



EAA Chapter 827
July 2010

www.eaa827.org

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Presidents Column

Since we are currently running without a President or Vice President, I thought I would use this space to post a list of potential agenda items for this weekend's meeting.

- We need to fill the posts of President and Vice President
- We need to begin to think about what we want to do with the newsletter. I'm not sure we have anyone with the equipment/computer skills to take it over in its present form.
- The Fly-In at Millers next month needs to be planned out and people chosen for various roles.
- An update on the clubhouse fan and back deck.
- Any remaining clubhouse items required or desired before the cold weather comes back.
- Update on the latest memorial plaque additions
- Update on the retrieval and storage of Don's Pober Pixie
- Update on the sale of the donated Teal project and associated goodies
- Since we are at mid fiscal year, a brief overview of how the chapter is doing financially might not be a bad idea if time permits.

If anyone else has anything they would like to see discussed please make sure to speak up at the meeting. I will be there early in order to get breakfast started so we should have something to eat this time as well.

Joel Keller
Secretary

Monthly Chapter Meeting Dates, Times and Locations:

Chapter Meeting - This month's meeting will be at Millers Field on Saturday the 17th at 9:00am.

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

Chapter Clubhouse Project

On June 28, 2010 six of the seven members of the board of directors for EAA Chapter 827, who were available, unanimously approved spending \$1,300 to complete the renovations to the Chapter clubhouse. The estimate includes a deck with railing, installing a used kitchen fan over the grill, two screen doors, and related labor. The floor now has a fresh coat of paint. The additional renovations should be completed before the Chapter's August 14 fly-in and aviation flea market.

The cost to complete the renovations will be covered by proceeds from the Teal aircraft project that was donated to the Chapter. A buyer has paid a \$500 deposit toward the \$4,000 purchase price from a recent eBay auction conducted by John Miller. The Chapter has also received \$1,018 in proceeds from auction of miscellaneous aviation items and parts that came with the project.

Norridgewock Family Fun-Fest and Fly-In

**SAT AUG 7TH, 2010 8AM TILL 7PM
CENTRAL MAINE REGIONAL AIRPORT
(RAIN DATE SUN AUG 8TH)**

Aviation Events

- Fly-In Aircraft
- NEW Light Sport Aircraft display
- Army Guard Aircraft
- WWII Replica Aircraft
- Bangor Control Tower
- Safety Seminars
- Airplane Rides
- Young Eagles Program

Family Fun Events

- Climbing Wall—FREE
- Face Painting—FREE
- Mini Golf—FREE
- Antique Cars
- Antique Tractors
- Airplane Rides
- Candy Drop
- Music
- Child ID Program

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COMMERCE

Phone: 207-634-2917
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Come Join Us for a Day of Aviation Events & Family Fun.

- Pancake Breakfast Sat & Sun 7-10:30 am
- FREE Young Eagles First Flight Program for Boys & Girls Ages 8 to 17-Saturday 9am to 1pm
- Spaghetti Supper Sat 5-7pm Rain or Shine
 - Raffle for 50lbs of Lobster
- BUSINESS EXPO—Area Businesses

***Admission & Parking: FREE
Refreshments Available***

In the News ...

FAA Close to Enacting Re-registration Policy for Aircraft

(from Flying Magazine enewsletter)

As soon as this fall, owners could be required to re-register their aircraft with the FAA every three years. The current policy is a one-time registration with a five-dollar fee. The fee for re-registration, if any, has yet to be announced. The re-registration strategy was first proposed two years ago as a means of updating the list of registered aircraft and culling out those that no longer are active. The FAA claims that 104,000 of the currently registered 343,000 aircraft are possibly invalid. If the new rule goes into effect, all owners would have to re-register their aircraft within a three-month window based on the month of their original registration. The Aircraft Owners and Pilots Association, concerned that fees for re-registering aircraft might be an undue burden on owners, has proposed an online re-registration plan through the existing Triennial Aircraft Registration Report that would serve the same purpose.

FCC Mandates Prohibition of 121.5 MHz ELTs

(from Flying Magazine enewsletter)

In a report that came out under the radar on June 1, the FCC slipped in a stunning mandate. Section (h) of the executive summary of the report reads "We prohibit the certification, manufacture, importation, sale or continued use of 121.5 MHz emergency locator transmitters (ELTs) other than the Breitling Emergency Watch ELT." Bravo for Breitling, but what about the rest of us? U.S. pilots all know that satellite monitoring of 121.5 signals was discontinued in 2009, but they are still acceptable to the FAA — just not the FCC, effective in August. That allows two months' compliance time, and even if every GA aircraft owner took immediate action, it would still be impractical to convert all U.S.-registered aircraft that quickly. The report took the Aircraft Electronics Association by surprise, too. And as AOPA's vice president of regulatory affairs Rob Hackman said, "When two government agencies don't coordinate, GA can suffer." AOPA also proposed that the FCC did not sufficiently understand the implications of its ruling, in part because the agency suggested aircraft operators would "migrate" to the newer 406 MHz ELTs only if the older technology ELTs were rendered illegal to use by FCC fiat.

Aircraft Re-Registration Rule May be Published Soon

(from EAA e-Hotline)

July 8, 2010 —A rule proposed in 2008 by the FAA to update the national aircraft registry in part out of security concerns may soon be finalized. The FAA would require all aircraft to be re-registered with the new registrations valid for three years. Both EAA and AOPA have come out against the proposal saying that there are simpler ways to clean up the registry without requiring owners to pay an additional fee.

EAA recommends the FAA crosscheck its Civil Aircraft Registry database with the various state registration databases to further reduce the number of "possibly no longer eligible" aircraft to around 17,000. Owners in many states are forced to pay high annual registration fees, so it makes sense for the FAA to use these other existing databases to help manage their system, without creating any additional financial burden on aircraft owners.

Wagabond Builder's Group

Now that the ailerons and tail surfaces have been covered and prepped for painting, our attention can be turned back to the wings. Gas tank and vent work is next on the agenda. No pictures this month. I will have some shots of the wings for next months newsletter.

In case anyone has ever wondered what a Wagabond looks like, below is a nice example of one recently built by someone out in the Midwest.

