

March 2007

Experimental Aircraft Association Chapter 33

A monthly publication of the Dr. Alexander M. Lippisch Chapter of the Experimental Aircraft Association, Cedar Rapids, Iowa.

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Work is continuing...

Photo Essay by Carl Carson



Re-covering my Taylorcraft



Made new floor boards



Made new aluminum inspection frames



clear coating the fuselage



sharing some space with Dick Pattschull,s J-3 getting rebuilt

User Fees to Fund the FAA

by Jay Honeck

[reprint from the "Friends of Iowa City Airport" newsletter]

http://www.alexisparkinn.com/friends_of_iowa_city_airport.htm

As many of you know, the Federal Government has proposed imposing "User Fees" on pilots in an effort to raise more money for the FAA. The airlines are lobbying hard for this new tax system, as they are opposed to raising the fuel excise tax -- the traditional funding engine for the FAA -- even though user's fees would require setting up a huge new government bureaucracy in order to collect the tax.

This is a recipe for disaster from a General Aviation standpoint. To make light-plane pilots pay a fee every time they use Air Traffic Control, or do a "touch & go", will drive yet another nail into the coffin of GA in America. Every aviation advocacy group in America is adamantly opposed to this new tax, and we all need to lend our united voices to this political battle.

In order to provide some much needed factual "ammo" for this battle, below I quote for you a treatise by Jim Logajam, a pilot and aircraft owner who is in the forefront of this battle. When you see the incredible waste (and, in my opinion, criminal fraud) that constitutes today's FAA, it is apparent that we don't need new funding methods -- we need new FAA management.

The FAA presents an enormous fiscal burden to aviation - as revealed below. Consider the following metrics, based on data from the FAA itself:

The 2006 fiscal year budget request for the FAA was \$13.78 billion [1]. Of that, \$9.746 billion was for "safety" operations [1].

In 2005 there were 609,737 active airmen certificates [2]. Dividing the FAA budget by the number of airmen yields rather astounding values for the per-pilot burden:

\$15,984/pilot/year	for "safety" operations, or
\$22,600/pilot/year	for all FAA operations.

Let's look at the FAA budget burden another way. In 2005 there were 224,352 active general aviation aircraft [3] and at least 6810 air carrier aircraft [4]. This yields the following FAA burden for each aircraft:

\$42,161/aircraft/year	for "safety" operations, or
\$59,611/aircraft/year	for all FAA operations.

Another way to divide the FAA budget is on a per flight hour basis. There were 26,982,383 GA flight hours in 2005 [3] and 18,606,824 air carrier revenue flight hours for the 12 months ended October 2005 [5]. This yields at least 45,589,207 flight hours, with some fraction outside controlled airspace. Even if all those flight hours had been within ATC, the cost per flight hour burden is still alarmingly high:

\$214/flight hour/year	for "safety" operations, or
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\$302/flight hour/year for all FAA operators.

Another way to normalize the FAA budget is to compare the approximate number of controller-hours with the approximate number of flight hours.

In 2006 there were about 14,618 FAA controllers [6]. If one assumes a 35 hour work week and 48 weeks per year for each controller, then one gets 24,558,240 total controller hours. Dividing the 45,589,207 flight hours by controller hours yields about 1.86 flight hours per controller hour.

It is as if each flight had to share the burden of half a controller with one other flight. But there are in fact 44,865 people employed by the FAA [6] so the burden is even worse.

There are other metrics by which one may judge fiscal effectiveness of the FAA, such as number of ATC handled landing and takeoff operations, or by number of public or private use airports, and so on, and all are equally depressing. The objective here is simply to draw attention to a federal system that is fiscally flawed.

It seems therefore not only premature to posit "user fees," it is beside the point. Since the government excludes itself from market force influences by its monopoly of police force, the imposition of "user fees"

impacts only ATC demand side, but does little to control an inefficient or technologically backward ATC supply side. Only if the ATC system is made responsive to market forces and decoupled from political manipulation would it be reasonable and fair to posit payment for actual usage. It would be a sad day indeed were a pilot flying from one private airstrip through class G airspace to another private airstrip be forced to pay \$300/hour via gas tax and/or usage fees (for using no ATC or FAA services at all) so that air carriers traveling through class A airspace may be subsidized.

[1] http://www.faa.gov/about/office_org/headquarters_offices/aba/budgets_brief/media/bib2006.pdf

[2] http://www.faa.gov/data_statistics/aviation_data_statistics/civil_airmen_statistics/2005/media/air1-05.xls

[3] http://www.faa.gov/data_statistics/aviation_data_statistics/general_aviation/CY2005/media/FAA_2005_1.pdf

[4] http://www.bts.gov/programs/airline_information/airframe_cost_report

[5] http://www.bts.gov/xml/air_traffic/src/index.xml#TwelveMonthsSystem

[6] http://www.faa.gov/about/plans_reports/media/Combined_FY_2006_FAA_PAR_Final_v6_12-14-2006.pdf

Jay here again. The thought of 2,000 (10,000?) new government bureaucrats collecting "user's fees" at every airport makes me positively ill. If we *really* need to increase funding to the FAA (and Jim's treatise does an excellent job of disproving this), there is no more efficient method than to simply increase the fuel excise tax a few pennies. Doing so would instantly and efficiently raise millions of dollars for the FAA. Creating an entire new layer of government bureaucracy to collect a new tax is absurd at best, criminally stupid at worst.

Get on the phone and tell your Congress Critters what you think. Our only hope of stopping this madness is a strong, united voice.

Iowa Aviation Conference 2007

April 4-5 Sheraton West Des Moines Hotel, West Des Moines, Iowa

Special Guest

AOPA President Phil Boyer. Phil Boyer, president of the Aircraft Owners and Pilots Association (AOPA), the world's largest aviation association with more than 410,000 members worldwide and more than 4,000 members in Iowa, will be a featured speaker at the Iowa Aviation Conference. Mr. Boyer will address national issues that are important to pilots and aircraft owners in Iowa and across the nation.

Following the conclusion of the conference April 4, Phil Boyer will conduct an AOPA Pilot Town Meeting at 7:30 p.m. in the Iowa Aviation Conference Exhibit Hall. The Pilot Town Meeting is open to all pilots and conference registration is not required to attend. AOPA's Pilot Town Meeting offers pilots and aircraft owners a lively forum in which to discuss matters that are important to them, exploring issues and concerns with AOPA's president and with each other. Show up early!

Conference Kickoff Presentation

To Soar with Eagles by Doc Blakely. With a focus on sales and service, humorist Doc Blakely will get the Iowa Aviation Conference started with his wit and pungent humor. As a pilot, he has collected funny stories for a special presentation to aviation groups. Folks just love Doc, so don't miss out!

WEDNESDAY, April 4, 2007

7:30 a.m. Registration Opens **Lobby**

9 a.m. Opening Remarks by Michelle McEnany, director, Office of Aviation, and Congressman Leonard Boswell (invited) **General Session**

9:20 a.m. Humor, Sales and Service with Doc Blakely **General Session**

10 a.m. Break **Exhibit Hall**

10:30 a.m. FAA Planning, Programs, Grants, and Construction **General Session**

11:30 a.m. Lunch - Keynote Speaker - Marion Blakey, administrator, FAA, and Chris Blum, regional administrator, FAA **Exhibit Hall**

12:30 p.m. Exhibitor/Sponsor Updates **General Session**

1 p.m. FAA Safety Team and Flight Service Station Updates **General Session**

1:45 p.m. Promoting Your Airport (Roundtable) **General Session**

2:30 p.m. Break **Exhibit Hall**

3 p.m. AOPA President Phil Boyer **General Session**

3:45 p.m. The Media and Aviation **General Session**

4:15 p.m. - 6 p.m. Reception with ticket (bar and Hors d'oeuvres) **Exhibit Hall**

7:30 p.m. - AOPA Pilot Town Meeting with Phil Boyer

9 p.m. (Free admission/registration not required) **Exhibit Hall**

THURSDAY, April 5, 2007

7:30 a.m. Registration Opens **Lobby**

7:30 a.m. Exhibit Hall opens with rolls and coffee

8:30 a.m. Wildlife Management **General Session**

9:15 a.m. New Aircraft Manufacturers **General Session**

10 a.m. Break **Exhibit Hall**

10:30 a.m. Fuel Quality Control for Airports **General Session**

11 a.m. Office of Aviation Update and Land-Use Study **General Session**

12 p.m. Lunch and Awards Banquet **Exhibit Hall**

1:15 p.m. IPAA General Membership Meeting **General Session**

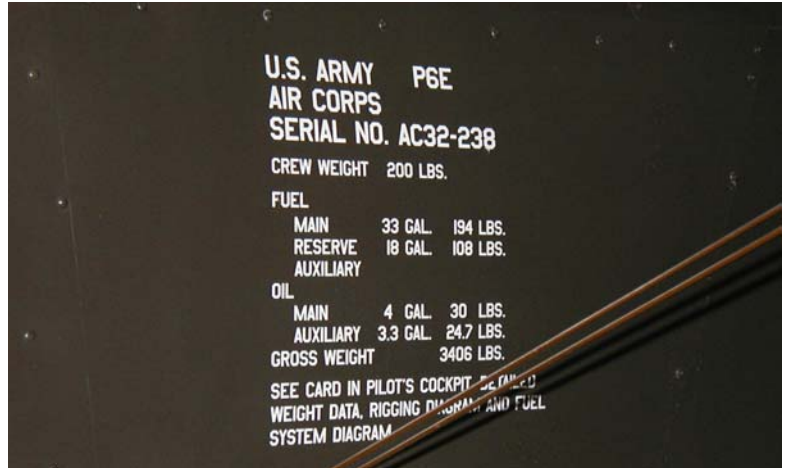
<http://www.iowaairports.org/conference/index.htm>

Last Meeting - Curtis P-6E Replica visit

For February we all met at the Iowa City Airport and viewed Keith Roof's project, a 82% replica Curtis, P-6E, Hawk. Keith build the plane from scratch and is getting ready to fly soon. It has a V-8 engine and it is liquid cooled through a radiator slung between the landing gear just like the original. Keith has painted his plane in the colors of the famous 1st Pursuit Group based at Selfridge Field, Michigan. We hope to see Keith and his Hawk flying soon.



Many thanks to Keith for hosting us all and to Carl & Mary Carson for helping to arrange the meeting and provide us with hot coffee and homemade cookies.



Next Meeting – The Electronic Flight Bag

By Tom Olson

For the March meeting I will provide a close up look at the latest avionics addition to my RV-6A. The Electronic Flight Bag (EFB), I will talk about what an EFB is, why I built my own, and how I did it. I will also provide a short demonstration of the flight planning software and enroute capability of the moving map software I use on it. The EFB provides moving map sectionals, terminal charts, IFR enroute charts, approach plates, airport maps, graphical TFR overlays, and required aircraft manuals on a 12" sunlight readable XGA LCD display. This EFB has been a work in progress over the last year and has worked out very well so far.



We will meet Saturday 10am March 10th at the Eastern Iowa Airport Admin. Building. See you all there.

Caution! Don't Read this Section.

As always happens this time of year, we need everyone to renew their chapter membership. Dues are \$15 per year payable each January. You can also renew, \$25 for 2 years, or \$35 for 3 years. Please send your check to: EAA Chapter 33, Thomas Meeker, 440 N. Troy Rd, Robins, IA 52328. You can check your dues status at our Chapter Website <http://www.eaa33.org/members/index.php> Sign-in with your last name and EAA #. Everyone can receive the electronic newsletter (as well as attend Chapter functions) but to save money and work we are discontinuing printing and mailing the newsletter. If you would still like to receive a paper newsletter we ask you include an additional \$10 per year with your normal dues to cover the costs of paper, printing and mailing. However, we encourage everyone to sign up for the Chapter's email list <http://groups.yahoo.com/group/eaachapter33/join> or send me an email david.koelzer@mchsi.com and I'll get you signed up.

Fly Market

FOR SALE LANCAIR IV-PT KIT 70% complete, \$160K. Walter 601D, wings closed out, wings and gear installed, Fuselage mostly complete, partially primed/painted. Dukes cabin pressure controller, VSI, Alt, AS, Bendix/King VOR/LOC, Garmin GTX330, GNS530, GNS430, GMA340, Avia propeller, step and wing fairings complete, windows installed, pressure door installed, strobes, speed brakes installed, most of the body work is complete. Firewall-forward remains to be done along with some interior build. Contact Alpha Omega Aircrafters owner Randy Hartman randy@aoaircrafters.com (319) 362-9055 for full evaluation or Graig Cone (319) 533-1036.

FOR SALE 2000 Phantom X1 Ultralight, 125 total hours, Rotax 447 engine, BRS 750 parachute, 10 gal tank, Great Flying Aerobatic Airplane, More info available at www.phantomaeronautics.com \$7000 or make an offer, Jerry Maxwell Phone (319) 393-8560



Chapter 33 Calendar

Mar 6 7pm AOPA Safety Seminar,
Kirkwood Community College
6301 Kirkwood Blvd (Iowa Room on
3rd Floor of Iowa Hall), Cedar Rapids

Mar 10 10am Chapter Meeting, Tom
Olson demonstrates The Electronic
Flight Bag (EFB). CID Admin Bldg.

Mar 14 11:45 am - 1:00 pm Iowa
Airports Day on the Hill, State Capitol
Building (Rm.116) Des Moines, IA.

Mar 31 11:00 am – 2:00 pm Annual
Chili Fly-in/Drive-in Fort Dodge Re-
gional Airport

Apr 4-5 Iowa Aviation Conference,
Sheraton West Des Moines Hotel
West Des Moines, Iowa.



In The March 2007 Issue...

Work is continuing..., User Fees to fund the FAA, Iowa Aviation Conference 2007



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