



EAA Chapter 827
April 2009

www.eaa827.org

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Presidents Column

We had a Director's meeting at Tim's house Monday evening. Joel kept good notes on what was accomplished which you can read in this newsletter. Everyone was there except the two people I neglected to inform about the meeting. Major brain cramp for which I humbly apologize.

Saturday morning after breakfast will be a work session to get the new meeting space cleared out and wiring repaired. Bring any destruction tools you have handy. Alan Tubbs is foreman for the project. The goal is to prepare the kitchen area to accept the appliances which we hope to move at the May meeting.

Tim is doing well but won't be able to be there. Two weeks after knee replacement he still has to keep the leg elevated most of the time or suffer the painful consequences, which he did the first week.

Jim McCurdy and John Miller left for Lakeland early this morning (Wednesday) in John's van with all their camping gear. So far as I know they are the only members of 827 to visit Sun 'n' Fun this year.

Son Tim is also leaving Asheville this morning for Lakeland where he will once again head up a team of controllers who transfer in for the event. He tells me that departures are now controlled by radio which is a little slower but probably safer than the old flagging system. Several years ago Tim was flagging aircraft onto the runway and down to a second controller who timed the takeoffs. One pilot apparently mistook Tim's flag for takeoff clearance. When he heard the power come up he turned just in time to catch a Cherokee wingtip just below the rib cage. (The Cherokee did not stop!) Of course he was knocked to the ground and scraped up by the pavement, but the most spectacular consequence was a bruise across the midsection like no other bruise you have ever seen. It was weeks going away. The only permanent reminder was the nickname bestowed upon him by his colleagues. When he walks into the first briefing tomorrow he will be greeted by a chorus of "Hello Speedbump!"

Jim Corliss

Monthly Chapter Meeting Dates, Times and Locations:

Chapter Meeting - This month's meeting will be held at Miller's field on Saturday the 21st at 9:00am. This will be a combination meeting/workday so if you can spare the time after the regular meeting, bring your work clothes and tools!

Wagabond Builder's Group - Most Wednesdays nights from 6:00 to approximately 9:30. Call Don Hansen for more info.

**Minutes of
Chapter Meeting
March 2009**

Due to very poor field conditions, a decision was made to change the meeting location to Paul Griffon's hangar. After breakfast the meeting was called to order at 9:35. 14 members were present. Dan first delivered the Treasurer's report. We now have 24 full members, 5 contributing, and 1 honorary. A total of \$337 was made at this year's annual banquet. We have 7 months of hangar fees collected and our renovation fund now has a total of \$947 in it. A motion to let Tim Letourneau spend up to \$500 to buy materials for the club renovation was approved. He and some other members will begin to assess the wiring immediately and report back with their finding at the next chapter meeting. Once the wiring has been straightened out, the renovations can begin in earnest.

Fly-Ins, Fly-Outs and Young Eagles were the next topics. We have tentatively scheduled a Young Eagle event in Patten on June 27th and 28th. George Dean will contact Craig Morse in Patten to see if he can do some advertising for us. Also tentatively planned were a couple of fly-outs for May and September. The fly-in at Miller's field will be the 3rd weekend in August.

Before the closing of the meeting, John Miller graciously offered to forgo next year's lease monies for our chapter's hangar & clubhouse. He normally gets \$300 per year. Thank you John!

Finally, a special thank you to Allan and Michelle for once again doing the cooking and to Paul for hosting the meeting on such short notice.

Joel Keller - secretary

2009 Owls Head Transportation Museum Schedule:

(submitted by Don Cole)

May	23-24	Spring Auto Festival & Antique Aeroplane Show
June	14	Custom Vehicles & Antique Aeroplane Show
June	28	Big Three Car Meet & Antique Aeroplane Show
July	4-5	Fabulous '50s, Sensational '60s & Antique Aeroplane Show
July	18-19	Trucks, Tractors, Commercial Vehicles & Antique Aeroplane Show
July	25-26	Wings & Wheels Spectacular & Aerobatic Airshow
Aug	6	The Maine Experience Auction
Aug	22	32nd Annual New England Auto Auction
Sept	5-6	Vintage Motorcycle Meet & Antique Aeroplane Show
Sept	20	Convertible Meet & Antique Aeroplane Show
Oct	4	Foreign Auto Festival & Antique Aeroplane Show
Oct	31	The Great Fall Auction & Flea Market

For additional information contact the museum at 594-4418 or visit www.owlshead.org

Minutes of the Director's meeting:

For the first time in years, a meeting was called of the chapter officers and directors. It was decided to have the meeting at the home of Tim Letourneau to allow him to participate as he was laid up after his knee replacement surgery. After everyone had arrived, Jim Corliss called the meeting to order at 7:05pm. The only members not present were Jim McCurdy and John Miller. In their defense, it was later learned that they had not been sent a notification so their "automatically nominated" status for any task or duty was suspended.

- Dan produced a comprehensive handout that included income and expenses to date, a budget for the coming year, the current members roster, the current officers and directors, and a copy of selected sections of the chapter by-laws.
- The first item discussed was the idea of staggering the terms of the various officers and directors so that we don't have to elect an entire crew every 2 years. Rather than hold elections early, it was proposed that Dan Coffey, John Greaney, Jim Jordan, Tim Letourneau, and Jim McCurdy will have terms that expire in 2011 and the remainder will expire in 2010 as originally planned. Everyone agreed without much discussion.
- Discussed next was the current budget with projected income and expenses related to the hangar and club house. The bottom line is that while we are operating in the black, we don't exactly have a large surplus of operating cash flow.
- A review of the current chapter by-laws concerning membership criteria followed, and a decision was made to create a new category called 'contributors'. These folks are allowed to participate in chapter activities and have paid their dues to the chapter but have chosen not to be a member of the national organization and as such cannot be full members of our local chapter.
- Next was a discussion of the various types of events that would be of interest to the chapter members. Some ideas for the future included getting someone to come and speak about operating under sport pilot rules, the current fuel situation, and possibly another Bangor control tower visit. The June 27th Young Eagles event was reaffirmed as well as the July 18th fly-out. The August fly-in at Miller's was also briefly mentioned. It was hoped to have as much of our clubhouse renovations done as possible before then.
- Finally, Dan wanted to make sure that everyone understood that we don't have casualty insurance on the clubhouse and hangar. Going forward, if anything happens to it our investment will be lost. After briefly discussing the associated costs with having such insurance, the decision to forgo such coverage was reaffirmed.

Joel Keller
secretary

In the News ...

New Chart Distribution Method Coming

(from AOPA online)

The National Aeronautical Charting Office (NACO) is planning to change the way it distributes aeronautical charts on Oct. 1 in order to meet its budget goals. AOPA staff members are working to assure that any new plan affects the availability and price of charts as little as possible.

Under the new plan, a business would need to have annual chart sales of \$5,000, not the current \$500, to remain a chart agent. Smaller outlets that do not meet the new criteria would purchase charts from larger chart agents. Pilots should see little difference in prices, but it is possible availability of charts for areas outside a pilot's home airport could be affected. Smaller FBOs may choose to stock mostly regional charts.

AOPA staff members recently attended a meeting on the plan at the invitation of the FAA and are working with NACO and chart agents to make sure safety is not compromised. After the new distribution method takes effect NACO plans to survey its agents approximately every six months to determine any effects on pricing and availability.

Sale Talk Drives Up Textron Stock Prices

(from Flying eNewsletter)

A Monday report in the Wichita Eagle cites "rumors" that Cessna's parent company Textron could be for sale. The news drove Textron stock up—though it still rests far closer to the bottom of its fluctuation curve than the top. According to some observers in the finance sector, Lockheed Martin could be among the potential buyers—though others scoff that the military mega-contractor ought to have no interest in "the Cessna business." Recent reports speculated that Textron might sell off either its Cessna Aircraft or Bell Helicopter subsidiaries—or both—to raise needed cash. Both are viewed as attractive acquisitions despite the down market. Speculation that Textron, itself, could be on the acquisition radar is logical given the dip in its stock prices. According to the Eagle, Textron stock topped at \$65.52 and bottomed at \$3.57 within the past year. As of Monday it was selling at \$8.07—up 65 cents for the day. Representatives for both Textron and Lockheed Martin declined to comment as a matter of policy.

Former ALPA President Nominated to Lead FAA

(from EAA online)

On March 27, President Barack Obama announced his intent to nominate J. Randolph (Randy) Babbitt as Federal Aviation Administration Administrator. Babbitt, currently a consultant at Oliver Wyman, Inc. and former president of the Air Line Pilots Association, must be confirmed by the Senate. "We congratulate Randy on his nomination. As a member of the FAA Advisory Board, his attendance at AirVenture 2006 enhanced his awareness of recreational aviation," said Tom Poberezny, EAA chairman and president. "EAA and its members are excited to learn how he will address such critical issues such as air traffic modernization, the FAA funding plan, user fees and general aviation safety. We look forward to again hosting Randy at AirVenture and working with the new administrator once confirmed."

Wagabond Builder's Group

Work on the fuselage continues with the fabrication and installation of aluminum cover plates where access to internal components will go as well as the cowling. Don Hansen continues to put the finishing touches on the engine induction system as well.

Top: The engine with its modified Holley carb and intake runners.

Bottom: The standard issue Hamilton Marine seats as installed on their rails.

