



EAA Chapter 827  
November 2008

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## Presidents Column

Is there a more unpleasant month than November for light airplane, general aviation VFR only private pilots? Cold rain (maybe turning to snow), low clouds, wind, with less daylight every day. Most people feel the same way about March, but at least by then the days are getting longer and spring is on the doorstep. I'm just guessing, but maybe it is different for the people building airplanes. Our own builders group, meeting once a week with friends in a warm, well lit space, doing fascinating, aviation related work. No matter the weather outside. Other builders across the country in garages, hangars and basements doing the same thing. It seems to me a wonderful way to spend time in the winter. I envy you all. Just don't let me near anything you are building, even to watch. Something is sure to go wrong.

Probably I ranted on about the FAA more than I should have last month, but I have one more little story. Recently my son Tim was getting his annual performance review down at Asheville Tower. He disagreed with his supervisor about some point or other and was told that he should remember he was there for the FAA. Tim replied, "No, I'm not, I'm here for the flying public." Way to go son.

Last month I brought a sample copy of the 2009 EAA calendar to the meeting to see if anyone would like to order one for the price of \$8.50 and one person asked me to get him one. Turns out upon closer examination of the order form we have to get at least six in order to qualify for the \$8.50 price. To get just one the price, with shipping is just pennies under \$20!. Kind of a strange way to treat a member, I'm thinking. Well, these last two paragraphs pretty much reflect my November mood.

Let's get together for breakfast Saturday morning and pretend it is spring. I will entertain a motion to give the sample calendar to the person who ordered one. Better than letting it sit in the clubhouse all year, right?

Jim Corliss

### Monthly Chapter Meeting Dates, Times and Locations:

**Chapter Meeting -** This month's meeting will be on Saturday the 15th at 9:00am at Miller's field. Come early if you would like to take part in an egg-sandwich breakfast before hand.

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

## Past Members Check In:

\*\*\* Editor's note: I wanted to pass along an email I received from a couple of former chapter members now living in Florida. Their email in its entirety is reproduced below. \*\*\*

*Hi Joel,*

*We just looked up your latest newsletter and enjoyed seeing familiar names and places. Being a past 827 newsletter editor, I remember looking for additional materials so thought I might jot down a few notes you could use if you wished.*

*Flying Special O was always great and we enjoyed that aspect of chapter activities - me in our Grumman Cheetah and Joyce helping with the ground operations. Five years ago we retired from teaching and moved to Florida and settled in as volunteers at Sun 'n Fun. Our plan to be snow birds eventually went awry when we became part of the Sun 'n Fun staff as education coordinators; so ended up selling our house in Bucksport and rebuilding down here. We are now located about a 1/2 a mile off the end of runway 5 at Lakeland-Linder Airport - close enough to walk to work and watch the airplanes on the ILS approach.*

*Older club members might recall we were building a SeaRey amphib which is now close to completion - if I don't keep changing things. Currently we are flying SNF's C-182 and doing a lot with the kids here. We have about 30 high school kids in our Future Eagles Club who help with many activities at the Florida Air Museum at Sun 'n Fun and also are restoring a donated ultralight in the Buehler Restoration Skills Center. New on campus is the Central Florida Aerospace Academy with 69 freshmen and sophomores who are studying aerospace engineering and avionics. This has kept us busy supporting the curriculum at the academy in addition to our work in schools, the museum and events such as Wings 'n Things. WNT is a family oriented event scheduled for Nov. 7-9 with a 1,000 plus registered at this date. Our local pilots will fly about 350 or so youth and we also have a host of activities and scout badge classes during the event.*

*Some members will also recall David Waugh and the Frick & Frack Cherokee. (I understand Henry keeps an Arrow over in Pittsfield now.) Well David and his wife Mary Lou just left the office here which is why we looked up the Chapter 827 newsletter. We had a great time reminiscing about the people in 827. They both work here at Sun 'n Fun as Earlybird volunteers - in fact David was the first person we saw at SNF when we arrived 5 years ago and we hadn't seen each other 10 years before that. Talk about a coincidence. We are always available to Ch 827 members and can be located most days during the Fly-in convention at the Tom Davis Education Center. If members would like a place to gather during the FLY-in, our home would be available. Just ask.*

*FYI: there is a lot of stuff on the Sun-n-Fun.org web site if you are looking for filler material and we could also occasionally send you material if you would like. We belong to EAA CH 454 now but our EAA roots will always be Ch. 827.*

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## **In the News ...**

### **Turkey Day Airline Cutbacks Make Personal Flying an Even Better Deal**

(From EAA online)

Holiday travel has always been one of the best uses of a personal airplane; bypassing airport terminal gridlock and overflying the overchoked highways. Next month's Thanksgiving travel scenario just got even better for the fly-yourself crowd. According to a story in USA Today, airlines will schedule 3,000 fewer flights this year during the 11-day period from the Thursday before Thanksgiving to the Sunday after. That constitutes a cutback of 11 percent, or 2.6 million fewer passenger seats. The results promise to include longer lines, fuller airplanes and higher-cost tickets, according to the newspaper story—not to mention the increased road traffic from those who choose not to fly. Ironically, the airlines' strategic service cuts were made when fuel costs were staggering from crude oil prices in the area of \$140 per barrel. As of yesterday, oil was selling as low as \$68 per barrel—but the die has been cast as far as airline routing decisions are concerned. Among the hub airports most deeply affected by the service cuts are Dallas/Ft Worth, with a 10 percent drop on flights during the Thanksgiving period; Houston (George Bush Intercontinental) down 10.4 percent and Chicago O'Hare, down a whopping 13.3 percent.

### **Flight Service Stations Cut Back Due to Lack of Interest**

(From EAA online)

Everyone knows that there is less flying going on (see today's Left Seat), but Lockheed Martin is using the reduced numbers to justify cutting back on Flight Service Station facilities. The company announced last week that five satellite stations will close in February. Facilities due to shut their doors include those in Oakland, San Diego, Denver, Albuquerque and Macon, Georgia. In addition to the cutback in demand from pilots, Lockheed Martin also cited improved efficiencies in its operation of the FSS network. Critics, including the Aircraft Owners and Pilots Association, counter that local stations provide vital familiarity among briefers regarding unique weather conditions particular to their area. Others point to the proliferation of Internet-based sources of weather and flight planning services as additional factors precipitating the cutbacks.

### **AOPA asks Canada to reconsider new ELT requirement**

(From AOPA online)

Thousands of U.S. pilots could stop flying to Canada if transport officials go ahead with plans to require all foreign-registered aircraft traveling in Canadian airspace to carry a 406 MHz emergency locator transmitter (ELT), AOPA warned Canadian aviation officials.

In formal comments filed Oct. 23 with Transport Canada, AOPA proposed an alternative—allowing foreign-registered aircraft to carry a 406 MHz personal locator beacon in addition to the 121.5 MHz ELT already installed in most U.S. general aviation aircraft.

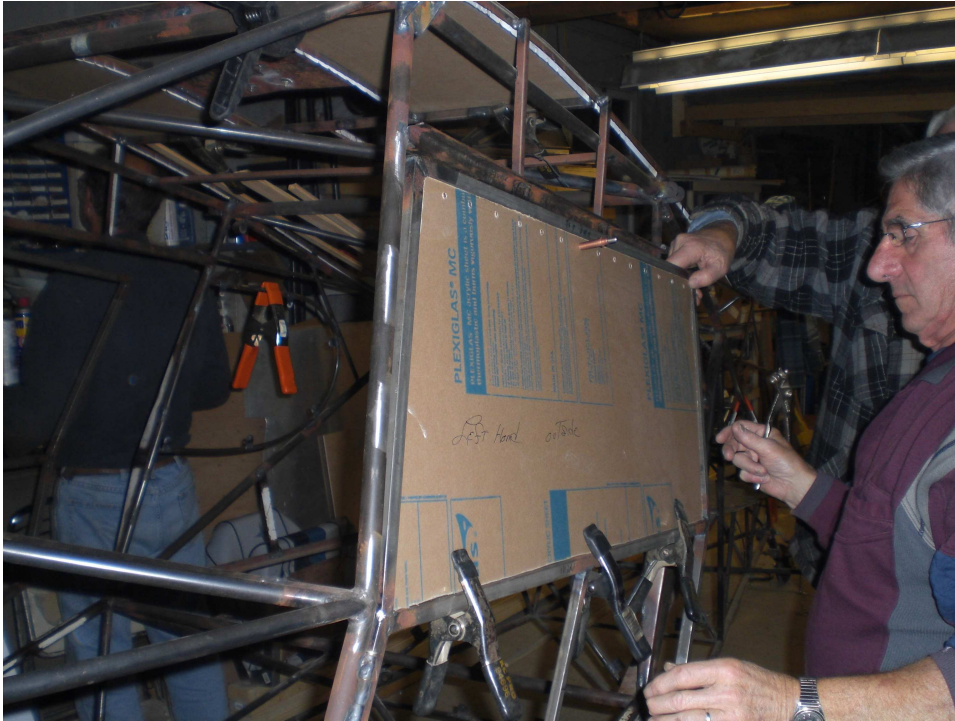
Canada has said that it will require all aircraft flying in Canadian airspace to carry an installed ELT that can transmit on both 121.5 MHz and 406 MHz beginning Feb. 1, 2009. But general aviation aircraft in the United States are not required to replace their existing 121.5 MHz ELTs. And a survey of AOPA members who currently fly to Canada revealed that 51 percent would stop flying over the border rather than re-equip with 406 MHz ELTs—a change that could represent a significant loss of revenue for some Canadian towns and airports.

“The current cost of a 406 MHz ELT is five times that of the 121.5 MHz ELTs already installed in most general aviation airplanes,” said Randy Kenagy, AOPA acting vice president of regulatory affairs. “It makes no sense to force small aircraft owners to purchase expensive new equipment when the benefits are minimal and there are more affordable alternatives.”

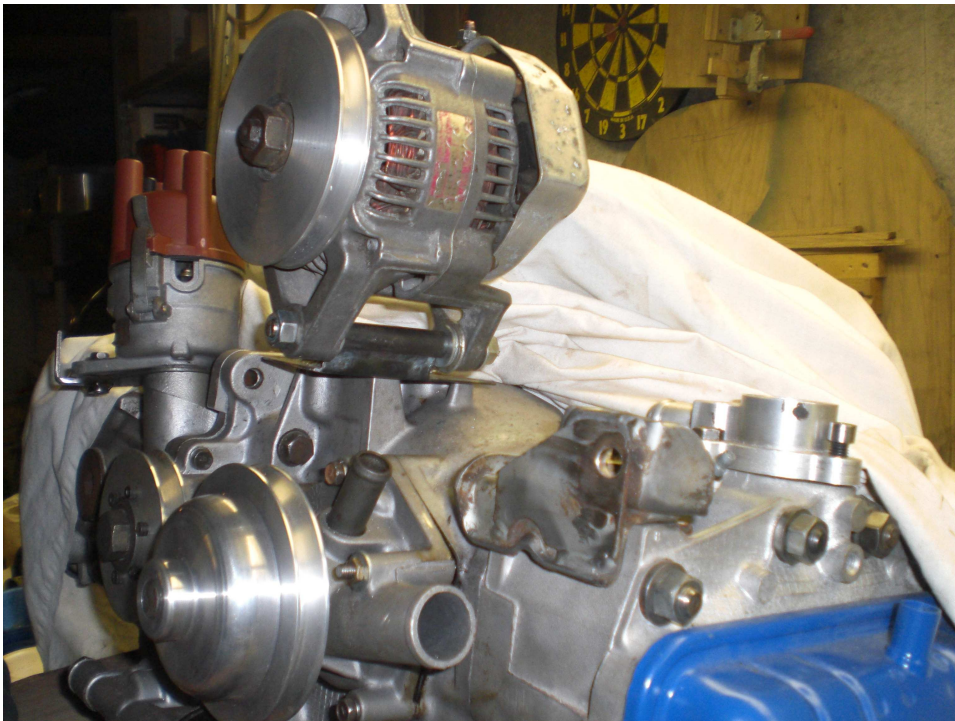
In addition to asking Canadian officials to reconsider their 2009 mandate and offering an alternative, AOPA's comments pointed out that the FAA's planned move to ADS-B technology by 2020 will significantly reduce any benefits provided by a 406 MHz ELT by broadcasting the aircraft's registration number and position every second.

## Wagabond Builder's Group

The completion of the plexiglass door windows was one of the accomplishments this month. These windows will be hinged at the top to allow them to be opened while on the ground to allow for a significant amount of ventilation. Don also continues to work on the details of the engine now that the major assembly is complete. Intake runners, accessory pulleys, and a host of other parts will need to be fabricated from scratch to complete the installation.



Top: Lin Randall checks to see how the plexiglass window fits the door frame.



Bottom: The beautiful light-weight aluminum pulleys that Don has made for the accessories on the EA81 Subaru engine.