



EAA Chapter 827
September 2009

www.eaa827.org

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Presidents Column

Last month I mentioned that I had had an e-mail from Kent Misegades, president of the EAA Chapter in Apex, NC, near Raleigh. He is also a freelance writer for Sport Aviation and several other EAA publications. He and his wife had planned to fly up in his '52 Cessna 170 so that she could attend a week long course for artists in Bar Harbor. Unfortunately a tropical storm decided to come up the coast that weekend so they had to fly commercial.

I met him at Miller's Field. He got there just ahead of me, rolled down the car window, and the first words out of his mouth were, "This is airplane heaven!" John gave him "The Tour". The next day I picked him up in Bar Harbor and we flew over to Lubec, landed and looked around, same at Cutler. Both places I had never been before. I thought he might be interested in the wild blueberry harvest, so went to Deblois and he got some pictures of raking right next to the runway. We made a pass at Blue Hill. After lunch in Bangor I tried to get him into Griffin International in Levant but had to pass it up as time was running out.

He tells me he has written an article but has not submitted it as yet. Stay tuned.

We will be doing our annual fund raiser for Special O on Saturday the 26th in Bangor. Please try to help out. We need pilots and ground crew. Last year some pilots came into the picture and began flying passengers without being briefed on the procedures which had been agreed to between the Chapter and Air Traffic Control. We will try to avoid that this year and the key is a ground crew which is large enough to control access to the ramp and not get overwhelmed.

Jim Corliss

Monthly Chapter Meeting Dates, Times and Locations:

Chapter Meeting - This month's meeting will be at Millers Field on Saturday the 19th at the usual 9:00am starting time. If enough people are interested, a fly-out is tentatively planned to Greenville.

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

Thank You:
(submitted by Tim Letourneau)

I had a great time at the fly-in. I would like to thank John for having it so the chapter could put on the meals and make some money. I would also like to thank Michelle and Alan for cooking breakfast, Mark and Phil for setting up and making sure the cooks had what they needed, Dan and Joel for cooking the hamburgers and hot dogs at lunch and Joan, my better half, for helping me do the shopping.

It was a beautiful weekend and a great time was had by all.

Tim L.

Note: Tim was in charge of coordinating the chapters efforts for this event. He, like a number of other members spent a substantial amount of time that weekend making sure everything went smoothly and picked up afterwards. On behalf of the entire chapter a sincere "Thank you!" -ed.

Pictures Available:

John Miller took a number of pictures at this year's fly-in at his field as well as the Greenville seaplane fly-in. These can be viewed on his website at the addresses below.

<http://vintagewings-millersfield.com/MillersFieldEAA827flyin2009.html>

<http://vintagewings-millersfield.com/GreenvilleSeaplaneFlyIn2009.html>

FLY-IN

Sept. 26 10am - 2pm

***AVITAT* TEXAS AVE.
(General Aviation Terminal) Bangor
International Airport**

Sponsored By: **EAA 827 & BIA**
\$ 20.00 Per Person (First Come)



Proceeds to benefit area

Special Olympics

In the News ...

Airspace Redesign Foes Want Their Day in Supreme Court

(from Flying e-newsletter)

An alliance of 13 towns in Connecticut has launched an appeal to halt FAA plans to redesign the airspace surrounding New York's three major airports. The citizens' groups object on the basis of noise, safety and pollution. The FAA claims the new airspace configuration will reduce delays, and also reduce fuel consumption and aircraft emissions. Last month, Connecticut State Attorney General Richard Blumenthal said he is preparing an appeal to the U.S. Supreme Court asking it to overrule the FAA. Blumenthal said the FAA knowingly used defective data on noise and traffic. For GA pilots, the new airspace could also represent a hardship. The outer rings of the New York Class B would be extended, and the outer layers of the "inverted wedding cake" configuration would also be lowered. That would force aircraft not cleared into the Class B airspace to fly lower. Several helicopter shuttle operations, for example, had agreed to maintain higher altitudes out of respect for noise impact on the communities they overfly in Connecticut and eastern Long Island.

One hundred fifty-four Approaches on the Chopping Block

(from Flying e-newsletter)

With the influx of new RNAV approaches, the FAA is considering eliminating as many as 154 more existing approach procedures. The proposal is a cost-cutting move. Already up for cancellation are large numbers of NDB approaches that have GPS overlays. Of the approaches on the new list, 64 are VOR approaches and 19 are GPS approaches with circle-to-land procedures. The FAA is on record with its intentions to develop more GPS approaches with Wide Area Augmentation System (WAAS). To date, the FAA has incorporated 1,670 WAAS GPS approaches, which offer vertical guidance similar to an ILS. The Aircraft Owners and Pilots Association has posted a list of the 154 approaches on its Web site (AOPA.org), and the association encourages pilots to review the list and notify the FAA if they feel eliminating one or more of the approaches would compromise safety or utility at a given airport.

Controllers Resort to Cell Phones in California

(from Flying e-newsletter)

Last year, a U.K. pilot used his mobile phone to gain landing clearance via text messages. Last week, the entire Oakland Center in Fremont, California, was reduced to using cell phones to communicate with other ATC facilities and pilots — relaying instructions through other ATC outlets. For about 15 minutes between 8 and 8:30 a.m. on Wednesday, all communications at the center were cut off. Controllers used their personal cell phones to contact other ATC approach and departure controllers and to relay directions to aircraft through those other facilities. An FAA spokesman said no aircraft were in danger at any time. He also said cell phone usage is part of contingency planning for controllers. An unnamed contractor was blamed for the outage, and the spokesman said new measures are being taken to add further redundancy so the tense episode cannot happen again.

Wagabond Builder's Group

This past month saw the installation of our new 8.00x6.00 tires, fabrication of a number of firewall fittings and components, and some additional work on the instrument panel and stringers. The 8 inch tires should really add to the dirt runway capabilities. If nothing else they really look cool.



Top: One of the new 8.00 x 6.00 tires on the port-side landing gear.



Bottom: The back deck with some of the wooden stringers.