

Inside: NWA hides after bashing GA

Volume #44 Number 4 April 2004

EAA Chapter 18 – IT ALL STARTED HERE!

THE FLYPAPER

“The Worlds Greatest Newsletter”



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The monthly meeting will be held on, Tuesday April 27th, at 7:30 p.m. the CAP Hanger, Timmerman Field. **May is coming! Impress your mother...bring your name tag!**

This Month's Program: Survival tips for Young Eagle pilots during Armed Forces Day along the taxi-ways of MKE, A video message from EAA regarding last December's Countdown to Kitty Hawk, Plus EAA Chapter 18 in Spanish! Video from Milwaukee Public TV of an EAA Chapter 18 Young Eagle rally last June.

Chapter 18 Calendar of Events

April 2004

Tuesday 4/27/04 --- Monthly Membership Meeting, CAP Hanger Timmerman Field, 7:30pm

May 2004

5/11/04 --- Board Meeting Fritz Jorgenson's Home, 7:30pm

5/21-23/2004 Armed Forces Day @ MKE

5/25/04 --- Monthly Membership Meeting, CAP Hanger Timmerman Field, 7:30pm

5/29/04 Spring Picnic @ HXF

June 2004

Tuesday 6/8/04 --- Board Meeting Dave Alberti's Home 7:30pm

6/22/04 --- Monthly Membership Meeting, CAP Hanger Timmerman Field, 7:30pm

6/26/04 Annual Chapter 18 work party at Airventure convention grounds in OSH. Carpool leaves Timmerman parking lot at 7:30AM

Words of Wisdom from the President

Now that April is finally here, the grass is greening up, a few of you have made the trip to Sun 'n Fun for the annual spring training for Oshkosh, and we are starting to see more signs of life out at the airports. We are entering the time of year that things really get busy for the Chapter. Starting next month, May 15th and 16th we have the Armed Forces Day Young Eagles Event at Mitchell Field. This year we are being hosted by the 128th Wisconsin Air National Guard refueling wing. If you have never taken part in the Armed Forces Weekend I encourage you to do so, I have been involved in the Young Eagles program since it began in 1992 and this is the most fun event. If you have never operated out of Mitchell, the controllers bend over backwards to make the Young Eagles flights easy and fun for the pilots. If you are not a pilot, come out and help out on the ground. Dean and his crew handle the logistics of flying nearly 500 kids in a weekend, and the parking crew does a great job getting the airplanes in and out safely and quickly. We also have a Chapter Fly-out coming up in June, along with the Oshkosh Work Party. July of course brings us to OSHKOSH time or Deer Camp for pilots. I encourage all of you to not be shy like Ron Scott, and get involved! See you at the meeting.....



Point

Counter point

Is General Aviation paying its fair share?

Recent comments by the CEO of Northwest Airlines have renewed the debate over how the National Airspace System should be funded. What follows is the letter from NWA President Richard Anderson, as published in the March 2004 NWA Worldtraveler magazine. (NOTE: The letter for the April 2004 NWA Worldtraveler was mistakenly published in the "The Flypaper" in which NWA's CEO sang the praises of business travelers. In order to give NWA fair billing in publishing the controversial missive, the editors of "The Flypaper" gleaned the letter from the archives of NWA's in-flight rag. However, proper proofreading was not executed, because it would have been discovered that NWA removed the letter from the archives and the March 2004 "CEO letter" follows a link to the April 2004 edition.)

Welcome. We're glad to have you onboard Northwest Airlines today. Part of our commitment to putting customers first is to comment on issues that impact you as an airline passenger, including the taxes and fees you pay on your airline ticket. I've written about this general topic before, but now I want to address a specific issue: The disparity between what you pay as a passenger on a commercial airline and what a passenger on a private airplane pays to use airport facilities.

Chances are that you will either depart from or arrive at an airport that is used by both commercial airlines like Northwest and privately owned aircraft. Airports levy passenger facility charges (PFCs) to cover airport maintenance and improvement projects, including runway and taxiway enhancements. (look at your travel confirmation receipt.) PFCs are also used for Federal Aviation Administration (FAA) approved projects that enhance safety and security. Airports can charge PFCs of up to \$4.50 per flight segment or up to \$18 round trip. As a commercial airline, we are required to collect this fee when you purchase your ticket. Private aircraft operators do not pay these fees for using the airport.

The total taxes and fees you pay as a commercial passenger can add as much as one-fourth to the cost of a \$200 domestic ticket. For example, Northwest's base fare for a roundtrip ticket from Fargo, North Dakota to Madison, Wisconsin, with a connection in Minneapolis/St. Paul, is about \$200. That's a pretty good fare-until you realize that nearly 28 percent, or \$55, in taxes and fees is added to that amount. That's a hefty tax burden and it's not being shared by private aviation.

Private aircraft operators also do not pay ticket taxes to fund the FAA. Last year The FAA spent \$6 billion operating the Air Traffic Control system in the U.S. This service is free of charge for private aircraft operators. Why? Because the commercial airlines pay taxes collected from you to pay for the operation of a system that all air travelers use.

Private aviation operators do pay a fuel excise tax, as do all commercial airlines-but that is about the extent of private aviation's funding for airports.

At NWA, we believe an airport's operating costs should be borne by all who use them, including those who travel by private aircraft. As the system works today, you, the commercial airline passenger, are subsidizing private aircraft ownership. This is not right.

We are working with the federal government to find solutions to this and other issues which exacerbate the challenges we face as a commercial airline serving customers like you who deserve a "fair fare."

Thanks for choosing Northwest. We appreciate your business.

Richard Anderson, Chief Executive Officer, Northwest Airlines

The comments of Mr. Anderson sparked a strong reaction from the GA community but also inspired a supportive editorial from *The USA Today*. EAA immediately issued the following rebuttal:

The Experimental Aircraft Association April 15th strongly criticized a USA Today editorial that urged a shift of airport tax burdens, from airlines and their passengers who primarily use the facilities, to general-aviation pilots who are minimum users of those facilities and services.

In particular, EAA criticized USA Today for describing all general-aviation operators as "well-heeled" and alluding to the "private-plane lobby" that is preventing user-fee operations to be established. "It is apparent that USA Today is pandering to its large readership that travels through the nation's major airport terminals," said Earl Lawrence, EAA's Vice President of Government and Industry Relations. "General aviation operations are not causing municipalities to build expensive new terminals, longer runways and parking garages. Airline operations are. And those tremendously expensive facilities are being paid for by those who demand those facilities and services - the airlines and their passengers."

"We would add that EAA members, who mostly pursue recreational aviation activities in day VFR conditions, use primarily noncommercial airports and even fewer services during their flying. That means if the USA Today proposal were to become reality, these pilots would be paying a higher, disproportionate share of the expense for something they rarely use."

Lawrence continued that general aviation already pays for the facilities it uses, such as local runway maintenance and GA facilities, through local fees and government taxes on items such as aviation fuel. Airlines are exempted from paying taxes on most airports in the U.S., because many individual states exempt airlines from paying these taxes, hoping to draw their business. That means that general-aviation operators already bear the brunt of the expenses to maintain and improve these facilities.



The Scaled Composites Model 311 (Virgin GlobalFlyer) flew for the first time on March 5th. The 1.5 hour flight begins a series of test flights that should culminate in an attempt to circumnavigate the globe with a single pilot, non-stop, and non-refueled.



Treasurers Report - Fritz Jorgenson

Date	Chapter 18 Checking		
1-Mar-04	Beginning Balance		\$849.06
4-Mar-04	Income/Deposits		
	Dues plus donation	\$190.00	
	Patches		
	Fines	2.5	
	Fall Picnic Donations		
	Calendars	30	
	Total Income	\$222.50	
	Expenses		
4-Mar-04	Smithkin Da Printer	128.68	
4-Mar-04	Best Designs	16.29	
	Total Expenses	\$144.97	
31-Mar-04	Ending Balance		\$926.59
Chapter 18 Savings			
1-Mar-04	Beginning Balance		\$2,047.04
	Deposits		
31-Mar-04	Interest	\$0.00	
	Withdrawals		
31-Mar-04	Ending Balance		\$2,047.04

Chapter 18 Minutes from the March Meeting

The March meeting was called to order by President Eric Whyte at 7:35PM at the CAP Hangar at Timmerman Field. This was then followed by a flag ceremony by Bill & Joe Van der Sanden., or more commonly known as the mud twins. Eric made the following announcements. The EAA website has been updated for this year's AirVenture. AOPA has been working to get Washington National Airport re-opened to GA traffic. Guests were asked to introduce themselves and 2 people did so.

(Secretary's Note) An observation was made that there were some people not wearing their name tags. So don't think you got one over on Bob Urban the "Badge Cop." Pay up or live in guilt at the next meeting. (Note to Bob) Paul McAllister, now only has 2 months credit left.

Building Reports: Eric Anderson reported that Bob Lang's RV has been moved to Eric's hangar. They have been working on cabin heat, controls, baffling and cowling. Larry Gelderman is recovering the wings on a Champ. Marcus Collins has received his Jabiru 5100 engine and is working on installation. Duane Pooler is working on firewall forward on his Sonex TD. Matt Navia is rebuilding a Stitts Skycoupe. Dave Alberti has his Zenith at Watertown for painting. Mark Jones has the fuselage finished on his KR-2S and is now working on the wings. George Thorsen is doing some work on the prop on his Long EZ. Paul McAllister has one hour taxi time on his Europa. His scheduled airworthiness inspection is 4-6-04. Dennis Griswold has his KIS finished and is ready to take it to the hangar in Hartford. Jeff Point had his RV airworthiness inspection done on March 6th and passed. He has also done first flight at East Troy and has 4 hrs. air time to date. Marcus Collins also has a 320 Lycoming for sale.

Flying Reports: Fritz Jorgenson reported that he seen himself landing his plane at Capitol Dr Airport while watching a program that Channel 36 had taped. He also reported that it appeared that Fareed Guyot appears to be bi-lingual as he was speaking Spanish on the program. Marv VanDen Heuvel reported on doing some formation flying with his son. Dean Bourgeois reported on flying to Norfolk and paying a visit to former editor Gary Krause. He also reported on the planned trip to DC on May 2nd for chapter members. Phil Graybar reported on flying to Eagle River. John Lumkes reported on his class from MSOE going to Hartford Airport and test flying their R/C model in preparation for a competition in Florida later this spring.

Tech Counselors: Carl Schultz reported on a Custom Planes magazine article on welding and also a newspaper article on blood clots forming after extended periods of sitting while flying. Ron Scott reported on Inspecting an RV-8 that is almost ready to fly. He also looked over Jeff Point's RV. Duane Pooler reported on making an intake manifold for his Sonex using an old tubular bed frame. Frd Keip reported that he is ready to start assembly of his Lycoming 290.

Minutes and treasurers report were approved as reported in the newsletter. Dave Alberti reported that he has membership cards ready. Dean Bourgeois reported that he would like to organize a flyout to Dodge Co. for a pancake breakfast on June 6th. Eric Anderson reported that he has one applicant for Air Academy. A tape was then shown of Jeff Point's first flight.

Meeting break for coffee and donuts which was then followed by a class on aeromedical factors and mental health given by Fareed.

Meeting adjourned at 9:30PM.

Respectfully submitted, Jim Hatzenbeller (Secretary)

Board Meeting Minutes for April "04"

The meeting was called to order by President Eric Whyte at Fareed Guyot's house at 7:45 PM. Jim Hatzenbeller, Dean Bourgeois, Tom Martin, Dave Alberti, Gert Van der Sanden, Allen Bruggink, and Fritz Jorgenson were present.

The minutes from the March Chapter meeting were read and accepted. The treasurer's report was also given and accepted. Programs for upcoming meetings were discussed. The tentative schedule is as follows: April, EAA Program titled "Countdown to Kitty Hawk." May will be a program on Jim Rodrian's glass panel in his Defiant. Also upcoming is a mini ground school seminar on ground procedures at towered and radar controlled airports.

Dean is still working on the fly out to Dodge Co. on June 6th for a pancake breakfast there. Contact Dean for more details. Eric suggested that a new chapter position be created called Chapter Historian. This would be a non-elected voluntary position. The person who volunteers for this position will be responsible for taking photos at different Chapter functions and also maintain the newsletters for the Chapter archives. A very easy job, especially if you are into photography. Contact Eric or any board member if you are interested.

Young Eagles: The Armed Forces week-end is still on this year at the 128th. Date is May 15th & 16th. We are planning to fly kids on Saturday and Sunday. Start times are 10:00 and 9:00 respectively. Set up will take place on Friday at 3:00. Pilots and ground crew are needed. A sign up sheet will be passed at the April Chapter meeting.

A discussion took place as to whether the Chapter should hold a pancake breakfast. A suggested month was September. This will be discussed in more detail at the next chapter meeting. It was felt that money generated from this event could be used for operating expenses and to maintain dues at the current level. It could also be used to upgrade the Chapter's tool library. A location was not determined.

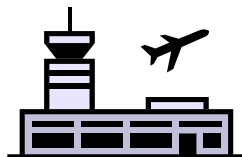
Announcements: The annual Chapter work part at Oshkosh will be on June 26th. The plan is the same as past years. Meet at Timmerman and carpool up or go up on your own.

Fareed would like to see more input from chapter members for the newsletter. If you have an article or something you would like to see in the newsletter, contact Fareed. Even a *letter to the editor* would be welcome. If you have any questions related to aviation, submit them and you may just find them answered in your newsletter. Possibly someone could submit a short article on the joys and challenges of building a new hangar. What to do and what to avoid.

Tom is looking for recommendations for a program for the Oct. dinner meeting. Dean reported that Chapter member Joey Coraggio was featured in the March issue of Sport Aviation. Joey is now a full fledged CFI, and flew his first student on Dec. 17th. It was reported that some chapter members were so choked up with pride, that it nearly brought them to tears reading the article. Dean is also looking for a person who would like to go on a morning talk radio program. Fareed volunteered to do this. Dean reported that there was only one applicant for Air Academy, and he will give the Young Eagle points to Eric Anderson for this person. It was also suggested that the Chapter list of Tech Counselors be updated. If anyone is interested in becoming a counselor, contact Eric. The question was also asked if there are any guidelines for leaving something to the Chapter in a will. It was decided that more research is needed to find an answer.

Meeting adjourned at 9:15 PM.

Respectfully submitted, Jim Hatzenbeller (Secretary).



AOPA presses Washington on access to Reagan National and ADIZ

AOPA President Phil Boyer told Congress last month that after two and a half years of being shut out of the nation's capital, it's time to reopen the door to all of general aviation.

At a hearing on permitting GA flights into Reagan National Airport (held in the Signature Flight Support hangar), Boyer said that it is *also* time to rescind the Baltimore-Washington Air Defense Identification Zone (ADIZ) and once again permit GA pilots to access the national capital area.

Boyer told the committee members that the air traffic control system was never designed to do the things the ADIZ is forcing pilots and air traffic controllers to do. He quoted the National Air Traffic Controllers Association, saying, "Simply put, the Washington ADIZ creates an unworkable situation for both pilots and controllers. The

ATC system is being asked to perform a function for which it is not designed and for which it lacks the capacity.

Washington, D.C., Delegate Eleanor Holmes Norton (D) remarked that she had been unaware of the strain the ADIZ placed on air traffic controllers and asked Transportation Security Administration acting Administrator Adm. David Stone (who also testified) what had been done to alleviate that strain. When Stone said he would have to report back to the committee, Del. Norton formally requested that subcommittee chairman John Mica (R-Fla.) convene a future hearing on the ADIZ ATC issue.

How chapter members use internet resources at work

Homebuilt Parking meets the edict from EAA for longer hours on the Airventure Flight line from volunteers with cutting edge waste management technology



**This is your mechanic on Airplanes....
Any questions?**



Chapter News

CHAPTER FLY OUT JUNE 6th

Celebrate the 60th Anniversary of the Normandy invasion by joining the Chapter 18 Pancake Destroyer Squadron on a mission to Dodge County Airport. We will seek out and destroy Pancakes and all associated supporting trimmings, including coffee. The event is being held by the EAA Chapter based at Dodge County. If you are interested in flying and have extra seats available I am sure there are Chapter 18 members willing to take care of any empty seats. See Dean at the meeting for more info.

This is enough to nauseate you but.... From pages 23 & 24 of March Sport Aviation:

"Joe Coraggio celebrated the centennial of powered flight by giving a fellow University of Minnesota aerospace engineering student, Jason Mintz, his first hour of dual instruction at Eden Prairie's Flying Cloud Airport on December 17. Making the flying lesson even more special is that Joe had earned his flight instructor certificate four days earlier, and his aviation inspiration was a Young Eagles flight with Eric Whyte, who was

among the first Young Eagles. Eric and Joe met again later at the EAA Air Academy, when Eric was a Cliff Robertson instructor there, and Joe was attending thanks to the sponsorship of EAA Chapter 18."

Uncle Sam & Chapter 18 Need You!

All hands requested for the largest Young Eagle rally of the year during the return of Armed Forces Day 2004. We need pilots and ground crew. New and returning pilots are in for a special treat as ATC gives YOU #1 priority all weekend! Time tested procedures developed for the rally will allow even the most skittish ATC users to operate easily from Wisconsin's busiest airport.

What: Armed Forces Weekend Young Eagles Rally

When: May 15 10:00am until 4:00pm, pilot briefing at 9:30

May 16 9:00am until 4:00pm, pilot briefing at 8:30

Where: Gen. Mitchell International Airport <http://www.eachapter18.org/maps.html>

Parking: Public parking is at MATC South, with free shuttle buses to the base. There will be no public, on-base parking. However, we will have a very small number of parking passes and we will car-pool in. Meet at the MATC parking lot between 30 & 20 minutes before the pilot briefing.

We only need to supply our full legal names (first, middle, last), date of birth, and legal address. Pilots will have to sign a hold harmless agreement when you get on base, which the 128th will have filled out ahead of time. Those who did not receive an online application can submit volunteer information to:

Dean Bourgeois, EAA Chapter 18 Young Eagles Coordinator

(414) 571-0249 home (414) 322-0141 cell CarolynAndDean@wi.rr.com

Chapter 18 Fly-Market

NEW! FOR SALE: Lycoming O-290 D Excellent condition, no accessories, no logs \$1,600 call Jeff 262 895 6690 or e-mail jht@wi.rr.com

RV-8 tail kit:: completed (with primer) at Alexander Technical Center Wing kit, prepunched with landing light and A-kit (wing sensing unit) for Proprietary Software Angle of Attack Indicator Preview plans and all documentation for above \$7800. If you or any member of the Chapter is interested, you can contact me here (920.426.4827) or at home: smspangler@charter.net; 920.685.5457.

RV-6/A wooden fuselage jig for sale: \$75 (OBO - just trying to cover the cost of the wood). Available immediately. Jim Schmidt - 262-644-1506

FOR SALE: Lycoming O-235-C1 Engine Parts: Crankcase, oil sump, and rear accessory case with logs, \$850; 2 bare cylinders, chromed to standard, \$100 ea; set of connecting rods, \$100; starter, \$75; and MA3A carb \$75. Also, two flywheel/ring gear assemblies for O-360, \$75 each. Fred Keip, 262-835-7714 or fredkeip@aol.com

Somebody please buy this crap! You will be lining someone's pockets and possibly saving a marriage! Send classifieds to roperworld@sbcglobal.net

The Chapter 18 Newsletter of the Experimental Aircraft Association is a monthly publication and is distributed to all members in good standing of Chapter 18. Any articles, items, stories, etc., contained within are not to be interpreted as 100% factual. Reproduction and use of material printed in this publication is approved and encouraged, and permission of EAA Chapter 18 is not required unless stated otherwise. Kindly cite the source as the Chapter 18 Newsletter. Articles published herein do not necessarily reflect the opinions of the Chapter, the editor, membership, or officers.

The deadline for items to be published is Tuesday before the monthly meeting. All copy and other materials should be mailed to the Newsletter Editor at 5937 N. 64th St., Milwaukee, WI 53218 or emailed to roperworld@sbcglobal.net.

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