



Dodge County Flier



VOLUME 14 NO. 8

DODGE COUNTY AIRPORT, JUNEAU, WI

August, 2007

MEETINGS

2nd SATURDAY of the MONTH
9:00 a.m.

DODGE COUNTY AIRPORT

NEXT MEETING IS

Saturday, August 11, 2007

Bring a friend!

Board Meetings:
Same day and place as the chapter meeting.
8:00 a.m. sharp

Everyone welcome

CHAPTER OFFICERS

President: Randy Clark (920) 387-2166
Vice President: Kip Elliot (920) 324-9082
Secretary: Jeremy Wald (920) 485-4642
Treasurer: Glenn Ingram (920) 887-2507

BOARD OF DIRECTORS

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FLY-OUT DIRECTOR

Dale Wahl

NEWSLETTER EDITOR

Ron Romans
ronromans@milwpc.com

WEBSITE EDITOR

Brian Lerwick
Website: www.eaa897.org

PRESIDENT'S REPORT

I want to extend an invitation to all our EAA chapter 897 members to attend the August 11 meeting, everyone is welcome. Bring a friend! The meeting will take place at our chapter hangar.

The EAA convention has concluded for another year. I hope everyone who had an opportunity to attend had a great time. The message I got and also received on e-mail from EAA was about user fees. The future of general aviation is being threatened by the major airlines and may remove many of us from our favorite sport of flying.

Everyone in our chapter needs to contact our representatives in Washington and **voice our support for house bill H.R. 2881 which provides funding without user fees and object to propose senate bill S.1300.** Your comments must be received by congress before Sep. 07 after summer holiday for our lawmakers. The major airlines will not give up and we all need to work together to stop user fees.

Here are the addresses of our representatives in Washington;

Honorable Russell Feingold
U.S. Senate
506 Hart Senate Office Building
Washington, D.C. 20510

D.C. phone 202-224-5323

Honorable Herb Kohl
U.S. Senate
330 Hart Senate Office Building
Washington, D.C. 20510

D.C. phone 202-224-5653

See pages 5 and 6 for more information

Keep'er straight and level

Randy

The average number of people airborne over the U.S. in any given hour: 61,000

UPCOMING EVENTS

August 18 Wings and Wheels Blues Festival Reedsburg Municipal Airport, Reedsburg WI

4 p.m. to 11:30 p.m.

Enjoy a taste of Reedsburg, classic car show airplane exhibits and rides while enjoying 3 live blues bands. something for everyone. A great way to wind down the summer.

Jan Wirth (800) 844-350 E-mail: reedsbrg@rucls.net

August 19 Ice Cream Social Capitol Airport, Brookfield, WI

Noon to 5 p.m.

Ice cream sundaes, floats and cones, vintage aircraft display. Midwest EAA Chapter's Poker Run.

Dean London (262) 442-4622

E-mail: dhli@milwpc.com

August 19 Rich's Famous Pancake Breakfast Tomahawk Regional Airport, Tomahawk, WI.

7:30 a.m. to ?

Lots of food, static displays, kids activities, fly bys, airplane rides and demonstrations.

Jeff Melau or Bob Lussow (715) 453-5491

E-mail: jmelau@northernskiesllc.com

www.tomahawkairport.com

August 26 Brat and Bean Fly-in Blackhawk Airfield, Cottage Grove, WI

11 a.m. to 3 p.m.

Free young eagle rides for children 8 to 17 Midwest EAA Chapter's Poker Run.

Scott Nolinske E-mail: snolinsk@quarrastone.com

Gary Chenier E-mail: aviation@inspress.net

Don Ripp E-mail: donripp@hatmail.com

August 26 Burlington Municipal Airport Burlington, WI Lions breakfast and fire department lunch, antique tractors and cars. (262) 945-5920

August 26 Dodge County Airport, Juneau, WI

8 a.m. to noon.

Pancake breakfast sponsored by the Juneau Lion's Club. Airplane rides by Wisconsin Aviation.

Tim Bentheimer, Airport Manager (920) 386-2402

E-mail: tim.bentheimer@wisconsinaviation.com



YOUNG EAGLES

Contact:

Ed Lachendro (920) 885-3968

Glenn Ingram (920) 887-2507

Dodge Co. Airport (920) 386-2402

ZENITH PLANS OPEN HANGAR DAY SEPTEMBER 29

Zenith Aircraft Company's 16th annual Open Hangar Day and Fly In will be held Saturday, September 29, at the Zenith factory located at Mexico Memorial Airport (MYJ) in Mexico, Missouri. (Note: Original date was August 18.) Aviation enthusiasts, especially builders and owners of Zenith Aircraft kit planes, are invited to drive or fly in for the day, tour the company's kit production facilities, and meet other builders. For more information, contact Zenith at 573-581-9000.

CESSNA SKYCATCHER LSA



Cessna says it's taken more than 570 orders for its light sport aircraft, the SkyCatcher. Based on the projected \$109,000 sticker price, that's \$60 million in orders.

14 July, 2007
EAA Chapter 897 Meeting

President, Randy Clark, brought the July 14, 2007 meeting to order at 9:30 am.

Glenn Ingram made a motion to approve the minutes from the June meeting. Dennis Winkel seconded the motion. The minutes were approved.

Glenn Ingram gave the treasurer's report. Glenn reported that we still have accounts at two banks. The new funds are added to the Horicon Bank account, as we continue to spend down the existing funds in the U.S. Bank account. He stated that now would be a good time to move ahead with the gutters. He also said that the 2nd installment of the tax payment is due at the end of July.

Kip Elliot contacted Mark Mitchell about gutter installation. Mark came by during the June meeting to walk around the hangar in order to give an estimate. He thinks that 6 inch gutters would be better than 5 inch for our application. Randy Clark stated that Brian Field, from the county, still hasn't acted on changing the grade outside our hangar.

Randy Clark contacted, the EAA attorneys, Glenn Brant and Patty Arthur about our taxes. They stated that they think it is a federal matter and not a state matter. According to them, we should not have to pay real estate taxes. Randy Clark said that we are going to try to get all of our taxes back.

Ron Romans made a motion to approve the treasurer's report. Bob Mueller seconded the motion. The motion was approved.

Glenn Ingram said that the Young Eagles flights will take place the 2nd Saturday in Sept.

There are several general announcements. Dennis Winkel suggests attending the Wisconsin Aviation Polo event in August at North Lake. Tommy Cristea-Rist flew to Niagara Falls. It was a nice trip, about 3 hours each way. He also said that he filed for IFR, and thinks that he will be charged by the Canadian Flight Services. Dale Wahl has his Grumman for sale.

In the builders report, Tim Hoversten continues to work on his horizontal stabilizer. He put the rear wheel pants on, and said now he's gained 8-10 mph. He ordered the front wheel pant to see if he can gain a little bit more speed. Roger Vavra is putting a corvair engine in his 608. Ron Romans said that a group of members had the FAA come to the airport to do 5 inspections. The FAA will be back to check the list of issues that needed addressing. Cleo Kahlhammer ordered the materials for his Ultra-Cruiser. He also disassembled his engine and is starting to rebuild it.

Glenn Ingram made a motion to adjourn, Jeremy Wald seconded the motion. Motion passed.

Respectfully submitted,
Jeremy Wald
Secretary

1955 EAA FLY IN REMEMBERED

by Ron Romans

“Affordable flying for the working man.”

Overheard at the 1955 EAA convention at Curtis Wright Airport, Milwaukee Wisconsin, Now named Timmerman Airport. Members boasted about their scrounging ability and how they built their planes for \$200 to \$400. If you had Money, you could answer these ad's in the Experimenter classifieds;

J-3 Excellent fabric, low time engine, glass, tires, prop, perfect condition. License to August 8, 1956. \$475.00

Luscombe 8A, Perfect, new license, low frequency transmitter and receiver. \$975.00

Cars in the parking lot were Fords, Chevy's, and Plymouth's, nothing fancy or new, but the drivers had the biggest smiles on their faces.



Charlie Kaiser and I painted these signs. I felt part of a grass roots organization that made it possible for me to learn to fly and buy my first airplane.

We did enjoy ourselves!



Bridge Stunts Concern FAA

Local authorities and the FAA are wondering what to do about an apparent fad among some pilots in northern Michigan. For the third time in two months, aircraft have been reported flying under the giant Mackinac Bridge that connects Michigan's Upper Peninsula with the rest of the state. The last time an airplane was reported flying under the bridge was 1959. "Flying close to any structure will create a tremendous risk of danger. It's not only a threat to the pilot and the people in the plane, but also to those on the bridge," FAA spokeswoman Elizabeth Cory told the Traverse City Record Eagle. "There's a chance that wind or miscalculations could put you too close to a structure, any structure." The highest span of the bridge is 155 feet above the water. In early June, a helicopter flew under the bridge and witnesses apparently got a good enough look at it for the FAA to begin an investigation. On July 20, a floatplane flew under, but those who saw it couldn't provide a good description or N-number. The latest incident was July 30 when two red floatplanes performed the stunt, but it's not known if witnesses got their tail numbers. The FAA is encouraging people to report all such incidents with as much information as possible. Pilots face suspensions and fines if caught.

SECTIONAL CHART - Any chart that ends 25 nm short of your destination.

SERVICE CEILING - Altitude at which cabin crew can serve drinks.

SPOILERS - FAA Inspectors.

STALL - Technique used to explain to the bank why your car payment is late.

USER FEES WILL GROUND MANY OF US

Fees would likely be assessed for all manner of services with no cost control oversight, giving the FAA license to arbitrarily raise the fees to cover “expenses” which today cannot even be accurately identified and accounted for. Some examples of the types of fees that have been imposed in other countries include:

- a. Weather Briefings Fees
- b. Flight Planning and Filing Fees
- c. Landing Fees
- d. Security Fees
- e. Other Airport Service Fees
- f. Written Test Exam Fees
- g. Airman Certificate Issuance and Renewal Fees
- h. Aircraft Airworthiness/Modification Approval Fees
- i. Potentially any contact with the civil aviation agency

A combination of these fees can run anywhere from \$10-\$50 minimum for a basic local flight to well over \$300 for a long cross country flight using a live weather briefing, flight plan, flight following, and landing fee.

Form letters do not work. Congressional offices are bombarded daily with hundreds of letters on a myriad of issues of concern to their constituents, corporations and lobbying interests. Staffers can smell a form letter writing campaign a mile away and will dump all similar letters into a pile and respond with a single form letter of their own. There is no substitute for a well-informed personal letter or phone call from a constituent in their home district. E-mail works but still gets less attention than a letter or telephone call.

Help us help you by writing your own letter in your own words. Feel free to use the facts and talking points outlined in this briefing paper to help frame and organize your thoughts, but please tell your own story in your own words. Ultimately, it is the impact of this issue on you that matters to us at EAA and to your congressional delegation.

The letter on the next page is to be a guide. Do not copy it, rather say what you think the result of the proposed user fees would mean to you. There is no substitute for a well-informed personal letter or phone call from a constituent in their home district.

Some current verses proposed FAA service charges

Aircraft registration	\$5	\$30	Replacement aircraft registration	\$2	\$45
Issuance of aircraft certificate	\$0	\$105	Issuance of social N-Number	\$10	\$80
Aircraft lien recording	\$5	\$130	Issuance of medical certificate	\$0	\$42
Issuance of new airman certificate	\$0	\$50	Airman certificate replacement	\$2	\$25

Honorable Herb Kohl
U.S. Senate
330 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Kohl:

I am writing to request that you strongly reject the terms calling for **user fees** on general aviation contained in S. 1300 "Aviation Investment and Modernization Act of 2007" and support any efforts to remove **user fee provisions** from this bill.

[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 homebuilt 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]*