

Brazos Area Recreational Flyers Bragging And Gossip

EAA Chapter 983 Newsletter
NOVEMBER 2004

PO Box 5191 Granbury, TX. 76049
www.eaa983.org

**NEXT MEETING IS SATURDAY, NOVEMBER 13 AT HOUSEMAN HANGER
10:00 AM**

Program: Tim Ulmen from Premium Aircraft Parts

FALL FLY-IN REPORT

The Fall Fly-in was an unqualified success! Damon Berry along with Jason Hutchinson did an outstanding job of planning and pulling together a group of great volunteers to make it happen.

Based on food sales, it appears that the attendance was around 350 people. The weather was not great early in the day, but it turned out much better later. Unfortunately, the DFW area, as well as areas to the south were overcast until noon or after and the number of aircraft from other bases was lower than at other fly-ins.



Stories Were Told...Some Were Believed



Formation Flyers Ed Askins, Damon Berry, Bill Eslick, Roy Geer, Larry Henny, and Don Saint Pass in Review at Fly-in

Set-up and takedown was lead by Ray Nasypany and things seemed to go very smoothly. It is reported that we will be able to find all of the materials when the next fly-in rolls around.

Young Eagles Flights were very popular and leader Barb Wilson reported that rides were given to twenty six young people. Special thanks are given to pilots D.R. Bales, Sam Buttler, Bill Rose, Joe Sasser, Sid Tucker, and Steve Wilson for their investment in this activity.

(Fall Fly-in Continued)

Feeding the crowd was under the able leadership of Claudia Sutter and based on sales, it was well received. We served over 300 people and should clear about \$800 on food sales.

Aircraft ground operations was under the direction of Jim Kucholtz and things went great here. With all of the activity, safety is a top priority here and that aspect graded out tops.

While all of these activity leaders did outstanding work, the Fly-in would not have happened without the tireless work of a significant part of our Chapter membership. Volunteers worked from 7 AM until after 4 PM on Fly-in day and many worked a lot of hours before the Fly-in making preparations. The entire Chapter owes them a vote of thanks.



The Food Was Great!



Young Eagles Flights Were Popular

Message from the Chapter President

The September Granbury Airport Fly-in was well attended and our Chapter cooked pancakes for over one hundred attendees. Much thanks to Dave Christman, Debbie Dewey, Dewayne Jennings, Gene Keyt, Ray Nasypany, Rose Ray, Bob Satterwhite, Claudia Sutter and Sid Tucker for doing the work. We cleared about \$250 for the Chapter on this project.

We held our September Membership Meeting in conjunction with the Granbury Airport Fly-in and Rich Chiappe was kind enough to host us at Sky-Tec for a very interesting program. The program was very informative and it pointed up what a very desirable product the Sky-Tec line of starters is. They are very economical and the weight saving over a standard starter is tremendous. You gain about ten pounds of useful load with their starter, and when you only have say, a hundred pounds of baggage capacity, this is very valuable.

We had a very successful Fall Fly-in thanks to the able leadership of Damon Berry and Jason

(Message from President Continued)

Hutchinson. The food was great, the turnout was good considering the weather, and the event safety was great. See previous article.

The annual Chapter Christmas Party is moving right along under the skillful guidance of Gloria Wilson and Donna Christman. The Christmas Party will be on Friday evening, December 10 at the Pecan Plantation Clubhouse. See the article below for complete details

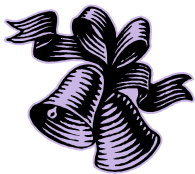
Dave Christman has the November program scheduled and it promises to be another good one. We will be hearing from Tim Ulmen, Manager of Outside Sales for Premium Aircraft Parts.

Premium Aircraft Parts is headquartered in Houston, with facilities Arkansas and Rockwall, Texas for the purpose of supplying the General Aviation Industry with high quality new, overhauled, and surplus parts for TCM and Lycoming engines as well as consumable items for most all General Aviation Aircraft. Their prices appear to be as good or better than local suppliers and they have a very good selection.

Our beloved Newsletter Editor, Scott Correa, has seen his business grow to the point that he has very little time for extra activities. Because of this, I have volunteered to take over as interim editor until a more suitable one can be found. Applications are now being accepted. Please thank Scott for his great work in this job. He will be hard to replace.

Thanks again to all of you Chapter Members. You make it happen.....Dick Jones

4 IT'S ALMOST CHRISTMAS TIME 4



The Annual Chapter 983 Christmas Party and Awards Celebration is just around the corner. This year's event is scheduled for Friday, December 10 at the Pecan Plantation Club House. According to Gloria Wilson, Chair of the event, a Social Time will begin the festivities at 6:00 PM with a cash bar available. Dinner will be served at 6:30 PM, followed by a brief awards event and then dancing to the music of "The Flip Side". There will also be drawings for some very nice door prizes. **Make plans to attend now!**

Tickets are now on sale, (through good management, the price is the same \$35 as last year). You can contact Gloria (817-579-9353) to get tickets. They can also be purchased at the November membership meeting. **Bring your cash or check book!**



FOR SALE or TRADE

I have a 2000 Cirrus SR-20 that I am seeking a partner on. Buster Offutt 817-578-8880. I am based at KGDJ, with an enclosed hangar.

Cleaning out Dads shop: New in box. Craftsman 30 gal, 6hp compressor. \$220. Grizzly 20 gal. parts washer, elec. pump and stand \$95. Craftsman 16 gal. Shop Vac w/all attachments. Used once. \$95. Damon Berry 578-3358

For Sale. WACO UBF-2 project. Almost ready for covering. On gear. Wings need metal leading edge. Tanks and ailerons included. Made as close as available drawings permitted. W-670 eng and prop. Internet pics available. Checked over by Gary and others, none of whom threw up. John at johnd@our-town.com, (254) 965-3887 or Arnie at kschecht@our-town.com, (254) 965-2669.

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WHAT APPEARS TO BE AHEAD FOR GA

Editors Note: I believe the following reprint shows what may be ahead for what I will characterize as "recreational use" of light airplanes in the US. Since 9/11 there appears to be a growing concern about the use of light aircraft in terrorist activities. Many of the country's liberal leaders seem to believe that there is no place for small airplanes in US airspace for any reason. The article below shows that this thinking was beaten back this time, but I believe that the powers that be can have a nice "bone" to throw to these liberal leaders by saying that the new light sport aircraft rules will be good enough for recreational users and that anything heavier needs to be tightly controlled. Watch for this type of proposal to reappear.

Reprint from: Aviation News by Pacific Flyer

General Aviation dodged a near fatal bullet Sept. 15th when Rep. Anthony Weiner (D-NY) backed off on a bill that would have imposed draconian restrictions on when, where and how GA pilots fly.

Weiner had considered attaching H.R. 5035 to legislation implementing recommendations from the 9/11 Commission. But a week-long full-court press by lobbyists from aviation's alphabet groups apparently convinced him otherwise.

"Sometimes you see the tree but not the forest," Weiner said in a statement before the House Aviation Subcommittee. "We do want General Aviation, commerce and business to go on."

Why All The Fuss?

Announced by Weiner on Sept. 8th, the bill would have required the Dept. of Homeland Security to create a method of screening passengers and property on every passenger flight in the U.S., including GA aircraft. That would have impacted some 19,500 landing facilities and nearly 211,000 aircraft.

H.R. 5035 would also have prohibited non-airline aircraft from flying within 1,500 feet of buildings or structures, and from flying over any city with a population of 1 million or more. Aircraft on approach or departure from a controlled airport would have been excepted.

Finally, H.R. 5035 would have required all pilots flying in U.S. airspace to be in contact with air traffic control at all times, regardless of altitude or location.

Reaction

"It's sad that the solemn anniversary of the 9/11 terrorist attacks is being used to introduce this bill," said Doug Macnair, EAA's VP of government relations, in denouncing the bill. "The extreme shortsightedness of this bill speaks for itself and completely counters the government's own security experts, who have stated that GA does not pose a significant security threat," he added.

"If enacted, this legislation would destroy the business aviation community, force the closure of some businesses and drastically weaken business aviation's significant contributions to the economy," added NBAA Chief Ed Bolen.

"This is preposterous, unrealistic and unnecessary," said AOPA President Phil Boyer. "General aviation is not a threat, TSA has already said so; in light of everything that has already been done, requirements like these would kill all of GA."

"It's very clear from all of our contacts that there is significant opposition to this bill within the committees," said AOPA VP of Legislative Affairs Jon Hixson.

With Congressman Don Young (R-AK), the head of the House Aviation Subcommittee opposing it, the bill would have had a hard time advancing far enough to be considered by the House, Boyer had said.

Boyer had faith all along that, aided by properly applied political pressure, the bill would be

recognized for what it was and that it would collapse under the sheer weight of its own folly.

Who Was That Guy?

A member of the House of Representatives since 1999, Weiner, 40 and single, represents the New York City boroughs of Queens and Brooklyn. He is a member of several House committees, including the Judiciary Committee.

Weiner was named "legislator of the year" by the National Organization to Insure a Sound-Controlled "Environment (NOISE) for his work in Congress to reduce aircraft noise." He's also known for his pro-abortion, gun control, Sierra Club and other liberal causes. He's no stranger to aviation interests. As a member of the Science Committee, Subcommittee on Space and Aeronautics, he passed a measure to expand research into quieter aircraft engines.

As a member of the Committee on Transportation & Infrastructure, Subcommittees on Aviation and Highways, he has fought to reduce airport air noise. LaGuardia and JFK Airports in Queens, which Weiner represents, are among his frequent targets.

In fact, when the Concorde made its last flight to New York last October, Weiner's comment to the press was: "Good-bye and good riddance!"

However, it was his appointment by House leadership to the Homeland Security Task Force after 9/11 that put General Aviation in his crosshairs. Write him at weiner@mail.house.gov.

Where's The Logic?

One of the reasons AOPA called H.R. 5035 "unrealistic" was the burden it would have put on the shoulders of air traffic controllers. The FAA is already facing ATC manpower shortages from scheduled retirements over the next few years. Most of the approximately 43 million GA flights per year in the U.S. are flown VFR, with little or no contact with ATC. If the responsibility for monitoring that many additional flights had been dumped on the FAA, it would have broken the back of the ATC system. Furthermore, explained EAA's Macnair, it was inconceivable that the DHS and FAA could fund and administer such a plan.

Perhaps pilot/pundit Ron Rapp of Irvine, Calif. put it best when he said: "Prohibiting airplanes from flying over any city with more than a million people is the same as prohibiting cars from driving in a city with more than a million people. Only a sophomoric simpleton would suggest such a thing."

Luckily, said Macnair, "The aviation community's efforts caused a positive outcome on this issue." Still, we may not have heard the last of Weiner. Though he dropped H.R. 5035, he said he still has continuing concerns about GA, particularly helicopters, with respect to security in metropolitan areas.