



THE TIMES

FEBRUARY 2007

JANUARY A group of our members carpoled to Kermit Weeks' Fantasy of Flight in Polk City for our monthly meeting. A guide was engaged to give a first class tour of the facilities and a good time was had by all, blah, blah, blah.

EDITOR'S NOTE A special "thank you" to Bill Howard for his organizational skills and to Charlie Schnitzlein for the accompanying group photo at Fantasy of Flight

FEBRUARY- February 24th will mark our annual visit to see what's old/new at the **Kimball's** toy shop. Directions: North or South on Orange Blossom Trail, US 441, to Sadler Road traffic light three miles (approx.) north of Zellwood. Turn east for a hundred meters and when road curves to right, bear left. Follow blacktop to end, take rightmost drive and follow the yellow sand road to the buildings several hundred meters to the east.

MARCH- Mar 24: Field trip to the new Orlando North Airport, home of **Lou Larsen's "Piet"**

APRIL- April 28: Field trip to see **David Pierce's Cozy**.

CAP/EAA BLDG., LEESBURG, MUN. AIRPORT

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MEETS- 9 A.M. EACH 4TH SATURDAY

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<http://groups.yahoo.com/group/EAA534/>

DUES DUE- See Bill Howard at the next meeting or use the pre-addressed envelope Bill sent you recently.

MINUTES, FEB 2007 EXEC. COMM. MEETING:

Old Business:

1. Programs-February-Kimball's, March- Orlando North Air Park, April-Cozy visit-David Pierce in Montverde, May Fly-in Breakfast
2. Young Eagles-will be on hold for a while due to lack of seats available.
3. Do we want to have a social meeting before the snowbirds go back for the winter.
4. Chili bash at the Adrien's campsite on Fri. at Sun-n-Fun.
5. Possibly contact Flying Gators about the spring fly-in.(JHW to call Alan Resnick)

Contact EAA headquarters to get email addresses for possibly getting new members. (Note: The Editor, Bill Schulz, contacted HQEAA requesting, in an effort to save printing and postage costs, email addresses of all



EAA Chapter 534 (Leesburg, FL) members, family, and guests at Fantasy of Flight.

Photo courtesy of Charlie Schnitzlein

members within a ten mile radius of LEE, and he provided the ZIP codes for areas filling that criterion. Schulz was told that HQEAA "could not provide that information." Can someone tell the Editor just what is it that we pay those people for?)

THE FOLLOWING FROM PEGGY AND TIM PRESTON- We are now settled in and operating out of

Leesburg Airport (LEE) in Leesburg Florida. We are located in the Shaffer Aviation Hanger at the intersection of Echo and Airport Blvd., just inside the South (main) entrance off Hwy. 441. If you fly in, tell the controller you are here to see us and they will be happy to give you directions... It's a big change! We're excited about being here and look forward to seeing everyone. Mrs. isn't so

sure about this since Lexie the Border Collie lives here, but she's adjusting and loves her window sills!

Physical address: 9020 Airport Blvd., Leesburg, Florida 34738.

Hope to see you soon.

Peggy and Tim
Preston Aviation, Inc.
Leesburg Airport
www.flytailwheel.com
352-589-1111
352-326-9975
352-223-1109 - Peg's cell

THISSSSSS, IS YOUR CAPTAIN SPEAKING....

Does anyone want to hazard a guess as to what the amiable chap pictured here is about to blow his follically challenged stack on? User fees? EAA Young Eagles flights being lumped in with charter flights over the big trench called the Grand Canyon?

How about both?

We may have seen the handwriting on the wall but to have both items rear their ugly heads in the same two week period is just a bit more than

this writer can ignore.

USDOT Secretary Marian Blakey put forth one of the most inane arguments ever on the matter of user fees. To quote,

A cost based system is much more transparent and accountable -- for the FAA, the passengers, users -- and it gives Congress more insight into our costs for oversight.

Despite all the hype you've undoubtedly been hearing, moving to a user fee system is hardly unprecedented. In fact, I mentioned several countries before, but here's another list to think about: Barbados, Brunei, Guinea-Bissau, Kiribati, Kuwait, Namibia, Sao Tome & Principe, Swaziland, Togo, Tuvalu. That list represents the only countries that do not charge for the actual cost of ATC services. Do we really want (the) most powerful nation on earth to remain on that list?



Blakey went on to state,

The commercial traveler is paying 95 percent of the cost but imposing only 73 percent of the requirements. Imagine a restaurant that required you to pick up the tab for the people sitting at the next table. It's not as farfetched as it sounds. It happens in our skies every day. A seat on a commercial jetliner is the most heavily taxed spot in all of aviation.

Oh, Marian, you're breakin' my heart! I wonder how many of those poor, overtaxed passengers-- along for the ride-- ever took "passenger training," underwent biennial passenger reviews and medicals? Or paid through the nose for the privilege of paying about seventy cents tax per gallon for fuel? Make no mistake, the airlines are behind this... hey, look at all the empty seats because the seat taxes are too high!

And on the matter of Young Eagles flights,

Earl Lawrence, EAA's vice president of industry and regulatory affairs, contacted senior FAA officials to explain how certain elements of the rule's preamble -- not the rule itself -- could be interpreted in a way that would severely limit what aircraft could be used for Young Eagles flights, with additional restrictions on pilot qualifications and frequency of Young Eagles activities.

Good Luck, Earl!

I wouldn't be at all surprised to see G/A pilots start a guerilla campaign of ATC harassment; you know, XPDR on 1200, outside the Mode C veil and in the approach path (but at an altitude safely well above/below the glide slope)? That sort of stuff. Could ruin their whole day! Hell, we pay taxes, too!