



EAA Chapter 827
July 2008

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Presidents Column

Several days ago I received an e-mail from Shawn Blair, a member of EAA Chapter 1210 in Biddeford. He noted that Chapter 827 does not have a website and has offered to help set one up and host it so there would be no cost to us. He also mentioned that his Chapter does not have a newsletter because no one will take on the commitment of producing it on a monthly basis. He tries to keep members of his Chapter updated by e-mail. I would like our membership to think about sharing our newsletter with Chapter 1210 (electronically, at no cost to us) and for someone from our Chapter to work with them to set up our website. Let's talk about it Saturday morning.

This is a perfect example of the need for Maine Chapters to work more closely together for the benefit of everyone. Every Chapter has its own unique strengths and weaknesses. Cooperation could certainly include sharing of building expertise, (one of our strengths) visitations between Chapters, mutual Young Eagles events and providing programs for Chapter meetings to make them more interesting (one of our weaknesses).

Our August meeting on the 16th will be the first of the two day weekend at the fly market at Miller's Field. We will be providing breakfast and lunch on each day. It is a major fund raiser for us. Last year the work fell to just a few, mostly from the builders group. Please try to find a couple or three hours that weekend to help.

It looks like the weather may be good on Saturday morning. See you for breakfast at nine.

Jim

Monthly Chapter Meeting Dates, Times and Locations:

Chapter Meeting - This month's meeting will be on Saturday the 19th at 9:00am at the Cub Café.

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

Names Tags for the Memorial Plaque are a WIP:

The name tags for the Memorial Plaque have been ordered and will be ready by the time we have our next meeting. I have opted for the mechanical fasteners (screws) rather than adhesives for long term reliability. This will probably make the installation a bit more of a challenge but should result in something that is rugged and long lasting.

Area Fly-Ins:

Below is a list of local fly-ins in the New England area that may be of interest to the members.

- 5th Annual Oak Spring Farm Fly-In Oak Spring Farm - Hampden, ME - June 27, 2008
- Mansfield Air Race Classic & Family Festival Mansfield Muni Airport 1B9 - Mansfield, MA - June 27, 2008
- 8th Annual Airport Open House and Car Show at Sanford Regional Sanford Regional SFM - Sanford, ME June 28, 2008
- EAA Chapter 673 Independence Day Cookout Marlboro Airport - Marlborough, MA - July 4, 2008
- Sikorsky Weekend Bradford Camps ME3 - Ashland, ME - July 4, 2008
- 25th Annual Pancake Breakfast Fly-in Eastport Municipal Airport-Flagg Field - Eastport, ME - July 4, 2008
- EAA Chapter 196 Young Eagles Rally Minute Man Air Field - Stow, MA - July 12, 2008
- EAA Chapter 673 Young Eagles Rally Marlboro Airport - Marlborough, MA - July 12, 2008
- EAA Chapter 1310 Pancake Breakfast Skylark Airpark - East Windsor, CT - July 12, 2008
- EAA Chapter 1314 Young Eagles Rally at Keene Airport Dillant Hopkins Airport - Keene, NH - July 12, 2008
- Yankee Ultralight Fly-in/Camp-in Sanderson's Field - Greenland, NH - July 12, 2008

Proposed Tax Break both Good and Bad:

The legislature is currently working on a draft piece of legislation that would lower property taxes. In typical governmental fashion, however, they are giving one dollar and taking two. Included in the proposed law is a new 5% sales tax on the repair, maintenance, and installation services of "tangible personal property." In other words, labor is now taxable. This includes labor to work on your airplane along with everything else. For an FBO along the NH. border, this puts them at a serious disadvantage as compared to their out of state rivals.

In the News ...

WATERVILLE AIRPORT TO CLOSE?

(From AOPA online)

Another Maine mayor has proposed closing another Maine airport. This time Waterville LaFleur Airport (WVL) in south central Maine has been placed on the chopping block. Calling the airport “a big white elephant” at a city council meeting in April, Mayor Paul R. LePage said the city spent “\$100,000 of taxpayer money to keep a few people having fun and the building warm.” Waterville LaFleur ASN Volunteer Ronnie Marrache alerted AOPA of the mayor’s most recent assaults. The city engineer who runs the airport and the city manager understand the airport’s significant value to the community. According to a 2005-2006 study, the total annual economic activity or output associated with WVL equates to \$2.87 million. This amount is derived from fuel sales, hangar leases, and other on-airport activity, as well as the revenue from visitors using the facility. Marrache had been following AOPA’s efforts to save Biddeford Airport, located just south of Waterville, so he contacted AOPA for help as the master plan for the city is expected to be presented later this year. Early planning on the part of Al Lyscars, the ASN volunteer at Biddeford and fellow airport supporters, has been vital to their efforts to date. Hopefully, Marrache’s early action and watchful eye will prevent Waterville’s mayor from going down the same path.

NO DEAL ON MAINE TAX ISSUE:

(From AOPA Online)

You could get slapped with a steep tax bill if you fly into Maine within the first year after buying your aircraft. The Maine legislature gutted a bill that would have exempted out-of-state aircraft owners from the 6-percent use tax. The last-minute change to the bill exempts charity and compassion flights from the 20-day limit that a new aircraft can be in Maine without being taxed. It does not exempt an aircraft’s time spent in the state because of poor weather or business or pleasure trips. Time spent in the state for maintenance is already exempt. Aircraft owners who did not have to pay sales tax when they purchased their aircraft would be subject to paying 6 percent of the aircraft’s sale price. Those who paid a sales tax of less than 6 percent would be charged the difference.

AOPA had worked with the Maine aviation business community to persuade the governor’s office and the legislature to develop a solution. The bill, which was AOPA’s most promising option, was stripped because the Appropriations Committee wanted the funding from these taxes to address the projection that next year’s deficit would be about \$500 million.

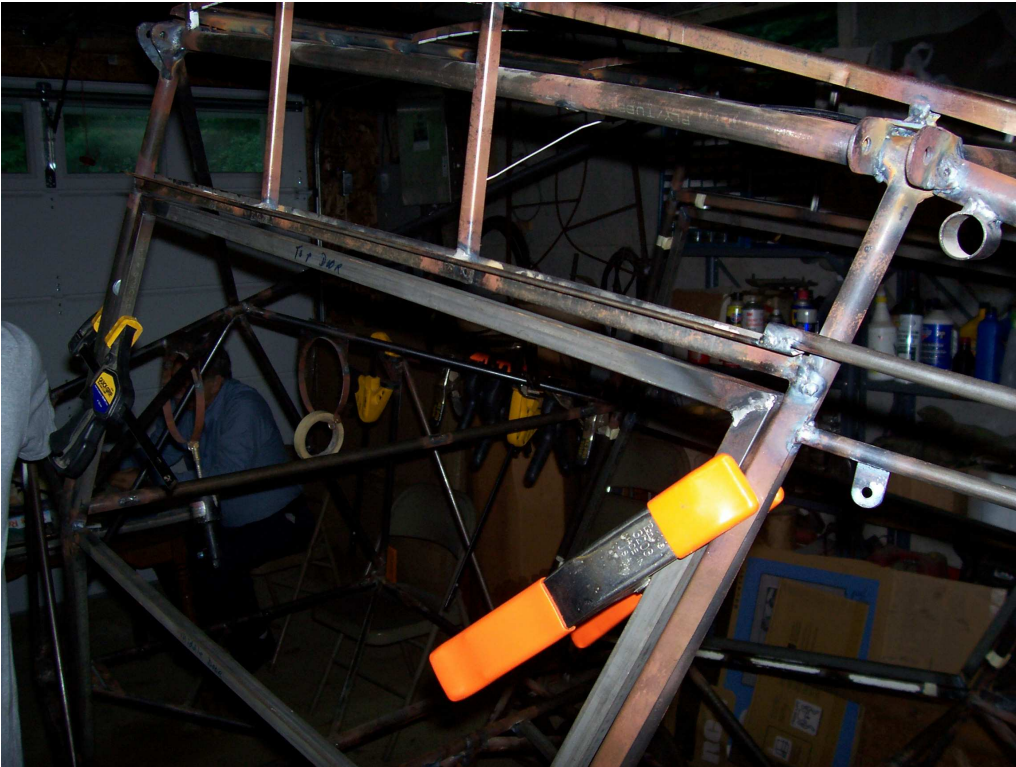
CANADA WANTS TAXES ON TOP OF AVIATION USER FEES:

(From AOPA Online)

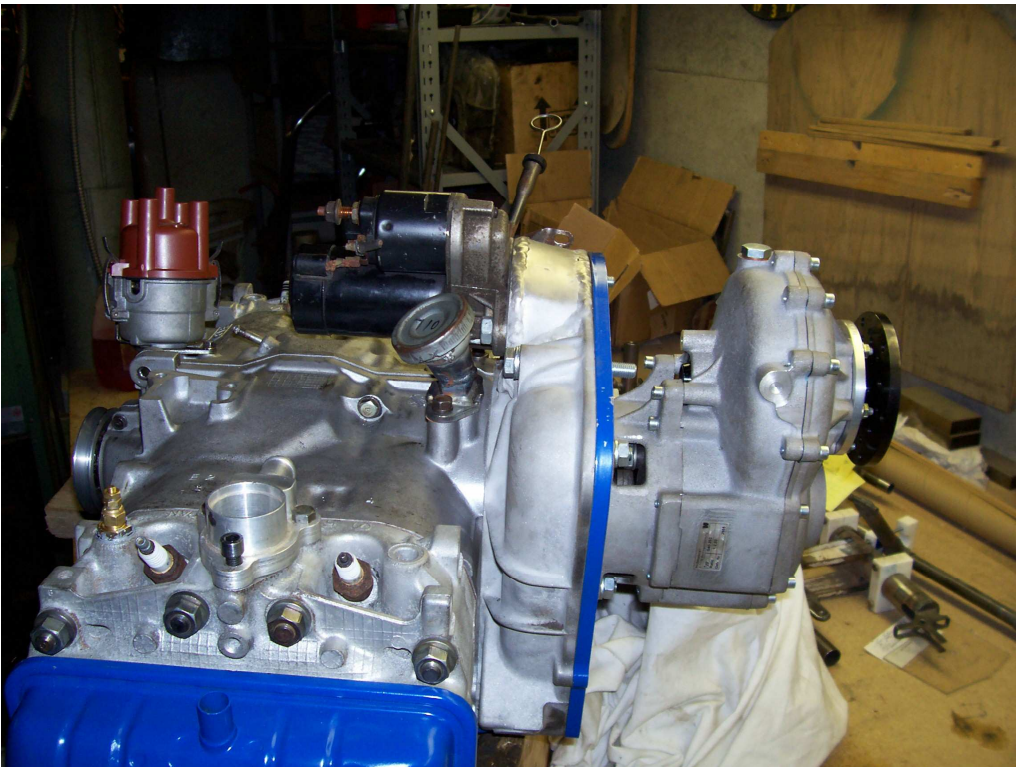
U.S. pilots who have flown in Canada are now being told they have to pay taxes retroactively on the Nav Canada user fees they've already paid over the past five years. "We have always opposed user fees, and this latest insult shows just how flawed and inefficient the system is," said AOPA President Phil Boyer. "How much is Nav Canada now going to spend to attempt to track down the pilot of the aircraft to collect this tax? A simple fuel tax makes so much more sense. And the very idea of a tax on top of a fee. AOPA will continue to fight to make sure the United States never tries to go down that airway."

Wagabond Builder's Group

Work continues on the engine and airframe. Between family commitments and some bad timing, I have been absent for several weeks. At last check, the door frames were done and welded. The seats were purchased from Hamilton Marine and are being modified to allow for easier/better installation into the cockpit. I believe one of the next big airframe items to build is the engine mount.



Above: The fitment of the pilot's side door frame after the final welding has been completed.



Below: The (nearly) completed Subaru EA81 engine and propeller reduction unit.