

**April 2007**

Experimental Aircraft Association Chapter 33

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

Editor: David Koelzer

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## Work is continuing...

Photo Essay by Jay Honeck



Painting Carl's newly re-covered Taylorcraft





I also took a pic of Keith using the Chapter's scales to weighing his P-6 Hawk

# Call to action on FAA Funding Proposal

Forwarded by Ron White.

This EAA Chapter E-alert is provided as a member service to EAA Chapter Presidents in the State of California:

You and your EAA chapter members can help to block an FAA funding proposal that would severely impede our ability to enjoy personal flight. The conflict over user fees - the FAA funding proposal driven by the big airline lobby - has escalated into a battle for the future of general aviation. Keeping user fees out of U.S. aviation will require a concerted effort from all participants in our community.

The fate of the FAA's user-fee funding proposal currently lies in the hands of the U.S. House and Senate. Their aviation-related and budget committees are examining the FAA's proposed reauthorization legislation, which calls for the introduction of user fees to pay for FAA services.

These committees will determine which provisions of the FAA's proposal to bring to a vote of the House and Senate.

Meanwhile, the big airlines continue to push for user fees and oversight of their structure and administration. The result would give them greater control over the nation's airspace while pushing more of the cost of managing that airspace onto the very group being restricted: General Aviation.

The airlines' rhetoric asserting that "fat cats" in private jets should pay more for using the nation's ATC and other services overlooks the oppressive effects their proposals ultimately would have on average aviation enthusiasts like you and me. We are people who already make sacrifices to afford our enjoyment of personal flight. We should not have to underwrite big businesses' use of, and attempts to commandeer, the nation's airspace.

Given the issue's current status, the time for grassroots action is now. To stave off this proposal and its disastrous consequences for recreational aviation, those of us who fly for pleasure must persuade the committee members and all other national legislators that user fees are unwarranted, unfair, and ill-conceived.

This is an opportunity for all of us to defend the pastime that we love - and that we have a fundamental right to pursue without shouldering an unfair cost burden and being nudged out.

Please enlist the support of your chapter members in combating this threat (toward this end, I have included your chapter officers, newsletter editor, and webmaster in the distribution of this e-mail). Ask your members to write a letter or send a fax to their delegates in the U.S. House and Senate. Although they require a bit more effort, letters and faxes make a stronger statement than e-mails, which often go ignored because they are too easily generated en masse through automated processes.

The attached documents below serve as templates and guides to assist members in crafting their letters. The names and addresses of the appropriate U.S. Senators are already provided - but don't forget to tell members to look up and correspond with their delegates in the U.S. House of

Representatives, too. They may obtain the contact information at [www.house.gov](http://www.house.gov).

Please use these tools to inspire your members to take action. Our continued efforts to make flying more affordable and our right to enjoy the sky are at stake.

Sincerely,

Earl Lawrence  
EAA Vice President  
Industry and Regulatory Affairs

## TEMPLATE LETTER:

Honorable XXXXXXXXXXXX  
U.S. Senate  
112 Hart Senate Office Building  
Washington, D.C. 20510

Dear Senator/Congressman XXXXXXXX,

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 home-built 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.
- 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.
- As a national asset, 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. Ask the Senator to remember and share your concerns in the debate on this issue.]

Sincerely,

[Your name

/Address/

/E-mail/]

# Last Meeting - The Electronic Flight Bag

Tom Olson demonstrated his own creation when we met for our March meeting at the Admin Building of the Eastern Iowa Airport. Tom created his own electronic flight bag for his RV-6a. The display is 12" sunlight readable XGA LCD panel. Behind the panel is a compact PC board, 12v power supply, flash card memory and Tom's own design pointer. Tom was able to pull the entire unit out of his plane and plug it into the projector to display his flight planning and enroute capabilities.



Behind the panel is a compact PC board, 12v power supply, flash card memory and Tom's own design pointer. Tom was able to pull the entire unit out of his plane and plug it into the projector to display his flight planning and enroute capabilities.



Many of the component Tom used were based on items meant for the auto-entertainment systems which are becoming more popular and so the prices are dropping and Tom sees this kind of systems becoming more common for aviation .

## Next Meeting – Spring Banquet

By Randy Hartman

Well all you EAA folks, it is spring outside and time for our annual spring banquet. This year we will have our event at the University of Iowa Memorial Union in Iowa City <http://imu.uiowa.edu>.

The evening will be April 21 and begin with a social hour at 6:00 PM and dinner starting at 7:00. A cash bar will be available starting with the social hour.

We have the State Room reserved for the dinner. ([http://imu.uiowa.edu/guest\\_services/event\\_spaces\\_ballrooms](http://imu.uiowa.edu/guest_services/event_spaces_ballrooms)) My sources tell me that the food is superb, fantastic, delicious, etc. The dinner buffet will consist of Tossed Salad with Choice of Dressings, Fruit Salad, Green Bean Almandine, Rosemary New Potatoes, Wheat and White Rolls with Butter, and three entree items; 1) pork Tenderloin Medallions with Maple Glaze, 2) Grilled Salmon Filet with Dill Mustard Cream Sauce, and 3) Grilled Breast of Chicken with Mushroom Marsala Sauce. Buffets dinners include coffee, tea and milk. The cost will be \$20 per person.

Following dinner our quest speaker will be Wayne Sapp of Muscatine, Iowa EAA Chapter 111 and Quad Cities Chapter 75. Last year Wayne flew his personal Ercoupe solo from Iowa to Alaska and back and took hundreds of pictures along the way. Wayne will be sharing his pictures and his



story about this fantastic trip. Wayne is a talented photographer and, from what I have heard, his presentation is wonderful. I hear the wildlife and scenery pictures are exceptional and stunning and “Wayne does a great job of telling the story of his adventure”. (I also hear that the ladies will love the presentation.)



Putting a little twist on things this year we are inviting members of Chapters 111 and 75 to join us. We have room for only 70 persons so make your reservations ASAP but no later than **April 14th**. Email or call either John Anderson ([joanderson@unitedfiregroup.com](mailto:joanderson@unitedfiregroup.com)) 319-362-6159 or Tom Caruthers ([tacaruth@dybb.com](mailto:tacaruth@dybb.com)) .

Directions to Iowa Memorial Union:

From I-80 take the Dubuque Street exit (244) South to Jefferson Street.

Turn right (West) on Jefferson Street and go two blocks to S. Madison Street.

The IMU is on the Northwest corner of E. Jefferson & S. Madison streets.

The IMU parking ramp is across (east side) the street (S. Madison Street) from the IMU.

We have the State Room (282) – second floor of the IMU (<http://imu.uiowa.edu/building/maps/>)



# Chapter 33 Calendar

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

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

**Apr 15** Fly-in / Drive-in Breakfast, Dubuque Regional Airport, (University of Dubuque Flight Team)

**April 21 6:00pm** Spring Banquet, Guest speaker is Wayne Sapp, presentation about a solo flying trip to Alaska in his Ercoupe. University of Iowa Memorial Union in Iowa City RSVP John Anderson or Tom Caruthers deadline is 4/14/07

**May 5** Tulip Time Breakfast Pella Municipal Airport Shuttle available to Tulip Festival



In The April 2007 Issue...

Work is continuing..., FAA Funding Proposal, Template Letter



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