



Columbus Area Aviators

EAA Chapter 729 Newsletter
Columbus Municipal Airport (BAK)
Columbus, Indiana
April, 2007 Volume 12, Issue 4

April Meeting

The April meeting will be a presentation by Keith Baker on some of his flying experiences. Keith who lives in Brown County is an ex-Navy pilot with over 300 landings on a moving airport (carrier) and is currently a pilot for Fed-Ex based out of Indy. The meeting will be **Thursday evening April 5th** in the lower conference room at the Columbus Municipal Airport Terminal Building. We will meet at 6:30 PM for refreshments with the program starting at 7:00 PM.

March Meeting

The March meeting was a trip to Indy to attend an AOPA Air Safety Foundation seminar titled: **“Say It Right! – Radio Comm in Today’s Airspace”**. The seminar was well attended (it overflowed into the hallway) and provided a good refresher on proper techniques and phraseology. At the end there was a Q&A session with several controllers including Mark Gentry the tower chief at BAK.

Notes From The “Prez”

This month’s “Notes from the Prez” will be replaced by a letter from EAA Headquarters (attached later in this newsletter) regarding the need for “grass roots” input regarding the FAA’s proposal to base its funding on user fees and substantially increased fuel taxes. In addition to the letter, EAA’s position paper on the subject is included along with templates for sending your comments to our Senators (Bayh & Lugar). Members should mail or fax (rather than E-Mail) their input to both Senators as well as your Representative.

Aviation/Member News

A Legend “Gone West” – Tony Rostanzo



Anthony P. "Tony" Rostanzo passed away on Friday, March 2, 2007 at his residence in Franklin. Tony was born on May 17, 1920 in Aciri, Italy, and moved with his parents to the US when he was 9. He graduated from the Roosevelt Aviation College in Long Island, New York in 1940. After serving in WWII, his first aviation job was working for TWA in Oklahoma, Kansas City and at Weir-Cook Airport in Indianapolis as an aircraft

mechanic. He went on to Allison Gas Turbine as an inspector, and he worked weekends at the Franklin Flying Field (3FK).

Starting in 1946, he owned and operated Mid-State Aero Repair at 3FK. After 50 years of aviation, he was presented the "Charles Taylor Award" given in honor of the Wright Brothers Mechanic by the FAA. He was a member of the Johnson County Pilots Club since 1948. He was an advisor for the Vincennes University Aviation Program and a teacher for the ICT program which employs student workers. On his 79th birthday, he made a tandem parachute jump at Franklin Flying Field (a gift from his many friends). His last project was participation in the restoration of Joe Cunningham's & Doug Eckart's 1947 J-3 Cub (in the photo above).

Coincidentally, I received a copy of the poem below just this week and it seems appropriate in light of Tony's passing.

"A Place in the Sky"

I hope there's a place, way up in the sky,
Where pilots can go, when they have to die.
A place where a guy can buy a cold beer
For a friend and a comrade, whose memory is dear.
A place where no doctor or lawyer can tread,
Nor a management type would ere be caught dead;
Just a quaint little place, kind of dark, full of smoke,
Where they like to sing loud, and love a good joke;
The kind of a place where a lady could go
And feel safe and protected, by the men she would know
There must be a place where old pilots go,
When their pain is finished, and their airspeed gets low
Where the whiskey is old, and the women are young,
And songs about flying and dying are sung,
Where you'd see all the fellows who'd flown west before,
And they'd call out your name, as you came through the door.
Who would buy you a drink, if your thirst should be bad,
And relate to the others, "He was quite a good lad! "
And then through the mist, you'd spot an old guy
You had not seen in years, though he taught you to fly.
He'd nod his old head, and grin ear to ear;
And say, "Welcome, my son, I'm pleased that you're here."
"For this is the place where true flyers come,"
"When their journey is over, and the war has been won."
"They've come here at last to be safe and alone"
"From the government clerks and the management clone,"
"Politicians and lawyers, the Feds and the noise,"
"Where all hours are happy, and these good ole boys"
"Can relax with a cool one, and a well deserved rest;"
"This is heaven, my son ... You've passed your last test"

Officers For 2006

President	Dick Gaynor
Vice President	Dave Timbers
Vice President	Karl Schilling
Sec./Treasurer	Larry Morlock
Newsletter Editor	Mike Foushee
Young Eagle Coord.	Rebekah Spalding
Young Eagles	Brett Herrick
Historian	Dave Timbers
Director II	John Walter
Director III	Toby Orme

Interesting Websites

www.air-and-space.com/Douglas%20DC-2.htm
www.zianet.com/tedmorris/dg/bombers4.html =
www.stormbirds.com
www.boeing.com
www.aircraftsupply.com
www.aircraft-tool.com
www.chiefaircraft.com
www.dmairfield.com
www.airminded.net
www.skyvector.com

2007 Young Eagle Flights

The Young Eagle Flight events for 2007 will be held on the following Sat. mornings.

June 9th July 14th Aug 4th Sept 8th

These events are a great way to introduce kids to the wonders of aviation (not to mention a good reason to go flying on a Saturday morning).

We'll obviously need pilots with planes to volunteer; but it is equally important to have volunteers for ground operations. Please mark these dates on your calendars.

Calendar of Events

Apr 17-23 Sun & Fun Fly-In
Lakeland, FL (LAL)
Apr 21 Thunder Over Louisville
Louisville, KY
June 10 "Sinful Sunday"
Lee Bottom – Hanover, IN (64I)
June 15-17 Summer Heat Air Festival
Muncie, IN (MIE)

Items For Sale or Needed

1953 Cessna 170-B



1953 Cessna 170-B, C-145, IFR
TTAF-4104, SMOH-1643
(2) KX-175B 720 Channel, Narco AT-050,
Collins Audio Panel, Garmin 196 panel mtd.,
Sigtronics Intercom, David Clark noise cancel
headsets, alternator, Autofuel STC, CHT,
EGT, new paint – original color & scheme,
new headliner, new Concord sealed battery,
strokes, fresh March '07 annual, excellent
airplane - \$41,500
Contact Doug Eckart 812-376-0488

Don't "Take Your Tent" To Oshkosh -

1975 Revcon motorhome
One owner (and it knows the way to OSH)
All aircraft aluminum construction
Olds 455 drivetrain - 15 mpg
Very clean inside and out
\$6000.00
Contact Mike Williams 812-375-1954

As long a space is available, I'll list items either wanted or for sale that are AVIATION related. If you will provide me with a brief description and contact information, I will include your items.

Aviation (kinda) Humor

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly stained heirloom piece you were drying.

- June 29 Military Tattoo
Wright-Patterson – Dayton, OH
- July 8 "Sinful Sunday"
Lee Bottom – Hanover, IN (64I)
- July 23-29 AirVenture Fly-In
Oshkosh, WI (OSH)
- July 28-29 Dayton Airshow
Dayton Int'l Airport (DAY)
- Aug 12 "Sinful Sunday"
Lee Bottom – Hanover, IN (64I)
- Aug 25-26 Indy Air Show (Blue Angels)
Mt Comfort Airport (MQJ)
- Aug 25-26 EAA Mid-Eastern Fly-In
Marion, OH (MNN)
- Sept 1 Fly-In / Cruise-In
Marion, IN (MZZ)
- Sept 14-16 Terre Haute Air Fair
Terre Haute, IN (HUF)
- Sept 21-23 Dawn Patrol WWI Fly-In
Wright-Patterson – Dayton, OH
- Sept 22-23 Blue Ash Airport Days
Cincinnati, OH (ISZ)
- Sept 27-30 Gathering of Mustangs/Legends
Columbus, OH (LCK)
- Sept 29 Wood, Fabric & Tailwheel Fly-In
Lee Bottom – Hanover, IN (64I)

Future Meetings

The 2007 chapter meetings are tentatively scheduled for the first Thursday of each month.

May 3 rd	Jun 7 th	Jul 12 th	Aug 2 nd
Sep 6 th	Oct 4 th	Nov 1 st	Dec 6 th

Newsletter Input

The newsletter editor is always looking for member input. If you have input please contact Mike by phone at 812-342-3032 or E-mail at mike.j.foushee@cummins.com by the third Friday of each month.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Yeou shoot....'

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

SKIL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touchup jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WELDING GLOVES: Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or ?? socket you've been searching for the last 45 minutes.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG YELLOW PINE 2X4: Used for levering an automobile upward off of a trapped hydraulic jack handle.

TWEEZERS: A tool for removing wood splinters and wire wheel wires.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

RADIAL ARM SAW: A large stationary power saw primarily used by most shops to scare neophytes into choosing another line of work.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER: A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

AVIATION METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, 'the sunshine vitamin,' which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts which were last over tightened 30 years ago by someone at Ford, and instantly rounds off their heads. Also used to quickly snap off lug nuts.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit. Experienced home handy folks primarily use it to make gaping holes in walls when hanging pictures.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

DAMNIT TOOL: Any handy tool that you grab and throw across the garage while yelling 'DAMN IT' at the top of your lungs. It is also, most often, the next tool that you will need next.

CHICAGO, Illinois (AP) -- -- Federal officials say it was probably just some weird weather phenomenon, but a group of United Airlines employees swear they saw a mysterious, saucer-shaped craft hovering over O'Hare Airport in November.

The workers, some of them pilots, said the object didn't have lights and hovered over an airport terminal before shooting up through the clouds, according to a report in Monday's Chicago Tribune.

The Federal Aviation Administration acknowledged that a United supervisor had called the control tower at O'Hare, asking if anyone had spotted a spinning disc-shaped object. But the controllers didn't see anything, and a preliminary check of radar found nothing out of the ordinary, FAA spokeswoman Elizabeth Isham Cory said.

"Our theory on this is that it was a weather phenomenon," Cory said. "That night was a perfect atmospheric condition in terms of low (cloud) ceiling and a lot of airport lights. When the lights shine up into the clouds, sometimes you can see funny things."

The FAA is not investigating, Cory said.

United spokeswoman Megan McCarthy said company officials don't recall discussing any such incident from November 7.

At least one O'Hare controller, union official Craig Burzych, was amused by it all.

"To fly 7 million light years to O'Hare and then have to turn around and go home because your gate was occupied is simply unacceptable," he said.



Letter from EAA Headquarters

You and your EAA chapter members can help to block an FAA funding proposal that would severely impede our ability to enjoy personal flight. The conflict over user fees - the FAA funding proposal driven by the big airline lobby - has escalated into a battle for the future of general aviation. Keeping user fees out of U.S. aviation will require a concerted effort from all participants in our community.

The fate of the FAA's user-fee funding proposal currently lies in the hands of the U.S. House and Senate. Their aviation-related and budget committees are examining the FAA's proposed reauthorization legislation, which calls for the introduction of user fees to pay for FAA services. These committees will determine which provisions of the FAA's proposal to bring to a vote of the House and Senate.

Meanwhile, the big airlines continue to push for user fees and oversight of their structure and administration. The result would give them greater control over the nation's airspace while pushing more of the cost of managing that airspace onto the very group being restricted: general aviation.

The airlines' rhetoric asserting that "fat cats" in private jets should pay more for using the nation's ATC and other services overlooks the oppressive effects their proposals ultimately would have on average aviation enthusiasts like you and me. We are people who already make sacrifices to afford our enjoyment of personal flight. We should not have to underwrite big businesses' use of, and attempts to commandeer, the nation's airspace.

Given the issue's current status, the time for grassroots action is now. To stave off this proposal and its disastrous consequences for recreational aviation, those of us who fly for pleasure must persuade the committee members and all other national legislators that user fees are unwarranted, unfair, and ill-conceived. This is an opportunity for all of us to defend the pastime that we love - and that we have a fundamental right to pursue without shouldering an unfair cost burden and being nudged out.

Please enlist the support of your chapter members in combating this threat. Ask your members to write a letter or send a fax to their delegates in the U.S. House and Senate. Although they require a bit more effort, letters and faxes make a stronger statement than e-mails, which often go ignored because they are too easily generated en masse through automated processes.

The attached documents below serve as templates and guides to assist members in crafting their letters. The names and addresses of the appropriate U.S. Senators are already provided - but don't forget to tell members to look up and correspond with their delegates in the U.S. House of Representatives, too. They may obtain the contact information at www.house.gov.

Furthermore, the attached "**EAA's Case Against User Fees**" is an article for use in your newsletter or website urging members to join in the battle. Feel free to tailor it to the particulars of your chapter and its activities.

Please use these tools to inspire your members to take action. Our continued efforts to make flying more affordable and our right to enjoy the sky are at stake.

Sincerely,

Earl Lawrence
EAA Vice President
Industry and Regulatory Affairs

EAA's Case Against User Fees

EAA is continuing to work with other general aviation organizations to oppose the FAA's proposal for funding the nation's air traffic control system. The funding plan, which reflects the advocacy of the powerful big-airlines lobby, would implement user fees and sharply increase fuel taxes to replace the current, time-tested system of excise taxes on aviation fuel and airline passengers. EAA and the other general aviation groups view this as nothing but a ploy by the airlines to offload more of their costs onto general aviation while grabbing more control of the nation's airspace. Meanwhile, their proposals would require the establishment of a new and potentially costly bureaucracy.

In the past 10 years, the airline industry received a \$5 billion government bailout, a \$10 billion loan guarantee program, and a shift of some pension obligations to the U.S. taxpayer. Now, as many airlines are experiencing a recovery, they want to jettison even more costs by imposing user fees on general aviation.

The airlines, represented by the Air Transport Association (ATA), falsely claim they pay more than 90 percent of all aviation taxes but make up only two-thirds of the operational activity in the system. Yet in the 35 airline hubs that receive the vast majority of FAA funds and resources, general-aviation operations account for only 6% of the total. For example, when general aviation was prohibited from operating at Washington D.C.'s Reagan National Airport in the wake of 9/11, overall ATC costs there were not affected.

However, the cost of the user fee proposals to participants in general aviation, including the many EAA members who enjoy personal flight as a pastime, would be sizable. The FAA's proposal includes new fees to pay for the costs of numerous certification and registration activities, such as: registering an aircraft (\$130), replacing an aircraft registration (\$45), issuing an original dealer's aircraft certificate (\$130), issuing an additional aircraft certificate (\$105), issuing/renewing a special registration number (\$80/\$50), recording a security interest (\$130), recording a security interest in aircraft parts (\$130), issuing or replacing an airman certificate (\$50/\$25), issuing an airman medical certificate (\$42), and providing legal title opinions pertaining to aircraft transactions (\$100).

And, of course, there's the potentially devastating 3.5-fold fuel tax increase, from 19.4¢ to 70¢ per gallon, and a series of other user fees for access to the nation's busiest airports.

The FAA maintains that its plan is essential for funding the creation of the next generation air traffic control system. Adding insult to injury, the concepts and proposals for accomplishing this modernization entail greater restrictions and costs for general-aviation operations.

Meanwhile, projected revenue from a user fee system in 2008 would be approximately \$600 million less than the funds that would be raised by maintaining the current excise tax structure. The shortfall would persist, amounting to approximately \$900 million less funding from 2009 to 2012.

Another reason why general aviation opposes user fees can be found north of the border, in Canada: Ten years ago, when the ATC system was established as a government corporation (NavCanada), light general aviation was exempted from ATC and airport user fees. Now, despite an appeal to the Canadian Transportation Agency, general aviation light aircraft operators will pay charges for the use of seven important airports (including several reliever facilities) for the first time. According to the Canadian Aircraft Owners and Pilots Association, the airline community is viewing this as just the beginning of general aviation paying user fees in Canada.

Even more extreme examples of user fees harming or practically killing general aviation in numerous other countries add to the condemning evidence. Common sense indicates that any initial user fee scheme will eventually trickle down and be imposed on all flight-related operations.

The FAA's proposal would also transfer control of agency funding and oversight away from Congress and dramatically reduce public control of how the FAA exercises its discretionary spending.

“EAA remains categorically opposed to user fees,” said Doug Macnair, EAA vice president of government relations. “Such a system will not enhance safety and it will not improve services. It will add barriers for thousands of recreational aviators while being a costly burden to the federal government.”

How, then, do the big airlines and the FAA attempt to justify such an imbalanced, unfair, and flawed proposal? Their rhetoric asserts that “fat cats” in private jets should pay more for using the nation’s ATC and other services. But it conveniently overlooks the oppressive effects their proposals ultimately would have on average aviation enthusiasts like the members of a thousand EAA chapters across the nation. Those chapters are made up of people who already make sacrifices to afford their enjoyment of personal flight. They should not have to underwrite big businesses’ use of, and attempts to commandeer, the nation’s airspace.

A Call To Action –

Please send you input on this issue to your two Senators and your Representative (via fax or US Mail, not E-Mail) so that they understand the views of their constituents.

The next page contains a template that you can use to formulate your input to Congress. There are some suggested points to make, but you are encouraged to express your own thoughts on the subject which will make a stronger impression on the legislators than just a copy of a form letter.

You can learn more about this at www.EAA.org which links to an “Action Alert” page with more information and instructions.

Honorable Evan Bayh
U.S. Senate
131 Russell Senate Office Building
Washington, D.C. 20510

Honorable Richard Lugar
U.S. Senate
306 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator [Bayh or Lugar]:

I am writing to request that you strongly reject the terms calling for **user fees** contained in the Administration's proposed FAA reauthorization legislation entitled, "Next Generation Transportation System Financing Reform Act of 2007." [Say what you think the result of the proposed user fees would mean to you — e.g., would cause you to sell your aircraft, would reduce the amount of flying you do, would prevent you from obtaining a private pilot certificate, etc. Try to keep the statement to one or two sentences.]

[State who you are and give some information on your aviation frame of reference. For example, "I am a private pilot and owner of a small homebuilt aircraft, which I fly for recreation." Another example could be, "I am a USAF-trained pilot with over 50 years' experience in the flying game and, although I very seldom write letters to elected officials, this problem has caught my attention."]

The present funding system for the world's biggest, best, and safest Air Traffic Control System is NOT broken. The OMB agrees with this assessment as well. The Aviation Trust Fund revenues are at a record level and are projected to increase at a rate of approximately 6% annually for the next five years. The President's own FY 2008 budget estimates indicate there are adequate tax revenues to fully fund the Airport and Airway Trust Fund (AATF), if extended. Conversely, the user fee proposal would raise nearly \$1 billion LESS between 2008 and 2012 than would be raised under the current system.

[Pick one or two of the following points to use in your letter.

- ❑ **User fees are a bad way to fund a new system**, as projected collection costs would eat up much of the potential revenue.
- ❑ **FAA failed its accounting audit** this year, indicating the agency still cannot identify an appropriate cost structure for services.
- ❑ The current system of excise taxes and the method of collection are extremely efficient. **A user fee system would be complex, bureaucratic, and expensive.**
- ❑ **Congress plays a critical role** in providing budget and management oversight of the FAA and must not be cut out of this oversight role.
- ❑ **The U.S. air transportation system is a national asset** that benefits every citizen of this country. Accordingly, every taxpayer should help pay for it through a healthy general fund contribution to the FAA operations budget.
- ❑ As a national asset, **the U.S. air transportation system does not belong to any one set of users:** military, airline, or general aviation. It is a shared asset and no one constituency should attempt to usurp control.
- ❑ **There are no financial constraints on the FAA's ability to modernize** the air traffic and national airspace systems. The agency need only develop a plan that is sound, accommodates the needs of all users, and contains appropriate cost accounting and controls, and then present it to the aviation community and Congress.
- ❑ **User fees have proven time and again to be expensive, inefficient, and damaging to general aviation** in every country in which they have been introduced. Canada, Germany, Australia, the U.K., the Netherlands, the Philippines, Austria, Israel, and many other nations have implemented user fees in one form or another — all with disastrous results for their general aviation communities.]

[Closing paragraph: Thank your Senator for giving attention to this matter. Ask the Senator to remember and share your concerns in the debate on this issue.]

Sincerely,

[Your name
Address
E-mail]