



Twin State Flyers

Newsletter

April 2011

EAA Chapter 740

PO Box 5530, West Lebanon, NH 03784

***Next Meeting:
Tuesday, April 12th, 2011 – 7:00 PM
Signal Aviation – KLEB***

***Program: What's Up With Pink Airworthiness
Certificates?***

****** Reminder that dues are due! ******

Note From Our Membership Coordinator

If you haven't heard it yet,
DUES ARE DUE NOW!!

Dues checks are slow coming. EAA bylaws stipulate that if one does not pay their chapter dues by the end of March they need to be **removed** from the roster.

For those of you who haven't paid yet please send a check to:

PO Box 5530
W. Lebanon, NH 03784

Or pay at the the next chapter meeting on April 12. As I have previously mentioned, we don't have an office staff that can send out reminders etc. SO PLEASE MAKE AN EFFORT TO SETTLE UP ASAP.

Upcoming Events

Date	Event	Location
06/04/11	<u>EAA Chapter 1478 - 3rd Annual Fly-In</u>	Northampton, MA
06/18/11	<u>Taildragger fly-in</u>	Rutland, VT
Oct 1, 2011	<u>Leefpeepers fly-in</u>	Rutland, VT

Other Events

1. May Chapter program will be builders' tour at Parlin Field. Dino and Dave White will be Program Leaders. Probably look at Louis Edmond's T-6 (he has two of 'em, one flyable, the other in parts/pieces). Other info from Dino/Dave.
2. June Chapter program will be regular cookout at LEB. Let's get some folks to fly airplanes!
3. May 14 New England Aviation Expo in Nashua. New location this year. Look for details at the Expo website http://www.faa.gov/news/conferences_events/aviation_expo/
4. May 21-22 Hampton Fly-Market
5. June 4 Dean Memorial Airport Day and Young Eagles
6. June 4 Brunswick, ME (KBXM) Open House.
7. July 9 EAA740/Taildragger Fly-In and Performance Seminar at Parlin Field
8. July 16 Lebanon (KLEB) Open House and Young Eagles
9. July 25-31 Airventure
10. August 20 Parlin Field Open House and Young Eagles
11. September 22-24 AOPA Convention at Hartford, CT

Chapter President's Corner

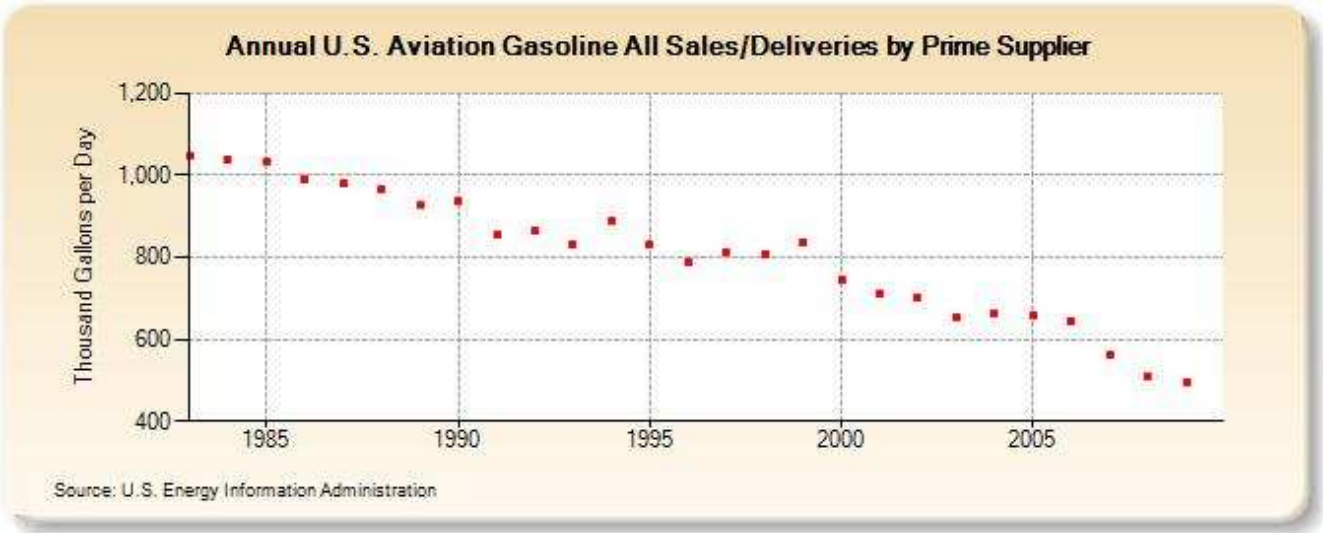
What's Up with Fuel Prices?

The whole aviation fuel pricing game is frustrating for pilots and FBOs alike. Let's take a look at a few aspects we *can* quantify, starting with taxes and fees. For 100LL avgas sold at retail in New Hampshire, taxes and fees total \$0.25215 per gallon. The breakdown is as follows:

Federal Excise Tax (Federal funding for airports)	\$0.193000
Federal Leaking Underground Storage Tank fee	\$0.001000
Federal Oil Spill fund	\$0.001900
NH State Airways Toll (state grants to airports)	\$0.040000
NH Pollution Tax	\$0.001250
NH Oil Discharge & Disposal fee	\$0.015000

At least some of the Federal Excise tax is returned to airports through the FAA airport improvement program. Consider, for example, Claremont's taxiways and runway lighting. Those improvements were largely funded through the Federal Airport Improvement Program. Likewise, the State of New Hampshire returned some of the State airways toll to airports through the Grants to Airports program. Many of the smaller airports, especially those not eligible for Federal funds, have benefited from State Grants. In recent years, however, the State reduced the grants program to zero and redirected the airways toll to other purposes. That redirection of funds is a topic for another discussion. Finally, environmental fees total less than 2 cents per gallon.

At 25 cents per gallon, taxes and fees are not a dominant factor in fuel prices. So why is fuel so expensive? I'll admit to being on a bit of a rant, but let's consider some historical data. The U.S. Energy Information Administration provides a wide variety of energy information, including data on aviation gasoline. Their data indicates that we experienced a clear downward trend in demand for 100LL over the past two decades. The trend is consistent and no surprise to those who have been flying for several years. There are fewer active pilots, and they are flying less.



What *is* a surprise, however, is the dramatic rise in fuel price over the past decade compared to previous years. The dramatic increase in price does not correlate well with the consistent decrease in demand. Supply hardly seems to be the issue, so something else must be in play.



The fuel price situation is even worse when we examine local data acquired twice weekly over the past year as shown below. Traditionally, aviation fuel prices changed by only a penny or two from week to week. Now, prices change as much as 20 cents a day!



This doesn't seem to be a rational market. It appears to be an irrational market driven by fear, emotion, and speculation. Somebody please explain it to me.

International Learn to Fly Day, May 21, 2011

EAA is promoting the International Learn to Fly Day in a manner similar to Young Eagles. This is a good opportunity to promote aviation and spread goodwill among the general public. If anyone in the Chapter is interested in leading this program, please engage in the conversation at the next Chapter meeting. More information at www.LearnToFly.org.

Safety Update

With pilots flying less, the challenge for individual pilots to remain proficient increases. For the many pilots who don't fly during winter months, getting back into their airplane in the Spring is almost like transitioning to a new airplane. Many experienced pilots create a refresher program to get themselves back into shape. The program may be informal, consisting of self-directed ground review and basic flight maneuvers; or it may be more formal, consisting of time with a CFI. Want some additional options? Consider attending the FAA's Safety Stand-Down scheduled for April 16 at Laconia (see FAASafety.gov), or talk with Dino Vlahakis, Chapter 740's Flight Advisor.

Russ Kelsea

2011 Schedule

Every airport in the area has at least one pilot who is a member of Chapter 740. That means that our Chapter has an opportunity (and maybe a responsibility!) to help coordinate events during the short summer flying season. It's exceeding easy, and perhaps unavoidable, to create scheduling conflicts.

Notes from the January meeting, published in the February newsletter, laid out some general schedules for the Chapter. If we add activities of interest to Chapter members, we get a better look at the overall schedule. With that thought in mind, here's a general discussion of events:

April – Chapter meeting: program open, no other activities scheduled

May – Chapter meeting: program open, no other activities scheduled

June – Chapter meeting: cookout, evening flying. June 4 Dean Memorial Airport, Young Eagles.

July – Chapter meeting: generally the annual Chapter Fly-In Cookout which has been held at Claremont or Newport in recent years. Tail-dragger fly-in at Parlin Field, typically third Saturday of the month. Lebanon Airport Day, July 16 (third Saturday). Airventure July 25-31. Any others?

August – Chapter meeting: cookout, evening flying. Parlin Field Open House (tentative).

September – Chapter meeting: cookout, evening flying.

October – Chapter meeting: nominations, program open to suggestions. Possible trip to New England Air Museum.

November – Chapter meeting: elections, program open to suggestions.

December – Chapter meeting: Annual Christmas Dinner.

Obviously, we need to communicate. Please don't be bashful. We need your input at Chapter meetings!

Sun 'n Fun reopens after severe storm

By AOPA ePublishing staff – April 1, 2011



Sun 'n Fun reopens to sunny skies, and the AOPA tent welcomes attendees after a storm raged through the event Mar. 31.

Sunny skies greeted Sun 'n Fun attendees in Lakeland, Fla., as the show reopened April 1 [following a severe storm](#) that temporarily shut down activities the previous day.

[Sun 'n Fun President John Burton reported](#) March 31 that 15 people were treated for injuries at Sun 'n Fun's on-site medical hospitality center, although no major injuries were reported. Seven of those were later transported to Lakeland Regional Medical Center, Sun 'n Fun said.

According to Burton, the storm damaged some 40 to 50 aircraft, including several of the aircraft on static display, and knocked down exhibitor tents across the grounds. But crews and volunteers as well as local health and safety officials worked through the night to ensure that the show grounds were safe and ready to open first thing Friday morning. By morning, damaged aircraft had been moved, airplanes had begun coming and going at a normal pace, and even the storm-drenched grounds had dried significantly.

With the show grounds and airport itself open and much better weather forecast for the remainder of the weekend, Burton anticipates a great airshow, including demonstrations by the Navy's Blue Angels team.

AOPA is offering assistance at its tent for people affected by the severe weather, and encourages people to take advantage of the nicer weather rolling into the area.

“If you’re in central Florida or were planning to fly in, the best way to pay tribute to the hard work of the staff and volunteers is to come on out,” said AOPA President Craig Fuller. “Sun ’n Fun is open for your enjoyment!”

The supercell thunderstorm complex that hit Lakeland Linder Regional Airport spawned an [EF1 tornado](#) on the field, the National Weather Service (NWS) confirmed. The service also reported downburst gusts as high as 75 mph. While some evidence remained April 1 of the violent winds that ripped through the grounds the day before—some missing lettering on the sides of buildings, displays that were still being repaired, a spot on the field where wrecked aircraft had been relocated—the site was transformed. The Blue Angels arrived in the morning, along with an F-22 Raptor for static display.

“It’s a bright, beautiful day at Sun ’n Fun with the promise of an equally beautiful weekend in the weather forecast,” Fuller [blogged](#). “So don’t let reports of yesterday’s bad weather keep you away.”

Sun 'n Fun (2)

Trip Report from Brian Mayette

I attempted to take the RV-6A to Sun N Fun last week. A persistent band of rain and very low ceilings in SC and GA, as well as bands of TS all across northern FLA, kept me from getting any further south than Duplin County, DPL, in southern NC.

I left VSF, Springfield, Vermont at first light Monday. It was very cold and clear. After I left, I almost turned back, because the turbulence was so bad over VT & western MA; the worst I've ever experienced. Some smooth spots helped me continue. Then it completely smoothed out by the time I got to NYC Class B and went through the Hudson River VFR corridor. Flying low down the Hudson River and over the Statue of Liberty was pretty cool. The heater doesn't produce much heat, so I was shivering badly the whole way to the first fuel stop.

I refueled in Melfa, VA (MFV), which was a nice place and nice people, warmed up, and checked weather for about 3 hours. The weather to the south wasn't great, and the WX briefer made it sound undoable, but I easily made it to Duplin County DPL in southern NC, the southern-most VFR airport. Everything south of that was IFR, ceilings 400-1000' in SC & GA, and TS in FLA. The folks at Duplin County were great; they loaned me a car and I stayed in town overnight.

Tuesday, the METARs and TAFs to the south were the same, so I decided I'd better head back north while I still could, with bad weather predicted for the northeast later in the week. Before I could leave, I had to wait for the sun to burn a heavy frost off the plane. The air was smooth as silk south of NYC Class B going both ways, and my landings were just as smooth; not even a tire chirp.

On the way back, a presidential TFR was in place for NYC Class B starting at 2 PM. I figured I'd probably get there before 2, but I was concerned the time might change, so it was easier to just plan to go around it. When I got up there, around noon, I was partway around it and ATC asked for my heading. I told them what it was and why, and said it'd be nice if I could just cut through Class B, so they approved that.

After I left the Class B, I was getting lower and lower clouds, as well as more and more turbulence. I started bouncing around so much, it was difficult to read the sectional, especially because I was right at the joint between the two sides of the chart. It was hard to manipulate the chart with one hand, and I couldn't let go of the stick. I was getting a bit overwhelmed with not being sure exactly where I was and what airports were nearby, the converging lowering clouds and rising terrain, bouncing around so much, and fuel getting down to about 15 gallons. There was a wall of white where I wanted to cross into Vermont, so I called up "nearest" on the GPS, found Columbia County, NY (1B1), and diverted there with a fairly smooth landing in a gusty cross-wind. Thank god for GPS!

Again, the good folks at Columbia County were kind enough to loan me a car to get to a

motel. Wednesday morning, I again had to wait a couple hours before I could leave, as I turned the front and back of the plane into the rising sun to burn off the frost. It was crystal clear and calm when I left Columbia, although the more I got into Vermont, the bumpier and cloudier it got. I landed at Springfield with an awful-looking, but unbounced landing in gusty double-digit crosswinds, and it was good to be back home.

Oh well. I spent a bunch of money, both in prep and in travel, and I didn't get there, but it was a good experience anyway. I lost my vacuum and DG northbound over Norfolk, and NYC ATC said my altitude was off, so I'll be getting those things fixed soon, as well as seeing if the heater can be improved.

As it turned out, I was very lucky I didn't make it to SNF, because Wednesday and Thursday, the band of thunderstorms was still over central Florida, then about noon Thursday, a tornado hit SNF and wreaked major havoc on everything. No major injuries, but many planes were damaged or destroyed. It's a good thing lots of people couldn't make it to SNF, or damages would have been worse.

I went 1500 miles in 10 hours of flight, burning 80 gallons of fuel. My route was down the NJ and MD/VA peninsulas, with two 15-mile water crossings, avoiding the DC space. I had taken the course on the DC airspace, and the main thing I learned from the course was "avoid DC area if at all possible". One of the weather planning tools I used was weathermeister.com, and I highly recommend it. It's much better and easier than any other weather planning tool I have tried.

Meeting Minutes from March Meeting

March chapter meeting. March 8th, 2011

Chapter officers met early to discuss agenda for the remainder of the year.

It was decided that for the April meeting they would invite Dave Pebbles from the FSDO in Portland, ME., to give a presentation addressing the accident records of LSA and experimental aircraft, which the FAA has lumped into one category. Apparently Dave Pebbles is very interested in giving this presentation.

May will likely be a builders tour at Parlin Airport in Newport, seeing a local builder's project, (RV-6A), aircraft at Lou's hangar, and possibly a cookout.

June, July, and August meetings will likely be cookouts at LEB.

September or October will probably be a group visit to the New England Air Museum at Bradley Field in Connecticut. We could possibly fly down if we can get enough aircraft to carry everyone interested.

No particular agenda for November yet. December, of course, is our annual chapter dinner.

For months where no agenda is firm, stay tuned.

The chapter meeting consisted of the different airspace designations assigned by the FAA. This excellent presentation is part of the FAA Wings program, given by Russ and Rick. See www.faa.gov for further information.

Fly (and drive) safe!

Classifieds

Misc Avionics For Sale:

1. KX-170B Nav/Com, with tray.
2. KI-208 Indicator (VOR/LOC needle, no glideslope).
3. KR-86 ADF (indicator built into radio), complete with tray, loop and sense antennae, full length uncut cables.
4. Trans-Cal Encoder D120-P2-T (optical-electro-mechanical)
5. LORAN, complete with tray and antenna (in case anyone wants a museum piece)

Items 1-4 working when removed. Prices negotiable. Contact Russ Kelsea - 603-664-7650

Airplane For Sale:

- Taylorcraft bc12-D project. Contact Charlie Zue at clzue@valley.net or 802-685-3182

Airplane For Sale:

- 1975 Grumman AA1B Tr2 - Contact DJ Merrill - <http://deej.net/forsale/>

Airplane For Sale:

- 1976 C-182P; Continental O-470S1; McCauley 2A34C201/90DA-8 , always hangared, fresh annual(9/10), ~7160-TT,~560-SMOH, Tannis Engine Heating System, King & Garmin avionics (GMA-340, GNS-430, GA-56, GS-106A, AK-550-6, KX-165, KT-209, GTX-327), CESSNA NAVOMATIC 300A autopilot, 4-place intercom, 4 David Clark Headsets, GREAT value with many extras(i.e., Glare Shield, Newly Upholstered Front Seats, Front Passenger 6" by 10" camera window, FAA 337modified floor below pilot's seat for camera, etc.), \$116,000, (603)787-6771, jgodston@charter.net

Airplane Partnership For Sale:

- 1964 Cessna 172E. 180 HP engine. 5 total owners. Based at CNH. Contact Dan Truesdell - 603-558-1648

Twin State Flyers

EAA Chapter 740



2011 Officers and Directors

Russ kelsea - President - 603-664-7650
Tom Williamson - Vice President - 603-664-7650
Steve Christy - Treasurer – 603-448-2427
Dave White – Secretary - 603-927-4984
Dino Vlahakis - Director - 603-448-3729
Joel Godston - Director - 603-787-6771
Dan Truesdell - Director - 603-558-1648
Dino Vlahakis - Membership Coordinator - 603-448-3729
Dan Truesdell - Newsletter Editor - 603-523-9176
Steve Keen - Technical Counselor - 603-542-6000
Dino Vlahakis - Flight Advisor – 603-448-3729
Braxton Freeman – Young Eagles Coordinator - 802-738-6539
Tom Williamson - Webmaster – 802-436-2868

Disclaimer

Twin State Flyers Inc. assumes no responsibility for any action taken by any persons as a result of reading any part of any publication prepared by or referred to in its newsletter or other publications. The operating comments, recommendations, critiques, suggestions, and procedures together with the cautions, safety actions, modifications, mechanical remarks, and other items recounted in these publications is provided for the reference of the reader, and no endorsement or approval is implied or intended. The pursuit of flight or the pursuit of any action contained in this newsletter is the responsibility of the individual and not of the Twin State Flyers. Any individual taking any action in reliance on material published in this newsletter does so at his or her own risk. The Twin State Flyers, its directors and members disclaim specifically any responsibility for any action taken by others.