

LEADING EDGE

Photo by Lee & Corinn Hilbert

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Mission Statement

**Promote,
encourage
and facilitate
an environment
that fosters
safety, education
and high standards
in the design,
construction,
restoration and
operation of all
types of recreational
aircraft as well
as nurture
camaraderie
and friendship
amongst all
members!**

PRESIDENT'S PAGE



Steve Langdon

EAA Chapter 1414 Membership Directory is now available. If you haven't received yours, contact one of the officers or ask at the next meeting. Thanks to Ken Kresmery and his helpers for all the work to create the directory.



Our Guests for March were Russ Kulin and Jeremy Sells of Emery Air.

Our April meeting will feature Dick Hill receiving the Wright Brothers Master Pilot's Award.

Chapter Survey Arrives!

Last month all members should have received a Chapter 1414 Survey in the mail. It is important got you to respond to the survey for the future course of this chapter. Be as honest and forthright as possible. The chapter is here for one purpose; that is to serve you the members. Complete and return yours as soon as you can.

Welcome New Members

We gained five new members in March! Chapter 1414 welcomes Nicolas Panasenکو, David Shelton, Bill Moses, an Mike and Linda Maloney.

NOTE: EAA Chapter 1414 does not project or accept any responsibility for the participation by any newsletter reader or Chapter member at any fly-ins, functions, forums or events that may be publicized in this newsletter. All material herein of a technical nature is for reference only and is not necessarily recommended or approved by the editor of this publication or any official of Chapter 1414. This publication is produced only as a medium of communication amongst members and friends of Chapter 1414.

March Meeting

The March meeting featured speakers from Emery Air of Rockford. Russ Kulin and Jeremy Sells were on hand with new avionics technology and to advise us concerning new regulations and developments.



Russ tells us of new products.



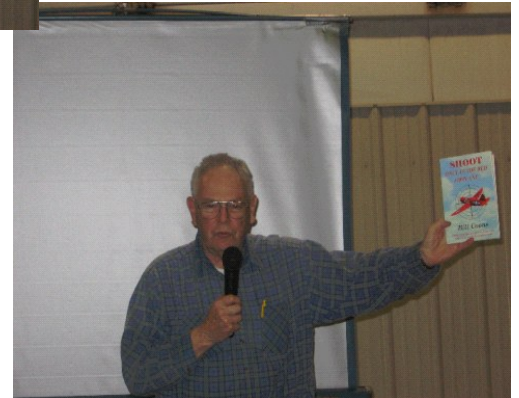
Jeremy answers tech questions.



Tom Murray announces L-Bird Fly-in plans.



Lee Hilbert on L-bird poster competition



Buck Hilbert with book by Bill Coombs

Events Calendar - 2006

- | | |
|--------------------|---|
| April 10 | Chapter 1414 Board of Director's Meeting, Poplar Grove AP Maintenance Hangar, 5:45PM
All Members welcome |
| April 10 | Chapter 1414 Monthly Meeting, Poplar Grove AP Maintenance Hangar, 7-9PM |
| April 17-23 | Sun 'n Fun Fly-in, Lakeland Linder Regional Airport, Lakeland FL |
| May 6 | Rockford EAA Chapter 22 Spring Fly-in/Breakfast, 7AM - Noon |
| May 12 | Vintage Wings and Wheels Museum Annual Gala Fundraiser, Orth Road, Poplar Grove |
| May 20 | Chapter 1414 Pancake Breakfast |
| June 16-17 | Blackhawk Vintage Classic, Blackhawk Farms Raceway, Rockton, IL |
| June 8-10 | L-Bird (Liaison WWII Aircraft) Fly-in. For information contact Steve Ross or Lee Hilbert. |
| June 10 | L-Bird Fly-in Pancake Breakfast. Everyone Welcome. |
| July 23-29 | AirVenture 2007, Oshkosh, WI |

Dick Hill to Receive Wright Brothers' Master Pilot's Award

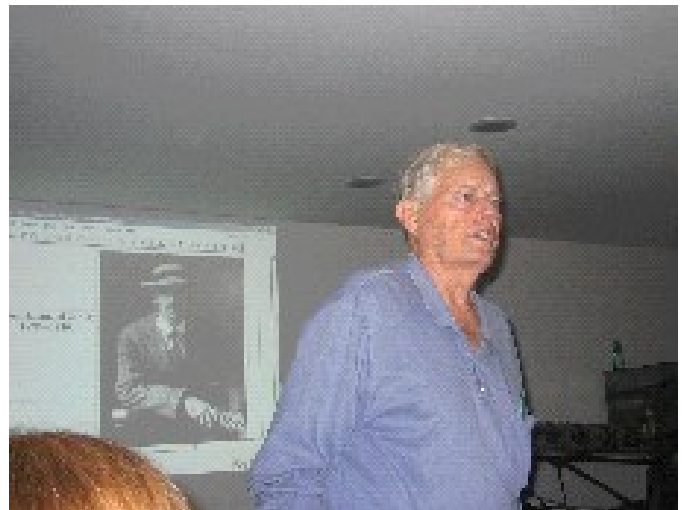
At our Chapter 1414's monthly meeting on April 10, 2007 Dick Hill will be presented with the Wright Brothers' Master Pilot's Award. This is an especially big year for Dick who on Sunday, May 20th will share a benchmark anniversary with none other than Charles Lindbergh. That date will mark the fiftieth anniversary of the beginning of Dick's airline career and the eightieth anniversary of Lindbergh's trans Atlantic flight. The Hill's will celebrate that day by hosting a joint meeting of the MAAC (Midwest Antique Airplane Club), the VAA (Vintage Aero Association) and Chapter 1414 Pancake Breakfast at Poplar Grove. We hope everyone will join us and enjoy all the fun, food and flying.

Dick has had an interesting and varied aviation career. He has barnstormed, towed banners, made aerial photography and survey flights, conducted air ambulance services and search and rescue missions. He has served as chief pilot, test pilot, ferry pilot, safety pilot, air traffic controller and Link instructor. He flew for the airline for thirty-one years and is one of the most experienced Stinson and Ford trimotor pilots. During his sixty-two year aviation career, Dick has been a flight instructor nearly the entire time. He currently holds ATP, CFI-II in ASEL, AMEL, seaplane and helicopter ratings.

As a flight instructor, Dick specialized in

unique types of vintage and military air craft. He is well known for his checkouts in military singles, Twin Beeches and Bamboo Bombers. There isn't much he hasn't flown. Dick is best known for his 'barnstorming' and buddy rides, giving thousands of free flights to anyone showing an interest in aviation. He also conducts flight instruction for young people who can't afford lessons. Dick especially enjoys giving rides to persons with disabilities and elderly individuals.

Dick has contributed in some way to all facets of aviation and has preserved our rich aviation heritage through his lifelong efforts as an historian, pilot and restorer. All the while, he has done so in an intense, devoted, yet unassuming manner. Most of his contributions were made through volunteering.



Dick has frequently shared his knowledge with Chapter 1414. He was a guest speaker at our September 2006 meeting. He spoke on the history of the OX-5 airplane engine.

Join us to share Dick's special evening on April 10 at the Chapter 1414 meeting.

Here is the conclusion to the article by Dick Hill that was begun in the February and March issues.

Those Beautiful Contrails

Or, the story of making the white line in the sky and viewing nature's other interesting sights from the air.

Contrails tell their stories in numerous ways. Jets can be seen superimposing their white lines on the mares tails and often there is a patchwork of them, criss-crossing while on their travels, even producing Roman numerals as their trails cross.

Reaching a radio fix or taking a change of direction from ATC creates a bend in the course, making a 'knee' in the trail.

The density of the cloud form and the length of the trails, gives an idea of the moisture content and possibly the severity of the approaching storm. Many frontal passages carry very little moisture, but there is usually enough to make the patterns of the mares tails and contrails.

Looking upward into the night sky these same things can be seen in the starlight. If you watch the strobe (stroboscopic) lights on a plane closely as it passes high overhead and you will occasionally be able to pick out the dim outline of its contrail following behind. This is most easily noted when the plane is cruising toward the angle of the full moon.

Another of the beauties of sky watching is the sun-dog phenomenon. Sun-dogs can be seen when the sun is visible through scattered clouds. They can appear in the same parallel of the sun, either to the right or left, but can appear upward or downward from the sun where the rays are refracted through the scatterings of clouds. They can even be seen in the colors of the rainbow.

They can also appear in the evenings as moon-dogs, when the moon is nearly full. They are called sun-dogs or moon-dogs because like a friendly dog, they follow alongside those heavenly bodies as they move across the sky. They are sometimes visible during sunrise or sunset when the sky is clear and blue.

Cold winter days often produce a thin layer of ice-fog near the horizon. As the sun enters this layer, a long red plume will form above the sun. This refraction of the sun's rays through the ice-fog will often last for several minutes.

Real rainbows, can be seen as they reflect the sun's rays while flying or driving past rain storms when you are within the mist or edge of the shower.

If you fly near enough to the rainfall, with the sun behind you, the rainbow will become a circle that will raise up along the side of the falling rain to your altitude. Then, as the rainbow becomes focused, it becomes a circular target of colors on the surface of the shower as you fly by.

The huge cumulonimbus clouds that form the thunderstorms have a beauty of their own. They stand taller than the mountains, up to forty and almost fifty thousand feet, but they offer little to the unaware.

People will drive thousands of miles to see the mountains, but ignore those wonderful piles of moisture on the way. The mountains will be there for thousands of years, while those huge clouds will disappear in a matter of hours, never to be seen again.

VIRGA is another phenomena that can be seen from the ground and also while flying in the lower strata. At times when too much moisture accumulates in a given area, it becomes too heavy to remain in cloud form, so it begins to fall from the cloud layer.

vir'ga, n. [Mod. L., from L., a twig, streak in the heavens.] in meteorology, long streamers or wispy streaks of water or ice particles falling from the base of a cloud but evaporating completely before reaching the ground.

I will let 'Webster' speak for me in the discussion of virga. It can become visible at any time of the year, depending on weather conditions.

It forms a curtain of either ice crystals or misty rain showers depending on altitude and temperature. The curtain will have waves that are caused by wind shifts as the Virga falls through different altitudes. In other words, when convection exceeds the amount of moisture that a cloud can carry, it condensed into these showers that are called VIRGA.

As the shower descends into warmer, drier air the moisture evaporates before reaching the ground.

Once while flying from Chicago to Detroit, I was cruising along parallel to a line of thunderstorms. I was in clear air about twenty miles north of the line. While watching the intermittent lightning flashes from over the copilot's shoulder, the formation became a huge, roaring engine, hundreds of miles long. It was like looking into the side of a visible, running engine so that you could see each cylinder firing as it took its turn.

Several years ago we made a trip to Seattle on a short vacation. It was getting late in the evening when our trip departed for home. It was dark by the time that we were crossing the Dakotas when we flew over a low lying

front. The cloud deck was alive with lightning that went up there with them.

for miles and miles in all directions, bouncing from cloud to cloud. It had thus formed a huge rug of flashes, like a shimmering spider web.

As you fly into the sunset or sunrise, the brilliant whites of the clouds begin to rust as their color turns to red. Contrails also take on the red tinge as the sun plunges toward the horizon and as darkness takes over, the trails also sink below the horizon.

Actually, instead of a sunset, you are witnessing a horizon rise! As the world turns, the horizon rises, but the sun remains stationary. In the morning we witness a lowering of the horizon, like looking over the rail of a boat as it rolls in rough sea. Hopefully the boat does not tip completely over as the earth does.

Looking downward while climbing with the setting sun at your back or descending with the sun behind you, all of the road signs light up. The signs begin to brighten as your plane brings them into focus with your shadow. As your view of the road signs appear to move toward your evening shadow, they brighten and as they move out of your shadow, their brightness begins to fade. Reds, greens and amber lights show the way if you happen to be paralleling a major highway.

Following an interstate highway after darkness takes over, another different and beautiful example of an expanding light line shows up with a display of 'rubies and diamonds'. The line of taillights preceding you makes a ribbon of rubies, while the lights of oncoming cars gives an almost endless string of diamonds.

This array of colors below expands so that you can begin to see the dimming beauty of the roads that make maps of the terrain displaying the cities and their brightly lighted streets.

Approaching an airport at night with the huge street lights towering over the houses gives a third dimension while peering out from the plane. You can see the ground objects beneath them as you pass over. Their apparent movement over the terrain gives that 3D effect.

Some times, if it is foggy, there will be a halo surrounding each of the lights, tinged with its color. Then soon, you are on the ground, moving among the varying color patterns of lights. The reds, yellows, blues and greens are each designating the runways, taxiways, obstacles and then you might even see the airport's beacon beginning to twist and flash above you.

Look upward on most any clear day you can see contrails in the blue sky. Mares tails will be forming their featherlike patterns and you can imagine yourself right

They are like the mountains of moisture that are thunderstorms. Here again, no one pays any attention to those paintings and they, like snowflakes, make patterns that will never be seen again.

In flight, watching the contrails appear at sunrises and sunsets always called your attention as you swept the horizon for traffic. Now, when seeing them from the ground they remind you of those early departures and landing approaches that you have made while flying in the vast expanse of the blue sky.

Time passes, retirement removes you from the left, front seat in that high strata and you're no longer making the contrails. Now, you silently observe while others make the trails, giving back wonderful memories of the beautiful contrails that you, yourself have made.

Sun rise, sun set, quickly fly the years...



CONTRAILS

**An Original Story Written by,
Captain Richard C. Hill**

**North Central to Republic to Northwest.
From the DC-3 to the Boeing 757/767,
Illinois Aviation Hall of Fame, class of 2001.
Wright Brothers Master Pilot Award, 2006.**

Edited by,

Jeannie C. Hill

**Member: Board of Directors EAA Vintage
Aircraft Association**

Board of Directors EAA Chapter 1414

**Board of Directors Vintage Airplane
Association.**

**Board of Directors Classic Car Rally,
Lake Geneva, WI**

Airplane of the Month

What our members are flying...

George York is the owner of April's Airplane of the Month. It is hangared at his farm, but it is seen regularly at Poplar Grove Airport.



Forney F1A Ercoupe

Engine	C90-12F	Max. Weight	1450 lbs.
Avionics	Narco Nav/Com	Seats	2
Length	20' 2"	Wing Span	30' 1"
Fuel Capacity	24 Gal.	Engine Limits	2475 RPM
Airspeed Limits			
Maneuvering	108 MPH		
Max Structural Cruising	114 MPH		
Never Exceed	144 MPH		

George says that he chose this airplane because it is fun to fly. It drives just

Bob Porter is a member of Chapter 1414. His wife, Jean, felt that we would enjoy reading the following article. It was written by Tom Solar, president of EAA Chapter 790. It appears here courtesy of Bob, Jean and Tom.

Robert Porter, Aviator Extraordinaire

By Tom Solar

Bob was born in 1926 in Milwaukee, Wisconsin. He graduated from Pewaukee High School and enlisted in the Army Air Corp in 1944. Bob received military and preliminary cadet training in Houghton, Michigan. When the War was over, pilot training was discontinued and he was honorably discharged after 18 months service.

After the war he found a job working in Milwaukee. Pursuing his love for aviation he obtained his private license through the GI Bill at Mitchell Field in Milwaukee. He received his training in an Aeronca Champ within the allocated 40 hours. The Champ was not equipped with a radio, so he received all of the Tower communications via light signals. In 1946-47 Bob obtained his Commercial license at Curtis Wright Field in Milwaukee, now known as Timmerman. Along the way he bought a Waco UMF5 airplane which had the Continental Engine contrary to the YMF which had a Jacob's Engine. He also acquired a Culver V w/retractable landing gear which was the last Culver built in 1946 and a homebuilt midget biplane named "Night Twister". "Night Twister" had a 4 cylinder in line engine w/63 rated HP. The engine was one of 3 built by the Tank Engineering Co. in Milwaukee, Wisconsin. One of these engines resides at the Poplar Grove Museum and one belongs to Dennis Trone also at Poplar Grove. He eventually sold the Waco and bought a Luscombe model 8a in 1951. He was spending all of his hard earned money on airplanes prior to going to work for Steve Wittman.

The Steve Wittman Connection:

A friend of Bob's also named Bob, Bob Huggins, heard that Steve Wittman was shopping around for a good race pilot for his Midget Racer "Buster". Bill Brennard, Steve's previous pilot in "Buster", took a full time job with Marathon Paper Co. flying for them out of the Winnebago Airport.

Bob Huggins was an older pioneering pilot who also instructed WWII air cadets at the old Curtis Wright Airfield. Bob had managed numerous airports including; Wau-paca, Capital, Ft. Atkinson and Brown Deer. Bob relates an interesting experience Huggins had. In order to qualify for Midget Racing, the pilot had to prove the airplane could withstand 6 g's. This was accomplished by installing an accelerometer in the plane. While Huggins was testing out a certain racer, he noticed the accelerometer was not working properly. Just then the wings collapsed and Huggins had to bail out. Successfully!



Bob Porter in "Buster" with Steve Wittman

In 1951 Bob Huggins phoned Steve and informed him of a young man that would make a fine racing pilot. Hence Steve called Bob and requested an interview. Bob went to Oshkosh where Steve was the manager of the Winnebago County Airport (later named Wittman Field) Steve had Bob fly "Buster", the Midget Race Plane. Bob realized his "Night Twister" was harder to fly than "Buster". After the interview, Steve let Bob know he was interviewing someone else as well. Some time later Steve phoned and offered Bob the position.

The typical payment conditions for racers back then was 40% of the winnings and retain the trophies. Steve made a unique offer to Bob, no percentage and no retaining any trophies, but work at Steve's shop at a much reduced pay than he was getting. Bob's duties were to race, repair planes, clean up the shop, obtain an instructors rating and instruct new pilots. Bob jumped at the chance and worked for Steve for the next four years. Bob was 22 years of age. This period of time was towards the end of the Cleveland Race Era.

The Cleveland Air Races

In the 1930's the Cleveland Air Races, held at the existing Cleveland Airport, was the most popular national sport. Prior to the war all racers were homebuilts. Some of these racers were Roscoe Turner, Steve Wittman, Tony Lavier-who worked at Lockheed's Skunkworks, Bill Brennard, Art Chester, Bennie Howard and Jimmy Doolittle. After the war modified fighters, i.e. P51's, and P38's were raced. This required a larger circumference race track and was not entirely viewable by the spectators. The viewers preferred the Midget Racers since their air track was about 1-1.5 miles in length and easily viewed by the spectators. In 1949 Bill Odom was flying a P 51 Mustang owned by Jackie Cochran. Bill lost control of the aircraft. The plane crashed into a farm house and killed the lady inside as well as Bill. This was the death knell of the Cleveland Air Races. There were only a few more races, thereafter, held at Cleveland. Bob never flew at Cleveland.

Buster"

In 1931 Steve Wittman started with stock parts and decided he could build something himself and he called it "Chief Oshkosh". Steve raced the "Chief" up until 1939 when the war started. The "Chief" was a continuing evolution with what Steve wanted out of a race plane. In 1939 he hung up "Chief Oshkosh". Later on he took it down and put new wings on it and made some other modifications and took it to Cleveland and won the race. Steve made money racing throughout his career. "Buster" was "Chief Oshkosh" reinvented with a wing span of 15 ft 1 inch. Steve invented conventional slab flexible landing gear which he used for "Buster". He later patented it and is now the gear of record on most Cessna general aviation light aircraft.

In 1948 Steve built an improved version of "Buster" called "Bonzo". He also built a "Bonzo" I in 1937 or 1938 which was in the unlimited class and was powered by an inline Curtis D12 engine. "Bonzo" I was one of the two fastest aircraft during that time period; Howard Hughes flush riveted racer was the other. In 1939 "Bonzo" I flew 325 mph in level flight, faster than any top of the line military aircraft of the time. So there were two Bonzo's and the unlimited racer is in the EAA museum.

In 1952 Steve wanted a two place plane to fly around the country, so he built the "Tailwind" which was initially called the "Magic Carpet". It was the best built homebuilt around at the time and Steve would frequently fly to the early EAA meetings. He eventually sold the plans. Paul Poberezny's plane shown in Mechanix Illustrated was the "Baby Ace" of which he later bought the rights from the Corben Company near Madison, Wisconsin. Steve later built a two place plane called "O&O Special", Ocala to Oshkosh. A 200 + mph plane which would fly non stop.



Here is a picture of Bob with his plane "Night Twister". He owned this plane at the time of his employment with Steve Wittman. Note: The engine and picture of this plane and story of the engine from Tank Engine Company can be seen at the Poplar Grove Museum.

Midget Air Racers

Just like in any sport there were guidelines for these aircraft. They all had the same engine, a 190 cubic inch Continental Model 85, which put out 85 horsepower. The gross empty weight needed to be no less than 500#s. It had

Leading Edge

to have fixed landing gear, a fixed prop and while jacked up in the cruise state had visibility requirements. The pilot had to sit upright, not prone and must be able to view the ground from looking over the front cowling and at a fixed point over the wings leading edge. There were no radios and the main tires were minimum 5", with usually very small tail wheels. The engine could be either tractor or pusher configured and often reached Rpm's of 3900 with a high pitched prop. The specs came out in 1946 and the first Midget Race was in 1947 and sponsored by Goodyear. These planes reached speeds from the high 190's to the low 200 mph's on a course from 1.5-1.75 miles in distance.

1950 Detroit National Air Races replaced the Cleveland Air Race. Bob's race training from Steve Wittman included picking out some trees or structures and flying around them west of Oshkosh. In 1951 Bob entered his first race. Some of the towns were Chattanooga, Tennessee, Redding, Pennsylvania and Detroit. His best finish was 2nd at Chattanooga, Tennessee. Steve in the meantime flew "Bonzo" II which was also donated to the EAA museum along with some trophies. Bob's last race for Steve was in 1954 at Danville, NY. Bob had flown 8 races. Midget Air Racing was over. In 1954 a contact with the Smithsonian Institute asked Steve if he would donate "Buster" to the air museum. Steve agreed and later in the year, he and his wife flew their 190 with "Buster" and Bob following. Upon arriving at the National Airport in Washington, Steve called the tower and received permission to land. He also received permission for "Buster Bob" to receive light signals for landing. Upon landing, Steve would not permit the

Smithsonian to disassemble "Buster". The fabric, which was cotton and Nitrate dope, was uniquely connected with the wings in such a manner, that major restoration would need to be accomplished in order to reassemble the plane. So, the Smithsonian got permission to tow "Buster" through the streets of Washington, DC early one morning with Police escort. It hangs in the Smithsonian Air Museum as a reminder of the heyday of Midget Air Racing, which delighted so many spectators. A fitting closure for Midget Air Racing ... But not quite.

*"Buster" at
The Smithsonian
Museum*



Bob's Real Job

With the demise of air racing, Bob began to look for a real job. In 1955 he landed a job with United Airlines flying Piston, Turbo Prop and Jet airplanes. From Convair 340's, Viscounts, Caravelles, captain on DC6's, DC 10's and Boeing 727's in 1986 at the age of 60 Bob retired from United.

More on Bob Next Month

Buy, Sell, Trade, Give Away, or Participate!

Classified ads may be submitted by any member free of charge.

If you have an item to throw away, don't! List it here.

Remember one man's trash is another's treasure.

If anyone needs some help, list it here.

Adds will run for three months unless cancelled or renewed.

For Sale

Four Sitka Spruce Panels. Available for wing or tail spars, parts making, etc. Panels are 3/4" long X 10" wide X 18" long. Bargain priced at half off the retail. Call Lon Danek at (847) 381-4286.

Lon Danek knows of a very nice Tailwind available for sale that is hangared at Poplar Grove Airport. He believes that it should stay in the area. Here are the particulars:

Wittman W-8 Tailwind, VFR panel, transponder/intercom, 1298TTAF, 559SMOHE, restored in 1995, C90-12F Continental. Slick mags and harness, auto gas. Plane has always been hangared and is in very good condition. 135 mph @ 5.9gph, 170 max. Contact Dick McClung, (815) 397-8091.

Chapter 1414 Logo Apparel

Jacket	\$60
Wind Shirt	\$35
Polo Shirt	\$25
Cap	\$15
Nametag	\$ 5

Hats available in twelve colors!

Ask about other item colors,

Order at next meeting or

online at eaa1414.org

Order form in April Survey

EAA Chapter 1414 Pancake Breakfast

**Sunday
May 20, 2007**

Don't Miss the Fun!

A Gathering of Army Liaison Aircraft

June 8-10, 2007

**Vintage Wings & Wheels Museum
Poplar Grove Airport**

Visit www.armywingsandwheels.com
for more details.

Cover Photo

This month's cover photo was furnished by Lee and Corinn Hilbert. Lee says, "We were Just East of the mountains in Wyoming enroute from Billing Montana to Rock Springs Wyoming, flying along at 13000 ft to stay above at that point. Corinn and I were flying Frank Herdzina's RV-6A." See the September 2006 for Lee's story.

Other photos in this issue are courtesy of George York, Bob Porter, Dean May and Alex Von Bosse.

We Want You!

**Be the next cover photo or airplane centerfold.
Mail, email, or hand your pictures to the editor**

**Glenda May
msyge46@verizon.net
(815) 544-0215**

Visit the website for more aviation ads!
There's lots of other fun information, too.

Have you completed your chapter survey yet?

EAA's Case Against User Fees

EAA is continuing to work with other general aviation organizations to oppose the FAA's proposal for funding the nation's air traffic control system. The funding plan, which reflects the advocacy of the powerful big-airlines lobby, would implement user fees and sharply increase fuel taxes to replace the current, time-tested system of excise taxes on aviation fuel and airline passengers. EAA and the other general aviation groups view this as nothing but a ploy by the airlines to offload more of their costs onto general aviation while grabbing more control of the nation's airspace. Meanwhile, their proposals would require the establishment of a new and potentially costly bureaucracy.

In the past 10 years, the airline industry received a \$5 billion government bailout, a \$10 billion loan guarantee program, and a shift of some pension obligations to the U.S. taxpayer. Now, as many airlines are experiencing a recovery, they want to jettison even more costs by imposing user fees on general aviation.

The airlines, represented by the Air Transport Association (ATA), falsely claim they pay more than 90 percent of all aviation taxes but make up only two-thirds of the operational activity in the system. Yet in the 35 airline hubs that receive the vast majority of FAA funds and resources, general-aviation operations account for only 6% of the total. For example, when general aviation was prohibited from operating at Washington D.C.'s Reagan National Airport in the wake of 9/11, overall ATC costs there were not affected.

However, the cost of the user fee proposals to participants in general aviation, including the many EAA members who enjoy personal flight as a pastime, would be sizable. The FAA's proposal includes new fees to pay for the costs of numerous certification and registration activities, such as: registering an aircraft (\$130), replacing an aircraft registration (\$45), issuing an original dealer's aircraft certificate (\$130), issuing an additional aircraft certificate (\$105), issuing/renewing a special registration number (\$80/\$50), recording a security interest (\$130), recording a security interest in aircraft parts (\$130), issuing or replacing an airman certificate (\$50/\$25), issuing an airman medical certificate (\$42), and providing legal title opinions pertaining to aircraft transactions (\$100).

And, of course, there's the potentially devastating 3.5-fold fuel tax increase, from 19.4¢ to 70¢ per gallon, and a series of other user fees for access to the nation's busiest airports.

The FAA maintains that its plan is essential for funding the creation of the next generation air traffic control system. Adding

insult to injury, the concepts and proposals for accomplishing this modernization entail greater restrictions and costs for general-aviation operations.

Meanwhile, projected revenue from a user fee system in 2008 would be approximately \$600 million less than the funds that would be raised by maintaining the current excise tax structure. The shortfall would persist, amounting to approximately \$900 million less funding from 2009 to 2012.

Another reason why general aviation opposes user fees can be found north of the border, in Canada: Ten years ago, when the ATC system was established as a government corporation (NavCanada), light general aviation was exempted from ATC and airport user fees. Now, despite an appeal to the Canadian Transportation Agency, general aviation light aircraft operators will pay charges for the use of seven important airports (including several reliever facilities) for the first time. According to the Canadian Aircraft Owners and Pilots Association, the airline community is viewing this as just the beginning of general aviation paying user fees in Canada.

Even more extreme examples of user fees harming or practically killing general aviation in numerous other countries add to the condemning evidence. Common sense indicates that any initial user fee scheme will eventually trickle down and be imposed on all flight-related operations.

The FAA's proposal would also transfer control of agency funding and oversight away from Congress and dramatically reduce public control of how the FAA exercises its discretionary spending.

"EAA remains categorically opposed to user fees," said Doug Macnair, EAA vice president of government relations. "Such a system will not enhance safety and it will not improve services. It will add barriers for thousands of recreational aviators while being a costly burden to the federal government."

How, then, do the big airlines and the FAA attempt to justify such an imbalanced, unfair, and flawed proposal? Their rhetoric asserts that "fat cats" in private jets should pay more for using the nation's ATC and other services. But it conveniently overlooks the oppressive effects their proposals ultimately would have on average aviation enthusiasts like the members of a thousand EAA chapters across the nation. Those chapters are made up of people who already make sacrifices to afford their enjoyment of personal flight. They should not have to underwrite big businesses' use of, and attempts to commandeer, the nation's airspace.

NOTE TO EDITORS: Conclude this article with a call to action. Ask the reader to write a letter or send a fax to the appropriate delegates in the U.S. House and Senate. Send the reader to eaa.org, which links to an action-alert page with more information and instructions.

Premeeting Checklist

- ____ • Bring suggestion for activities, etc.
- ____ • Your member profile for the Newsletter
- ____ • Any aviation article of interest that you would like to share
With the other members

EAA Chapter 1414 meets on the second Tuesday of the month in the Maintenance Hangar at the Poplar Grove Airport, unless notified otherwise in the newsletter.

The meeting starts at 7:00 PM. **Directions:** From Belvidere, IL, go north on Rout 76 approx. 3.5 miles and turn right at the main airport entrance. Make the first right turn and the hangar is on the left.

The Newsletter is always looking for interesting articles and pictures by our chapter members. Please submit anything you have written or would like to write something or have pictures that you believe would be of interest to the chapter membership. The preferred method for the editor to receive articles is by e-mail to: mayge46@verizon.net. Alternately, a ZIP disk or CD with articles written with any major word processor with a printed copy may be submitted to any board member at the meetings.

P.O. Box 399
Poplar Grove, IL 61065

1414

EAA CHAPTER

