



EAA Chapter 827
May 2009

www.eaa827.org

Editor - Joel Keller
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Presidents Column

Have you ever been a member of any organization which was NOT anxious to bring in new members? I didn't think so! Have you ever been a member of any organization which found a way to bring in those new members? Again, I didn't think so! Even a huge business enterprise like DirecTV is offering members \$100 if they get a new person to sign up. The new member gets \$100 as well. Most organizations can't afford that type of monetary incentive.

Recently I received word that EAA is going to offer six month free trial memberships for new members. Local chapters are being asked to participate by offering the same six month free membership. We should take action on this request at the next meeting. I think the idea has merit, but it won't work if we as individuals and chapters don't follow up with some effort to bring in those potential new members.

We have a lot to offer. A core group of a dozen or so members who nearly always show up, no matter the weather. An active builders group with a lot of talent. Certainly Millers Field gives us a true "home field advantage." It's a little jewel of a place which reeks of EAA spirit and tradition. And very soon, with a little more work, we are going to have the best meeting space we have ever had. Roomy, warm, and most of all, safe. (Remember how the old place used to sway?)

Come on over Saturday morning, bring some basic tools, have breakfast and we'll work on the new meeting space for a while. We hope to be able to move the kitchen appliances, so if you have a dolly.....no, not that kind, I mean the one with two wheels...bring it over. It should be a fine morning, the extended forecast looks great.

Jim

PS. Last week I learned of a Teal amphibian project, reportedly 90% complete, which the widow of the builder wishes to donate to an interested organization. It is here in the state. It has been referred to the builders group for further investigation.

Monthly Chapter Meeting Dates, Times and Locations:

Chapter Meeting - This month's meeting will be held at Miller's field on Saturday the 16th at 9:00am. There is a workday scheduled afterwards to work on the new clubhouse.

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

Give Your Aircraft a Good Home Hangar Space for Rent or Lease at Miller's Field

EAA Chapter 827 offers hangar space for rent at Miller's Field at an affordable price. Effective July 1, 2009 the Chapter's hangar prices are as follows:

\$70 – per month, payable at beginning of the month, or
\$65 – per month, with a 6 month lease, payable in advance, or
\$63 – per month, with a 12 month lease, payable in advance

Contact Treasurer Dan Coffey at 989-7202, or by email at *coffey18L@roadrunner.com*

Maine Aviation Bill Clears Major Hurdle

By John Nadeau

An ad hoc committee of private use airfield owners and pilots in Maine has been working to improve a law on behalf of aviation. We are attempting to decrease liability concerns for those landowners who allow noncommercial aviation activities on their land. Similar laws have been enacted in New Hampshire and Massachusetts. Private airport owners receive requests from pilots to land at their airfields to visit friends, etc. Often the answer is no because the private airport owner is worried about being sued. Enactment of our bill would limit the landowner's liability for aviation activities, just as it is limited for other recreational activities such as snowmobiling, hiking, hunting, etc.

Our bill is # LD 889, "An Act to Limit Liability for Certain Noncommercial Aviation Activities." The Maine Joint Committee on Judiciary held a public hearing on April 7, 2009 regarding LD 889 and members of our ad hoc committee were in attendance and presented testimony in favor of the bill. The trial lawyers presented written testimony against enactment of the legislation. Two days later on April 9th the Judiciary Committee held a work session and a member of our committee was asked several questions concerning aviation and the bill. At the end of the work session the Judiciary Committee voted to send the bill on to the Maine legislature with an "ought to pass" recommendation. We were gladdened by the outcome, but there is much more work to do to get this bill passed into law.

If enacted pilots would still need to request permission for non-emergency use of private airfields. And although fees cannot be charged for such use of the private airfield, owners have indicated that they will be inclined to say "Yes" to such requests, and feel more comfortable about doing so. More flying destinations in Maine will promote aviation, and that will help FBOs to sell more fuel and services at public use facilities.

To get this bill into law we need every pilot in Maine to call or write to their state representative and state senator to express their strong support for Bill LD 889. Please spread the word among other Maine residents and pilots, and ask them to do the same. With all of the negative pressures on aviation, we have a chance to do something positive. It is up to each of us to do our part.

If you have any questions, please email me at mcnade@aol.com or write to me at Old Acton Airfield, P.O. Box 901, Acton, Maine 04001.

Thank you for your help to spread the word!

John Nadeau
Old Acton Airfield, 02ME

May 5, 2009

Dear James,

I am writing today to share with you the latest information on the controversial TSA Security Directive (1542-08F). The directive, which has a June 1 implementation date, applies to airports where general aviation operations coexist with scheduled airline service, even where the airline service is minimal.

Details of this TSA directive started coming to light late last year, as airport officials began advising airport users to prepare for security changes. Since then, EAA has partnered with AOPA, NBAA, GAMA and others to voice concern and raise awareness on The Hill.

We believe the measures are unnecessary, don't enhance national security, are costly, impractical, and threaten general aviation activity. We all have objected to the way TSA is handling this situation. TSA packaged the new requirements as a security directive (think of it as a secret internal memo) to airport managers instead of allowing public input and comment.

Because of this secretive approach, we don't have all the details of the program. However, enough of the pieces have come together and we have a feel for the major provisions. If adopted in full by the beginning of next month, the directive would:

1. Apply only to airports that have commercial airline service, even those with minimal airline operations and those where commercial and general aviation operations are already well-segregated
2. Institute background checks and require I.D. badges for all aircraft operators, passengers and related personnel based at these airports, including general aviation airport users
3. Require anyone who does not have an airport-issued I.D. to have an authorized escort, even at airports that are sparsely staffed
4. Leave specific implementation methods and details to each respective airport, resulting in a lack of standardization of airport-security policies, procedures, and protocols.

EAA government affairs representatives continue to press the aviation community's concerns with the TSA, with Department of Homeland Security Secretary Napolitano, and with key legislative contacts in influential Capitol Hill committees.

Our objections to the directive include:

- It's redundant. FAA already has extensive information of general aviation aircraft owners and operators.
- It's inflexible. The major directive requirements apply similar requirements at small, remote airports and much busier, high-traffic airports, even though the security needs are likely very different. It appears that the directive would also treat the security sensitivity of different areas of the airport uniformly, even though these areas may have quite different security considerations.
- Its required practices are not standardized. Whereas the major requirements discussed above are too inflexible, at the other end of the spectrum the details regarding how to implement these provisions are at the discretion of each individual airport. The burden will lie with owners and operators to track the differences. (TSA indicates, however, that the background checks and badge requirements would not apply to transient aircraft.)

Our goal is to convince the TSA to explore alternatives that would address their objectives without suppressing general aviation activity and your access to general aviation airports.

We have provided this information to keep you and your fellow Chapter members informed on this issue. EAA, along with other aviation groups, continue to work to preserve airport access and the future of general aviation.

If you or your members have additional questions about this issue or other government-related issues facing aviation, please visit our web site at www.eaa.org/govt.

Sincerely,

Steve Buss
Manager, EAA Chapters

Good News For Maine Pilots...

93 Octane Premium ETHANOL FREE Auto Fuel at KOWK - \$2.75 per gallon

After many months of hard work by everyone, and the support of the Town of Norridgewock we NOW HAVE ETHANOL FREE GAS at the Central Maine Regional Airport. 4000 Gallons of 93 Octane Premium gas was delivered on Monday April 20th. The price is a very reasonable \$2.75 a gallon given we had to have it special delivered from the refinery in Canada.

PLEASE SUPPORT KEEPING THIS SUPPLY CHAIN OPEN BY BUYING THE FUEL ..

Several other airports should have some supply soon also.. Longer term, we should have a better supply chain but right now we can keep this going by supporting the airports that spend the money to get the fuel.

I hope to see you at the pumps..

Mike Willey
Central Maine Regional Airport Pilots
207-314-1489

Work Day Again this Saturday

Don't forget that this Saturday we are having another work day after the morning meeting. Please bring hand tools and appropriate clothing. The more people that stay to help the more work that can get done.



The Piaggio Avanti P180

In the News ...

President's budget keeps user fees in sight for 2011

(from AOPA online)

Additional information on the president's proposed budget released May 7 defers aviation user fees for another year but does not rule out the imposition of the fees in 2011. The information released by the White House Office of Management and Budget maintains the current funding structure for the FAA through fiscal year 2010. It leaves unresolved, however, the issue of a footnote in the budget overview from February that proposed replacing aviation excise taxes with "direct user charges" starting in 2011.

'Gweduck' Makes First Flights

(from EAA Online)

An airplane that has generated a lot of interest in the seaplane community, the Gweduck flying-boat style amphibian, has made its first flights off the water on Lake Washington in Renton, Wash. Land-based flights are expected to take place this weekend, and hopefully the twin-engine high wing will be flown to Oshkosh for EAA AirVenture 2009 this summer.

The Gweduck (pronounced "Gooey-Duck") was designed by Ben Ellison, EAA 72406, owner of Ellison Throttle Body Injectors and is a ground-up redesign of a Grumman concept. It's made of composite materials, seats two pilots and four passengers, and according to Ross Mahon, EAA 215408, one of the test pilots and builder.



Piper Sold to Asia-Based Finance House

(from Flying eNewsletter)

American Capital has sold its 100 percent interest in Piper Aircraft to Imprimis, a corporate finance and management company with offices in Bangkok, Singapore and Brunei Darussalam. Piper President James Bass said he is confident the change in ownership is a highly positive development for the airframer. Imprimis has revealed it expects to leverage its ownership in Piper to stimulate general aviation outside North America, specifically in Asia. At the same time, it is expected that Piper will be well supported in its core business here in the United States, with a stated commitment to retaining company headquarters in Vero Beach, Florida. Also, Imprimis has pledged to continue development of the single-engine PiperJet. Imprimis Managing Partner Stephen Berger said, "Imprimis sees this acquisition as a perfect fit as we develop plans for Piper's continued growth in its existing markets and for significant expansion within the Asian markets where much of our focus lies." He also said that Imprimis had been looking for some time to invest in an aviation company. Piper's Bass said, "Imprimis' commitment to grow Piper in both existing and emerging markets comes at a time when we are poised to enter a new era in aviation history."

Wagabond Builder's Group

The doors skins have been fabricated and are being attached. The rudder cables were checked for length and remade where necessary to allow for proper tensioning. The fuselage continues to be outfitted with all of the things that take way longer to make and install than anyone would have imagined.



Top: The door frame with its sheet metal coverings.



Bottom: Just behind the fire-wall. This view shows the header tank, brake and rudder pedals, and the new corrugated floor.