

EAA Chapter 838 *Contact*

Volume XVIII, Number 4



April 2007

EAA's Case Against User Fees

By OSH EAA staff and Scribo

EAA is continuing to work with other general aviation organizations to oppose the FAA's proposal for funding the nation's air traffic control system. The funding plan, which reflects the advocacy of the powerful big-airlines lobby, would implement user fees and sharply increase fuel taxes to replace the current, time-tested system of excise taxes on aviation fuel and airline passengers. EAA and the other general aviation groups view this as nothing but a ploy by the airlines to offload more of their costs onto general aviation while grabbing more control of the nation's airspace. Meanwhile, their proposals would require the establishment of a new and potentially costly bureaucracy.

In the past 10 years, the airline industry received a \$5 billion government bailout, a \$10 billion loan guarantee program, and a shift of some pension obligations to the U.S. taxpayer. Now, as many airlines are experiencing a recovery, they want to jettison even more costs by imposing user fees on general aviation.

The airlines, represented by the Air Transport Association (ATA), falsely claim they pay more than 90 percent of all aviation taxes but make up only two-thirds of the operational activity in the system. Yet in the 35 airline hubs that receive the vast majority of FAA funds and resources, general-aviation operations account for only 6% of the total. For example, when general aviation was prohibited from operating at Washington D.C.'s Reagan National Airport in the wake of 9/11, overall ATC costs there were not affected.

However, the cost of the user fee proposals to participants in general aviation, including the many EAA members who enjoy personal flight as a pastime, would be sizable. The FAA's proposal includes new fees to pay for the costs of numerous certification and registration activities, such as: registering an aircraft (\$130), issuing or replacing an airman certificate (\$50/\$25), issuing an airman medical certificate (\$42).

And, there's the potentially devastating 3.5-fold fuel tax increase, from 19.4¢ to 70¢ per gallon, and a series of other user fees for access to the nation's busiest airports.

The FAA maintains that its plan is essential for funding the creation of the next generation air traffic control system. Adding insult to injury, the concepts and proposals for accomplishing this modernization entail greater restrictions and costs for general-aviation operations.

Meanwhile, projected revenue from a user fee system in 2008 would be approximately \$600 million less than the funds that would be raised by maintaining the current excise tax structure. The shortfall would persist, amounting to approximately \$900 million less funding from 2009 to 2012.

Another reason why general aviation opposes user fees can be found north of the border, in Canada: Ten years ago, when the ATC system was established as a government corporation (NavCanada), light general aviation was exempted from ATC and airport user fees. Now, despite an appeal to the Canadian Transportation Agency, general aviation light aircraft operators will pay charges for the use of seven important airports (including several reliever facilities) for the first time. According to the Canadian Aircraft Owners and Pilots Association, the airline community is viewing this as just the beginning of general aviation paying user fees in Canada.

Even more extreme examples of user fees harming or practically killing general aviation in numerous other countries add to the condemning evidence. Common sense indicates that any initial user fee scheme will eventually trickle down and be imposed on all flight-related operations.

The FAA's proposal would also transfer control of agency funding and oversight away from Congress and dramatically reduce public control of how the FAA exercises its discretionary spending.

"EAA remains categorically opposed to user fees," said Doug Macnair, EAA vice president of government relations. "Such a system will not enhance safety and it will not improve services. It will add barriers for thousands of recreational aviators while being a costly burden to the federal government."

See Fees next page



The President's Corner...

By: Jerry Baker

Fellow Chapter 838 members

Following is a letter I sent to Herb Kohl and to Russell Feingold this weekend. It is pretty well self explanatory. I ask all of you to send a letter of your own to these Senators as this is an issue that could well dictate our future in general aviation.

Honorable Herb Kohl
U.S. Senate
330 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Kohl:

As President of EAA Chapter 838 of Racine, I have been instructed by our Board of Directors to communicate with you on behalf of our ninety two (92) Chapter members.

We request that you strongly **reject** the terms calling for **user fees** contained in the Administration's proposed FAA reauthorization legislation entitled, "Next Generation Transportation System Financing Reform Act of 2007."

We believe we know and can speak for General Aviation as our membership represents a wide cross section of pilots (private, commercial, instructor, ex-military). Our ownership of aircraft includes single engine, multi engine and home built. There is no question in our minds that **user fees will greatly reduce or eliminate recreational flying as we know it.**

The U.S. air transportation system is a national asset that does not belong to any one set of users. No one constituency (i.e. the airlines) should be allowed to usurp control.

Thank you for your assistance in this matter. We are sure you will represent our interests to the best of your ability.

Sincerely,

Jerry Baker
President

Also sent to:
Honorable Russell Feingold
U.S. Senate 506 Hart Senate Office Building Washington, D.C.
20510

I am told by EAA International that a letter or fax is best as E mails are too easy to "multiply".

Thanks, *Jerry*

Fees continued from page one

How, then, do the big airlines and the FAA attempt to justify such an imbalanced, unfair, and flawed proposal? Their rhetoric asserts that "fat cats" in private jets should pay more for using the nation's ATC and other services. But it conveniently overlooks the oppressive effects their proposals ultimately would have on average aviation enthusiasts like the members of a thousand EAA chapters across the nation. Those chapters are made up of people who already make sacrifices to afford their enjoyment of personal flight. They should not have to underwrite big businesses' use of, and attempts to commandeer, the nation's airspace.

Now take action. Here is a sample letter with suggestions how to make it your own. Try to keep your letter to one page.

Honorable Herb Kohl
U.S. Senate
330 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Kohl:

I am writing to request that you strongly reject the terms calling for **user fees** contained in the Administration's proposed FAA reauthorization legislation entitled, "Next Generation Transportation System Financing Reform Act of 2007." [*Say what you think the result of the proposed user fees would mean to you — e.g., would cause you to sell your aircraft, would reduce the amount of flying you do, would prevent you from obtaining a private pilot certificate, etc. Try to keep the statement to one or two sentences.*]

[*State who you are and give some information on your aviation frame of reference. For example, "I am a private pilot and owner of a small homebuilt aircraft, which I fly for recreation." Another example could be, "I am a USAF-trained pilot with over 50 years' experience in the flying game and, although I very seldom write letters to elected officials, this problem has caught my attention."*]

The present funding system for the world's biggest, best, and safest Air Traffic Control System is NOT broken. The OMB agrees with this assessment as well. The Aviation Trust Fund revenues are at a record level and are projected to increase at a rate of approximately 6% annually for the next five years. The President's own FY 2008 budget estimates indicate there are adequate tax revenues to fully fund the Airport and Airway Trust Fund (AATF), if extended. Conversely, the user fee proposal would raise nearly \$1 billion LESS between 2008 and 2012 than would be raised under the current system.

[*Pick one or two of the following points to use in your letter:*
User fees are a bad way to fund a new system, as projected collection costs would eat up much of the potential revenue.
FAA failed its accounting audit this year, indicating the agency still cannot identify an appropriate cost structure for services.

The current system of excise taxes and the method of collection are extremely efficient. A user fee system would be complex, bureaucratic, and expensive.

See **Letter** next page

The Road: An Appreciation

By R.G. Blocks with a new poem by Miss Maria Petrovskaya, of Lomonosov Moscow State University, Dept of Philology, Moscow, Russia. Maria's poem was inspiration for these thoughts.

There are times when you know you have gone too far, were imprudent. You bought too big a home or car, or one too small. You might have bought a home in a flood plain, beneath sea level, in a swamp, in Hurricane Alley. You chose to live in New Orleans. You said, "Yes, I'll do that" and were quite overloaded with work prior to your enthusiastic response. Or, you exhausted yourself running, lifting weights, mowing lawn, or swimming. Each bad decision has consequences. Most mistakes are not life threatening but serve to teach a lesson. Think before you act. Be vigilant.

A life threatening experience either by accident or design creates emotion that runs deep. Flight above a layer of clouds, a deck that became solid is an IFR situation and beyond the level for most VFR pilots however skilled. An IFR holding pattern, followed by orders to climb into winter's icy unknown presents threatening expectations. An ILS landing with freezing rain for the last three miles means you cannot climb and your stall speed is rising. Freezing rain typically means you cannot see forward, your airfoil is being spoiled, and you may land on an ice-covered runway. A safe landing under any or all of the foregoing is an escape from a life-threatening situation.

Miss Maria Petrovskaya, a Russian friend, teaches English in Moscow. She wrote this poem, The Road, on 5 October 2005. She was on the road from Vilnius a beautiful Lithuania city. She had reluctance to leave. The Road was written in Russian and translated

to English on February 7, 2007 by Maria who knew of my family worry about a little boy. Her appreciation of our concern was considerable. The road..

The road flies up to meet the dim twilight,
The dusk has fallen into haze
The world has squeezed into the needle eye,
Collapsed in an enormous blaze

And you've regarded it so thoughtfully
and whispering the quiet joy:
Oh look! The Moon is hanging on a pole,
Reached out like an enchanted boy.

It hangs like lantern, like a bright streetlight,
Lighthouse on a distant coast,
And we, the latest two romanticists
Conveyed it in the worldly frost.

The poem could be written for you. It could be for two of my poker-playing buddies who have tumors. It applies to my ailing grandson TJ now recovering from aspiration pneumonia. It seems to fit lovers or religious zealots searching for truth. It could be for that long moment in hostile clouds and a search for escape to safety.

I thank my young friend for her choice of words. Her poem allows us to glimpse the dark side and see a bright hope and envision beautiful thoughts of possibilities. Roads do not need pavement, nor be straight. The Road is a process for which I have appreciation. Thank you Maria.

Pancakes In May

Our culinary delight, known to the world as Pancake Breakfast, is scheduled for 12 and 13 May 2007. Bob and Marsha Helland will direct the festivities, so when they call on you to help, consider it a privilege, and say yes. One look at these talented chefs leaves little doubt that their pancakes will be delicious.



Letter

Congress plays a critical role in providing budget and management oversight of the FAA and must not be cut out of this oversight role.

The U.S. air transportation system is a national asset that benefits every citizen of this country. Accordingly, every taxpayer should help pay for it through a healthy general fund contribution to the FAA operations budget.

The U.S. air transportation system does not belong to any one set of users: military, airline, or general aviation. It is a shared asset and no one constituency should attempt to usurp control.

There are no financial constraints on the FAA's ability to modernize the air traffic and national airspace systems. The agency need only develop a plan that is sound, accommodates the needs of all users, and contains appropriate cost accounting and controls, and then present it to the aviation community and Congress.

User fees have proven time and again to be expensive, inefficient, and damaging to general aviation in every country in which they have been introduced. Canada, Germany, Australia, the U.K., the Netherlands, the Philippines, Austria, Israel, and many other nations have implemented user fees in one form or another — all with disastrous results for their general aviation communities.]

[Closing paragraph: Thank your Senator for giving attention to this matter.

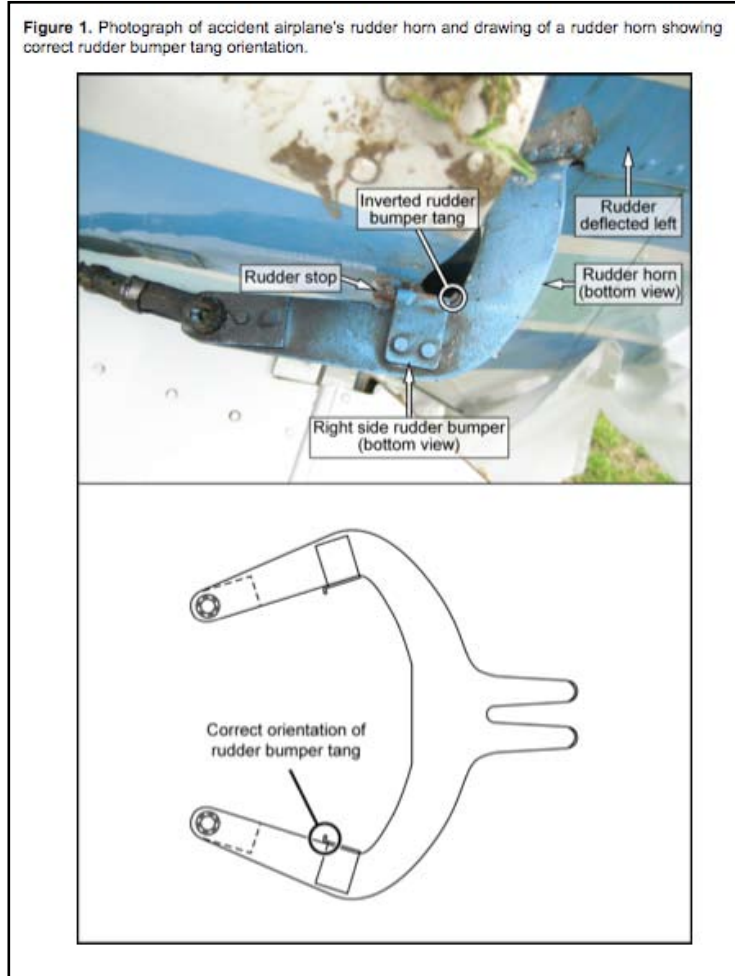
Fancy A Spin In The Cessna 152?

By Scribo - photo and diagram from NTSB letter

Two years ago a C-152 crashed after the rudder jammed during an attempted spin recovery. The investigators determined the rudder was jammed deflected 35°, perhaps because the rudder bumper was installed inverted, and that the right rudder bumper had traveled beyond the rudder stop and had locked behind it. As shown in the photograph (which is a view from below the aircraft), the right rudder bumper had traveled to the right of the rudder stop when it was supposed to travel to the left of the rudder stop; the drawing below illustrates the correct orientation. The inverted rudder bumpers may have caused the rudder to jam, because when the rudder bumper is inverted the “tang” (the portion of the rudder bumper that is supposed to contact the rudder stop and prevent further travel) is positioned so that it can not contact the rudder stop. The bumper so positioned can travel over and jam behind the rudder stop.

Investigators were not able to determine whether the incorrect installation occurred during manufacture or during subsequent maintenance. The aircraft was 28 years

in service, and work was documented near the rudder bumpers on several occasions, but nothing was recorded as being accomplished on the bumpers themselves.



Quebec, Canada, experienced a similar accident nine years ago, but the bumpers were correctly installed. As a result of the Canadian accident, Cessna issued Service Bulletin SEB01-1 and designated it mandatory for Cessna 150 and 152 models. The SB recommends replacing the bumpers and stop bolts with larger ones and, in some cases, adding a doubler plate at the stop bolt attach point.

Air Transport Canada made the SB an airworthiness directive in 2003, but thus far the FAA has not issued a similar AD.

This month NTSB issued Safety Recommendation A-07-33 urging FAA issue an airworthiness directive requiring Cessna 150 and 152 models comply with SEB01-1 and undergo a one-time inspection at the next 100-hour or annual inspection to verify the bumpers are correctly installed on the rudder horn assembly.

Young Eagles

By Scribo

Our March Young Eagles Rally, “It was the best of times, it was the worst of times.” to quote Mr Dickens. We enjoyed a surfeit of pilots and their airplanes, but we had very few Young Eagles. Those who attended enjoyed one on one attention and a beautiful day for an airplane ride.

We hope to attract many more young people to our rally in April, and to that end Brian O’Lena has ensured that our announcement is in the paper twice. You can help, too. Spread the word to young people from eight to 17.



Greg Allman briefs Casey Pruitt before they enjoy a flight in Greg’s gorgeous Glastar. Tom Schuyler recruited Greg, who is a member of EAA Chapter 18, to come to our Young Eagle Rally. Thanks, Greg. Thanks, Tom.

Are You Blind?

By Ken Kauffman of EAA Chapter 105

Used by permission

Frequently as we review Chapter newsletter we find something that might be shared for use by other Chapters in their newsletters. The following is an adaptation of an article on “Blind Spots” that was written by Len Kauffman and appeared in the January 2007 issue of the EAA Chapter 105 (Portland Oregon) newsletter.



We all know the importance of keeping our heads up and eyes outside the cockpit when flying, especially VFR, but did you know even while “heads-up” blind spots may be present? Under certain conditions this phenomenon could prevent a pilot from seeing an airplane even if he/she is looking outside. The blind spot is nothing new to most, if not all, pilots but is worth revisiting from time to time. Let’s take a look at it again using the two small aircraft pictured above. Hold this page at arm’s length in front of your eyes. Close your right eye and stare at the center of the Cessna while moving the page slowly toward you. The RV disappears. Now close your left eye, look at the center of the RV and bring the page closer. The Cessna disappears. The brain cleverly fills in the blank spot to match the surrounding area.

The blind spot is about $\frac{3}{4}$ inch in diameter at one foot from the eye. At a distance of 800 feet, however, it’s about 50 feet across and could easily hide an airplane. Move out to one mile and the blind spot is over 300 feet. That’s enough to hide a 747 or our entire

Home Wing Squadron leading the Blackjacks in a huge diamond formation. Something you really don’t want to miss! Remember last month we said two aircraft (at RV speed) heading toward one another will close one mile in less than ten seconds.

So, what’s up with this blind spot? Light entering the eye is focused on the retina at back of the eye where millions of rods and cones sense incoming rays. They send their signals to an area called the *optic disc*, where they connect to the optic nerve. This circular area, the optic disc, has no rods or cones and is unable to sense light – resulting in the “blind spot.”



Normally the blind spot in one eye is covered by vision in the other eye so objects are not missed. A person with only one functional eye can overcome the blind spot by constantly moving the eye so an object will not remain in that spot. Those of us with two good eyes could still “lose” an object (perhaps a plane) by staring in one direction while something (side or center windscreen trim, roll bar, pedestal mounted mag compass, large nose, etc.) blocks vision in one eye.

Let’s look at a couple examples. First, stare at a prominent object

See **Blind?** on last page

April 2007						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
Museum Open 10-4	Spit and Whittle Group 7pm		Museum Board	Post 218 Meeting 7 p.m.		Museum Open 9-3
8	9	10	11	12	13	14
Easter	Hanger Craftsmen 7 p.m.		7 p.m. Chapter			Museum Open 9-3
15	16	17	18	19	20	21
Museum Open 10-4	Marvels of Mechanical Mysteries 7 p.m.		7 p.m. Board	Post 218 Meeting 7 p.m.		Museum Open 9-3
22	23	24	25	26	27	28
Museum Open 10-4	Aeronautical Apparatus Aficionados 7 pm					Museum Open 9-3
29	30	31				
Museum Open 10-4	Pacer et al Builders 7 p.m.					Museum Open 9-3

Blind?

(doorknob, light switch, etc.) ten or more feet away. Now, hold up your hand at arm's length to block vision of that object with your left eye. You'll see it only in your right eye. Keep your hand in place and slowly move your eyes to the left (maintaining the same elevation). The object disappears. If you're outside, try it with a car at around 300 feet away or an airplane at 800 plus feet.

What about that "large nose" – you thought I was joking, right? For those of us blessed with a particularly prominent proboscis, try this. Look at the object again, but this time turn your head so left-eye vision is blocked by your nose (those with a small nose can experience it by placing a finger on your nose to make it larger). Now, slowly move your eyes (don't turn your head) to the left. It's gone again.

The nose deal is not likely to be a problem since it requires a some-

what contorted position, but the other examples using cockpit obstructions are quite real. The normal blind spot is about 15 degrees outboard of center-vision for each eye. Anything in your airplane that blocks vision in that position can create a blind spot (obviously, if the obstruction is wide enough it will block both eyes). The solution, of course, is to *always* keep head and eyes moving. We normally do, but at times could we be tired and maybe a bit bored on a long cross-country flight over uninspiring terrain? Maybe day-dreaming a bit? Could we stare long enough for that unseen plane one mile away to come within 200 feet where its wingtips begin to appear? Remember that the "collision" airplane will have no relative motion in the windscreen and could remain in a blind spot if we let it.

All this might be just an interesting academic exercise. It's *probably* not a real threat. Right?

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CHAPTER BUILDING		634-7575

Chapter Meeting

11 April 2007

WOOSH

AKA: The Rocket Men

Chapter 838 Events:

Wednesday	7 p.m.	11 April	Chapter Meeting
Wednesday	7 p.m.	18 April	Board Meeting
Mondays	7 p.m.		Hanger Builders

Contact Editor: Eddy Huffman 639-8301

4609 Bluffside Drive, Racine, WI 53402

Email: eddy-h@wi.rr.com

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