

Unrestricted Airspace

July 2007

The Newsletter of EAA Chapter 1310



Web Site: www.eaa1310.org

Mailing Address:

EAA1310
54 Wells Road
Broad Brook, CT 06016

Contact:

Mike Koczera @ Skylark
(860) 623-8085

CHAPTER LEADERS

President: Eric Dixon
Vice President: Pete Russell
Treasure: Dave Christman
Secretary & Web Editor: Paul Dowgewicz
Newsletter Editor: Susie Williams
Events Coordinator: Pete Russell
Membership Coordinator: Susie Williams

CHAPTER MEETINGS

**The next meeting will be Wednesday July 11th
7:00 - 9:00 PM**

UPCOMING EVENTS

Saturday July 14- 9:00 AM

Young Eagles Rally

We will be holding our first Young Eagles Rally at the airport. Visit our [Young Eagles](#) page for more information. Please contact Mark Horan or Eric Dixon if you'll be able to fly some children that day. We will also need ground support staff.

Welding Workshop

We are arranging a full weekend welding workshop. This will be hands-on training, and

will be held at East Windsor Welding. We need to know how many people are interested. The cost is estimated to be under \$200. To sign up, or for more information, contact **Gary Altenhein**.

If you have knowledge of any upcoming events, please forward them to Susie Williams at the e-mail address or mailing address at the end of the newsletter.

For a more complete and current listing of local aviation events please go to our chapter web site www.eaa1310.org

Prez Speak

I am writing this column early this month since I am heading up to our neighbors in the frozen North-eh! for the next week or so. That being the case, the joint meeting with Chapter 166 at Enfield Auto Restorations has not taken place yet. I'm sure that those who do attend will find the restoration work they do there is fascinating. Also, I think we should encourage more joint functions with local chapters and your Chapter Officers will pursue this.

The June 9th FAA Safety Seminar held at Skylark was judged by the majority of attendees (over 40 of them) to be very successful. The topics discussed, plus those raised during the lively question period, covered a wide range of useful and practical issues—not just the advertised subject of Airworthiness. This was followed by a cook-out with the usual team of chef(s) and helpers doing a sterling job with the hamburgers and hotdogs. (Thank you guys). As usual, the diners were requested to give a donation--- which most of them did. We didn't make any money, we didn't lose any either--- so we will consider it as a "win" since it will perhaps assist with our 501(c) "non-profit" application we are working on.

The next major activity that is scheduled is the Young Eagles Day (our first) on Saturday July 14th,-- Rain date July 21st. We have four pilots and

The Newsletter of EAA Chapter 1310

their aircraft lined up for this event, but we will need more volunteers to ensure that this goes off safely and smoothly. We have no idea how many potential YE will show up, but we will provide a briefing session up front and then also, while waiting, or after their flight, give the YE and his/her parent a one-on-one guided tour of the airport and its airplanes, to answer all their questions. Remember, we're trying to get them "hooked on aviation", so as many chapter cheerleaders as possible are requested to ensure this event is a success.

Finally, did you notice that the weeds on the runway, taxiway and around the hangars seem to be dying? This isn't Mother Nature—it was due to the "Weed killing gang" of Jack Pelkey, Dave Christman, Paul Dowgiewicz and Fred Goff who spent most of last Monday (6/18) spraying. Thank you guys—your efforts are appreciated.

Chapter Secretary's Meeting Minutes

Minutes of the meeting of June 13, 2007

We welcomed new member Allen McInnish to the chapter. We now have 31 paid members.

The minutes of the last meeting were approved as published on the web site and in the newsletter

The treasurer's report stated we have \$4985 in our account. Last month we spent \$944 and took in \$642. Most of the expenses were for the runway painting.

Under Old Business, we reviewed our successful seminar and lunch. Dale Johnson and Joe Gauthier were the primary presenters. Jim Adams presented information on the updated FAA Pilot Proficiency Program.

The 91 octane auto gas without alcohol was delivered, but Mike was waiting for a new hose before it could be pumped.

Jack Pelkey reported from the Building Committee. He found out that 20'X8'X8.5' shipping containers are available from \$1,750 to \$3,000 depending on condition. 40' long containers are available from \$2,800 to \$5,000. A comment was that this is getting close to the price of a standard hangar since site work is still needed. The option of using a portion of Eric's hangar was withdrawn since the configuration of the area would not be good for aircraft work.

We held an election for the Board of Directors. All nominees were elected.

The Young Eagles day on July 14th was discussed. Mark Horan, Bill Kulle, Chuck Cohen and Art Booth will be the pilots. Mary and Jack Hilditch created a poster for the event. Extra copies are in the file cabinet in the pilot lounge if you want to take some to advertise the event. Paul submitted the insurance form to EAA.

EAA NEWS

NO ATC USER FEES INCLUDED IN HOUSE COMMITTEE'S FAA REAUTHORIZATION BILL
Proposal includes increases in registration and certification fees

June 28, 2007 - The House Transportation and Infrastructure Committee introduced its version of a FAA Reauthorization Proposal (H.R. 2881) late Wednesday **without** the inclusion of any user fees.

The bill now moves to the House Ways and Means Committee, with a recommendation to increase the current aviation gas tax from 19.3 cents per gallon to 24.1 cents per gallon and the Jet-A fuel tax rate from 21.8 cents per gallon to 30.7 cents per gallon.

The House bill **does** include FAA and EAA supported language regarding the release of information contained in abandoned type certificates. The language in the bill does contain some alterations that

The Newsletter of EAA Chapter 1310

need to be evaluated but this is a good step in addressing the needs of vintage aircraft owners.

"This is a positive step in our efforts to prevent the establishment of a user fee system," said EAA president Tom Poberezny. "EAA is appreciative of the members of the House Aviation subcommittee who listened to general aviation's concerns and responded in such a positive way."

The House bill authorizes \$13 billion for FAA Facilities and Equipment for implementation of the Next Generation Air Transportation System. This is important as it reinforces the GA community's contention that the FAA could move forward with the building of the next generation air transportation system without imposing user fees.

Not all the news is good, however. The bill would increase fees for various FAA services such as aircraft registration and certification fees. For example, the one-time, five-dollar fee to register an aircraft would increase to 130 dollars. The House is debating additional amendments and revisions to the bill today that could result in provisions that the White House has indicated would result in a veto. Your EAA staff is continuing its review of the bill and will provide additional information following that review as the House continues their work towards a final bill.

"This is a start, but we cannot rest with this news," said Earl Lawrence, EAA vice president of industry and regulatory affairs. "Now that the House has not proposed user fees, the airlines will be redoubling their efforts to shift taxes to general aviation. In addition, the taxes and fees in this proposed bill will be debated by the House Finance Committee later this month."

Because the House and Senate versions of this bill will need to be negotiated in a conference committee, EAA asks each and every member to contact their Senator to ask that the Modernization Surcharge/User Fee be removed from the Senate FAA reauthorization proposal and to not eliminate or reduce the airlines' 4.3 cent fuel tax because of the damage this will do to the Trust Fund.

Lawrence added any letter should also ask the Senators to align with the house bill so that the future of general aviation can be secured. Additional information on this bill and future user fee action as well as a sample letter can be found on the [user fee section](#) of EAA web site.

PT-3 to Be Featured at EAA Warbirds Training Command



A very rare, post-World War I aircraft, the Consolidated PT-3, will be displayed at the EAA Warbirds of America Training Command area at AirVenture. Display organizers did not have to venture far to find this historically significant aircraft, as the EAA AirVenture Museum possesses an airworthy example in its collection.

EAA's PT-3 was assembled from a collection of parts obtained by Buck Hilbert, which he donated to EAA in 1986. Museum staff and volunteers rebuilt the aircraft to fly at Pioneer Airport. An original engine for the PT-1 was available, but the reliability and availability of parts was not. So EAA decided to re-engine the PT with a W-670 Continental model in a configuration more closely representing the PT-3.

EAA's restored PT-3 flew at Pioneer Airport for several years after its completion in 1998. Weeks Hanger staff overhauled the aircraft into flying condition this past spring with plans to display the aircraft at AirVenture this year. Warbirds of America Training Command had just the place for it, and the airplane will be on static display throughout the week.

Aircraft History and Development

After aviation proved its military worth during WWI, the United States Army Air Service (USAAF) saw the need for a new trainer to replace the previous all-wood structures. The Dayton-Wright Company's chief designer, Colonel Virginus Clark, designed such an aircraft with a steel tube fuselage and a "Clark Y" airfoil. Dayton-Wright's parent corporation (General Motors), however, was no longer interested in producing aircraft, and Reuben Fleet obtained the

The Newsletter of EAA Chapter 1310

design rights and formed the Consolidated Aircraft Company.

Consolidated reconfigured the aircraft as a tandem, calling it the PT-1 "Trusty." The Airplane radically improved the safety record of USAAF pilot training. When the engine was replaced in 1928 with a radial air-cooled Wright J-5 engine, the aircraft became the Consolidated PT-3 "Husky," which was used right up to the beginning of World War II. Ultimately the Husky was replaced by the PT-17 Stearman and N3N.

The Training Command will feature several other aircraft used to train military aviators, from the Roaring Twenties to the latest trainer in the inventory. This is also the 75th Anniversary of the Beechcraft Company, and EAA's Warbirds of America and the Beechcraft Heritage Museum will mark the occasion with several Beech trainers positioned next to the PT-3 and the Navy's N3N.

FAA to Issue E-LSA Registrations at EAA AirVenture Oshkosh



In a program similar to what was done at Lakeland earlier this year, the FAA will provide on-site registration for a limited number of EAA members who wish to transition an ultralight to the experimental light-sport aircraft (E-LSA) category at EAA AirVenture Oshkosh 2007. EAA members must sign up in advance for an appointment at the FAA Building, where an FAA employee will review and process their registration materials for issuance of an N-number. Appointments are available during the first two days of AirVenture, July 23-24.

Those who take advantage of this special service will help ensure they'll meet the January 31, 2008, conversion deadline, as well as decrease turnaround time for registering their E-LSA.

Here is how to obtain an appointment:

Contact EAA no later than July 20, 2007, by sending an e-mail to tbogenhagen@eaa.org, with "AirVenture E-LSA Registration" in the subject line. Provide your name, address, phone, e-mail address and EAA membership number. After your information is verified, EAA will return an e-mail assigning your appointment time with the FAA. Plan to have your registration forms completed and ready to turn in to the FAA at your scheduled time.

EAA's E-LSA conversion kit has all the necessary forms and can be ordered by calling 800-843-3612, or through the [EAA website](http://www.eaa.org).

This EAA/FAA service will help individuals register their E-LSA in less time and assure they do not have unnecessary delays because of improperly completed paperwork. If you already have a reserved N-number, you will need to bring evidence of that, otherwise you will be assigned the next available N-number.

E-LSA Conversion Reminder

Individuals converting aircraft into an experimental light-sport aircraft (E-LSA) have until January 31, 2008, to complete the E-LSA registration, the E-LSA airworthiness inspection, and the E-LSA certification process. The FAA will guarantee that your registration and certification packet will be reviewed and your E-LSA aircraft inspected in sufficient time to meet the January 2008 deadline if applicants meet the following three deadlines.

- By August 15, 2007, you submit your aircraft registration (N-number) request to the Aircraft Registration office, and;
- By October 1, 2007, you call your local E-LSA DAR to schedule your E-LSA airworthiness inspection, and;
- By November 30, 2007, you submit your aircraft airworthiness certification request packet to either an FAA FSDO, an FAA MIDO, or your local E-LSA DAR. Ask your local E-LSA DAR which office should receive this packet.

Unrestricted Airspace

July 2007

The Newsletter of EAA Chapter 1310

If you fail to complete the above steps, the FAA cannot guarantee they'll be able to complete your E-LSA registration and certification inspection process prior to the January 31, 2008, deadline.

If you need assistance to convert your aircraft to an E-LSA, contact EAA at 877-359-1232.

The FAA Light-Sport Aircraft Branch Office (405-954-3668) is also available to answer your E-LSA certification conversion questions and to help you locate the nearest E-LSA DAR qualified to inspect your aircraft.

...AND ARLINGTON BECKONS JULY 11-15

We're also less than two weeks from the 39th Northwest EAA Regional Fly-In (July 11-15) at Arlington Municipal Airport, Washington. EAA's second largest fly-in will feature Julie Clark and her T-34 in the fly-in's July 15 Salute to Veterans; Eric Tucker's Columbia Aviation Safety Tour stop; Flying Heritage Vintage Planes; the Cascade Warbirds, great evening programs, and more. Learn more at www.nweaa.org.

CLASSIFIEDS- FOR SALE / WANTED

Do you have aviation related items to sell, or are you looking for something.

Any EAA member in the Northern Connecticut or Western Massachusetts area is welcome to list merchandise for sale or wanted on this page. Send an eMail to EAA1310.org or to Susie Williams @ susiewilliams531@comcast.net.

WANTED

Articles, pictures, etc. for the news letter. You can Email them to me at susiewilliams531@comcast.net or mail them to me at: Susie Williams, 121 Union Street, Apt. 3., Rockville, CT 06066.