

North East Pilots Association

April 2009 Newsletter

Published by the North East Pilots Association, a Chapter of the Illinois Pilots Association.
Pres: Jim Wertz Vice Pres: Ken Keifer Sec: John McConnochie Treas: Ruth Frantz

General Membership meetings are held at the Schaumburg Airport (06C), in the lower-level conference room, on the first Thursday of each month at 7:30 PM. Visitors are always welcome!

For information about NEPA membership, meetings, activities, etc. call Jim at: (630) 306-3219
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- Bob Frantz' IPA/USPA Updates & Contributions
- Meeting Minutes – March 5, 2009

NEPA General Membership Meeting

The next NEPA General Membership meeting will be held on Thursday, April 2, 2009. It will be at 7:30 PM in the lower-level meeting/conference room at Schaumburg Airport (06C). This month's program will be a video, "Air Power After World War II" (part 2 of series), presented by Bob Frantz

As usual, several of the members will be getting together for dinner at Pilot Pete's (upstairs) around 6:30 before the meeting. Please feel free to join them and participate in the conversation(s) and hangar flying. Hope to see you there!

The following was submitted by Ken Hermach:

The K-7 first flew on 11 August 1933



In the 1930's the Russian army was obsessed with the idea of creating huge planes. At that time, they were proposed to have as many propellers as possible to help carry those huge flying fortresses



into the air. Jet propulsion had not been implemented yet.



Not many photos were saved from that time, because of the high secrecy levels of such projects and because a lot of time passed already. Still, on the photo below you can see one of such planes - a heavy bomber K-7.



The following Updates were provided by Bob Frantz:

USPA EMAIL NEWSLETTER USPA LEGISLATIVE REPORT

Greetings! First, Here is an update from Washington, D.C. **\$7 Billion in Aviation User Fees in Obama Budget.** Aviation groups are raising alarm after combing **President Barack Obama's** first budget and finding the term **“direct user charges”** in relation to **FAA** funding. In fact, the **Obama administration** targets raising **\$7 billion annually**, roughly half the **FAA's** budget by **“repealing some aviation excise taxes and replacing these taxes with direct user charges.”** The changes would begin in **2011**. The language is on page 129 of the budget. **General Aviation** groups are unanimous in their opposition to the language.

Secondly, Both Airports Council International-North and the American Association of Airport Executives testified to the **House Transportation and Infrastructure Committee** on the need to direct economic stimulus funding to airport capital improvement projects. **John Clark, ACI-NA** chair and director of **Jacksonville International**, urges **Congress** to inject some **\$3 billion** into such projects. He related to the committee that airports get most of the funding for capital projects from the issuance of bonds; however, turmoil in the credit markets has made issuing bonds difficult for airports. **“That is why AIP funds are so important, “ Clark says. “Airports have over \$3 billion in AIP-approved projects that are ready to go in the next two years. Guaranteed funding from the federal government through the AIP program will ensure shovels in the ground at airports both large and small across the country in as little as 30 to 45 days after the enactment of...legislation.”**

Thirdly, Government Accounting Office (GAO) removes **FAA's NextGen ATC modernization program** from its **2009 High-Risk List** because of **FAA's** progress in addressing most of the root causes of past problems and the agency's commitment to sustaining progress. **FAA's** efforts have been yielded result, including deploying new systems across the country and incurring fewer cost overruns, says **GAO**, which added **FAA Air Traffic Control Modernization** to the **High-Risk List in 1995**. www.gao.gov.

Fourthly, following is an update concerning Missouri Aviation. Here is the only list of current Bills as follows:

Missouri House of Representatives 95th General Assembly, 1st Regular Session (2009) **Bills Indexed by Subject** **AIRCRAFT AND AIRPORTS**

HB 737 --- Sponsor: [Schaaf, Robert](#)

Decreases the percentage of an aircraft's true value in money to 7% when assessing personal property tax on certain aircraft

SB 535 --- Sponsor: [Days, Rita D.](#)

Creates the crime of breach airport security

Last Updated March 2, 2009 at 7:13 pm

NOTE: Your Web site address for Texas Legislation: www.texas.gov

Look for Transportation-Aviation, to search all aviation bills.

Web site address for Illinois legislation: www.illinois.gov

Look for Transportation-Aviation, to search all aviation bills.

All other states should follow this same format, to search your specific state's aviation and airport bills.

Remember, that as members of **USPA, MPA, TPA, TXAA, NMPA, NPA, IPA, EAA, AOPA**, or other pilot associations of which you may be a member, we have a powerful voice, in Missouri, Illinois, Indiana, Texas, or whatever state you may represent. Every group of taxpayers and pilots carries a strong voice to Washington, D.C., as well as at the state and local level.

We need to learn how to use our voices, and speak up for **general aviation**.

So let us not forget to exercise our rights and privileges, so we can continue to make a **“Difference for General Aviation.”**

UNTIL NEXT TIME!

SAFE FLYING!

Larry G. Harmon, Vice President
Government & Technical Affairs
United States Pilots Association
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USPA EMAIL NEWSLETTER **A REAL WITCHES BREW**

February was a great month for General Aviation. Our new President has outdone himself in adding to the woes of small plane owners and pilots. Lets start with holding hearings on the new proposed rule requiring all aircraft 12,500 lbs GW and up being subject to airline security procedures including pre-screening of passenger manifests and forcing operators to institute an approved security program. Never mind that compliance is almost impossible. What we do not need is TSA X-Raying our baggage and us removing our shoes before we go through the metal detector.

Then comes the replacement for the voted down proposal to ban small planes from airline served airports (some 450 at last count) around the country. We all remember Northwest Airlines CEO stating that we were the cause for the delays of the airlines because we share concrete and ATC with the big iron. They lost that battle. Now TSA is back with an emergency Security Directive that does not need Congressional approval. Beginning early in February and compliance mandated by June are new regulations requiring every one of those airports to institute a security program with mandatory badging of all pilots and owners utilizing the AOA areas of these airports. This little darling comes complete with a TSA background check (no fingerprints yet) and comparison with our names to the current "No Fly" list. Transient pilots must be met and escorted upon landing or return to their aircraft. One guess who is paying for all this. Try to understand why the fuel price at these airports will continue to rise as the airport authority seeks additional revenue to pay for all of this "security." Watch and see how many FBOs and service companies depart from these airports because of the additional costs in labor and expenses involved in implementing these programs.

A number of years ago, well before 9/11, I operated an FBO and a Part 135 charter service at Honolulu International Airport (HNL). We were all required at our expense to obtain AOA badges accepted at every airport in the

state. We were also responsible for any security breaches as leaving gates unlocked or giving access to someone who was not badged. These new rules will not recognize the AOA badge at any airport other than the one which issued it. Once again I ask, what additional benefit is the general public obtaining by this massive intrusion into our lives? Do we really think increasing TSA's payroll is beneficial to the country? I do not.

Last but no means least was the releasing of the new proposed national budget. It includes billions of dollars in "User Fees" to help fund the FAA. Was there any talk of reducing fuel taxes to the users? Of course not. There will be debate in Congress. What President Obama wants, generally he will get.

What we will get is the bankrupting of our country, the loss of our ability to fly at any reasonable cost, and boatloads of abuse heaped on us for opposing this man's drive down the road of Socialism. I bought and am paying for my airplane myself. I did not and will not ask others to help me pay for it. When are we as free thinking Americans going to realize that what is happening in this country is downright wrong?

This is how I see it. Feel free to offer rebuttal. Better still, come to the USPA meeting in Tyler, TX, March 12th through the 15th and give us your opinion in person.

Steve Uslan, President
United States Pilots Association
432-556-0120
432-362-6187 FAX

USPA EMAIL NEWSLETTER **DON'T KILL THE (TSA) MESSENGER**

Last night several Branson area people joined the Boone County Pilots Association at their meeting held in the terminal building at the Boone County Airport in Harrison, Arkansas. Since President Andy Anderson and his members join us up in Branson occasionally, and he knew we were concerned about the new TSA security requirements imposed on GA pilots operating out of air carrier airports, he especially invited us down for this meeting where the guest speaker would be from the TSA. So Paul, JC, Dr. Phil and I drove down and joined other Branson folks and a good number of

Arkansas pilots for a delicious fish fry with all the trimmings and spent a little time visiting with our neighbors to the south.

Since Great Lakes Airlines will be operating Part 129 at HRO in June, the GA pilots flying out of that airport have a particular concern about what the new TSA requirements will mean to them. What we've been hearing isn't good to say the least. Andy started out by saying that we have strong feelings for what he sees as an interference to our freedom to fly. So he invited TSA to give us the straight information about how this affects the Harrison Airport and other airports. He said these guys are just the messengers. He encouraged everyone to contact their Representatives and Senators in writing (hand written preferred) if we don't like it.

Randy Reddin, Transportation Security Inspector for TSA, distributed some "Airport Watch" publications and DVDs, information on the proposed Large Aircraft Security Program (LASP), and the new GA security directive. He had Rich Hamm, Deputy Director for the Little Rock Hub, TSA, on the phone and hooked up the speaker system in the building, which made for good two-way communication, we just couldn't see him. Rich's information was backed up with a Power Point presentation.

The first item presented was the Alien Flight Student Program, which is pretty much a past issue. Flight instructors need to document students' identity in both the flight instructor and student log books.

The second issue was Repair Stations, which is still under review.

The third issue was the Commercial Airport Security Enhancements, which is where most of the meeting time was spent. The fourth (and last) issue was LASP, on which the jury is still out.

Rich said we can find the new security language on the Internet by Googling "49 CFR" and then selecting "1542." He said most of the information is there. However, only airport managers get some sensitive information. He said some of the new rules are in effect now, but some directives have been pushed out a couple of months. The size of the airport determines which rules apply. In response to questions, he said he doesn't know of any airport that has the intent to require badges for

pilots flying in. However, it's up to the individual airports how they deal with their based pilots. I brought out the fact that giving individual airports so much leeway in how they treat based GA pilots could provide a new tool for those airports wanting GA out of the way. Of course, he said he couldn't speak to that. He just said it's not the intent of TSA to get GA off airports.

The purpose, according to Rich, is to identify people who have access to the air carrier airports, not to include tenant pilots, but airports can make it more restrictive if they want to. He said because of input by industry and alphabet groups, there are some changes being made. Clarification and updates are in the works. The airports are required to come up with a system that works for them—which could include valid pilot certificates and a badge and even background checks. The airports are responsible for all costs associated with the new security, as well as initiating enforcement of the rules.

In response to a question about what security or terrorist threats have occurred that these new directives are designed to eliminate or reduce, Rich said he doesn't have such a list, but he would see if that information could be made available to the Harrison Airport Manager. And all questions pertaining to why and its effect on GA were basically answered by saying that he can't speak to our concerns about GA going away with all these new security directives. As nice as the TSA men were, and as polite as the pilots were, it was obvious that these TSA representatives were not in a position to discuss anything other than how the mandated rules are to be implemented.

I believe the Harrison pilots are somewhat relieved since Rich told them they would not see any noticeable changes at their airport (an airport with the least amount of commercial air service). However, it left me feeling "raped." We have no control and we still don't know how much damage this will do to GA, what costs will have to be endured by pilots and airports in order to comply, what it will mean to us as we land at our destinations around the country and try to get back to our planes on those airports, and how much further GA will be depressed because of new rules for the "security" of the public, when we feel that GA is not a disproportionate threat. What about trucks, boats, shipping containers, etc.? General

Aviation in the U.S. will soon be reduced to the low levels of Europe and the rest of the world, and a multi-billion dollar industry will have dumped more unemployed on the rolls and decimated more investment portfolios. I hope we all enjoy being more "secure."

Jan Hoynacki, Executive Director
United States Pilots Association

Hybrid engine to debut in Germany

By Alton K. Marsh

An electric and gasoline engine for aircraft powered by engines of 140- to 200-horsepower will debut at the Aero show in Friedrichshafen, Germany, next month. Look for special reports on the show on AOPA Online.

Flight Design, Germany's manufacturer of the top-selling light sport aircraft now on the market, and Franz Aircraft Engines, developed the hybrid engine. "Rising oil prices and environmental regulations will begin to force airplane manufacturers to rethink propulsion systems. Flight Design is sure that, in the long-term, research developments for electric or hydrogen powered propulsion systems will provide realistic, useful solutions," said Flight Design CEO Matthias Betsch.

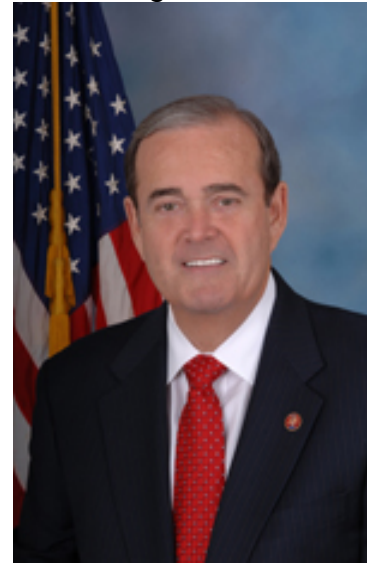
The design calls for the electric motor to be used only on takeoff and climb, adding an extra 40 horsepower. "The result is an optimized engine in respect to size, weight, and fuel efficiency for cruise flight, with additional 40 horsepower for takeoff, climb, or during an engine stoppage because of fuel starvation," said Betsch.

If the gasoline engine were to fail in flight, the electric motor could continue for five minutes. While it wouldn't be capable of keeping a typical 2,700-pound aircraft in level flight, the motor would give the aircraft a glide ratio of 25- or 30-to-1. First flight tests of the new powerplant will occur this year. Flight Design has begun preliminary talks with European aviation authorities on certification.

March 9, 2009

Aviation subcommittee members unconvinced on LASP

By AOPA ePublishing staff



Rep. Jerry Costello (D-Ill.)

Leaders of the House aviation subcommittee told the Transportation Security Administration (TSA) March 10 that they are unconvinced that the [agency's proposed Large Aircraft Security Program](#) is necessary.

In a roundtable discussion that included AOPA, key committee members indicated they thought the TSA proposal goes too far by attempting to impose airline-style security regulations on general aviation aircraft. Others noted that the TSA has far more urgent concerns than general aviation, while still others said the TSA had failed to convince them that GA represents a terrorist threat.

"We had a very productive roundtable and a wide-ranging discussion," said Rep. Jerry Costello (D-Ill.), chairman of the aviation subcommittee. "I believe this proposed rule is a solution in search of a problem and we will be monitoring it very closely. If the rule is formalized in its current state, we will seek legislative action."

Participating Committee Members

Chairman Jerry Costello (D-Ill.)
Ranking Member Thomas Petri (R-Wis.)
Rep. John Boozman (R-Ark.)
Rep. Leonard Boswell (D-Iowa)
Rep. Charlie Dent (R-Pa.)
Rep. John Duncan (R-Tenn.)
Rep. Vernon Ehlers (R-Mich.)
Rep. Dan Lipinski (D-Ill.)
Rep. Lynn Westmoreland (R-Ga.)

At the meeting, TSA Assistant Administrator John Sammon said that general aviation is not regulated today, and that's why airspace restrictions must be in place. He added that TSA doesn't know who is in the airplane or what they are carrying.

But general aviation is regulated in a variety of ways and pilot identities are no secret.

"The government knows exactly who I am and what I fly," AOPA President Craig Fuller told the roundtable. "They know where I live, and I have to get a medical every two years."

Following the meeting Rep. Leonard Boswell (D-Iowa) noted that passengers are also known to pilots, and that general aviation, and the entire country could be seriously hurt by the proposal.

"There is no doubt in my mind that the Large Aircraft Security Program as proposed by TSA would have devastating consequences for the GA community. This proposal is shortsighted, and does not take into account the many uses of GA operations across the country," said Boswell. "The pilot-in-command knows who is on the airplane and by no means would take anyone who may be inappropriate. This is a totally different situation from a pilot-in-command on a commercial flight who may have several hundred passengers on board.

"The economic impacts on communities across the nation, particularly in rural America where GA is an attractive transportation option to attract business development, could impede economic growth, and in these uncertain economic times, this is the wrong approach," added [Boswell who last month sent a letter](#) to the Department of Homeland Security expressing his concerns about the LASP proposal.

Rep. Vernon Ehlers (R-Mich.) put it even more strongly.

"One of the reasons I ran for public office was that I have always fought against stupid rules. This is a prime example of a stupid rule," Ehlers said.

"Simply put, the threat does not warrant this level of regulation. One might remember that the TSA issued a similarly stupid rule a few years ago which required all passengers flying into and out of Reagan National Airport in Washington, D.C., to sit in their seats 30 minutes prior to landing and 30 minutes after takeoff. I was able to lead the charge in Congress to get that useless rule overturned—it passed the House of Representatives by unanimous applause. Hopefully, the TSA will scrap this

proposed rule and Congress will not have to once again get involved."

During the roundtable, Fuller also brought up [AOPA's Airport Watch program](#) and the 866/GA-SECURE hotline to report possible terrorist activities. He noted that the small number of calls to that hotline indicates that GA is not a threat. In fact, some of the calls have come from concerned pilots over what turned out to be news media crews attempting to breach security.

Responding to the criticism, Sammon noted that the rule is still a proposal and the agency is going through a process to get the right answer. He promised a series of industry working groups to determine minimum weight, prohibited items, and who should be screened against a watch list.

"It was clear from our roundtable discussion that many members of Congress have serious concerns about the proposal and even the necessity of it," said Ranking Member Rep. Thomas Petri (R-Wis.) after the meeting. "TSA has an important job to do, and we question whether general aviation should be a priority when TSA has limited resources to address real risks. TSA indicated they will continue the discussion with the general aviation community, but they really need to reassess their entire approach. I agree with my colleague Rep. Vern Ehlers who said, "I have a genetic defect, I hate stupid rules."

Other committee members participating in the meeting were Rep. John Boozman (R-Ark.), Rep. Charlie Dent (R-Pa.), Rep. John Duncan (R-Tenn.), Rep. Dan Lipinski (D-Ill.), and Rep. Lynn Westmoreland (R-Ga.). Other aviation groups represented at the meeting included the American Association of Airport Executives, the Experimental Aircraft Association, the General Aviation Manufacturers Association, and the National Business Aviation Association.

March 12, 2009

USPA EMAIL NEWSLETTER **OBAMA DISARMING AIRLINE PILOTS**

According to a story in NewsMax.com, Obama is quietly taking steps to shut down the program that qualifies commercial airline pilots to carry firearms in cockpits in order to ward off 9/11-type attacks, by diverting \$2 million from a program which trains and certifies carrying pilots. Instead, the money is

going to finance more inspectors to discipline pilots who step out of line.

Since Obama took office, the certified carry program for pilots has been halted, and pilots aren't speaking out for fear of retaliation.

Paul Valone, a Second Amendment advocate who directs Grass Roots North Carolina (GRNC.org), is calling for citizens to contact their congressional representatives to protest the administration's anti-gun actions.

Pilots are already required to pay for their own room and board during training, and use paid leave for the time they're off the job. Every six months, the program requires them to be requalified for firearm use. Valone says the Obama administration is "dismantling yet another layer of defense against terrorism and defying the will of the American people."

According to the *Washington Times*, about 70 per cent of airline pilots have military backgrounds. And with airport screening less than 100 per cent effective, armed pilots provide a second layer of defense.

It appears only anti-gun extremists are happy. I'm not. Are you? Maybe you should call your elected officials.

Jan Hoynacki, Executive Director
United States Pilots Association

NTSB issues draft report on SkyCatcher test incident

A preliminary report released Tuesday by the NTSB shows that last week's crash of a Cessna 162 SkyCatcher during a test flight was complicated by problems with the airplane's ballistic parachute recovery system. The chute opened properly during a "rapid and disorienting spin," but then failed to release after the aircraft stabilized. Though the Cessna landed with only minor damage, it was dragged along by its chute for more than half a mile, and sustained heavy damage. [AVweb](#) (3/25)

Report: Former union chief to get FAA nod

President Barack Obama is set to name the former head of the Air Line Pilots Association to lead the FAA, *The Wall Street Journal* reports. Sources say Randy Babbitt was offered the job weeks ago, pending successful background checks, but the nomination has gained new urgency following several high-profile crashes. Babbitt's initial priorities would likely be settling a long-simmering standoff between the FAA and air traffic controllers, as well as rolling out -- and paying for -- the NextGen system. [The Wall Street Journal](#) (3/25)

NEPA Meeting Minutes

March 5, 2009 (Thursday)

Schaumburg Airport (06C)

The meeting was called to order at 7:38 pm by President Bob Frantz.

Attendance: Ruth & Bob Frantz, Ken Hermach, Steve Hill, Ken Keifer, John McConnochie, Jim Wertz

Minutes of the Last Meeting, February 5: The minutes were prepared by the secretary and published in the NEPA Newsletter for March, 2009. A motion by Hermach (2nd Keifer) to accept was passed.

Treasurer's Report for February, 2009, Ruth Frantz: Motion by Hill (2nd Hermach) to file for audit; passed

Programs:

- March 5: "Transition to Complex Aircraft", John McConnochie
- April 2: Video: "Air Power After World War II" (part 2 of series), Bob Frantz
- May 7: Video: "Space Power" (part 3 of series), Bob Frantz

Outings:

- March 21 (Saturday) 12:00 noon: Lynfred Winery, Roselle, IL

Newsletter:

- Editor Hill would like someone to take over the Newsletter.

Illinois Pilots Association (IPA)

- March 8: Meeting at Rantoul (TIP); agenda has been published.
- The Chanute Museum is open until 17:00; Hermach hopes to visit.

United States Pilots Association (USPA)

- March 12 - 15: Meeting in Tyler, Texas
- The USPA celebrates the opening of the Branson, Missouri, Airport. This airport is privately-owned (not a municipal airport). Starting May 10, there will be daily flights to/from Atlanta (ATL).

Safety Seminar:

The Annual NEPA Safety Seminar was held at Fermilab on February 26. Attendance was approximately eighty (80). Fred Abrams presented "Single Pilot IFR". Al Engelhardt attended. All members carried out their assignments successfully, and their contributions are appreciated.

Elections:

The following slate of officers and directors was published in the President's Agenda:

President: Jim Wertz
Vice President: Ken Keifer
Treasurer: Ruth Frantz
Secretary: John McConnochie
Directors: Rob Strickland, Steve Hill, Erik Roffelsen

Motion to accept this slate by Hermach (2nd Hill) was accepted.

Outgoing officers and directors were thanked for their service.

Hermach commented on President Obama's TFRs in the Chicago area. Usually, a Presidential TFR can be avoided by staying west of Route 59. The best source for TFR information is Flight Service.

Next NEPA General Meeting: May 7, 2009 (Thursday) at Schaumburg Airport (06C)

Motion to adjourn by Hermach (2nd Wertz) at 8:36 PM

Minutes submitted by Secretary McConnochie

NEPA, IPA and USPA annual membership/renewal. Please check one:

[] \$10.00 for **NEPA** [] \$24.00 for **IPA/USPA** [] \$34.00 for **NEPA and IPA/USPA**

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIPCODE: _____

HOME PHONE: (_____) _____ - _____ WORK PHONE: (_____) _____ - _____

EMAIL: _____

RETURN TO: Ruth Frantz, 40W297 Apache Lane, Huntley, Illinois 60142 (NEPA Treasurer)