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EAA MILE HIGH CHAPTER 43

Founded 1957

MILE HIGH FLYER

The Official Monthly Newsletter of EAA Chapter 43

DUES TIME!

Please send in your annual chapter dues if you haven't already done so. Use the enclosed form or print one out from our web page at: www.eea43.com.



HAPPY VALENTINES DAY!



LOTHAR KLINGMULLER'S RV-6A AT OSHKOSH

Contact the editor:

Dave Bieseimer at 970-669-2286 or by email at:

dbieseimer@comcast.net

I am trying to clean up my desk/office/leftovers etc. and found a picture from Oshkosh (AIR VENTURE '05). Thought it may get some members thinking about AIR VENTURE '06. I took the picture when I camped right there at the Park Cafe after dropping off Henry, He is the fellow the Chapter sponsored for the Air Academy last year. Kind of the quiet before the storm, as I returned two weeks later - well, you know how the place gets busy! Note, I do wear my Chapter logo all over the place!! *Lothar*

FEBRUARY MEETING - FEBRUARY 11, 2006, 7:00 PM, Jefferson County Airport Terminal building, Mount Evens Room (upstairs and to the left).

Our program will be a presentation by Aviation Technology Group (ATG), on the development of the Javelin personal jet.

January Meeting Minutes

Minutes of Meeting of January 14th.

This meeting was a combination of annual banquet and Chapter 43 monthly meeting. It was held at the White Rose Room in Arvada.

After our meal Mark Graf held a short meeting. He shared the past years accomplishments with the creation of our tax-exempt status and the securing of a nice meeting room at the Jeffco terminal building and the updating of our by-laws. He shared about the loss of two pilots and friends.

Mark then thanked all the people that served the Chapter to make it a success. He handed out certificates and pins honoring those that held the various volunteer offices and Chapter positions.

The gavel was then turned over to the new president Roger Newman.

One item of note: Bill and Mary Mitchell celebrated their wedding anniversary with us.

EAA CHAPTER 43 BOARD MEETING MINUTES, JAN. 12, 2006

Members present: Mark Graf, Stan Specht, Gene Horsman, Dave Bieseimeier, Bob Wilson, Greg Hall, Pat Claar , Steve Beach, Lynn Miller and Bob Young.

Mark opened with a story about his trip from Oklahoma with his wife and having to land just east of Limon onto Interstate 70.

Mark thanked the Chapter for they're past year accomplishments of a successful R.M.R.F.I.; the new meeting room at Jeffco terminal building and the creation of tax-exempt status, 501(3)(c).

Several new procedures will need to be established for donations, disbursements, record keeping and voting guidelines by board and/or membership.

The Young Eagle program will need some rebuilding. Some new leadership will need to step forward and the existing equipment used at the rallies will need to be accounted for and collected.

The B-17 tour was also brought up. It is scheduled 2 weeks prior to our regional and will be hosted by Wings Over The Rockies Museum. It would be possible for Chapter 43 and 301 to share in the tour stop. It was suggested that the 3 groups sit down together and work out the details.

Mark made a suggestion about monthly programs. One being a doctor from Ft.Collins coming and sharing on ways to keep your medical. Another was the man who brought back the M-109 war bird from Russia. Another program could be Stan Specht's trip to Alaska.

Discussion was held on limitation of Chapter insurance coverage. Gene Horsman made a motion for a 1 million-dollar policy and the motion was seconded and carried.

MINUTES CONTINUED ON PAGE 5

A LETTER FROM YOUR NEW PRESIDENT

Fellow Chapter 43 Members,

First, I would like to thank all of you for having the confidence in me to lead the Chapter for the next year.

Second I want to thank Mark Graf for his most capable leadership during the past year. Mark, you're one heck of a good friend. Not to just me, but to every member of Chapter 43.

I would assume that nearly every individual taking the reins of an organization has starry-eyed dreams of what he/she would like to accomplish. I am human, I have some dreams also.

While we have, I think, an exceptionally good turnout at every meeting, during the coming year I would like to lead or coax or goad each of you to look for activities that occur at times other than the second Saturday of the month, and let the rest of us know about them.

The guest speakers that we've had have been interesting and entertaining. Are they the only types of "activity" you want? How about some short, simple workshops. Let me know, I will try to find someone or someone who knows someone. (Hope that makes sense)

How about at the next meeting, instead of sitting next to your best buddy of the past twenty years (who you probably see three or more days during the week anyway). Sit next to someone you have never spoken to before and strike up a conversation, you never know, you might find a new friend who would really like to help you buck rivets or stitch fabric.

Have you ever thought about car pooling? I have entered everyone into a data base and sorted it by zip codes. Think about car pooling to the meeting with folks from your zip code. You can always talk about? Airplanes maybe, or your last or next trip to Oshkosh.

I hope I have started some of you thinking about some ideas of things you would like to see the Chapter do and the direction you would like to see it go.

Oh yeah! Please **don't** send me email to skyhawk471@yahoo.com if the subject is something that really needs to be discussed among the Chapter members. The best way that I have found to get the word (idea) out, is computer "groups" where messages and their replies can be posted. Many chapters use this forum very successfully in getting the word out about mini-trips (Greeley???) for breakfast or lunch or just sight-seeing. Does anybody want to go for a ride? Know where I can get a gizmo for my widget? Well you get the idea.

I would like to invite all of you to click on the following link and join the group that has been established, <http://groups.yahoo.com/group/EAA43/>, I really think it will be a great adjunct to the newsletter for "unofficial" news.

Well, I have probably rambled long enough. Please help me keep that starry-eyed look (or is it the deer in the headlights look). Let's all of us work together to make the Chapter even better and then even bigger.

Thanks again,

Roger

Colorado Aviation Fuel Tax – What is it?

*Travis Vallin, Director
Colorado Division of Aeronautics*

It looks like the 2006 legislative session is shaping up to be a very interesting one as discussions have begun on how the State of Colorado taxes aviation fuel. First of all, it would probably be helpful to explain what taxes are collected, the tax rate, who pays the tax, and where the tax money goes. Now keep in mind, too, that there is also a Federal tax on aviation fuel and in most instances, a local tax or airport tax on aviation fuel. And many times all these are lumped together, which makes this even more difficult to follow. But I will just address the state fuel tax, since this will most likely be the issue addressed by the [Colorado General Assembly](#) this session.

The State of Colorado has two types of aviation fuel taxes. An excise tax or a flat "pennies-per-gallon" tax is \$.06 cents per gallon on AvGas and \$.04 cents per gallon on jet fuel. So if you are a general aviation pilot and you put 20 gallons of AvGas in your Cessna 172 for a cross-county flight, you will pay \$1.20 in State Aviation Fuel taxes on this purchase. Of the \$1.20 in taxes, \$.80 cents is refunded to the airport at which you purchased the fuel to be used to help maintain the airport. And \$.40 cents goes to the [Colorado Aeronautics Board \(CAB\)](#) to fund the [Colorado Discretionary Aviation Grant Program](#).

Now if you are flying a little higher and call the local FBO to fill up your Gulfstream V with 2,000 gallons of jet fuel for a business trip, you would end up paying \$.04 cents per gallon or \$80 of state aviation fuel tax. Of the \$80 in tax, the entire amount would be refunded to the local airport to support and maintain the facility. I should note that the airlines are exempt from paying the \$.04 cents per gallon excise tax. However, they are required by statute to pay a sales tax which is the second type of aviation fuel tax collected.

The aviation sales tax is just that, the state sales tax rate 2.9% which is charged on the retail cost of jet fuel. This is charged on all jet fuel sales within the state of Colorado and account for the majority of revenue to the Colorado Aviation Trust Fund. Some call this an indexed type of tax - as the price of fuel rises, so does the amount of tax collected on the fuel. With the sales tax revenue, 65% of the tax is refunded directly back to the

airport which generated the revenue and 35% of the tax goes into the CAB statewide aviation grant program.

There are many good things about the existing system and the first one is that the state aviation funds which are collected from those using the system stay within the aviation system. Many states do not have the luxury of keeping aviation funds for aviation purposes as their aviation state tax revenues are just simply added to the general fund, leaving aviation supporters and airports lobbying for general fund revenue against education, health care and highways. Prior to 1989, this was the case in Colorado as well, but with the leadership of now-Senator Lew Entz, statute was changed to ensure aviation taxes were to be used for aviation purposes only and constitutionally protecting the [Colorado Aviation Fund](#) where it would require a statewide vote of the citizens of Colorado to allow aviation funds to be used for other than aviation purposes. The existing system doesn't put all our eggs in one basket, so to speak. With just the excise tax or flat pennies-per-gallon, we would not be able to offset the impact of higher fuel prices. In 2005, we have seen statewide aviation fuel *consumption* go down. However, because the amount of sales tax collected is determined by the retail cost of the fuel, [higher fuel prices equates to more sales tax collected](#).

Without question, aviation taxation will be a topic of legislative debate this year, as airlines look for ways to trim expenses in all areas. But it will be interesting to see how receptive the legislature will be to modifying a system that has worked so well for so many years.

During Colorado State Fiscal 2005, which closed at the end of June 2005, the Colorado Discretionary Aviation Grant Program awarded in excess of \$4M in cyclical and individual grants.

A total of \$14.4M was reimbursed to airports in the form of excise and sales taxes entitlement refunds.

BOARD MEETING MINUTES, CONTINUED.

EAA National will provide a leather jacket for a fundraiser

Roger Newman opened with a suggestion about the inscription for the Oshkosh brick memorial for Ron Denight. "A Pilot, A Leader, A Friend." Further discussion in furnishing a picture and e-mail comments for a file that were received by Tom Martino concerning Ron's life.

Bob Wilson brought up the suggestion that someone besides the treasurer should authorize certain payouts. These would be payouts that were outside normal operating expenses. After discussion, it was decided that the Chapter president would be the one to make that authorization. It was also decided after discussion that the president would be an alternate check signer along with the treasurer for the Chapter bank account. Also the bank account was to be audited before the transfer to the new treasurer. Expenditures approved by the member body to be included in the meeting minutes and the monthly newsletter.

The discussion followed about putting a limit on expenditures for sponsoring someone for the Air Academy at Oshkosh. Interested parties should come to a meeting and address the members as to why they wanted to go.

Greg Hall has a contact at Javelin Jet that will come to a meeting with a Power Point presentation. Gene Horsman suggested that the two vice-presidents contact Herb Berkman who was the announcer at the regional for contacts for speakers for the meetings.

Gene Horsman mentioned that Ron Denight's wife is selling Ron's 1988 Lincoln for \$1500. Efforts were made to make it an airport car.

The May Chapter picnic will be held at Bob Wilson's hanger in Longmont.

A suggestion was made by Gene that the board meet at least on a quarterly basis and special meetings be called on a need basis.

Roger Newman adjourned the meeting.

CONGRATULATIONS to Michael Maya Charles on the publication of his new book *ARTFUL FLYING* with nice write-ups in *Sport Aviation* and *AOPA Pilot* magazines! You can get more information on his book on the web at www.artfulflying.com.

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EAA Mile High Chapter 43

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Mile High Flyer
EAA Mile High Chapter 43
 Gene Horsman
 Data Base Editor
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FIRST CLASS



FEBRUARY MEETING - FEBRUARY 11, 2006, 7:00PM,
Jefferson County Airport Terminal building, Mount Evens Room.