



The Leader In Recreational Aviation

Chapter 736 Newsletter for May 2013

It's Dues Time Again

This is a friendly reminder that chapter dues of \$20.00 are payable this month. Checks can be made payable to: EAA Chapter 736.

Checks can be mailed to:

Al Yarberry
36 Violette Ave
Waterville, Me. 04901

Or to:

Mike Watson
P.O. Box 6354
China Village, Me. 04926

Or bring it with you to the next meeting on Monday, May 20th.

Contract towers will remain open

The Department of Transportation publicly confirmed May 10 that it will keep the 149 federal contract towers slated for closure June 15 open until the end of the fiscal year. Congress and the White House granted the FAA the budgetary flexibility needed to move \$253 million of unobligated Airport Improvement Program funds into the operations budget to keep employees on the job and contract towers operating. Additionally, the DOT announced that it would put \$10 million towards reducing cuts and delays in core NextGen programs and will allocate approximately \$11 million to partially restore the support of infrastructure in the national airspace system.

The funding gets the FAA through until Oct. 1 when a new round of sequestration-induced budget cuts will take effect if Congress doesn't take action before then.

The House and Senate had [passed bills](#) to give the FAA the flexibility to move the funding with the intent of ending air traffic controller furloughs and keeping contract towers open. However, after the agency received the flexibility, it ended all furloughs but remained mum on the topic of contract towers.

In addition to Congress, local municipalities with affected towers, pilots, and aviation associations have worked for months to find solutions to force the FAA to keep the [contract towers open](#). [Local governments](#) and at least one individual filed lawsuits to keep the towers open, which contributed to the FAA's [decision to delay](#) the planned closures from April to June.

Update about our Fly In from Ben Brown

Only 2 meetings left before the fly in so I will be asking again for any contribution to help at the Fly In and any contacts you may have that we can invite. Any partial kits out there that a builder wants to bring is what the EAA is all about. Bring anything and be ready to explain what you are doing. The whole idea of this is to entertain the public and inspire future pilots/EAA members. If you have a vendor that you wish to invite please pass along to me. I am inviting as many aviation vendors as I can asking only for a donation to our EAA Chapter. I have a few committed but want more.

The food wagon has been contracted out and the menu expanded. Our chapter will still sell water and the ice cream so Ed Roy plan on ice cream and yes increase the price! Bruce Patten and his wife run the ice cream trailer but we need 2 more volunteers to assist so neither Bruce or his wife have to stay in there all day. Please email me if you can help. Bob Gembala, Mike Watson, his wife Jody and Al take care of the Young Eagles. Wayne Ouellette is our Air Boss once again, we hope Travis will work the flight line and Wilkes has agreed to be in the tower with radio advisory information. We are hoping that Tom Cianchette will be in the tower as well. Many of you know him as the lead announcer at the huge Greenville Float Plane Fly In.

Frank Woodworth has once again taken on the airport set up, barriers for crowd control and more. I will need volunteers to assist moving the food and ice cream trailer to the location for the Fly In. That will be done 2 weeks before the Fly In. We will set up the tents and all the other stuff the week of the Fly In assuming we get at least 3 volunteers to assist Wayne and me. How about a few emails from some of you confirming that you can assist. Exact dates to follow in early July.

Thanks guys..more to follow!

Next EAA/Fly IN meeting is at Pittsfield, Monday the 20th at 6:30 I suspect we will have something to eat if each attending member throws in a few bucks to cover the cost...hint, hint.

Article from Flying Magazine

Does the FAA Care about the Little Guy?

[Based on the agency's recent words and actions, maybe not.](#)

By Stephen Pope / Published: May 09, 2013

The FAA's handling of a variety of prickly issues from the planned closures of scores of contract control towers to the hotly anticipated Part 23 rewrite to the up-in-the-air fate of leaded aviation gasoline will affect general aviation in important ways for years to come. Get the Part 23 rewrite right, and we could witness a resurgence in GA flying; get it wrong, and we might inadvertently put the industry into a graveyard spiral. Likewise, if we stand firm against ill-informed environmental groups and create viable long-term alternatives to 100LL avgas, the future of general aviation flying can be a bright one; if we allow the EPA to run roughshod, we might very well be regulated out of existence.

In other words, the actions the FAA takes now to protect general aviation will have a lasting impact on our ability to pursue our flying passions and preserve GA for future generations. While we all expect the FAA to look out for our best interests, a growing body of evidence suggests the agency isn't sufficiently focused on our long-term survival.

Take the contract tower debacle as a case in point. Before the FAA made its unilateral decision about which towers to close, the agency never talked to pilots. The only factor it took into account was the total number of commercial operations at a given airport. It wouldn't matter if a certain airport had 500,000 general aviation movements a year – if it didn't see a requisite minimum number of airline flights, the contract tower was put on the chopping block.

The FAA was forced to backtrack in some cases after safety concerns arose, but the message the tower closure mess sent was clear: The current leadership at the FAA cares far more about commercial air travel than general aviation, and these leaders certainly don't expect they will have to explain themselves to rank-and-file GA pilots. In fact, when asked who the FAA's "customer" is, Administrator Michael Huerta told lawmakers at a House hearing recently it is airline passengers, plain and simple. The guy in the Cessna Skyhawk or Learjet 45 doesn't make the cut apparently.

Instead, there is ample proof that the flier in the Learjet can expect little better than open disdain from the FAA, as evidenced by the words and actions of the president, who seems to revel in bashing "fat cats" and their private jets. As a form of punishment, President Obama wants business jet travelers to pay \$100 per flight in what can only be described of as a kind of corporate speed bump to ensure the rich don't have it too easy. After all, the White House's user fee proposal isn't really about the money. If it was, the administration would be pushing for an increase in aviation fuel taxes. The fee, instead, is about restricting access to the skies for a class of flier who benefits from certain "unfair" advantages.

Incredibly, the situation faced by the piston GA segment is even more dire. Unlike the upper echelons of business aviation with the money and political clout to push back at every turn, we're struggling just to survive. General aviation deserves an FAA that is on our side every step of the way and has our back when we come under attack. Instead, in too many instances we seem to face a bureaucracy that is focused almost entirely on the well-being of airline travel and barely at all on the best interests of general aviation.

Maybe that assessment is too harsh. Maybe the FAA really does care about the little guy. But we can only go by what the FAA Administrator says and does. And so far he has said and done very little to make me believe otherwise.

Next Meeting

Our next meeting will be held at Curtis Air at the Pittsfield Airport on Monday, May 20 at 6:30 pm (as noted earlier in this newsletter).

Also, a new Fly In poster has been added to our web site. Please feel free to send it on to whomever you think might appreciate the info or, just refer them to the web page for the Fly In.