



EAA Chapter 827
March 2010

www.eaa827.org

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Presidents Column

It was good to see more than 40 people at the snowmobile club two weeks ago to celebrate 25 years of Chapter 827. Even better to have our founder, Don Cole join us with his family, some of whom came up from Massachusetts for the occasion. Dan researched the history of the Chapter and put together a brief chronicle from the beginning up until the present time, complete with just a few of the more humorous happenings along the way. I was surprised to see all the photos and the copy of the first newsletter. We need to make sure all that material is kept safe so that it can be brought out on other Chapter anniversaries through the years. A special thanks to Alan and Michelle for making the arrangements for the hall and getting it all set up.

If you are like me you have been waiting for the inevitable March snowstorms. Could it be possible we will get through without one? Right now the snowpack in my fields and woods is at the usual April 5th to 10th level. Late this afternoon I saw John out touring the neighborhood in the taildragger. Is this the first time anyone has ever flown out of Miller Field on wheels in March? I wouldn't be surprised.

If you plan to come to breakfast Saturday morning please give some thought to what you would like to see for Chapter activities this summer. Young Eagles? Fly-outs? An event with another Chapter? We need some thoughts on meeting programs, too. I hope we can schedule some work time to continue upgrading the meeting room.

Jim

Monthly Chapter Meeting Dates, Times and Locations:

Chapter Meeting - This month's meeting will be at Millers Field on Saturday the 20th at the usual 9:00am starting time.

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

Note from Don Cole:

To all the members of EAA Chapter 827,

Please allow me this opportunity to express my greatest of thanks for the wonderful evening during our annual banquet. In particular thanks to Dan and Nancy Coffey who spent untold hours in the preparation of all the photographs and the presentation itself. I would be remiss in my responsibilities if I did not mention all the great meals that were provided. This was a night that will remain long in my memory and will be one of my most cherished moments. Thank you all again.

Kindest best wishes to you all,

Don Cole

Winter Banquet was a Huge Success:

Over 42 members and guests turned out to help us celebrate 25 years of EAA Chapter 827. Dan Coffey put together an outstanding history of the chapter from its inception through to present day. Don Cole was honored as a founding member and first president. At the end of evening, our guest speaker Mr. Gary Davis presented a very interesting slide show on what it is like to live, work, and fly below the arctic circle. A special thanks to Alan and Michelle for acquiring the hall and setting everything up.

-Ed.



In the News ...

NTSB: Specific Training Would Improve Glass Cockpit Safety Record

(From: e-Hotline)

The National Transportation Safety Board (NTSB) released results of a five-year study that concludes glass cockpit avionics do not improve the safety record of light aircraft. Nearly all new piston-powered light airplanes are equipped with primary digital flight displays and a growing number of older aircraft are undergoing retrofits. The NTSB says that training; especially on specific equipment, is needed to maximize the safety potential of glass cockpit technology.

NextGen Counting on Operators to Re-equip

(From: Flying Magazine)

According to the FAA's latest release on NextGen, implementation of the next steps to air traffic modernization will rely at least in part on aircraft operators to shoulder the expense of new onboard equipment. Listed among the primary "Challenges to Implementing NextGen" was the following: "NextGen's increasing dependency on aircraft-centric capabilities means that we must rely on operators' willingness to equip. We will not see real performance improvements until operators are properly equipped to reap the benefits of those capabilities." Among the expected benefits of upgrading the airway system are, by 2018: airline flight delays reduced by 21 percent (saving the public, aircraft operators and the FAA an estimated \$22 billion cumulatively); savings of more than 1.4 billion gallons of fuel due to more efficient air traffic; savings of nearly 14 million tons of carbon emissions. The report cited the December 2009 implementation of Automatic Dependent Surveillance-Broadcast (ADS-B) in the Gulf of Mexico as "an important step forward."

NBAA's Tail Number Blocking Program Rebuffed in Court

(From: Flying Magazine)

Last Friday, a federal court ruled that the FAA must release its list of participants in the NBAA Blocked Aircraft Registration Request (BARR) program. The program was instituted years ago when air traffic information was made public, launching third-party flight-tracking services such as FlightAware. Under the NBAA program, aircraft operators could block their tail numbers from appearing to the public. But after the case of the Big Three automakers' trips to Washington on corporate aircraft, the news agency ProPublica sued to have the data released under the Freedom of Information Act. The NBAA countersued to block the release of the information to ProPublica citing security concerns, but Friday's ruling has upheld the release of the information. The ruling does not include real-time requests for information on aircraft movement, but is nevertheless seen as a setback for NBAA's effort to protect the privacy of aircraft operators. No word on exactly how ProPublica plans to use the aircraft registration information, but 'private' flying has become a bit less private, and a bit more public.

Wagabond Builder's Group

Working in Rod Wright's workshop, the covering process continues. PolyBrush is being used to initially coat and seal the fabric prior to stitching. Good ventilation is definitely recommended for this process. A special tape, which looks and feels like regular athletic tape is used to protect the fabric where the stitching comes through on either side of the surface.



Top: The tail surfaces after covering and before stitching.



Bottom: The ailerons after being Poly-Brushed.