

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – May 2007

101

Meeting Notice

**Tuesday, May 8th, 7 PM
CAP Building, Thun Field**

Program:

**First Flight Series
Jim Triggs**

Refreshments: Julia & Robert Barra

From the Secretary

April 10, 2007
EAA Chapter 326 monthly meeting

Tonight's program is by Greg Pike – Operation Deep Freeze

President Jeff called the meeting to order.

Visitors:

Curtis Burnett – Building a Dragonfly.
Chris Curkendall – Returning chapter member.

Project reports:

- Mike & Arleen – Installing wiring and autopilot on RV7A.
- Kevin – Finished the wings on his RV9A, starting fuselage.
- Jim – continuing to work on his RV8.
- Greg – Working on the fuselage of his RV9A.
- Dave – Wiring, Cowl & Baffles on his RV9A.
- Cameron – Ready for engine start on his RV6A.
- Bruce – Almost done with his LongEze.
- Jeff – Installed wings on his RV8, heading for a summer completion.

Treasurer report \$3954.72 in combined checking and savings.
Young Eagles – Lance made an appeal for more help filling positions on the team.

- Registration positions
- Parking & Safety
- Telephone scheduler
- Setup help
- Clean up help
- Flying – Seats 8

Thun field advisory council is meeting again in April; more info will be emailed out.

A group is going to buy a set of digital scales to weigh planes. Jeff is coordinating the purchase of the scales and looking for anyone that wants to donate towards them.

Jim Triggs – First flight information. 17 people are already signed up for the flight advisor program. 20% - 25% of all homebuilt accidents happen during the first flight or subsequent test flight program. Jim gave a good description of the types of runways that we should be looking for when thinking about your first flight. How long, what services, etc. One sample pilot did some unintentional flying while trying to high speed taxi.

- RV7A – pilot with 1170 hours, CFI rated, no Medical
- Only experience 152, 172 – no transition training completed
- Medical and transition training were scheduled
- Decided to taxi test his RV7A
- First at 40kts everything was fine
- Then ran the prop in full and within a heartbeat it was accelerating and off the ground
- Pull the throttle to idle and bounced hard twice.
- Applied full power, rolled left swung 90 degrees and staggered into the air.
- Low on fuel he flew one circle overhead, had large vibration due to a prop strike
- Landing full flaps, throttle idle, high sink rate, bounced, nose collapsed
- Airplane flipped over on it's back.
- Airplane totaled, no insurance, no airworthiness, FAA charged him with reckless flying

“High speed taxi testing is at best an ineffective exercise...”

Greg Pike flew 141's for 14 years, flying C17's for the last 7 years. He's been flying Deep Freeze since 1991. Deep Freeze is an airdrop operation to Antarctica. They work for the NSF to haul their equipment and people down to the base on the continent. The program has been going on for over 50 years.

The flights are based from Christchurch, New Zealand and conducted during our winter, which is their summer season. They flew 780,000 lbs of telescope equipment that was being setup to investigate deep space. Each flight hauls about 100,000 lbs of gear.

All of the equipment and base buildings on the South Pole are stocked and supported by C130's on Ski's. They fly out of McMurdo station and fly shuttle flights between the remote bases. The C17's can only land at McMurdo on the two larger runways built out of ice. One is fixed in location but farther away,

while the other is built each year depending on the ice flow. The flights down are 2000 miles in length. A key part of the flight is the decision point where you have to determine the weather at McMurdo and decide if you can land, or you return to NZ. 3000ft ceilings are desired at the decision point so there is some margin of weather if it gets worse along the remaining flight. Temps run minus 35C to minus 40C on a good day.

When the season starts the runway is 8ft thick and very cold. Under those conditions they can land at 450,000 lbs. Later in the season the ice gets thicker but weaker and the planes can create a wave of liquid water flexing in the ice. They put snow on the runway to give it traction and it lands much like a wet runway would. The runway is 10,000ft long.

Fatah Morgana – optical illusion that makes the horizon distort.

Cargo includes: People, Supplies, Helium (Liquid), Helicopters, and more! Down at the South Pole station everything is brought in and out. Even sewage is flown back out of the station. Water is melted from the snow via the generators. They really are a zero footprint operation with nothing left behind. Everything at the station is flown in on C130 planes. The south pole is at 9300ft elevation, so the drop's for aerial cargo are done at over 10,000ft elevation.

FAA Rebutts User Fee Opponents' Claims

Tue, 24 Apr '07

This paper clarifies some key aspects of the reform proposal with respect to the GA community.

Myth: The proposal forces GA to pay more than its fair share of the FAA's costs.

Facts:

The Administration's proposal is based on an air traffic cost allocation that assigns the costs of over 600 different line items to users based on who drives the cost. This allocation is simple and transparent, but also extremely thorough. It uses the most granular and comprehensive cost and activity information the FAA has ever had.

The allocation found that GA drives approximately 16 percent of the costs of air traffic services. Nearly 10 percent is related to high performance GA aircraft such as corporate jets, while 6 percent is related to piston GA aircraft. These figures do not include flight service stations, which largely serve the GA community.

In contrast, GA currently contributes just over 3 percent of the taxes that flow into the Airport and Airway Trust Fund.

The proposal would increase GA's share of the user taxes and fees to 11 percent — with 10 percent coming from jets and other high performance aircraft and only 1 percent from piston users. While this is higher than GA's current share, it is still well below their share of the costs. This is because the Administration's proposal would have the general fund pay for the costs of towers at airports with less than 100,000 commercial enplanements. These towers primarily serve the GA community.

Myth: The FAA's cost allocation assumes that "a blip is a blip" and doesn't account for airlines driving the costs through peak usage, while GA is only a marginal user.

Facts:

The cost allocation recognizes that a piston "blip" does not drive the same costs as a jet "blip." It also recognizes that a flight into an airport like Cheyenne, Wyoming drives very different costs from a flight into Chicago O'Hare.

However, the cost allocation does assume that a corporate jet flying the exact same flight as an airline jet uses the same services and drives the same costs.

The allocation divides air traffic services into six different categories with different cost structures (including three different categories of terminals). This methodology recognizes that busy facilities are more expensive and only assigns costs for those facilities to those who use them. For instance, the thirty large hubs, where commercial turbine activity accounts for over 92 percent of the operations, have an average cost per operation nearly 50 percent higher than our middle group of terminals and over five times as high as our low activity towers.

The allocation also assigned 100 percent of the costs of an approach control facility to the largest terminal category it serves. For instance, all of the costs associated with the New York TRACON went into the large hub group, in recognition that Newark, LaGuardia and Kennedy drive most of the TRACON costs. GA flights to Teterboro may use TRACON services, but are not allocated any of the costs.

Each cost item is allocated between the two principal users: 1) High performance / turbine and 2) Piston/Helicopter. In virtually all cases (except for the smallest towers), piston users are considered marginal and therefore are not assigned the fixed costs of the system.

Myth: The proposed tax increases will ruin general aviation in the United States.

Facts:

We listened to the GA community's input that fuel taxes were the most efficient and least disruptive way to recover costs from GA users.

It is important to keep the proposed fuel tax increase in perspective. Federal fuel taxes currently average approximately 1.5 percent of the total operating cost of a GA plane.

Under the Administration's proposal the average federal tax burden would rise to just under 5 percent of operating costs. (This is similar to the federal fuel tax as a percentage of operating costs for automobiles.) In other words, total operating costs would increase roughly 3 percent.

The last adjustment to the GA fuel tax rate was in 1990. Simply adjusting the fuel tax rates for inflation would result in rates of roughly \$0.36 per gallon for jet fuel and \$0.32 per gallon for aviation gasoline. However, these rates would still not cover the air traffic control costs that GA activity drives.

Fuel prices over the last five years have increased by much more than the proposed tax changes. While any increase to the price of flying has an impact on demand, the GA community is thriving despite the recent fuel price increases. According to data from the General Aviation Manufacturers Association, 2006 was a record

year for GA aircraft orders. Aircraft shipments and billings increased over 35 percent between 2001 and 2006.

Under our proposal, we estimate that a large corporate jet flying from Teterboro to Tampa would see an increased cost of approximately \$600 — compared to a total operating cost of roughly \$13,000. This increase includes an estimated user fee of \$79 for landing at Tampa International; if the flight uses an alternate airport in the Tampa area, no user fees would apply to the flight. Under the current system, this GA jet currently contributes approximately \$236 in taxes to the system, while a 150-seat airline jet flying from New York to Tampa contributes nearly \$1,300.

A typical small GA piston aircraft would see an increase of roughly \$4 per hour, or \$500 per aircraft over the course of a year. This increase should not stifle general aviation activity. No user fees would apply if the flight does not land at or depart from one of the 30 large hub airports.

The bottom line is that under the current system, the family of four taking a budget vacation is subsidizing the CEOs flying on a corporate jet. Reducing the current GA subsidy may result in some rationalization of behavior, but we do not believe the changes will be dramatic.

Myth: The proposal could force GA to pay user fees for terminal airspace.

Facts:

The Administration's proposal does not include any user fees for GA to fly through Class B or any other type of airspace. Based on stakeholder feedback, we recognize that some of the legislative language may be less clear than we had intended on this point. The FAA would be amenable to suggestions on how to clarify this language to align with the intent.

User fees would only apply to GA when landing at or taking off from one of the 30 large hub airports. These are the busiest, most congested airports in the system. They are in major metropolitan areas with other airports at which GA would not be subject to user fees.

The fee would be based in part on the weight of the aircraft. As a result, FAA estimates that the typical piston aircraft would pay a fee between \$4 and \$10 to land at a large hub airport — less than the cost to park a car for a day at one of these airports. And the fee would be completely avoidable if the airplane chooses to fly to another nearby airport.

**Van's Aircraft, Inc.
Service Bulletin**

Date issued: April 11, 2007.

Subject: Electric flap bearing retention.

Applies: RV-4, RV-6/6A, RV-7/7A, RV-8/8A, RV-9/9A.

Securing The Electric Flap Actuator Rod End

Synopsis: If the rod end bearing on the flap motor jackscrew is not secured, the rotation of the jackscrews may cause the bearing to unscrew and separate. This will render the flaps inoperative.

Action: A jam nut is provided and, properly installed and tightened, will secure the rod end bearing to the shaft of the jackscrew. As an extra precaution, Van's Aircraft, Inc. recommends drilling the end of the shaft and securing the connection with safety wire as shown in the accompanying illustration.

<http://vansaircraft.com/pdf/sb07-4-12.pdf>

Dear EAA Chapter:

I hope you will publish this in your Chapter newsletter. It is a great opportunity for EAAers to help general aviation, have fun, learn and win big money.

The CAFE Foundation, EAA's flight test agency for over 20 years, is hosting the first annual \$250,000 NASA flight competition on August 4, 2007, so time is short for members to join in.

Thanks
Brien

Brien A. Seeley M.D., President
CAFE Foundation
<http://www.cafefoundation.org>

**FAA Proposal to Extend Duration
of Medical Certificates**

NPRM Aimed at Pilots Under Age 40

The FAA's plan to extend the duration of first- and third-class airmen medical certificates for pilots under age 40 was announced in a [notice of proposed rulemaking](#) (NPRM) published Tuesday, April 10. The NPRM (Docket Number FAA-2007-27812) echoes Marion Blakey's announcement made during her "Meet the Administrator" session at EAA AirVenture last year: First-class medical certificates for pilots under age 40 would be extended from six months to a year and third-class medicals from three years to five years. Such action will help to make more resources available to accelerate the medical certification process for private pilots that need third class special issuance medical certificates.

Young Eagles Day
Thun Field – June 9th

end

Chapter 326 Staff

President	Jeffrey Liebman	253-531-6123	
Vice President	Robert Barra	253-988-2676	
Secretary	Andy Karmy	253-333-6695	
Treasurer	Norman Pauk	253-630-6396	
Newsletter Editor	John Brick	253-846-2617	jebrick@comcast.net
Photographer	Drew Karmy	253-333-6695	
Webmaster	Andy Karmy	253-333-6695	

Young Eagles Coordinator	Lance Newman	425-413-1764
Technical Counselor	Harold Smith	253-752-5480
Technical Counselor	Charlie Cotton	360-893-6719
Chapter Flight Advisor	Terry O'Brien	206-244-3619
Chapter Flight Advisor	Jim Triggs	360-438-1482
Chapter Flight Advisor	Marv Scott	253-691-5496
Program Coordinator	John Brick	253-846-2617
Biographer	Vacant	
Property Custodian	Vacant	

Chapter 326 Website <http://www.eaa326.org>

EAA Mount Rainier Chapter 326
C/O John Brick
8304 242nd St. E.
Graham, WA 98338