




Der Flügtag

EAA Chapter 958 New Braunfels, TX
Where every day is a good flying day!

November 2013 Issue



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EAA Nixes Fed Gas Reimbursement Proposal

By Barry Genaske

In case you missed this in the current EAA magazine, the Feds have made another ridiculous ruling based upon their continued false reasoning.

They have compared Young Eagle flights to commercial sightseeing flights where the participants personally pay for their flight.

Participants in the Young Eagles program have no idea whether the pilot, with whom they are flying, is having his/her gas expense reimbursed.

But the Feds somehow reason that our Young Eagle flights will now be safer if the fuel expense is not reimbursed.

And, even if they did permit this exemption to their rule, only aircraft with a standard airworthiness certificate could be used & no homebuilts!

(See full article pg 6)

November Chapter Meeting
Steve Sewell's hanger
Elm Creek Airpark
November 2 ,2013, 10:00 am
Program: Elm Creek Fly-In

October Meeting Report

1. Chapter officer nominees were presented at the meeting and approved by a unanimous vote. Officers for 2014 will be: President - Phil Steel; Vice President/Secretary - Guy Bowen; and Treasurer - Barry Genaske. Thanks for the work fellows.
2. Young eagles program is still trying to identify a date and time for the next flights.
3. The December meeting (Christmas dinner) will be held either at Freiheit or Clear Springs on 12/14/13. Location to be announced.
4. Program: Unfortunately the scheduled presenter was unable to make it.
5. An announcement was made that tickets for the 2014 Red Bull Air Races will go on sale 11.1/13. More info at RedBullAirRace.com

From the editor

With the beginning of a new year staring us in the face we would like to get as many of our members involved with the chapter. We would love to have members share their skills, talents and projects with the rest of the membership. After all we are an educational organization. Please contact myself or any of the officers about programs you would like to do, or have at the meetings. Also we continue to look for projects, ideas, tech info etc. that can go into the newsletter. Thanks.



**Elm Creek Airpark's
17th Annual Fly-In
Saturday, November 2, 2013**

**10am to 3pm
Lasagna Lunch starting at 11:30
\$9.00 per person
Raffle at 12 pm**

**FAA Identifier: OTX6
Multicom Frequency 122.9
2280 x 80 ft. turf
Elevation 550 ft MSL
4 mi. SSW of Seguin**

AIRCRAFT PARKING

**Monitor 122.9
Look for "Follow Me" golf carts
WX ASPS at BAZ
119.325 (830)629-7979**

TRAFFIC PATTERN

**RUNWAY 14 LEFT
RUNWAY 32 RIGHT
LAT/LONG: 29-30-18N/097-59-49W**

**Fuel @ New Braunfels 12 nm N
Aviation related questions?
Call Steve Sewell – 210-844-2156 or
email at sjsewell@gmail.com**

**Sponsored by Elm Creek Homeowner's Assoc. Social Committee
For info and prior year photos see www.elmcreekairpark.com
Carol Sewell – Publicity – 210-844-2155 or carolamessewell@gmail.com**

ELM CREEK AIRPARK FLY IN NOVEMBER 2, 2013

Latitude N29.5 North Longitude 98.0 West

4 Miles SSW of City of Seguin, Labeled "Objectionable" on latest San Antonio Sectional Chart Elevation 550 Runway 14/32

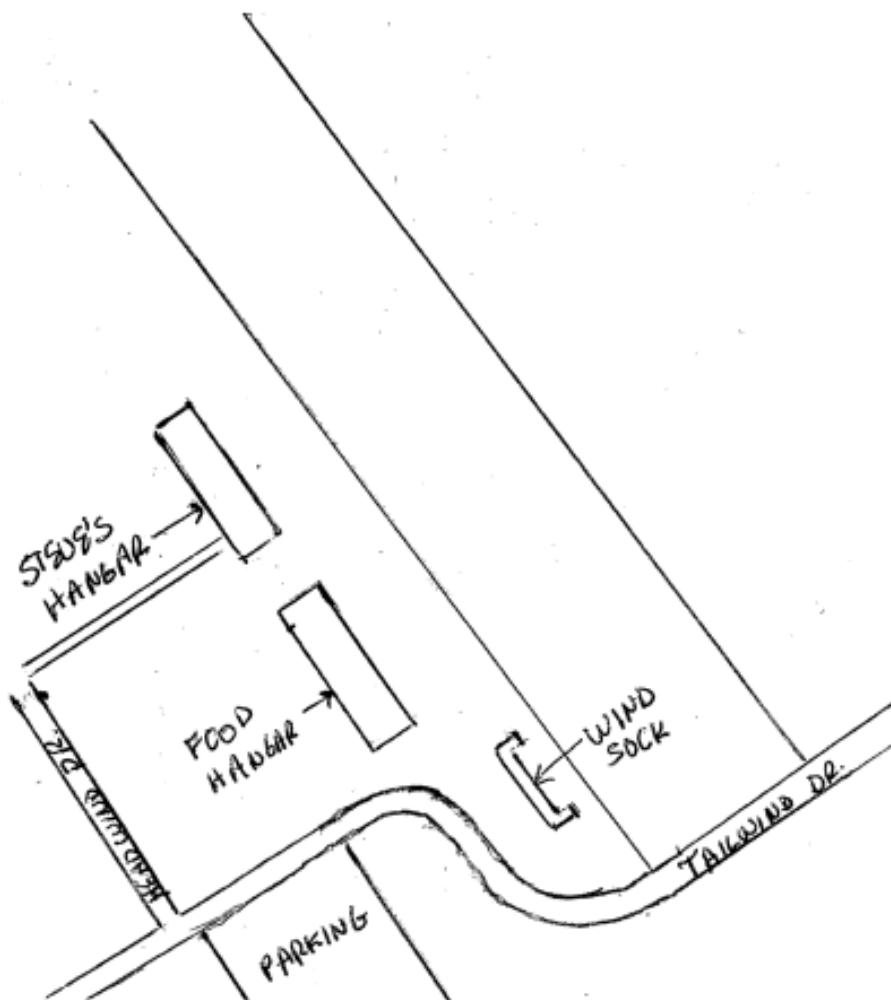
Runway 14 Left Pattern Runway 32 Right Pattern

Traffic Advisory Frequency 122.9

Website Elmcreekairpark.com

Driving Directions from New Braunfels

Go South on 46, pass under I-10, continue south past the Valero on right, fire station on right, through flashing red light at FM 725, and turn right at the second flashing red light onto FM 467. Go about one mile, turn right at red street sign, "Tailwind." Cross the end of the runway, and park in the open lot just past the first house on the left. Walk down Headwind Dr. to 107, and follow the driveway to Steve's hangar.



What Our Members Are Doing

Gus Bilderback's RV-12

The project is an RV-12. Started in Dec 09. Still in the garage but heading to Bulverde Airpark in the not too distant future. Need to finish up the fiberglass work, which I hate, rig the stabilator, and make sure everything works. Still have yet to start the engine. Lost almost a year waiting for the Skyview upgrade. Oh yeah, need to get a license so I can fly it.





LOVE IT!! When a plane comes together!

EAA Decides Against Implementing Young Eagles Fuel Exemption

IN AUGUST, AFTER a 16-month wait, the FAA responded to EAA's Young Eagles/Eagle Flights (YE/EF) petition with an exemption that partially granted EAA's requests. The EAA petition requested that YE/EF pilots who held a sport pilot certificate or higher be able to receive compensation for fuel expenses they incur during volunteer flights.

While the FAA found that YE/EF flights are "unique and designed strictly as a tool to familiarize the non-flying public with general aviation operations," it also found that the flights are "similar to sightseeing operations offered by commercial entities on a for-hire basis." If the flights have any element of compensation, the FAA argues, the agency must "place conditions and limitations that provide an equivalent level of safety" to the compensated flights so that the pilots and aircraft involved in these flights "meet the general public's expectations."

In the exemption, the FAA stated that it would allow some private pilots to be reimbursed for fuel expenses, including fuel costs incurred ferrying the aircraft to and from YE/EF events. However, the FAA imposed several conditions on allowing the fuel compensation that are unattainable by EAA. Ultimately, EAA has decided that operating under the exemption would not be possible without a total restructuring of the YE/EF programs.

The exemption established record-keeping, coordination, and notification mandates that would be impossible to meet due to the separate and independent relationship between EAA headquarters and the

chapters. The inability of EAA to fulfill these requirements ultimately makes all other arguments for or against using the exemption moot. "Unfortunately, the exemption seems to be written for a centralized operation with clear operational control," said Sean Elliott, EAA vice president of advocacy and safety. "Our Young Eagles and Eagle Flights programs do not and cannot function that way."

EAA also objects to the other requirements under the partial exemption, that YE/EF pilots must be certified as private pilots with stated minimum flight hours, and that aircraft used must all hold a standard airworthiness certification. These requirements would have severely reduced the number of YE/EF flights without adding to the level of safety.

"It is a shame that Young Eagles and Eagle Flights pilots will not be able to utilize donated fuel, but trying to operate using this exemption was logistically unachievable and would damage the social fabric of our chapters and the Young Eagles and Eagle Flights volunteer networks," Elliott said. "We are not deterred, however, from the main goal of Young Eagles—introducing youth to the freedom and joy of flight."

