

The NavCom

Newsletter of EAA Chapter 690

All the News that Fits

May 1993

As noted in the April *NavCom*, the Clinton Administration has recently proposed both an energy tax—which would affect avgas and jet fuel—and an annual federal aircraft registration fee. EAA HQ sent out a national mailing to several chapters. In case you missed it, here is a synopsis:

Energy Tax

The Administration proposes to tax all energies based on the heat content of the fuel utilized. This "BTU tax" is heavily biased against petroleum products. This equates to a 47% fuel tax increase overnight. It includes 7¢/gallon additional avgas tax over the next three years and 10¢/gallon additional tax on jet fuel. The proposed tax would impose an additional \$100 million burden on general aviation within the next three years.

Federal Registration Fee

Government reports suggest that general aviation does not pay its "fair share" of National Airspace System costs. Based on this faulty conclusion, the Clinton plan proposes to collect a Registration Fee for each plane. Over the next five years, \$151 million of revenue would be taken from general aviation. In Oct. 1993, each airplane will be assessed an annual registration fee of \$90 that will escalate gradually to \$278 by 1997. This fee does not distinguish between aircraft sizes, types, or uses.

WHERE DOES EAA STAND?

Unfortunately, the Clinton Administration has not considered the effect of these proposals on general aviation. They have not considered the \$38 billion and 500,000 jobs that general aviation contributes to the nation's economy. Additionally, the proposals are based on a false premise that general aviation is not contributing its "fair share" to the cost of the National Airspace System. EAA believes:

- The false "fair share" argument ignores the fact that most of the air traffic control system (and a vast majority of airport facilities funded by federal dollars) are for the benefit of the commercial

airlines. The vast majority of federal airport funding goes to runways much longer than those needed for general aviation. Within the air traffic control system, major portions of the airspace are regulated to omit rather than admit general aviation. Likewise, the IFR control system is unused by many flyers. We are being charged for an expensive part of the system that we do not need, but in many cases are forced to use.

- The "fair share" argument also ignores the value of general aviation as a foundation for the entire aerospace industry. General aviation maintains the core demand for airports, on industry suppliers and on service providers, such as fixed based operators. The economic health of these suppliers and airport facilities are necessary to support the entire aviation system. In large part, these suppliers of general aviation products and services are small businesses and are greatly affected by additional government regulation and associated cost. In other words, general aviation supports jobs and economic vitality.

- The tax proposals ignore the current ill health of general aviation caused by the increase in costs due to product liability; the decreasing number of pilots, newly manufactured aircraft and available landing facilities; and many other factors.

General aviation simply cannot continue to sustain the heavy hits of government-induced costs. The supposed \$150 million raised through these fees will, without question, cause more than \$150 million in damage to the general aviation community. A much better solution would be for the Administration to work with the general and sport aviation community and eliminate \$150 million in unnecessary government spending within the FAA budget. What should the new Administration and Congress do to help with the nation's larger economic questions within aviation?

- First, the government should carefully review all programs and activities of the Department of Transportation and FAA to

determine which programs to eliminate. The microwave landing system is but one example of what could be eliminated.

- Spend the funds necessary to implement technology-based programs that will move aviation forward. Examples include the implementation of satellite navigation and communications systems. The future elimination of expensive ground-based navigation systems will save billions of dollars.

WHAT SHOULD YOU DO?

Write both of your U.S. Senators and the U.S. Representative from your district. It would also be helpful to send copies of your letters to Transportation Secretary Federico Peña so that he understands the significance of what has been proposed and the devastating effect it will have on sport and general aviation. Address your letters to:

The Honorable Sam Nunn or Paul Coverdell

U.S. Senate
Washington, DC 20510

The Honorable XX
U.S. House of Representatives
Washington, DC 20515

Secretary Federico Peña
Dept. of Transportation
400 7th St. SW
Washington, DC 20590

In your letter, tell your elected officials how this proposal will affect you. A personal letter (typed or handwritten) from a constituent is much more effective than a duplicated form letter or "multiple signature petition." Your letter need not be long. A simple and concise explanation of how the proposals will affect your flying followed by your comments on how they might affect all of sport and general aviation is all that's needed. While a personalized letter is better than a form letter, there is no reason why the same letter—individually addressed—cannot be sent to your Congressman, the Secretary of Transportation, and both of your Senators.

April Meeting Minutes

The April meeting of EAA Chapter 690 was called to order by President Charles Sego with the formal overture of "ladies and gentlemen, let's get started" at 8:06 PM. There were 37 members and 3 guests present.

The Secretary's report was approved as printed. Joel Levine read a copy of the letter sent to EAA Headquarters on behalf of Robert North. Robert, son of Jenniffer and Mike North, has applied for the work study program at Oshkosh this summer.

ANNOUNCEMENTS: John Henderson indicated that after consideration, he has not ordered the crankshaft position gauge. John felt that it would not get sufficient use. Barney Barnes requested that video tapes that have been out for an extended time find their way home so that others can make use of them. Ken Sharp announced that the FAA would hold an Aviation Accident Prevention Seminar on April 14th. Ken also announced several fly-ins and workshops in the area.

FLY-IN: Steve Ashby indicated that he had met with the Lawrenceville

Airport Manager and that the South end of the field was available for our fly-in. The only problem announced was that no cover was available for the Pancake Breakfast. An alternative is to use the helicopter hangar. The airport wants a 5% override on gross take. The date is scheduled for October 9th. Steve announced that "this year he would not put everything off until the very end...they teach that in Law School." Fuel service will be available.

The Lawrenceville Airport will have its Air Show on May 14-15. The chapter may be able to work in the food concession and have a chapter display.

SPECIAL EVENTS: The chapter will have its annual picnic in August. At Sun-N-Fun a group will meet each day in front of the Boys Club Pavilion at lunch time.

Steve Ashby has been requested to look into setting up the chapter as an exempt group. Steve accepted the assignment and requested time and billing.

Frank Wilcox reported that 20

people attended the 1993 Annual Chili Cook-off. There were five pots of chili and fun was had by all.

YOUNG EAGLE: The next Young Eagle activity was scheduled for May 1st. Theresa Coleman announced that she had been contacted by a group of physically challenged kids and that she expected ten to attend. Theresa requested volunteers for this worthy event which will be held at Stone Mountain Airport.

The 1994 EAA Calendars have been received. Frank Wilcox was nominated unanimously to be submitted to headquarters for the Major Achievement Award to be presented at Oshkosh. Letters from members are needed to assure the award.

Charlie Sego announced that the site would be ready for construction in September/October.

The meeting program was a video tape on photographing aircraft. This was very timely in light of Sun-N-Fun the following week.

Respectfully submitted,
Joel M. Levine, Secretary

Calendar of Events

May 14 - Gwinnett County Airport, Administration Building - EAA Chapter 690 May monthly meeting. Program: JAARS (jungle aviation and radio service) by Ron Ehrenburg or other JAARS person. This organization uses Helio Couriers to fly into primitive areas to start commerce and communication. 8:00 P.M.

May 15 - Sandston, VA - Virginia Aviation Museum "Toss Across America." Richmond International Airport. 804/371-0371.

May 16 - Russellville, AL - Open House (rain date 23 May) - Quad Cities Aviation. 205/331-9000.

May 18 - Skyland, NC - Western N.C. Pilots Assn. Meeting. Marc Wilson 704/258-2663.

May 22 - St. John the Baptist Parish Airport - EAA Chapter 971 Day on the Delta-Louisiana Championship Fly-In Series Event (rain date: May 29). Steve

Plauche 504/869-8169.

May 22 - Wartrace, TN - Open house, Loehle Aviation 614/857-3908.

May 27-31 - Tuskegee, AL - Negro Airmen Int'l Operation Skyhook. Moton Municipal Airport. Bill Childs 205/727-1992 or John Hicks 205/727-5850.

May 28-30 - Gwinnett County Airport - Atlanta Int'l Air Show and Balloon Festival. Rob or Jetta Schantz 904/223-4362.

May 29-30 - Toccoa, GA - First ever Fly-In of the newest EAA Chapter in the Southeast. Piedmont Foothills EAA Chapter 1011 First Annual Fly-In, Toccoa Airport. Steve Holz 803/638-1944.

May 29 - Decatur, AL - EAA Chapter 941 Fly-In. Decatur/Athens Aero. 205/355-5770.

June 5 - Winchester, TN - EAA Chapter 699 Pancake Breakfast. Tom Pogue

615/967-3148.

June 5 - Stone Mountain-Britt Memorial Airport - Spring Vintage Airplane Classic Fly-In. Nick Crowder 469-7604.

June 12 - Gwinnett County Airport - EAA Chapter 690 Young Eagles Day - Contact Theresa Coleman (498-3741) if you would like to help or have a future Young Eagle to sign up.

July 7 to 11 - Greenwood, MS - T-6 Fly-In and formation forum. Vernon Ricks 601/453-5646.

July 9 to 11 - Antwerp, Belgium - Fly-In sponsored by the Flemish Amateur Aircraft Builders at Zoersel Airport. Luk Goidts, Veldstraat 60, 2520 Ranst, Belgium.

July 17 to 18 - Edenton, NC - Airshow and Fly-In - Don Fenner 919/482-8862.

July 29 to August 4 - Oshkosh WI. 'Nuff said...

Thanks from Frank

Thanks, thanks, thanks to the members of Chapter 690 for nominating me for a 1993 EAA Major Achievement Award. What a great and totally unexpected surprise. I guess when you are having fun and it shows, these nice things sometimes happen.

Also when we are having fun, we want to share it with others and that is what makes "grass roots aviation" the primary purpose of EAA today. All of our chapter activities—monthly meetings,

chili cook-offs, barbeques, Christmas banquets, pancake breakfasts, etc.,—usually include long discussions of building and flying airplanes. Our fly-outs, annual biplane fly-in, trips to Sun'n'Fun, and Oshkosh are planned for the purpose of sharing and learning more about these skills. Since none of us know everything about aircraft, there is need for exchange of ideas. Learning and teaching are opportunities provided throughout EAA at all levels. I have tried over the years to do

both and hope that I have succeeded in some small way.

It is a privilege to be a member of EAA and especially Chapter 690. I appreciate all the friends I've made and experiences that I have had since joining the chapter in 1982. And now I am proud to represent our chapter as a nominee for a 1993 EAA Major Achievement Award. Again, please accept my thanks for this honor.

Frank

Young Eagles Day

Margaret Wilcox

Saturday, May 1st dawned clear and bright. This was the day that many young people had been looking forward to—the day they would become a Young Eagle. Thanks to the meticulous planning and preparation of Theresa Coleman, the "CEO" of the operation, all was in readiness at Stone Mountain Airport when the first participants arrived about 9:50 just a little ahead of the 10 A.M. starting time. The designated flight pattern around Stone Mountain was established and the pilots were briefed.

The first to arrive were Myles, celebrating his 12th birthday, and his 9-year-old brother, Mark. "Neat" was the response from Myles when asked his impression of the flight. Then there was Brent Edwards, a young man who wants to be an architect. He was impressed with the view of houses from the air—all neat and square. There were two young women on their way to college next year—one to Emory looking towards a career in medicine, and the other to Vanderbilt hoping to become a veterinarian. Flying small planes could be in their future. Chris Sanders, an 11th grader, was so serious that he made enquiries about flight lessons, ground school, and how to get an introductory flight from an instructor before he left the airport!

The day had a definite international flavor. The Au Yueng children were accompanied by their parents who are from Taiwan. The Erlich children's parents were from Nigeria. Then there was Romulo Saune from Peru who is temporarily in the U.S. His father was killed by terrorists in that country last

fall. Romulo was the co-pilot for Ron Ehrenberg's plane.

The "special" Eagles started arriving at noon. Kristen, who had such a memorable flight on our last Young Eagles Day, had spread the word. Elliot had a mild mental handicap but boundless enthusiasm. Jesse, only 5 years old, had to ride in his special car seat due to his cerebral palsy, but this gave him a great view out of the aircraft window. Danny, another C.P. victim, took his three sisters along on his flight—total weight: 240 lbs. Joshua, who was nine and confined to a wheel chair due to C.P., was very skeptical and really only wanted to look inside the plane. He soon changed his mind and had a wonderful flight with Joel Levine who said he was his most responsive passenger. Kristen and her mom flew again, this time with Frank Flessel. She signed (because of her inability to speak), "Frog is my friend" as she headed toward the plane walking with assistance but needing no special vehicle for transportation as she had on her first flight.

Special thanks for making this day and these memorable experiences possible go to the four pilots who not only donated their planes, gas, and time, but accepted the responsibility of giving all the participants an opportunity of a lifetime. They were: Sylvia Catinella, Joel Levine, Ron Ehrenberg, and Frank Flessel. The Briefer, the one who sets the tone and scene and builds the enthusiasm, was Steve Ashby. Charlie Sego was Air Boss and the four Load Masters, one for each plane, were Duane Huff, Andy Anderson, Lyle Kinnett (one of the

newest members of Chapter 690's newest members) and Frank Wilcox. Bill Coleman was the official photographer and Margaret Wilcox assisted Theresa with paper work.

The people at Stone Mountain Airport were very cooperative. They brought out their cooker and had hot dogs, hamburgers, and chips available at minimal prices so the activities could go on through the lunch hour.

The total number of Young Eagles who flew was 35. This brings the total number of given rides by Chapter 690 to 125. Thirty adults have also flown and the experience has encouraged at least three of them to begin or renew action towards becoming private pilots. This "spin-off" of the youth program was unexpected by EAA but is very gratifying. Kids and parents go together.

Theresa is planning another Young Eagle Day for June 12 at Briscoe Field-Gwinnett County Airport. This will be an opportunity for those members of Chapter 690 who have not already participated in the "first flight experience" to share in the fun. Invite your young neighbors and friends to come and experience the true adventure of flight. Theresa says that there will be no organized groups for this next flight day. She will rely on sign-up sheets at the airport and word of mouth to get the message out. **If you have prospective flyers that you know are coming, please call Theresa (498-3741) by Wed. June 9.**

Chapter 1025, Stone Mountain, GA

Margaret Wilcox

A new chapter has formed at Stone Mountain Airport. Headed by John Popp, the newest of the EAA is designated Chapter 1025. They already have a fly-in in the works! On Saturday, June 5th, they and Stone Mountain Airport are sponsoring the "Spring Vintage Airplane Classic." There will be a pancake breakfast, airplane rides, hot air balloon rides, and prizes for best warbird, classic, antique, and experimental. They hope to have 30 aircraft on show. Let's support our newest local chapter!

About Chapter 690...

The EAA is made up of hundreds of chapters world-wide. The local chapter for Dekalb and Gwinnett counties and vicinity (i.e., anyone else who wants IN) is **Chapter 690**. We're a raucous group with several projects, both restoration and amateur-built, in progress. Annual dues are \$48.00. See Sheryl Black, the Treasurer (979-4233) to sign up. You'll also need to join EAA National (see above). Membership is open to anyone; we have no standards.

Our meetings are every second

Airspace Info Seminar

Wayne Whitaker

The Aircraft Owner's and Pilot's Association will host two seminars on the new airspace designation profile. The seminar, entitled "Operation Airspace," is co-sponsored by the Ford Motor Company and will be held on Tuesday, 18 May, 7-9:30 P.M. at the Sheraton Century Center, one block north of I-85 and Clairmont Road (2 mi. south of PDK) and on Wednesday 19 May 7-9:30 P.M. at Clayton State College, main campus, Room 132, G Building, 5900 N. Lee St., Morrow, GA. Both seminars are free.

Friday of the month, 8:00 pm, at Gwinnett Co. Airport Administration Building. In addition to the meetings, which often consist of excellent guest speakers from across the aviation world, the Chapter holds many functions, including workshops, fly-ins and -outs, and social gatherings. Our officers and other luckless people are:

President: Charlie Sego - 923-9549

Vice-President: John Goodman - 972-2405

Secretary: Joel Levine - 394-5466

\$\$FlyBuys\$\$

For Rent: One-bedroom apartment on private airstrip. Separate entrance, kitchen, den, furnished/unfurnished. Reasonable. 978-2403 or 921-4423.

Shared hangar space available for small A/C at Winder/Barrow Co. Airport. Reinhart Kuntz: (404) 932-5964.

Half share in '66 Beech Musketeer, 2464 TT; 325 SMOH. King LC8001 Loran, Valcom 760 digital com (flip/flop freq.), Narco MK 12B Nav/Com, Narco 12A Nav/Com, trspdr. New tires, brakes and windshield, Ann. 10/91. Very airworthy!! Based St. Mt. on grass. \$7500 or trade ?? Relocating. Call Jim 979-7242.

Treasurer: Sheryl Black - 979-4233

Videos and Books: Barney Banes - 923-7896

Tools: John Henderson - 449-1946

Historian: LeRoy Stoutenburg - 981-6041

Technical Counselors:

Frank Wilcox - 978-2403

Jim Clarkson - 934-8971

Building Committee:

Chairman: Frank Wilcox - 978-2403

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Chapter Notes:
Meeting 14 May, 8 pm,
Gwinnett County Airport
Admin. Bldg.



To:

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