications I have received recently have articles about user fees. I've learned that in the United Kingdom it costs \$33.00 to land a plane at a small general aviation airport. A touch and go is about half that, so three touch and goes and a full stop will cost you about \$83.00. In Germany a Cessna 152 has to pay an additional \$17.00 in noise fees, and an A36 Bonanza pays \$42.00 for all that noise they make. (This information is from the April issue of the AOPA PILOT.) All these fees probably don't generate much revenue for the governments anyway since not many can afford to fly in those countries because of all the user fees.

Food for thought: If they do impose user fees here it will open up a whole new frontier for IDENTITY THIEVES. They can buzz right through class B airspace using someone else's tail number.

See you at the meeting on the 4th and the breakfast on the 7th.
Dan

March Meeting

After the bored meeting the regular meeting got under way on time (7:00) pm. Visitors included Gene McCoy who is a pilot who flew with Sam Beddingfield as Air Force lieutenants in the 1950s and Larry Allen who is part owner of a J3 based at Dunn. Gene McCoy announced that he is looking for a light sport airplane that can fold the wings for trailering. He is interested in partnering with someone in this.

The only old business..... Dues are due! Our treasurer, Larry Bierman said that we are in March and only about 20 members have paid 07 dues. Pay up youse guys. For new business we discussed changing the meeting time back to summer hours and starting in May we'll meet at 7:30 rather than 7:00. Stu Sammis asked if there were willing pilots and other people who would be willing to help some Boy Scouts with their aviation merit badge requirements. Several members volunteered to do this. There was discussion about the new user fees proposed by congress on general aviation. If these proposals become law it will mean a 400% increase in fuel taxes and fees charged when ever you access any part of the FAA system. If you talk to a controller while enroute expect a bill in the mail! An appeal was made for our chapter members to write our senators and congressmen letters (not e-mail) to express our feelings on this.

Pres. Dan said that June (first lady) Hillman had suggested a group activity for chapter members. This would be a trip to Springmill park at DeLeon Springs around the end of April.

Ray Thomas spoke about his flight instructor renewal seminar he attended a couple of weeks ago and said that the TSA is now involved in inspecting general aviation airports looking to see if our little airplanes are locked up to prevent them from being stolen by terrorists. Ray said that although airplane accidents are down, the big problem is in take offs and landings. He suggests having a mental checklist on take off about what you're going to do if things aren't right on takeoff at certain points along the way. Maybe abort if the tach reading is low or have places picked out where you can go if you lose an engine on take off. He said the take off accidents are a lot more likely to be fatal than landing accidents. He said that we should practice, practice, and practice. Good advice!

Bruce Hotz started out with a show and tell that was a plastic bucket of lead wheel weights. He offered these to the chapter to use as weight to add to a homebuilt to get it in balance. He said you can melt them down easily and cast into something useable for weight. He also told us of taxi tests in his Wind Wagon. He said he managed to keep it on a 100' wide 5,000' long runway but barely. He said he did some sliding sideways and could barely control the plane in a high speed (40 mph) run. He said with full forward deflection on the stick he could not get the tail off the ground. He's going to add weight to the nose and bend the main landing gear struts back some to try and resolve this. He said he is now a current pilot having taken some dual and getting his flight review from an FBO at Leesburg where he is based.

Kip said he is riveting his wing spars with a hydraulic press he has purchased. He brought pictures for us to see. He is building a Sonex.

Ben Charvet is making his spars by laminating 7 layers of Douglas fir for the Pietenpol he's building and he brought a sample in for us to see. Looks strong!

Steve Camlin has been working on his Thundergull and while working on the wing covering noticed a crack in his wing spar. It was a factory defect and the factory agreed with this and replaced at no charge. Until he gets the new part he is working on the steel cage fuselage and fitting skins on it.

Steve Pangborn said that Lily Luscomb sprang an oil leak. The front seal started leaking oil and it was migrating up over the windshield. It's fixed now with help from Gordon Olson. She's flying again!

Wayne has the second wing ready for the plywood leading edge and then the plane is ready for covering. He has covered a sample piece to practice rib stitching on.

Jim Morgan did 3 or 4 rows of rivets on the bottom of his RV6A. One more row and the bottom will be done.

Long Time 866 Member Passes

Jim Johnson died on March 3, 2007. He was a faithful member and helped when and where ever he could with our chapter events.

Jim was a long time pilot who retired as an airline captain with US Air. We're going to miss Jim. Members Ray and Donna Thomas attended the funeral service on Weds. March 8th.

Dues

Treasurer (the hammer) Bierman is threatening to collect the chapter dues the old fashioned way so, youse guyz betta payup! Larry said we are into the third month of the year and only 19 have paid dues for 07. Dues are \$24.00 for the year.



March Breakfast

We had a new pancake chef in training at the March breakfast. Ben Charvet donned the Crown Royal apron and stepped up to the grill in the absence of Bill Furnholm and quickly learned the fine points of making the gourmet pancakes we are known for at our breakfasts. Once he learned to major technique of cooking them on the bottom first he then learned that you don't pat them while they are on the grill after you flip them. Furnholm never explained this and it took a complaint from someone to bring it to light. Makes em tough they say!

The weather looked kind of iffy but almost nothing stops the pilots and their planes from Spruce Creek. They started showing at about 8:30. They did their famous beautiful formation flybys with the "smoke" on. A little air show for the people! All in all I think there was around 20 airplanes that flew in.

It was cold so we set up inside of bldg. 10 rather than outside. The cooking was done on the outside and the prepared foods were served from a table on the inside. Donna and Loretta had some special pastries in addition to the regular fare of sausage gravy, grits, and biscuits. We served 94 folks and all went well.

Bruce Hotz Story of Windwagon Crash

By Bruce Hotz

I'm as well as can be expected after having two crashes....the first one when the aircraft impacted, and the second when hit by a passing automobile.

Initial flight of the Wind Wagon occurred on Saturday, St Patricks day. Just a short flight at ten feet or so, and all the controls felt good. I landed and parked the plane to wait for Dan to be my safety observer on the next attempt.

Monday morning was the day where a flight to pattern altitude was attempted. Winds were brisk at around 10 knots, but almost right down the runway. The takeoff was fine, and initial climb was slow but acceptable. I had around 100 ft altitude at midfield, and was expecting to be around 200+ ft altitude by the end of the runway. At midfield I checked the instruments, and had 65 MPH airspeed, and a shallow but positive rate of climb and the aircraft felt stable, so the decision was made to continue with the takeoff. (was able to look down on the control tower at that point)

Just past midfield I encountered the first bit of turbulence. This rocked the plane a bit, and some altitude was lost. I got

it straightened out and re-established a positive rate of climb. Shortly after that the turbulence got a bit stronger, and more frequent. Each time I was able to get the airplane straightened out, and it was never out of control, but it would not continue to climb.

At the end of the runway there is a concrete berm with a 45* angle to it's slope. It is meant to deflect jet blast away from the adjacent road...highway 441.

I could actually feel the turbulence rolling off the concrete berm just before the landing gear and propeller blades hit the top of the concrete....it felt like a big soft hand shoving the aircraft down....and losing the last 20 foot margin of altitude that I had remaining at that point. I was checking airspeed just as the initial impact occurred, and had 50 mph airspeed at that point, full throttle, and full aft stick.

The initial impact with the berm tore off the main wheels, and sheered off both propeller blades. The impact threw the aircraft back into the air and over the airport boundary fence. I hit on the pavement, and slid about 5 feet forward on the bare landing gear legs and briefly came to a stop. The aircraft was right side up, no fuel leaks, no fire.

Then I was hit by a passing automobile. This impact occurred between the wing root and the tail on the left side of the fuselage. It shoved the plane about 15-20 feet forward, and severely bent and beat up the fuselage, and probably did me no good as well....but it is difficult to determine which crash caused exactly what.

There was no fire, nobody on the ground was injured, and the rental car that I was hit by only recieved paint scratches to it's front bumpers. (I'm still expecting an outrageous repair bill from some rental car company in the near future!) Right now I am very sore in places, and bending over to tie my shoes is problematic, but no serious injuries that I know of.

I believe with further tuning and adjusting to match the propeller to both the airframe and to the engine, that this accident would not have occurred. I went into this flight knowing full well that the propeller was not fine tuned, and that some of the little HP reserve that should be there would not be. This is part of why they call it test flying....to determine aircraft performance and to make intellegent changes for the next test fight...rather than making changes in the blind. The aircraft handled properly, the engine ran perfectly, there were no system failures or problems. It was just so early in the test flight program that the propeller was not dialed in to allow the engine to develop it's full potential. Where 18 HP should have been available....my best guess is that I was actually getting around 12 HP. Several other factors were involved....20 pounds of ballast in the nose that was scheduled to be removed as testing progressed, wheel pants and other fairings that would eventually have been installed would have lowered the drag, vortex generators to increase lift at slow speed were not installed yet....etc.

I don't think I was in any way reckless or careless in the manner I was proceeding for the test flights, and there is little that I would have changed even in hind-sight. I am

dissappointed that so much time, effort, and expectations for the project came to such an early and traumatic end. I am very glad that someone was watching out for me.....

Bruce

Great Program lined up for April Meeting!

Keith Phillips will be our speaker for the April meeting. You'll recognize Keith as one of the regulars who flies in formation to all of our first Saturday breakfasts.

The presentation is called "Fighter Milestones." In the presentation I've picked out 12 significant milestones in the development of the fighter which spans from WW 1 to the present. It takes the better part of an hour to present..

KEITH PHILLIPS

Biography

Keith learned to fly at the Maule Airport, Napoleon, Michigan in the early 50s. He entered the US Air Force in 1955 as an aviation cadet and graduated from pilot training in '56. After fighter training in the F-84G, he flew F-84Fs in SAC (Strategic Air Command) for a year before his wing transferred to TAC (Tactical Air Command) at which time he transitioned to the F-100. He stayed in the fighter business throughout his Air Force career except for the last two years, which were spent in the Pentagon.

He is a graduate of the F-100 USAF Fight Weapons School (Top Gun in Navy vernacular) and spent four years as an instructor in the F-104 German Fighter Weapons School at Luke Air Force Base, Arizona. Keith had two combat tours in Vietnam, '66 and '67, flying 0-1s as a FAC (Forward Air Controller) for the US Army's 4th Division and later in the F-100 in the 31st Fighter Wing, accumulating over 500 hours of combat time. He retired from the USAF as a Lieutenant Colonel in '77 while serving in the Pentagon.

After retiring from the military he spent 5 years as a program manager for Singer Link in their F-5E simulator program for Saudi Arabia, and 5 ½ years as regional Vice President for Litton Industries in the Middle East. Since 1988 he has been doing consulting for major US aerospace firms assisting them in marketing military equipment in the Middle East. He is one third owner of Ximango US which is the North American distributor for the Ximango motor glider. These motor gliders (TG-14) were recently sold to the USAF Academy. He is an A&P with inspection authority. He has been flying for over 50 years and has constructed 3 amateur built aircraft. He is president of EAA Chapter 288 in Daytona Beach. He and his wife, Linda, live at Spruce Creek Fly-in.



Flyin Fancy

It was Bike Week in Daytona! 500,000 motorcycles roar in and out of Daytona Beach during this week. My child bride Loretta and I contribute to the crazyness by riding our Harley up there. We rode up to the new Harley complex in Ormond Beach just above Daytona on Monday. I couldn't believe the amount of Harleys parked on the 125 acre complex. It was a sea of these beasts all resting on their side stands!

Tuesday I told wifey that I thought I had a date with Fancy this morning and did she want to go along. She didn't. The morning was in the low 60s, the sun was bright, the air clear, and no wind to speak of. Perfect! There she was when I slid the door open just sitting there like our old dog Duke. He would sit by the door when he knew he was going hunting. I slid the doors open and I think she stepped outside herself because I don't remember exerting any effort to get her on the taxiway. Duke would be down at the corner before my brother and I could get out of the house. There was enough gas and oil and everything seemed to still be hanging on her so I wormed my way into the front seat and gave her a couple of little sips (prime) of gas, flipped the switches to up, and pushed the button that lights her fire. I love it when the engine springs to life!

Fancy wanted to get in her element fast because the takeoff roll was only a few seconds long. We got high together, high enough that we didn't have to talk to any controllers enroute to look down on the Bike Week movements at Daytona and Ormond beach. If you're below 4,000' around Daytona you are under the control of ATC there and you don't get to roam around like we wanted to do. It's not as much fun being that high as it would be at say 1,000 or 1,500 feet and it made the bike spectacle look like less than what it was. The bikers looked like piss ants on the floor from that altitude. At the shop in Ormond it was too early for the parking lot to be so I didn't bother with taking a picture. I applied some pressure to the stick to wheel us around (U turn) and aim South for the home field again. 5,500 feet now with the mixture leaned a little we were above the haze and cruising. The speedway and Daytona International looked cool from this altitude as they moved under us. Once we got past the class C airspace we started down more than making up for the time it took us to climb to altitude. Fancy spotted her home field and transitioned from the blazing descent speed of 120 to the lazy 80 we fly the pattern at. The complicated landing check list complete (mixture rich) she was showing off flying downwind, base, and final while I watched to make sure no one ran into us. Glide down over the pine trees and she rares back a little and she's rolling still relaxed and looking cool. I think she smiles when people are watching!

You know, there is probably a law against having this much fun! Don't tell on me.

AIRLINES WIN, GA LOSES IN FAA FUNDING PROPOSAL

When powerful business interests like the airlines lobby Congress and the FAA hard for a change in the law, you know they have something to gain. And someone stands to lose. Recent FAA data make it clear; the losers are piston-engine aircraft owners, pilots, and business aviation. Under the Bush administration's FAA funding proposal, the "legacy airlines" (American, United, Delta, etc.) would see the amount they channel to the government reduce some \$1.7 billion a year. "It's no wonder the airlines love this proposal so much," said AOPA President Phil Boyer. "Not only would they pay less, they'd have more control over who uses the air traffic control system, and they'd have the majority vote in setting the fees they charge themselves and others." Meanwhile, piston-engine fliers as a group would see their taxes increase \$100 million. Turbine-powered GA aircraft would pay an additional \$868 million. See [AOPA Online](#).

Below is an example of a letter written to one of our representatives concerning User Fees

Honorable John Mica

2313 Rayburn House Office Building
Washington, DC 20515

Dear Mr. Mica:

I am an instrument rated private pilot based in Titusville, Florida (TIX) and wish to pass along my concern for the proposed FAA User Fee for services. I am committed to General Aviation (GA) having been a pilot for 35 years and having built three airplanes of my own. The proposed plan, being pushed by the Airline industry and FAA is detrimental to the core of GA. I find it hard to believe that a cost - impact study has been made on this subject. The vast majority (70%) of the pilots in this country are GA pilots such as myself who log less than a 100 hours per year. The proposed additional gas tax and the specter of user fees for every use of the national air control system will severely hurt those pilots by placing affordable flying out of reach of the common man. The ripple down effect will have dramatic implications for the future of aviation in this country. One has just look to other countries that have invoked such policies and you will see a severe drop in licensed pilots and a sharp spike in aviation accidents due to pilots trying to avoid charges for using weather briefings, filing flight plans or shooting instrument approaches. I would like to invite you as a personal guest to attend the Sun n Fun Fly in held April 17-24, 2007 at the Lakeland airport. It is the second largest GA event in the country and right in your back yard. You would have a grand opportunity to see what GA has to offer and get to talk to pilots who enjoy flight, many in airplanes built with their own hands.

Below are some of the reasons for my concern and disappointment of this proposal. Please take a moment and look at it.

What would happen if user fees were implemented?

- 1) The freedom of access to the nation's airspace would forever disappear under a user fee system.
- 2) The permanence and stability of the national airspace system would be compromised by constantly shifting priorities, ever-increasing fees, reduced flexibility, and economic disincentives to make use of this resource.
- 3) The general aviation industry as a whole would be damaged not just for personal and recreational flyers but for commercial applications, flight training, disaster relief, medical transport, agricultural aerial applications, police, fire and rescue operations, business travel, weather and traffic reporting. The list is endless.
- 4) Many communities would lose their access to air transportation because only general aviation serves local airports. The U.S. has approximately 5,400 public use airports and more than 17,000 landing facilities nationwide. The air carriers only serve around 500 of these airports with by far the vast majority of flights concentrated at the 28 most congested hub airports. General aviation serves them all.
- 5) The entire U.S. economy would suffer with the attendant loss of jobs in aircraft manufacturing, maintenance, and service; flight training; business and tourism travel; and all other fields related to the support of, or benefited by, general aviation.
- 6) General aviation is the foundation on which the entire aviation industry is based and is unique in the world. A contraction of GA would also mean a contraction of the entire U.S. aerospace industry. General aviation alone accounts for an annual economic impact on the U.S. economy of more than \$11 billion and employs more than 1.3 million workers. In her January 2007 speech to the Aero Club of Washington, Transportation Secretary Mary Peters said the aviation industry in total contributes \$640 billion in economic impact in this country, or 5.4 percent of U.S. GDP, accounting for over 9 million jobs. That represents our largest single trade surplus.
- 7) Complexity of personal flying would increase dramatically with the implementation of a fee-for-service process of billing, collection, and enforcement. Just think of the bureaucracy of the IRS that has been implemented for identifying and collecting taxes!
- 8) Fees would likely be assessed for all manner of services with no cost control oversight, giving the FAA license to arbitrarily raise the fees to cover "expenses" which today cannot even be accurately identified and accounted for. Some examples of the types of fees that have been imposed in other countries include: Weather Briefings Fees, Flight Planning and Filing

Fees, Landing Fees, Security Fees, Other Airport Service Fees, Written Test Exam Fees, Airman Certificate Issuance and Renewal Fees, Aircraft Airworthiness/Modification Approval Fees, Potentially any contact with the civil aviation agency.

- A combination of these fees can run anywhere from \$10-\$50 minimum for a basic local flight to well over \$300 for a long cross country flight using a live weather briefing, flight plan, flight following, and landing fee.
- 9) In some countries where a user fee-based revenue collection system has been implemented, some of these fees are mandatory whether you want to use the services or not.
 - 10) The cost associated with flying under a user fee system creates a significant disincentive for pilots to use the safety enhancing services of weather briefings, flight planning, flight following, and in-flight FSS weather updates creating the potential for a net reduction in safety.

11) A user fee system costs a lot to operate because of the infrastructure and bureaucracy necessary to track and collect the fees. This would cost every U.S. taxpayer more money. The present system of excise taxes is paid directly to the government by fuel refiners in the case of fuel taxes and the airlines in the case of ticket taxes. This means that today the government collects very large sums of money from a relative handful of sources. User fees would require the government to collect very small sums of money repeatedly from literally hundreds of thousands of sources.

I urge your rejection of the Administration's request for air traffic control user fees for any segment of aviation. This is a major step toward privatizing the air traffic control system, placing it in the hands of FAA and the airlines by diminishing, and ultimately eliminating, Congressional oversight of the nation's air transportation system. By FAA's own admission, the system provides the world's safest airspace, and handles more than six times the traffic of the next largest air traffic service organization.

Respectfully Yours, Albert L. Voss 321-698-1304

Want to write a letter about user fees? You can use a lot of the same words as Al used. Write to

Senator Mel Martinez
United States Senate
Hart 317 Senate Office Building
Washington, DC 20510
Fax 202 228 5171

U.S. Dave Weldon
2347 Rayburn House Office Building
Washington, D.C. 20515
Fax 202 225 3516

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Mark Oriza's DeHavilland DH2 replica almost finished. Note: The propeller is enclosed in the fuselage. Mark expects to be flying this to Sun n Fun this year.

**Chapter Meeting Wednesday April 4 at Bldg. 10
Dunn Airpark, Titusville, Fl 32796 7:00 pm**

**Monthly Breakfast Saturday April 7, Bldg. 10
Dunn Airpark, Titusville, Fl 32796
8:00 am – 10:00**